
APPENDIX, No. 3,

TO THE

ELEVENTH VOLUME.

APPENDIX TO THE ELEVENTH VOLUME

OF THE

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF CANADA.

From the 19th AUGUST, 1852, to the 14th JUNE, 1853, both days inclusive,

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

QUEEN VICTORIA.

Being the 1st Session of the 4th Provincial Parliament of Canada.

SESSION, 1852-3.

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GEOLOGICAL SURVEY

OF

CANADA.

REPORT OF PROGRESS

FOR THE

YEAR 1850-51.

Printed by Order of the Legislative Assembly.



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1852.

GEOLOGICAL SURVEY

OF

CANADA.

MONTREAL, 20th August, 1851.

SIR,

I have the honor to request you will do me the favor to place before His Excellency the Governor General, the accompanying Report of the Progress made in the Geological Survey of the Province, during the year 1850-51.

I have the honor to be,

Sir,

Your most obedient servant,

W. E. LOGAN,

PROVINCIAL GEOLOGIST.

To the Hon. J. Leslie,
Provincial Secretary,
&c., &c., &c.

REPORT OF PROGRESS.

To His Excellency the Right Honorable JAMES, EARL OF ELGIN AND KINCARDINE, K. T. BARON BRUCE OF KINROSS AND OF TORRY, one of Her Majesty's Most Honorable Privy Council, Governor General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same.

MONTREAL, 20th August, 1851.

MAY IT PLEASE YOUR EXCELLENCY :

My absence from the Colony, under special leave from your Excellency, for the purpose of enabling me to superintend the arrangement of the collection of Economic Minerals, forwarded from Canada to the Exhibition of the Industry of all Nations in London, has prevented me from reporting at the usual time the progress made in the Geological Survey of the Province during the year 1850-51.

In now reporting to your Excellency on the subject, I have to state, that the Provincial Act of 1845, making provision for the Survey, having expired in March, 1850, the time which unavoidably elapsed before it could be renewed, considerably curtailed the season available for field exploration. On the renewal of the Act, the attention of my assistant, Mr. Murray, was devoted to an examination of the Peninsula lying between Lakes Huron and Erie; and I have the honor to transmit to your Excellency his Report on the district. It is accompanied by the Report of Mr. Hunt, on the analyses of various rocks, minerals and mineral waters, which have been the subject of his examination in the Laboratory.

The favorable opportunity afforded by the Industrial Exhibition to spread a knowledge of the mineral resources of the Colony, in so far as they are yet known, induced me to consider it a duty to aid in procuring as efficient a collection of materials to illustrate them as circumstances would permit, and nearly the whole of my own time was devoted to this end. The localities which were visited in making the collection were mainly such as have been geologically described in previous Reports, and I have therefore little to state on the subject of exploration.

A part of the materials thus brought together, with contributions from other sources, was displayed at the preliminary Provincial Exhibition in Montreal, in October last, and these with many additions, procured later in the season up to the commencement of winter, having been transmitted to London, now constitute one class of the native objects occupying the Canadian division of the Exhibition building, where they attract considerable attention. Until the publication of the Jury Reports of the Exhibition, in which will, no doubt, be found an impartial review of the comparative merits of the collection, it would be premature to place any statement of results before your Excellency. These, therefore, will be reserved for some future communication.

In the Report of Progress preceding this, mention is made of a partial examination of the gold-bearing drift on the Chaudière. This examination was last season continued, and the facts resulting from it constitute the only additional topic to which I have to invite your Excellency's attention. The auriferous district was found to spread over an area probably comprising between 3000 and 4000 square miles. It appears to occupy nearly the whole of that part of the Province which lies

on the south-east side of the prolongation of the Green Mountains into Canada, and extends to the boundary between the Colony and the United States. Two general lines of exploration were followed, one of them up the Chaudière and Rivière du Loup from the seigniory of St. Mary to the Province Line, and the other from Lake Etchemin to Sherbrooke on the St. Francis. The former, running transverse to the rock ranges, measured about forty-five miles, and the latter with them about ninety miles. The transverse line was more closely examined than the other, and traces of the precious metal were met with at moderate intervals throughout the whole distance. They were not confined to the channels of the main streams merely, but those of various tributaries furnished indications sometimes for a considerable distance up.

The lowest point in the valley of the Chaudière, at which the drift yielded traces of gold, was on a small stream, falling in on the left side of the river, not far within the south-eastern boundary of the seigniory of St. Mary. They were found to occur on four tributaries, in the seigniory of St. Joseph, for distances of one and two miles from their mouths. One of these joins the main stream, on the left bank, about a quarter of a mile below the parish church, and the other three are on the right. The lowest of them is about two miles below the church, the next about the same distance above it, and the fourth is the Rivière des Plantes, about half a mile farther up and near the south-eastern boundary of the seigniory. In Vaudreuil Beauce they were discovered on the Guillaume, much farther up than previously stated, and on the Bras opposite to it; on this and some of its tributaries the metal was traced to the centre of the township of Tring, a distance of about twelve miles. Three other streams which yield it in Vaudreuil Beauce, have heretofore been mentioned; they are the Ruisseau Lessard, Ruisseau du Moulin and the Touffe des Pins, on which it was first discovered. In Aubert d'Isle it was found on the Famine and traced to Harbottle's Settlement, and beyond the seigniory into Waterford, a distance altogether of about ten miles. Some particles were obtained on the Ruisseau d'Ardoise, about a mile above the Famine, and it was followed about three miles up the brook commonly called Pozer's Stream, in Aubert Gallion. On the Rivière du Loup, in addition to its occurrence in a multitude of spots, in fact almost continuously from its mouth across Jersey and Marlow, it was found in nearly all its tributary brooks, such as the Ladyfair, the Grande Coude, the Metgermet for four miles up, the Traveller's Rest, the Portage, Kempt's Stream, Oliver's Stream for four miles up, and another stream between it and the boundary of the Province. Above the Loup, on the Chaudière, it occurred at successive intervals in twenty places in sixteen miles, as far as the south-western boundary of Dorset Township.

The localities of its observed presence on the other line of exploration were on Lake Etchemin and along the Famine in Aubert d'Isle, and Pozer's Stream in Aubert Gallion, towards Tring, and again on the St. Francis, in Dudswell, in Westbury, and near the joint corners of Westbury, Stoke, Eaton and Ascott, as well as in this last township near Sherbrooke.

It is not supposed that the limits of the auriferous district have been ascertained, but that it very probably extends much farther to the north-east, and attains the valley of the river St. John, while to the south-west it is known to reach Vermont, and to be traceable at intervals through the United States, even, it is said, as far as Mexico. In its breadth, however, it does not appear to cross the range of mountains with which it runs parallel, and no traces of it have been met with on their north-western flank. The deposit in which the gold occurs is part of an ancient drift, probably marine, and supposed to be of higher antiquity than that which, from the extent to which it occupies the valley of the St. Lawrence and some of its tributaries, Mr. Désor, who has recently bestowed much attention on the detrital deposits of North America, is disposed to give the name of Lawrencian. In this, alluded to in various Reports as tertiary and post-tertiary, the remains of

whales, seals, and two species of fish, the capeling and the lump-sucker, and many marine shells of those species still inhabiting the Gulf of St. Lawrence, are found. These shells on the Mountain of Montreal attain a height of about 470 feet above tide level in Lake St. Peter, which is the greatest altitude known to me; none of the remains have yet been found in the Canadian gold drift, and as this appears in its lowest undisturbed parts to be at a height of about 500 feet above the sea, it is probable what is now exposed of it, had emerged from the ocean before the Lawrencian drift was placed, while in lower levels it would be covered up by it.

In the localities in which the gold occurs, the coarser materials of the drift are made up in a large degree of the debris of rocks similar to the clay slates and interstratified grey sandstones, on which it rests, but these are accompanied by fragments and pebbles of fine conglomerate, talcose slate, and serpentine, which with magnetic, specular, chromic, and titaniferous iron (none of them absent when the gold is present) are derived from the mountain range, bounding it on the north-west; pebbles and fragments of white quartz are abundant, which may be derived from veins of the mineral prevailing in the mountain range or from others on the south-east of it. With these materials there occasionally occur in the valley of the Chaudière and its tributaries, large boulders of limestone conglomerate, similar to the beds of St. Giles and St. Mary, and more rarely boulders of gneiss identical in character with known kinds of the rock on the north side of the St. Lawrence. Not only is the gold absent from the drift on the north-west flank of the mountain range, but so also are the chromic iron and the serpentine, notwithstanding that the two have been traced in association 135 miles, constituting a marked band accompanying the range from Potton to Cranbourne. On the north-west flank, however, boulders of northern gneiss are frequent, and a few of limestone have been met with even pretty high up on the hills, showing by their fossils their derivation from the Trenton limestone, the nearest exposures of which are on the north side of the St. Lawrence. In fact, in respect to the drift of the whole country, it may be said, that on southern formations are found resting the ruins of northern, but no northern rocks are met with overlaid to any extent by debris, derivable exclusively from southern. The auriferous drift shows no exception to this, and there is little doubt that causes connected with northern currents, when the rocks were beneath the surface of an ocean, have placed the whole. Ever since the surface, however, has arisen from beneath this ocean, causes similar to those now in operation in the district have been working in a contrary course. The rivers of the district emptying into the St. Lawrence, flow north. In so far, therefore, as their forces modify the distribution of the drift, the materials of which it is composed are carried in that direction. This, no doubt, has some effect on the finer and lighter materials, and occasionally with the assistance of ice and great freshets, on some of the coarser and heavier, but the streams washing away the former in larger proportions than the latter, concentrate these in the valleys and channels. The gold being the heaviest substance is moved the least. It may occasionally be pushed along the bottom when this is smooth, but it seeks every hole and crevice in its course, and when it has once obtained shelter there, it remains protected. Where the edges of the slates come to the surface, the plates have all been moved by superficial forces, and they therefore lie more or less loosely on one another, and the fine particles of gold gradually work themselves down between them, reaching sometimes so deep as three feet.

Although it is probable the whole of the drift on the south-east of the mountain range, both that in high and that in low places, may be auriferous, it appears certain that the metal will be most concentrated in the valleys and the channels of streams, and the larger the stream, the more frequently it has broken down its banks, the oftener and more extensively it has changed its course, the more important the auriferous deposit is likely to be, and it is probably only in some such

situations, if any where, that it will be worked to advantage. From the combination of the materials associated with the gold in the drift, there appears a strong probability that the metal is derived from quartz veins situated in the mountain range, through the agency of some southward-moving causes; and even if traces were found north of this range in the channels of the main streams, such as the Chaudière and the St. Francis, the circumstance would not militate against the supposition, as traces in such positions may be expected from the fluvial remodification of the drift; but with the exception of one vein in talcose slate near Sherbrooke, no auriferous quartz veins have yet been discovered, and in this one there was merely a trace of the metal, so that the facts of this gold district as yet offer no contradiction to Sir Roderick I. Murchison's theory, that the gold, when it was originally placed in the veins, occupied only that part of them which was towards the then existing exterior of the earth's crust, and that this part having been subsequently worn down by various destructive causes, the productive portion of the veins has been wholly or in great degree removed, leaving only their more quartzose continuation behind in situ, while the gold, the vein stone and the rock enclosing it have been carried away to form the drift. In this way it is his opinion that the drift will always be more productive than the veins; but whether this is to be borne out by the facts of California and Australia remains yet to be proved.

The object of this examination has not been so much to ascertain quantity as distribution, but an effective experiment being now in operation on the Rivière du Loup, under a letter of license from the Government, one condition of the lease being that a correct return shall be made of the quantity obtained, I am in hopes by the end of the present season to have a few such facts as will afford some criterion to determine whether there is reasonable ground for supposing the deposit in that vicinity can be worked advantageously.

I have the honor to be,

Your Excellency's

Most obedient servant,

W. E. LOGAN,
Provincial Geologist.



REPORT

OF

ALEX. MURRAY, ESQ., ASSISTANT PROVINCIAL GEOLOGIST,

ADDRESSED TO

W. E. LOGAN, ESQ., PROVINCIAL GEOLOGIST.



MONTREAL, 16th December, 1850.

SIR,—Agreeably to the instructions received from you in the beginning of August, after the renewal of the Act making provision for the Geological Survey of the Province, I proceeded without delay to continue the examination of the western portion of the Province, comprising the great Peninsula, bounded by Lakes Huron, St. Clair and Erie, for the purpose of more accurately determining the boundaries of the several formations, by which the country is underlaid, in their geographical distribution in the interior, and ascertaining the economic materials the various deposits might yield.

Repairing to Hamilton, and proceeding thence to Dundas, several days were occupied in making preparations for an exploration of the outcrop of the Niagara limestone group in the direction of Owen Sound, up to which place the same rocks had been followed from the opposite direction in the year 1848. In determining this as a base line for farther operations, little difficulty was experienced, a bold and sharp escarpment of the lower part of the formation running throughout the whole distance, which may be about 120 miles; but the higher rocks, which occupy the country west from the ridge formed by the previous group, are by no means so easily traced, being for the most part concealed by a thick deposit of drift, and only occasionally appearing in the channels of rivers and brooks, or on the shores of lakes, and at great distances apart.

For information regarding the route to be travelled through the northern townships, offering the greatest facility for the observation of the Niagara group, I am greatly indebted to the Rev. Andrew Bell, who has devoted much attention to the geological structure of this part of Canada, and to the collecting of fossils to illustrate it; and for a series of levels taken on the Survey of the Owen Sound Road, and other levels ascertained in the neighbourhood of Dundas, I take this opportunity of acknowledging my obligation to Robert Wells, Esq., C. E. In an expedition down the Saugeen, I was indebted to Mr. Jackson, of Durham, on the Owen Sound Road, Crown Land Agent, for conducting me to the encampment of Mr. Brough's survey, at that time going on; and I have to acknowledge myself particularly obliged to Mr. Brough for kindly supplying me with a guide and assistant, while examining the district in which he was engaged.

As an agricultural country the whole of the Western Peninsula may be said to equal, if not surpass, in its capabilities of soil and climate, any other part of the British North American Provinces, as the rapidity with which it has been settled, the annual increase of its products, and the growth of its numerous towns and villages, abundantly testify; and it may not perhaps be deemed out of place to remark here, that the exceeding fertility of portions still wild and unsettled, as shown by the size and kinds of their spontaneous growth of timber in the townships of Collingwood, Euphrasia, Artemisia, St. Vincent, Sydenham and others, destines them to become within a short time of great agricultural importance, a result which will be greatly facilitated by means of the road newly opened, connecting Toronto and Owen Sound.

Distribution of the rock formations.

The rock formations of the Western Peninsula, in ascending order, are as follows:—

- Niagara group, including the Clinton rocks and the Grey band.
- Gypsiferous strata and limestones.
- Corniferous limestones.
- Hamilton shales.

NIAGARA GROUP.—A beautiful exhibition of this formation is displayed on the Sydenham Road, on the seventeenth and eighteenth lots of the first concession of Flamboro' West, near Dundas, where the following ascending section of the strata was carefully measured, previous to setting out to trace the boundary northward.

SECTION I.

	ft.	in.
1. Whitish and grey sandstone with ferruginous spots, being part of the grey band.....	3	0
2. Thin arenaceous beds, which weather yellowish, divided by blue or grey shales in thin partings	0	11
3. Compact calcareous sandstone in two beds with a thin pyritiferous parting; small nodules of iron pyrites, fucoids and other fossils weather out on exposed surfaces	1	9
4. Bands of arenaceous dark grey or bluish limestone, sometimes slightly pink, and weathering to a pale red, with partings of dark grey or blue, and sometimes black or buff colored argillaceous and arenaceous shales, containing corals, shells, tentaculites and trilobites.....	7	0
5. Bluish-grey argillaceous shales, with thin bands of impure calcareous rock with fossils (corals, shells, tentaculites, encrinites and trilobites,) and patches of greenish shale, the lower bands granular and marked with small green spots.....	8	0
6. Buff colored shales with thin calcareous bands, with corals, bivalve shells and tentaculities	12	0
	32	8

This is up to the top of the quarry on the seventeenth lot, and the following is in continuation from the last mentioned bed, where exposed on the travelled road on the eighteenth lot:—

7. Concealed by debris.....	7	4
8. Bluish-grey argillaceous and calcareous shale, with indurated argillaceous bands	11	0
9. Green and grey argillaceous, calcareous, and arenaceous shale, with hard arenaceous and calcareous bands towards the top.....	10	8
10. Thin hard red calcareous and arenaceous bands.....	1	0
11. Green argillaceous and arenaceous shale.....	2	0
12. Red marly shale.....	4	0
13. Red calcareo-arenaceous rock, holding various fossils, mostly small corals and fucoids. This probably represents the iron ore bed of Rochester	7	0
14. Red calcareo-arenaceous rock, of the same character as before, becoming brownish-red at the top, with partings of red marley shale holding numerous fossils, corals, bivalve shells and tentaculites.....	1	8
15. Red argillaceous shale with green stripes and patches, and three bands of red and green limestone.....	5	0
16. Pale green argillaceous shale, with three bands of limestone.....	5	0
17. Greenish calcareous, argillaceous and slightly arenaceous shale, with thin divisions of greener shale.....	1	3
18. Pale green or bluish calcareous sandstone, with nodules of iron pyrites; ferruginous stains and stripes, and obscure fucoids, corals and shells.....	1	9
19. Bands of calcareous sandstone with partings of green or bluish argillaceous shale stained with iron, and holding nodules of pyrites; encrinites, corals and broken shells prevail in great abundance at the top.....	3	10
20. Green or bluish argillaceous shale.....	1	3
21. Grey limestone with <i>Pentamerus</i> in abundance and a few other fossils; joints and crevices are incrustated with orange-red calc-spar	1	0
22. Thin bedded blue limestone, with thin partings of bluish-grey shale, beautifully arranged in very regular beds from 16 to 18 inches thick; the stone is used for building purposes.....	7	0
23. A massive bed of blue limestone used for building purposes, and known by masons and quarry-men as the <i>five feet band</i>	5	6

24. Bluish-grey, sometimes nearly black, argillaceous, arenaceous, and calcareous slaty rock, hard and solid in the bed, but decomposing and crumbling when exposed to the atmosphere.....	ft.	in.
	5	0
25. Massive solid beds of bluish-grey limestone, with great numbers of encrinites, the beds parted by very thin layers of buff colored argillaceous shale.....	19	3
26. Dark bluish-grey argillaceous shale; this is a well marked band, traceable for a long distance.....	1	0
27. Blue and grey limestone, with bands of chert and disseminated chert nodules.....	20	0
	————— 121 6	
Resting on this cherty band in the channel of a small brook, on the property of Mr. Logie, seventeenth lot of the second concession of Flamboro' West, the ascending section continues as follows:—		
28. Dark brownish colored beds of bituminous and slightly silicious limestone, with obscure fossils, and small crystals and specks of galena.....	10	0
29. Dark grey bituminous limestone, in rough irregular beds.....	5	0
30. Concealed by debris.....	5	0
31. Thin regular beds of black bituminous limestone.....	2	0
32. Black bituminous shale.....	1	
33. Dark brown and blackish, very bituminous rock of a calcareous character, in thin beds with rough irregular surfaces.....	2	
34. Dark brown and blackish bituminous, calcareous rock as before, with divisions of black shale, holding crystals of galena with <i>Leptena</i> and other fossils.....	5	
35. Black slaty shale, with <i>Conularia</i>	2	
36. Dark grey and blackish, very bituminous limestone, with black shale at the top; fossils abound, chiefly <i>Strophomena</i>	3	0
37. Compact dark brown and blackish bituminous limestone.....	2	0
38. Black bituminous shaly limestone.....	1	0
39. Concealed by debris.....	2	0
40. Black bituminous and partially silicious limestone beds with obscure fossils.....	5	0
41. Black bituminous silicious limestone as before.....	3	0
42. Slaty limestone, splitting into thin regular and even plates.....	2	0
43. Slaty limestone as before, with hard bands of 6 inches thick inter-stratified.....	2	6
44. Dark brown and blackish bituminous and arenaceous shale, with trilobite tails.....	0	6
45. Brownish, bituminous limestone beds, with partings and thin bands of dark brown bituminous shale.....	15	0
	————— 68 0	
Total thickness.....	222	2

The top of the grey band at the commencement of this section was found to be 204 feet above the level of the Desjardin Canal; and at Spencer's Mills, on the fourteenth lot of the first concession of the township, the bed measures about ten feet in thickness, and is there seen to rest upon the red marl of the Medina group.

A vertical section is likewise exhibited at the falls on Spencer Creek, in the twelfth lot of the second concession of the township, where an eye-sketch of its members in descending order was made as follows:—

SECTION II.

Bituminous limestones and shales (45 to 28 of Section 1).....	55	0
Cherty limestones, (27).....	15	0
Thick bedded blue and grey limestones, (26 and 25).....	25	0
Argillaceous and arenaceous shales, (24).....	6	0
Massive limestones from the top of the five-foot band to the foot of the falls (23 and 22).....	12	0
	————— 113 0	

The rocks of these sections frequently form two separate and distinct terraces, the lower and more decidedly marked escarpment exposing more or less of the strata below the cherty limestone bands, which cap the precipices at Flamboro' West and on the opposite side of the valley of the Desjardin, near Hamilton; while the upper escarpment, composed of the bituminous limestones and shales, rises more gradually in a succession of steps, terminating at the summit in a vast extent of table land.

The lower terrace was followed from Flamboro' West, in an easterly direction, through Flamboro' East into Nelson, in which township it takes a sweeping turn to the north, and thence maintaining a very straight course nearly due north, it passes through the south-east corner of Nassagaweya, the centre of Esquesing, the north-west corner of Chinguacousey, and reaches Caledon; here it shows a deep sinus to the westward, on the Credit, and sweeps round to the north-west corner of Albion which it intersects, curving thence through the south-west corner of Ajala; from this it runs westward to the Nottawa, in Mono, and making a deep bay, occupied by the valley of the river, it again turns north, and passing up the middle of the township, on the third concession, it reaches Mulmer, makes another bay, which touches the town line of Melancthon, and runs up to Nottawasaga, crossing the town line on the Hurontario Road; running a little to the west of north in this township, it veers to the westward, and intersects the north-east corner of Osprey, proceeding thence across the south-west corner of Collingwood, and reaching the Beaver River in Euphrasia. On this river it makes a deep, narrow, southerly sinus into Artemisia, and returns northward to St. Vincent, in which it holds a north-westerly course, and forming a conspicuous promontory on the town line between this and Sydenham, it turns westerly, and strikes the Owen Sound Road, about a mile and a quarter from the lake shore, near the village of Sydenham.

The sandstone or grey band was seen at intervals all the way from Flamboro' West to the township of Mono, varying in thickness from ten to twenty feet, but preserving a pretty uniform lithological character; and indications of its presence were observed in the township of Nottawasaga, while examining that part in 1843. It has not, however, come under my observation in any of the townships west of Nottawasaga, nor is its presence indicated by angular fragments as in that township. This sandstone, wherever it has been observed, is a whitish or pale grey, fine, granular rock, sometimes striped and spotted with ferruginous stains; it is always well adapted for building purposes, and, in many instances, is a very beautiful and easily worked material. It has long been extensively quarried near Hamilton and at Waterdown, in the township of Flamboro' East, and is equally capable of being worked nearly all the way along its outcrop, to the township of Mono. In many places it is likewise of excellent quality for grindstones, for the manufacture of which it is used throughout the country in which it is known, and its applications thus render it a rock of considerable economic importance in its district.

The massive beds of encrinal limestone, which have been shown in Section I. (25) to pass below the cherty band (27) hold the crest of the lower escarpment, north from Flamboro' East, and appear to attain a gradual increase in thickness, advancing to the northward. At Mr. McNaughton's farm, on the seventh lot of the seventh concession of Nassagaweya, there is a vertical precipice of limestone, varying from eighty to a hundred feet in height; and near Mr. Strange's mill, on the fourth lot of the fourth concession of Eramosa, a branch of the river Speed runs between vertical and solid calcareous cliffs of sixty or eighty feet, where divisional planes of stratification appear to be absent; the Credit in Caledon is flanked by similar cliffs in many places, fully a hundred feet in height, which, ascending the valley, meet and form a crescent shaped precipice, over which the river is precipitated in a cascade; and in the valley of the Nottawa, in Mono, the same character prevails; similar cliffs were observed in the townships of Mulmer and Nottawasaga, and are mentioned in the Report of 1843; and in the valley of the Beaver river, in Euphrasia and Artemisia, the same limestone is at least 120 feet thick. These solid cliffs of limestone, however, probably contain all the strata between the pentamerus band and the top of the encrinal limestone (21 to 25 Sec. 1.) of Flamboro' West, and this band, holding abundance of its characteristic fossil, was observed at the foot of the cliff, on the thirteenth lot of the first concession north of what is called the Centre Road, in the township of Sydenham, and traced for a considerable

distance, while angular fragments, holding the fossil, were seen in several other places in nearly the same position as regards the escarpment.

Huge caverns are of frequent occurrence at the base of this limestone, among the most extensive of which that were visited, was one of the twelfth lot of the second concession, east of the Hurontario Road, in Mono, on a branch of the Nottawasaga River, and another near Mr. Strange's mill, already mentioned as in the fourth lot of the fourth concession of Eramosa, on a branch of the Speed. The latter cavern extends under the cliff for between thirty and forty yards, and is about the same in width at the mouth; the roof, which is about five or six feet high at the entrance, slopes towards the floor inwards, and at the termination of the distance specified, the space between is insufficient to permit a man's body to pass, so that extent of the cavern beyond is unknown. The roof and floor are studded with small stalactitic incrustations.

The shales and thin bedded limestones (18 to 2 Sec. 1,) which intervene between these limestones and the grey band, are generally concealed from view by a talus of debris, while the sandstone crops out from below, and forms a low terrace of its own.

The encrinal limestones are every where qualified to make a durable and handsome building stone, and in some parts, when sufficiently removed from atmospheric influences, might be used as a marble for common ornamental purposes. Most of its beds are likewise of good quality for burning into lime.

The cherty strata which rest on the encrinal limestone in the Section (27) were not seen in contact with them to the north of Flamboro' any where along the out crop of the latter, but they occur in this relation, where the strata are exposed on the banks of the north-east branch of the Speed, near Strange's mills in Eramosa. The chert in this place is much less abundant in quantity, however, than in the cliff of Flamboro' West, and the escarpment near Hamilton.

The bituminous limestones and shales which constitute the upper terrace, occupy a breadth of country, varying from eighteen to twenty or twenty-two miles. The upper beds were seen in the channel of the River Speed, at the bridge on the Brock Road, and other places in the immediate neighbourhood of the town of Guelph, and sections of the group were observed at several places between Guelph and Strange's mills, in Eramosa. The valley of the Eramosa branch of the Speed, below the town line of Puslinch, is bounded on either side by vertical cliffs of this part of the formation; they are from twenty to thirty feet high, and expose the following ascending section:—

	ft.	in.
Strongly bituminous black limestone without observed fossils,.....	12	0
Brown, very bituminous limestone,.....	7	0
Pale brown, very bituminous limestone to the top of the escarpment,	7	0
	26	0

Near McFarlane's tavern, in the second lot of the third concession of Guelph, on the Eramosa Road, there is another section, which is as follows, in ascending order:—

	ft.	in.
Very dark brown, strongly bituminous limestone, in beds of about one foot each,.....	4	0
Dark brown bituminous limestone, brittle, hard and compact, in several beds,.....	2	0
Dark brown bituminous and slightly granular limestone,.....	2	6
Brown, very bituminous granular limestone,.....	4	0
Pale buff or whitish colored, slightly bituminous limestone with corals,.....	3	0
	15	6

A short distance from the place where this last section was measured, there occurred about six feet of black shale and thin bedded limestone, which probably pass below.

The upper beds of the bituminous part of the formation were struck on the Grand River, near the town line, between Garafraxa and Nichol, and portions of the same rocks are exposed in the bed of that river, from that point to the highest part of it that was reached, which, according to the measurement made, was to the eighth concession of Luther, near the town line between it and Amaranth. These rocks are no where so bituminous on the Grand River as they are farther to the south, nor are the black shales observed on that river at all. The following ascending section was measured in a cliff on the fifteenth lot, between the eleventh and twelfth concessions of Garafraxa, on the river bank :—

	ft.	in.
Compact buff colored limestone composing the bed of the river,.....	0	0
Drab-grey limestone, with fretted cellular surfaces, and cavities showing obscure impressions of shells,.....	0	2
Drab-grey limestone, stained and striped with oxide of iron,.....	0	3
Drab-grey limestone, slightly arenaceous,.....	0	3
Concealed,.....	3	0
Pale grey, hard, compact, slightly bituminous limestone, with cavities supposed to have held fossils,.....	3	0
Very hard, whitish-grey limestone, slightly silicious, with obscure organic remains,.....	4	0
Drab and grey limestone, a few thin beds at the bottom,.....	2	6
Grey limestone, with obscure organic remains,.....	1	0
Bluish-grey, hard, compact limestone, with cavities and crystals of calc-spar,.....	2	0
Bluish-gray, hard, compact limestone, in irregular, rough surfaced beds to the top of the cliff,	4	0
	20	2

The upper part of the bituminous limestone crosses the Owen Sound Road, about six or seven miles from the village of Sydenham.

With the exception of building stone and limestone for the kiln, there is little of economic importance associated with this part of the formation, but good material for either of those purposes can be found in abundance, and stone from its beds is used for such, whenever exposures of the rock approach a settled part.

Rumours are current through the country of the existence of lead ores, which, from the position usually indicated, would appear to belong to these rocks; but as there is in no instance, that has come under my observation, any evidence of the existence of mineral veins, or of disturbances in the strata to lead to the expectation of them, the probability is greatly against the discovery of the mineral in such quantity as to justify mining operations. That isolated crystals of galena are not unfrequently found in the rock, sometimes in considerable abundance, and that fossil shells are occasionally replaced by that mineral, is beyond doubt; mention was made of such instances in the Report of 1843, but it does not on that account by any means follow, that the quantity in any one place is sufficient to render its extraction profitable. While at Guelph, I was informed that lead had been found in large quantity at Mr. Strange's mill in Eramosa; upon enquiry of Mr. Strange himself, however, the report proved to be a gross exaggeration, founded upon the fact, that while quarrying out some rock for the construction of his mill buildings, he had struck a bed of lime-stone, about six or seven inches in thickness, in which there was an aggregation of crystals of galena, forming a sinuous string of fifteen or twenty feet in length, branching into a few similar smaller strings. This portion of the bed in question had been totally removed previous to the time of my visit, but the face of the bed below was distinctly exposed, without any appearance of a mineral *vein* of any kind, but still containing isolated crystals of galena; from all of which it may be inferred, that the aggregation of crystals was confined to one small bed, and the whole amount of lead, on removal, appears to have been insignificantly small. At this place, however, the rocks were observed to undulate slightly, showing a dip at one spot of rather over ten degrees to the south-west, and of about the same amount to the north-west and north at others, but the movements which have occasioned this variation

from the usual nearly horizontal position, have probably been too slight to occasion any great amount of dislocation.

Gypsiferous group.—Succeeding the previously mentioned deposits, are a set of limestones, which, in a former Report, were classed with the Niagara rocks, but have since been found by Mr. Hall, of New York, to contain certain fossils peculiar to the Onondaga salt group, and probably ought, in consequence, to be associated with the gypsiferous formation, of which they form the base. An undoubted difference exists in mineral as well as fossil character, between them and the beds upon which they repose; they are usually of a pale yellowish or buff color, free from any bituminous substances, and some of the beds are granular. These limestones are extensively developed on the banks of the Grand River from about a mile above Middleton Bridge, which crosses on the twenty-first or twenty-second lot of the sixth concession of Dumfries, where they dip at a gentle angle about south-west, up to the junction of the Speed, above Preston, and they continue exposed up the Speed for a short distance. They again come out at Guelph, where they are displayed on the banks of the Speed, near the divisional line between the fourth and fifth concessions, and at several places in the immediate vicinity of the town. The same rocks appear next on the Grand River, about two miles below the junction of the Irvine, and continue exposed in bold vertical cliffs on each side of the river, nearly up to the town line between Garrafraxa and Nichol, where they come in contact with the lower formation. They are likewise exhibited on the banks of the Rocky Saugeen, on the twelfth lot of the third concession of Bentinck, and up the stream as far as about one mile east of the Owen Sound Road. Finally, an outcrop was observed on the Owen Sound Road, on or about the fourth lot of the first concession of Sullivan. From the latter point they probably run in a north-west direction to the Rivière au Sable (north) and Chief's Point on Lake Huron, but that portion of their course has not yet been examined.

The remarkable bivalve shell so characteristic of these beds, to which my attention was drawn by the Rev. Mr. Bell, who had collected many specimens of it previous to my first visit to Galt, and to which Hall has since given the name of *Megalamus Canadensis*, was observed at all the places above enumerated, in some instances in immense numbers, and in a tolerable state of preservation, while in others it was scarce and obscurely recognizable, but in almost all instances it exhibited only inside casts. This shell appears to belong exclusively to the upper portion of the limestones, none having been observed in any of the lower beds. It was seen in greatest abundance at Galt and at Elora, on the Grand River, associated with numerous other organic remains, chiefly corals and spiral univalves; two among the latter are considered recognizable, as *Loxonema Boydii* and *Euomphalus sulcatus*, figured by Hall as characteristic fossils of the Onondaga salt group; both of them are met with in all the beds of this part of the formation in Canada, and are very numerous in most. From the obscure condition in which the *Megalamus Canadensis* frequently occurs, it is not improbable that while examining the coast of Lake Huron, between Cape Hurd and the Rivière au Sable (north,) this fossil may have been overlooked, and the resemblance in mineral character between the rocks now known to contain it, and the limestones that exist on that part of the coast, rather favors the supposition, that further examination may determine some points to belong to this group; in the meantime, however, farther evidence is requisite before a decided opinion can be given.

On the banks of the Irvine and Grand River, near their junction below Elora, perpendicular cliffs of these limestones occur, varying in height from seventy-five to eighty or eighty-two feet, in the following ascending order:—

Pale grey or drab colored massive beds of limestone, with fossils, among which are numerous univalves resembling <i>Loxonema Boydii</i> and <i>Euomphalus sulcatus</i> ,.....	ft.	in.
Buff colored coral limestone, with a stratum of about three feet, near the middle filled with <i>Megalamus Canadensis</i> ,.....	56	0
	14	0

Thin beds of compact drab colored limestone, with small cavities and cracks lined with calc-spar,.....	12	0
	<hr/>	<hr/>
	82	0

In the former Report, the shales and limestones with which the workable gypsum is found associated, were described as occurring on the banks of the Grand River, nearly all the way from Dunnville, in the township of Moulton, to some distance above Paris, in the township of Dumfries. They cross the River below Middleton Bridge, and then disappear below a vast thickness of drift, composed of clay, gravel and sand, and they have nowhere been seen in place in any of the townships passed through northward, between that place and the Saugeen River, in the townships of Brant and Carrick.

The following ascending section was measured on the banks of the Saugeen, on the thirteenth lot of the first concession, south of the Durham Road in the township of Brant:—

	ft.	in.
Thin-bedded, greenish colored limestone, slightly bituminous,.....	2	0
Concealed, but holding a large accumulation of debris, chiefly fragments of red and green shale, and drab colored limestone, some of which was supposed to be water-lime,.....	25	0
Green shale with small quantities of red shale intermixed, holding one strong band of drab colored limestone about one foot in thickness,.....	25	0
Drab colored limestone and shale, alternating in thin, close bands, some of the limestones holding small lenticular crystals of calc-spar,.....	25	0
	<hr/>	<hr/>
	77	0

At the summit of the bank was found a small slab of dark buff colored arenaceous limestone, showing numerous casts of a small bivalve shell, resembling casts found at the top of the formation near Haldimand, and suggesting a comparison with *Cytherina alta* of Conrad.

In the bed of the Saugeen, on the second lot of the seventh concession of Mr. Brough's recent survey of Brant, near the commencement of a great bend, called by the surveyors the Ox Bow, there are beds of pale drab colored bituminous limestone, holding small lenticular cavities, frequently before remarked as common in the limestone rocks of the gypsiferous formation. These are overlaid by a bed of black bituminous shale, which is surrounded by buff colored very bituminous limestone, varying in the thickness of the beds from three inches to nearly two feet. Small lenticular crystals of calc-spar occur in these beds, and the cracks and divisional planes are marked by a thin coating of black bituminous matter.

No gypsum was observed in the localities of any of the above sections, nor were there rumours of its having been found in any part of the country along the line of strike between the Grand River, near Paris, and Lake Huron; nevertheless the character of the country, in many parts, is such as may be supposed to indicate its presence. Sharp conical hills and mounds, and large circular sinks or depressions, such as have been described in a former Report, as of frequent occurrence in the gypsiferous country, were observed between Bridgeport and Berlin, in the township of Waterloo, and in several parts along the course of the Saugeen; and it is extremely probable that as improvement advances, and the hills are cut into where roads happen to intersect them, this useful mineral will eventually be found in many places.

Most of the beds of fossiliferous limestone, at the base of this formation, are well adapted for building and lime-burning, and are largely quarried for both purposes at Galt, Guelph, Elora and Fergus. At Guelph one strong band, of three feet or upwards in thickness, being of a finer grain and less fossiliferous than the others, may be wrought into an exceedingly handsome material for facing buildings, and is capable of being dressed to a very smooth surface.

Beds of hydraulic lime are occasionally found associated with the shales and limestones of the upper part of the group; such beds were found at Point Douglas, on Lake Huron, in the previous year, and they are well known on the Grand River, below Paris. Rock of apparently similar quality was observed among the shales of the Saugeen; but unfortunately the specimens collected at the latter place, which were to have been forwarded, through the kindness of Mr. Jackson, have not arrived, and no opportunity of testing their quality, therefore, has yet offered. A bed of excellent water-lime, belonging to the formation, was found on the fourteenth lot of the second concession of Brantford, the property of Lieut. Col. Burrows, on the left bank of the Grand River, a sample of which was tested by Mr. Hunt; being burnt and pulverised, it set under water in the course of five minutes.

Corniferous limestone.—Limestone holding fossils characteristic of the corniferous formation, was observed in two places near the Saugeen, both within a short distance of the town-line dividing Brant from Greenock. One of the localities was on the sixth lot of the first concession, south of the Durham Road, in Brant, the property of Mr. Johnson, where a well having been sunk by the proprietor, through eight or ten feet of soil and drift, a buff-colored bituminous limestone was met with, highly charged with fossils, among which *Atrypa affinis* and other bivalve shells, several univalves, a trilobite and various corals occurred. The other locality was on the second lot on the line between the sixth and seventh concessions of the same township, in the bed of a small brook, which flows down the high bank of the Saugeen, near the Ox Bow. Drab-colored, thin bedded limestones were here met with, without fossils, and in mineral character resembling the upper portion of the Gypsiferous group, and they were overlaid by grey calcareous rocks, holding chert, and containing obscure fossils, chiefly corals.

A section of about twelve feet of the Corniferous limestone formation is displayed on the banks of the north branch of the Thames, at the village of St. Mary, between the seventeenth and eighteenth concessions of Blanchard. The rock is exposed for about a mile and a-half above, and about the same distance below the bridge, which crosses the river at St. Mary; its color is brownish-grey, occasionally weathering to a green tinge; it is very bituminous, and holds numerous fossils, principally a small species of *Leptena*, a shell resembling *Atrypa concentrica*, figured by Hall, and encrinites in smaller numbers.

Portions of the same formation have already been represented as occurring on the south branch of the Thames, near Woodstock, in the county of Oxford; but south from that place no exposures of any kind of rock have been met with or heard of in place, at any point nearer than Port Dover, on Lake Erie. From Port Dover the exposures occur at intervals along the coast, easterly to the termination of the lake at Fort Erie, and are usually very fossiliferous; among numerous other forms *Pterinea? cardiformis*, *Strophomena undulata* and *Hipparionyx (Atrypa) con-simularis* of Hall, are considered recognisable.

The rock exposures in the western part of the Peninsula are remarkably few, and only one of any importance, belonging to the formation, came under my notice during the time I was engaged in examining that part of the country. This was on the Sydenham River, on the twenty-eighth lot of the fourth concession of Zone, according to the old survey, but in the township of Euphemia by the new, at Smith's mills, where there are about four beds exhibited in the channel of the river, each from sixteen to eighteen inches in thickness; the rock here is a blue limestone, very fossiliferous, the prevailing species being a *Spirifer*, of which some portions of the rock appear to be almost entirely composed. The dip of the bed here is nearly north-west, at a very small rate of inclination, probably about forty or forty-five feet in a mile, and they pass below the black shales of the Hamilton group, which crop out on the next southerly reach of the Sydenham, above the Zone Mills.

Limestone, I was informed by Mr. Part, appears likewise on the twelfth lot of the first concession, east of the communication road near Blenheim, in the town-

ship of Harwich, and on the twentieth or twenty-first lot of the eighth concession of Raleigh, but the information was not obtained, unfortunately, until I had passed through that part of the country.

Hamilton shales.—A portion of this formation was observed in the bed of the River Sydenham, at the Zone Mills, on the town-line between Zone and Dawn, and at intervals on the same stream for between four and five miles above that point, in a reach running nearly on the town-line for about that distance. The rock in this locality is a black, very bituminous, brittle shale, holding numerous nodules and crystals of iron pyrites, but no species of organic remains could be discovered in it. I was informed, however, that a form (which, judging from the description given, was probably a trilobite) was occasionally found, while the rock was being quarried for the purpose of underpinning some of the buildings then in the course of their construction.

The formation was not seen in place in any other part visited during the season; neither did I hear of any other locality in which it is known, but the bituminous springs, which probably owe their origin to it, and are known to exist on the line of strike, in the townships of Enniskillen, Zone and Mosa, may be fairly supposed as indications of its presence beneath, in which case it would appear probable that a belt of the formation stretches across the point of the Peninsula, and extends from Kettle Point and the Rivière au Sable (south) to the Rondeau, and may possibly skirt the coast of Lake Erie for some distance down.

The rock found at Zone Mills has occasionally been applied in a rude manner for building the foundations of wooden houses, but the nature of the material is by no means such as to render it generally useful for such a purpose, as on exposure to the atmosphere, it soon decomposes and crumbles to pieces.

Drift.—It has already been remarked in the Report of 1843, that a great deposit of loose detrital material, consisting of clay, sand, gravel and boulders, deeply conceals the older strata in a great many parts of Western Canada; and this remark is peculiarly applicable to the Peninsula between the Niagara Ridge and the St. Clair River. The lower portion of the more recent deposits as exhibited on the lower shore of Lake Erie, where the cliffs are in many parts over 150 feet high, is a blue calcareous clay, frequently holding pebbles and small boulders of limestone, and small rounded fragments of granite or gneissoid rock. Clay of an ash-grey color when dried, but presenting a light brownish color in the bed, succeeds the blue clay, and this again is overlaid by pale buff and occasionally yellowish tinged clay. Back from the lake these clays are capped with a stratum of sand, and the more elevated parts present beds of calcareous gravel.

No organic remains of either marine or fresh-water origin have hitherto been observed among the superficial deposits of the Western Peninsula, with the exception of the shells which constitute the fresh-water shell marls, and the impressions of leaves and moss which are frequently preserved in the tufaceous deposits around calcareous springs, and on the banks of rivulets, both of which are evidently of very recent origin. The marls are only found immediately below the vegetable mould, and contain only shells common to almost all the lakes and rivers of the country at the present day; and in the accumulations of calcareous tufa the impressions are only of such plants as now grow in the immediate vicinity of the springs and brooks, to which the deposits owe their origin.

The materials of economic importance, connected with the superficial deposits, are bricks clays, bog iron ore, shell marl, calcareous tufa and peat.

All the clays are more or less calcareous, but some portions of the deposit are nevertheless admirably adapted for the manufacture of bricks, and are used for that purpose over a great part of the northern country. In the neighbourhood of London, white bricks of excellent quality are extensively manufactured, among the best samples of which are those made at the brick yard of Mr. Griffiths, on the thirty-fifth lot of the first concession of Westminster, near the Commissioners' Road. The

clay used by Mr. Griffiths, is taken from a bed about twelve or fourteen feet thick, in which it is invariably found that the lower portion makes a compact solid white brick, sometimes assuming a pale green tinge, while the middle part yields a white brick without any shade of green, and the upper stratum burns into a bright red brick. The first of these varieties of bricks is usually esteemed the most durable and the handsomest, and it is said to be capable of withstanding a very strong heat, as an instance of which the bricks have been used at Mr. Labatt's brewery, in London, in the construction of furnace hearths with perfect success, one hearth having stood for upwards of four years without repair.

Bog iron ore is found in many parts of the country in greater or less abundance along the edges of marshes or on the marshy banks of streams. It usually occurs in rough irregular detached masses, and of all sizes under one foot diameter, generally deposited on clay, and concealed by vegetable mould and marsh grasses. At one time this ore was extensively used at the foundry of Normandale, on the shore of Lake Erie, by Mr. VanNorman, who informed me that it had been found in several places in the townships of Charlotteville, Middleton and Windham. Mr. VanNorman had found and used the ore in four different localities in Charlotteville, namely:—the fourth lot of the third concession, and the sixth, thirteenth and fourteenth lots of the sixth concession. In Middleton it is known on the seventeenth lot of the first concession, north of the Talbot Road, and in the third concession south of the same road on Venison Creek. In Windham the ore has been found on the twelfth lot of the fourteenth concession. At Thamesville, on the Longwoods Road, behind London and Chatham, indications of the ore were observed on the banks of a small stream called the Mill Creek, which falls into the Thames on the thirteenth lot of concession B., of Campden; the ore occurred at intervals for about a mile above the exit, and it seems probable that it is in sufficient abundance in the locality to be worth working.

Fresh-water shell marls were observed at several places in the new townships of Bentick and Brant. One bed extending over between two and three acres, with a thickness varying from three inches to one foot, occurs on the property of Mr. Jackson, on the nineteenth lot of the first concession west of the Owen Sound Road, within a mile of the village of Durham. Another bed occurs on the fifty-ninth lot of the first concession south in Bentick, on the Durham Road, the extent of which was not exactly ascertained, but it shows a thickness in several places on the side of the road of not less than two feet. A third bed was seen on the seventieth or seventy-first lot of the first concession south of the Durham Road in Brant; this bed is exhibited in the banks and on the bottom of a small tributary of the Saugeen, near its junction with that river, and is in some parts fully three feet in thickness. Indications of the presence of the same substance were observed likewise near the junction of the Rocky Saugeen and the main stream, and it is probable that it will be found to exist in many other parts of the region, where its value as manure will, doubtless, be sufficiently appreciated as the settlement advances in improvement.

These marls, which are almost entirely composed of an aggregate of comminuted fresh-water shells, are usually concealed by a rich black vegetable mould or peat. The ground is usually swampy and sometimes assumes somewhat the character of prairie land. I was informed of some instances in which the peat is sufficiently thick and free from earthy matter to be available as a fuel, but none of these came within my observation.

In respect to the tufa, none of the deposits that came within my notice, were of sufficient importance to be deemed of economic value, but indications of it were met with on the banks of many springs and streams, and in consequence of the calcareous nature of the soil and the subjacent rocks in so great an extent of the Western Peninsula, large deposits of it may be looked for. The material is applicable as a mineral manure, and may be resorted to for lime for mortar.

Springs of petroleum, commonly known in the country by the designation of *oil springs*, rise in the River Thames, near its right bank, on the twenty-eight and twenty-ninth lots of the first range of Mosa, where the bituminous oil is frequently collected on cloths from off the surface of the water, and is very generally used in the neighbourhood as a remedy for cuts and cutaneous diseases in horses. Similar springs are known to exist in the township of Enniskillen, and a deposit of mineral pitch or mineral caoutchouc is said to extend over several acres on the seventeenth lot of the second concession of the township. A specimen of the latter was submitted to Mr. Hunt for analysis, and is described in his Report for 1849-50.

I have the honor to be,

Sir,

Your most obedient servant,

A. MURRAY.

REPORT

OF

T. S. HUNT, ESQ., CHEMIST AND MINERALOGIST

TO THE

PROVINCIAL GEOLOGICAL SURVEY,

ADDRESSED TO

W. E. LOGAN, ESQ., PROVINCIAL GEOLOGIST.

LABORATORY OF THE GEOLOGICAL COMMISSION,
MONTREAL, 1st May, 1851.

SIR,—Having been occupied with you during the principal part of the summer of 1850, I proceeded in the month of September, to make some examinations on the north shore of the St. Lawrence, below Quebec, and after my return thence, commenced my winter duties in the Laboratory, a Report of the results of which, I beg leave to present to you.

The older crystalline rocks of the northern shores of the St. Lawrence and of the Ottawa, afford a number of interesting mineral species, many of which have been made known to collectors through the researches of Drs. A. F. Holmes, of Montreal, and Wilson, of Perth. Some of these minerals were sent by them to Dr. Thompson, of Glasgow, who, from his examinations, inferred the existence of several new species, which were accordingly described by him as such. Owing, however, to an unfortunate want of precision in his mineralogical descriptions, their identification has been difficult, and mineralogists have been unwilling to concede to them a rank among established species; and the more, as the chemical composition assigned to several of them, seemed but little accordant with their general physical characters. Having, through the kindness of the two gentlemen first named, been put in possession of well authenticated specimens of the minerals in question, I have submitted them to careful examination and have obtained the results subjoined.

Felspar.—Among the species of this genus, which is very common among the granitic and gneissoid portions of the formation referred to, I shall first notice that one which has been described by Dr. Thompson under the name of *Perthite*. It is found in the township of Burgess, and, mixed with quartz, forms a *pegmatite* rock, in which large cleavable masses of the felspar are occasionally met with. Its cleavage form is apparently monoclinic, and its hardness is 6 upon the scale of Mohs;—specific gravity from 2.576 to 2.579, of a darker colored fragment 2.583; lustre vitreous inclining to pearly; color light flesh-red alternating with reddish or pinch-beck-brown, the two colors forming bands from half a line to a line in width, coincident with one of the planes T, often however, interrupted and mingling one with another. The darker bands exhibit on the cleavage surface T, when viewed perpendicularly, a golden reflexion like the variety known as *aventurine felspar*, and polished specimens of the mineral in the possession of Dr. Wilson show that it is available for ornamental purposes. The colors of this felspar become much darker by exposure to the action of the weather. The analytical results which follow were obtained from freshly broken light colored fragments, and the mineral reduced to a

fine powder by eleutriation, was dried in one analysis at 300° F., and in another at the ordinary temperature over a vessel of sulphuric acid. The earthy constituents were determined in the ordinary manner by fusion with carbonate of soda, and the alkalis by decomposing separate portions of the mineral with the aid of fluor-spar and sulphuric acid. One hundred parts of it gave :—

	I.	II.
Silica.....	66.44.....	66.50
Alumina.....	18.35 }	19.25
Peroxyd of Iron.....	1.00 }	
Lime.....	.67.....	.56
Magnesia.....	.24.....	.24
Potash.....	6.37.....	6.18
Soda.....	5.56.....	5.56
Water, (loss on ignition).....	.40.....	.44
	99.05	98.73

It is evident from these analyses, that the composition of this felspar is precisely that of *orthoclase*, to which species it had already been provisionally referred by Shepard, Dana and myself, (see my Report from 1847-48, p. 135.) The proportion of soda is larger than is generally met with in this species, but there are instances of orthoclase in which the greater portion of the alkali is soda. As it is, the quantity of potash present, and the extensive deposit of this felspar, are such as to make it worthy of attention as an economical source of this alkali, which in proportion as wood becomes scarce, is increasing in value, so much as to render its extraction from its mineral combinations a source of profit.

The second species to be noticed is that described by Dr. Thompson under the name of *peristerite*, in allusion to the beautiful play of colors analogous to that of Labradorite, which it exhibits. The specimens from Bathurst furnished me by Dr. Wilson, as duplicates of those sent to Dr. Thompson, are composed of a mixture of quartz grains, readily distinguishable by their lustre, greater hardness and want of cleavage, disseminated through a felspar, which still so far predominates as to give distinct cleavages to the mass; such, from his analysis, also would appear to be the substance examined by Dr. Thompson. Specimens furnished me from the same locality exhibited the mineral in fine cleavable masses, free from quartz, and occasionally in consequence of an admixture of it, passing into the variety just described.

The crystalline form of the mineral shows it to belong to the triclinic system; the faces of cleavage give apparently the angles of albite, but do not admit of accurate measurement. The cleavage parallel with P and M is perfect, but less distinct with T. The surface P shows a fine play of colors like Labradorite, in which a delicate cerulean blue predominates, occasionally passing into light green and yellow; the face M is often marked with striae parallel to P. The same play of colors and striation on alternate surfaces are distinguishable in the quartzose masses. The hardness of the mineral is 6; and its specific gravity 2.625-2.627; lustre, vitreous inclining to pearly on P; color white, passing into pearl-grey, and reddish-white or flesh-red in the quartzose specimens; translucent, fracture uneven.

efore the blow-pipe it fuses with difficulty, and colors the flame strongly yellow; Be analysis of a pure specimen gave :—

	I.	II.
Silica.....	66.80.....	67.25
Allumina.....	21.80	
Potash.....	0.58	
Soda.....	7.00	
Lime.....	2.52.....	2.03
Magnesia.....	.20	
Peroxyd of Iron.....	.30	
Loss on ignition.....	.60.....	.66
	99.80	

The results of this analysis, conjoined with its physical characters, show this mineral to be *albite*. The purity of the silica obtained was verified by subsequent examination, and it may be remarked, that in the first analysis the small portion of silica, which is always precipitated with the alumina, was not separated. Thompson, in his analysis of the peristerite, gives a much larger proportion of silica, but as has been before observed, the specimens examined by him were the quartzose mechanical aggregate.

Shepard and Dana have referred the mineral to orthoclase, and Dana, in the last edition of his Mineralogy, by a mistake says, that I have confirmed the opinion, whereas I had only in the Report for 1847-48, alluded to the oblique rhomboidal form of its cleavage, conjoined with its beautiful opalescence, (resembling the Fredericksvärn opalescent felspar, which has erroneously been referred to that species,) as leading to the supposition that it was Labradorite.

Another felspathic mineral, which was found as a boulder near Bytown, was described by Dr. Thompson as a new species under the name of *Bytownite*; it has been referred by other authors to a variety of species; Shepard includes it under pyroxene, and Dana at first classed it with scapolite, but in his last edition is inclined, from Thompson's analysis, to refer it to Barsowite, a species proposed by G. Rose. The specimen which Dr. Holmes kindly placed in my hands, has been pronounced by Dr. Thompson to be the mineral described by himself under the name of *Bytownite*. It is massive, granular, strongly coherent, and with the exception of occasional disseminated grains of black hornblende, is homogenous. Some of the larger and more distinct grains, exhibit one perfect cleavage, and indications of another oblique to it, which is less apparent. Its hardness is 6.5, and its specific gravity 2.732-2.733. The lustre is vitreous, approaching to pearly upon the cleavage faces; it is translucent and of a greenish or greyish-white. The analysis was performed upon carefully selected grains, and the pulverised mineral, first dried at 212° F., was afterwards exposed over the surface of sulphuric acid. It gave:

	I.	II.
Silica.....	47.40.....	47.30
Alumina.....	30.45	
Lime.....	14.24	
Magnesia.....	.87	
Protoxyd of Iron.....	.80	
Soda.....	2.82	
Potash.....	.38	
Water.....	2.00.....	1.80
	98.96	

The water in this mineral seems chemically combined. Thompson in his analyses gives the same amount of silica and water as above, but for the rest, differs greatly as to the proportions of lime and alkalies. It is identical in composition with the *thiorsauite* from Iceland, which Rammersberg regards as *anorthite*, and in general aspect can scarcely be distinguished from the *amphodelite* of Uton, in Sweden, which is also regarded as belonging to the same species. We are then authorized in considering *Bytownite* to be *anorthite*, with which it agrees in hardness and specific gravity. A slight excess of silica, as in *thiorsauite*, is to be ascribed to a small admixture of quartz with the granular felspar.

The mineral from the vicinity of Perth, which has generally been distributed among mineralogical collectors as the *Bytownite*, is finely granular, almost compact, and has a smoky blue color, with a hardness of about 6, and a specific gravity of 2.739. When viewed under a lens, it is seen to be a mixture of a light colored translucent granular mineral, apparently like the preceding, and exhibiting cleavages with a vitreous lustre, intermixed with minute grains of what appears to be black hornblende. The specimens of it before me exhibit such a mixture that its analysis would be valueless.

The species of felspar, which was first discovered on the coast of Labrador, and has received the name of Labradorite, is common in boulders along the valley of the St. Lawrence from the Gulf to Canada West, but has not been found in place, except in a small island composed of Labradorite rock, observed by Dr. Bigsby, in Lake Huron, near Parry's Island. In the township of Drummond, C. W., large loose masses of the mineral are met with, (see report for 1847-48,) some portions of which exhibit a play of colors equal to the highly prized specimens from Labrador, and constitute a beautiful ornamental stone. A fragment from this locality was submitted to analysis; it had a hardness of 6 and a specific gravity of 2.697; its color was lavender-blue with pearly-grey iridescence. Analysis gave:—

Silica.....	54.70
Alumina.....	29.80
Lime.....	11.42
Peroxyd of Iron.....	.36
Magnesia.....	a trace
Soda.....	2.44
Potash.....	.23
Loss by ignition.....	.40
	99.35

Raphilite.—This name was given to a species instituted upon specimens obtained by Dr. Wilson, in Lanark, C. W., and sent to Dr. Thompson, by Dr. Holmes of Montreal; it is, according to Thompson's analysis, an anhydrous silicate of lime, magnesia, alumina and peroxyd of iron, with more than ten per cent. of potash. Dana, in the first edition of his mineralogy, suggested that it might be a fibrous hornblende containing alkali, and analogous to the variety Arfvedsonite, to which species Shepard also refers it; while in his last edition, Dana, in conformity with a suggestion in my Report for 1847-48, regards it as tremolite. Being furnished with undoubted specimens of the mineral I have submitted it to a careful examination, the result of which confirms this opinion.

It occurs in delicate fibrous masses, slightly divergent, and often several inches in length; the fibres are readily separable, brittle, and somewhat elastic; hardness 5.5 on the scale of Mohs, or between apatite and felspar. Thompson gives 3.75, but the fibres scratch deeply the surface of a crystal of apatite; specific gravity in coarse powder 2.845, (2.850, Thompson). Lustre vitreous, silky; color greyish or greenish white, becoming reddish on weathered surface; translucent. Analysis failed to detect more than very small portions of alkalis or alumina, and gave:—

		Ox. Ratio.
Silica.....	55.30 containing oxygen.....	28.7182= 2
Lime.....	13.36 " "	3.7991
Magnesia.....	22.50 " "	8.7162
Protoxyd of Iron.....	6.30 " "	1.3982
Alumina.....	.40 " "	.1869
Manganese.....	traces	
Potash.....	.25 " "	.0424
Soda.....	.80 " "	.2064
Loss on ignition.....	.30	
	99.21	14.3492= 1

The mineral has therefore an entirely different composition to that heretofore assigned to it, and from the ratio between the oxygen of the silica and the protoxyds, evidently pertains to the type of hornblende, of which tremolite is a variety.

Serpentine.—This species is known to be common in the crystalline limestones which belong to the older metamorphic rocks of the Province. Specimens of it from the vicinity of Grenville, sent by Dr. Holmes to Dr. Thompson some years since, were by the latter regarded as a new species, and named by him *retinalite*. The

species was based upon the pretended chemical composition of the mineral, which, according to Dr. Thompson, is a hydrated silicate of magnesia and soda, containing—

Silica.....	40·550
Magnesia.....	18·856
Soda.....	18·832
Peroxyd of Iron.....	} ·920
Alumina.....	
Water.....	20 000
	99·158

This composition in a mineral, having the external characters of serpentine, seemed anomalous, and I was therefore desirous of submitting it to a further examination. Dr. Holmes had still in his possession a portion broken from the specimen which he sent to Dr. Thompson, and kindly placed it in my hands. I have also specimens collected by myself at the original locality. It there fills seams, or is diffused through a white crystalline limestone in the vicinity of a dyke of trap, and is most abundant nearest the intrusive rock. The mineral is massive without any trace of crystallization, and has a hardness of about 3·5 (3·75 Thompson). Its specific gravity is 2·494—2·525 (2·493, Thompson); another fragment of an olive green color gave 2·476. The lustre of retinalite is resinous, shining; streak, white; color, honey-yellow, passing into oil green and olive-green; it is translucent and has a conchoidal fracture. The first analysis is upon the original specimen which was honey-yellow, the second upon another of an oil-green color. The pulverized mineral was dried over sulphuric acid—

	I.	II.
Silica.....	39·34.....	40·10
Magnesia.....	43·02.....	41·65
Peroxyd of Iron.....	1·80.....	1·90
Soda.....	traces.....	·90
Water.....	15·09.....	15·00
	99·25	99·55

Another serpentine, closely resembling the retinalite, is found in nodular masses having a calcareous nucleus, at the Grand Calumet Island; it has a specific gravity of 2·362—2·381, and a pale wax-yellow color. Its analysis afforded me:

Silica.....	41·20
Magnesia.....	43·52
Peroxyd of Iron.....	·80
Water.....	15·40
	100·92

The analytical results of Thompson, upon which the species was established, were entirely erroneous, and these specimens, although the latter differs somewhat from the others in specific gravity, are nearly identical in composition with each other, and with the marmolite of Hermann, but are distinguished from it in not being foliated. The proportion of water is intermediate between that of ordinary serpentine and the Deweylite of Emmons, from which latter these specimens are separated by their greater specific gravity. Dana has, however, in consideration of the wide latitude presented in the composition of this class of minerals, united marmolite with serpentine, and it would not, in my opinion, be advisable to retain retinalite, which is only a compact marmolite, as a distinct species.

The presence of traces of alkalis has not hitherto generally been recognized in this class of minerals, but Ficinus has observed from 50 to 1·33 per cent. of soda in the dermatine of Breithaupt, and Schmidt 1·98 per cent., in an asbestiform serpentine from Zobnitz.

Zircon.—The locality of this mineral at Grenville has been described in a previous Report (1847–48). It is found associated with tabular spar, calcite, sphe, pyroxene, and plumbago, and forms crystals often half an inch in diameter, and an inch or more in length, with finely modified terminations. The specific gravity of these crystals is from 4.602–4.625; hardness 7; their color is brownish-red, passing into flesh-red and cherry-red; they are sub-translucent to transparent; analysis gave me:

Silica,.....	33.7
Zirconia,.....	67.3
	101.0

The zirconia contained a trace of iron which was not separated.

New Mineral Species.—In a visit to the Grand Calumet on the Ottawa, in 1847, I observed, among the limestone exposed in constructing the timber slides, a mass containing pale green serpentine, a brown binaxial mica, pyrites, minute prisms of apatite, and a brown mineral somewhat resembling sphene, which I suggested in my Report for that year would probably prove to be a new species. The mica of this locality, which in larger crystals is found in the vicinity associated with crystallized pyroxene, has been optically examined by Professor B. Silliman, Jr., and determined to belong to the species *phlogopite*; the angle between the two optical axes is from 13° to $13^{\circ} 12'$.*

The unknown brown mineral has also been submitted to examination by myself, and its claim to be considered a distinct species established. Its crystalline form is indistinct, but it appears to form oblique rhombic prisms replaced on the acute and obtuse lateral edges, and on the acute solid angles. The edges are generally rounded, and the secondary planes not well defined. The cleavage with the sides and base of the prism is distinct, that with the longer diagonal imperfect. Hardness, 3; specific gravity, 2.60–2.64. The lustre of the cleavages is vitreous, shining, the surfaces of the crystal are generally dull; the color is clove-brown to chocolate-brown, sometimes pale; streak and powder grey or greyish-white; sub translucent, brittle, fracture uneven. The crystals, which are short and thick, are generally small, and so penetrated with calcareous gangue, that great care was necessary in selecting specimens for analysis.

Before the blowpipe it loses color, and becomes greyish-white, but does not fuse; the powder heated in a tube gives off a large quantity of water with an empyreumatic odor; moistened with a solution of nitrate of cobalt, and ignited it becomes deep blue. Acids take up magnesia, alumina, and protoxyd of iron, with a small but variable portion of lime, derived from the calcareous gangue, and leave pulverulent silica; the decomposition by this means is not, however, complete. Qualitative analysis showed the presence of no other ingredients than those already indicated, with the exception of feeble trace of manganese. Regard was had in the examination to the detection of the rarer earths, the alkalies, and titanio and phosphoric acids.

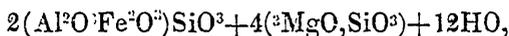
The finely pulverized mineral was heated to whiteness, and the loss thus sustained regarded as water, with the carbonic acid, which was too small to be determined directly upon the portions of the mineral which my specimens afforded me. The farther decomposition was effected by fusion with carbonate of soda, and the silica and bases were separated by the usual methods. In analyses upon the different specimens there were obtained:—

*These crystals of mica have been alluded to in a former Report, and described as associated with pyroxene, and large crystals of idocrase; an examination of the crystallization of the latter shows that these beautiful and highly modified crystals have the forms of tourmaline; the size, color and general appearance are, however, so much like idocrase, that several practised mineralogists have at first sight fallen into the same error as myself, with regard to their nature.

	I.	II.	III.
Silica.....	32·84.....	32·14.....	33·17
Magnesia.....	35·12.....	36·43.....	
Alumina.....	13·37.....	13·00.....	
Peroxyd of Iron.....	2·00.....	2·28.....	
Water and carbonic acid...	17·02.....	16·83.....	16·50
Lime.....	·96.....	·93.....	
	101·31	101·61	

If we subtract from the loss by ignition, the amount of carbonic acid required to form a carbonate with the lime, we have respectively 18·36 of water and 1·70 of carbonate, and 16·12 water, and 1·64 of carbonate. Calculating the oxygen ratio between the silica and the bases, we have for the first analysis 17·515 : 34·990; and for the second, 17·140 : 35·198. As it appears from the third analysis that the amount of silica given in the second is rather too low, we may take the first as expressing more closely the ratio, which is just 1 : 2, and which makes it on the nomenclature of Gerhardt a protosilicate, of the type SiO^3M^2 .

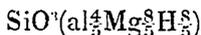
The composition is very closely expressed according to the Berzelian notation by 5SiO^3 , 12MgO , $1\frac{3}{4}\text{Al}_2\text{O}^3$, $\frac{1}{4}\text{Fe}_2\text{O}_3$, 12HO , which may be represented among others by the formula



This affords by calculation the following numbers, which are compared with the first of the above analyses from which the carbonate of lime has been deducted.

	Calculated.	Found.
Silica.....	33·29.....	32·84
Magnesia.....	35·50.....	35·12
Alumina.....	13·31.....	13·37
Peroxyd of Iron.....	1·92.....	2·00
Water.....	16·00.....	16·36
	100·02	99·69

The peroxyd of iron is to be regarded as replacing a portion of alumina, so that the mineral is essentially a hydrated silicate of magnesia and alumina, which presenting $\text{Al}^{\frac{3}{2}}$ by al , will in the notation of Gerhardt be written,



The only mineral hitherto described which nearly resembles this in constitution, is chlorite, which belongs to the same type, and is represented by $\text{SiO}^3(\text{al}^{\frac{3}{2}}\text{Mg}^{\frac{5}{2}}\text{H}^{\frac{4}{2}})$, the principal difference in chemical composition being in the proportion of water. The hardness and other physical characters of this mineral are, however, such as completely distinguish it from chlorite, and constitute it a new and distinct species, for which, to connect your name with the science, I beg to propose the name of *Loganite*.

MINERAL WATERS.

The mineral springs of the Province have continued to engage my attention, and during the past season I have examined the waters of several different localities. Apart from the value which these waters may have in a medicinal point of view, I have been incited in my examinations by the hope that a careful study of their composition, taken in connection with the nature of the different strata through which they rise, may lead to some generalizations which shall be of use to geologists. This is a line of inquiry which has not as yet been carried on systematically over a large extent of country, embracing a great variety of rock-formations, and the numerous mineral waters of this Province, existing under such varied conditions present a favorable field for the investigation. With this end in view, it has not in all cases been considered necessary to submit the waters of the different springs to quantitative

analysis, although this has been done in very many instances. The analytical results obtained during the last year are here presented, reserving any general conclusions for a future occasion.

Georgian Spring.

The water of this spring, which is in the township of Plantagenet, was noticed in the last Report, and a qualitative analysis of it given, in which, by a mistake, the presence of a portion of sulphates, which had been detected in the qualitative examination, was not indicated. The specimen of the water furnished me at that time, contained 11.84 parts of solid matter in 1000. In March last the proprietor of the spring, Capt. Kains, sent me through Mr. Bowman, druggist, of this city, a cask containing several gallons of the water, which has enabled me to make of it a quantitative analysis. This water, probably, from the season in which it was collected, was less concentrated than the other. It had a specific gravity of 1008.78 and contained 10.98 parts of solid matter in 1000. 1000 parts of it gave:—

Chlorine,	6.18600
Bromine, . . . . .	.00250
Iodine, . . . . .	.00157
Sulphuric Acid, (SO ₃), . . . . .	.11333
Soda,	5.01580
Potash, . . . . .	.06600
Lime, . . . . .	.26880
Magnesia, . . . . .	.48093
Oxyd of Iron, traces,	
Silica, . . . . .	.02050

These may be combined to give—

Chloride of Sodium,	9.46000
“ of Potassium, . . . . .	.10400
“ of Calcium, . . . . .	.04429
“ of Magnesium, . . . . .	.49426
Sulphate of Lime, . . . . .	.19292
Bromid of Magnesium, . . . . .	.00288
Iodid of Magnesium, . . . . .	.00172
Carbonate of Lime, . . . . .	.29800
“ of Magnesia, . . . . .	.36288
Silica (and tracts of Carbonate of Iron), . . . . .	.02050

10.98145

Mineral Spring of Lanoraie.

This spring is situated in the parish of St. Joseph of Lanoraie, on the Ruisseau St. Jean, a short distance to the west of the railway, and midway between the villages of Lanoraie and l'Industrie. The water rises through a bed of blue clay, and the supply is abundant; large quantities of carburetted hydrogen are evolved, and keep the fountain in constant agitation. The water is transparent, and pleasantly but strongly saline to the taste; it contains, besides the alkaline chlorids, those of calcium and magnesium, with bromids and iodids, and salts of the rare bases baryta and strontia; these occur in part as chlorids, and in part as carbonates, which are thrown down on boiling together with a considerable amount of carbonates of lime and magnesia, and a trace of iron. These salts are held in solution as bicarbonates; but there is no excess of carbonic acid in the water.

I visited the spring on the 15th of March last, and collected the water for the subjoined analysis; the temperature of the water was then 42°, that of the air being 38° F. Its specific gravity was 1009.42.

1000 parts of it gave:—

Chlorine,	7.20940
Bromine, . . . . .	.02462
Iodine, . . . . .	.00472
Soda,	5.90660

Potash.....	·09200
Lime.....	·37520
Magnesia.....	·33840
Baryta.....	·03023
Strontia.....	·02160
Silica, and a trace of Iron.....	·05520

These ingredients may be combined so as to give the following salts for 1000 parts:—

Chlorid of Sodium.....	11·1409
“ of Potassium.....	·1460
“ of Calcium.....	·2420
“ of Magnesium.....	·2790
“ of Barium.....	·0303
“ of Strontium.....	·0185
Carbonate of Lime.....	·4520
“ of Magnesia.....	·4622
“ of Baryta.....	·0106
“ of Strontia.....	·0137
Bromid of Magnesium.....	·0283
Iodid of Magnesium.....	·0052
Silica, and a trace of Carbonate of Iron.....	·0552

12·8830

The amount of solid matter thus calculated, amounts to 12·883 parts in 1000, while direct experiment gave a residue dried at 300° F. 12·800 parts; the water collected in the month of January previous gave 13·025 parts. The processes employed in analyses have been detailed in preceding Reports; the proportions of baryta and strontia in the precipitate of carbonates obtained by boiling the water, and in the soluble salts of the concentrated liquid, were separately determined like the other earthy bases; the amount of the salts of baryta and strontia is more considerable than in any other mineral water that I have yet examined.

Gillan's Spring.

This interesting mineral spring is on the tenth lot of the second concession of Fitzroy, upon the land of Mr. Francis Gillan. It rises through a stiff clay which here overlies the Trenton limestone. The spring discharges about 60 gallons in 24 hours. On the 24th of July the temperature of the water in the basin, which was seven feet deep and contained a large bulk of water, was 50° F. A cask of the water, which was brought to me by yourself, has been submitted to analysis.

The water of this spring is at once saline and alkaline to the taste; it has a specific gravity of 1006·24. By evaporation it deposits a considerable amount of earthy carbonates, and the liquid, which is strongly alkaline, yields prisms of carbonate of soda, mixed with cubes of common salt. It affords strong reactions of bromine and iodine, and when evaporated to dryness with the addition of acid, deposits a considerable amount of silica. A portion of silica is also thrown down in combination with the earthy bases, mixed with the carbonates, for on dissolving the matter precipitated by boiling, gelatinous silica separated, and when filtered from this and evaporated to dryness, a still farther amount of insoluble silica was obtained. A small portion of phosphates and traces of strontia, alumina, and iron were also detected in the precipitate, and a determinable quantity of phosphate of soda in the alkaline liquid. It was observed that a portion of the water evaporated to one-tenth, and filtered, became turbid when still farther concentrated, and deposited a flocculent precipitate, which, by solution in hydrochloric acid, was found to consist of lime and magnesia, combined with a large proportion of silica; 1000 parts of the water gave:—

Chlorine.....	4·0250
Bromine,.....	·0169
Iodine,.....	·0026
Soda,.....	3·7984
Potash,.....	·1160
Lime,.....	·0840
Magnesia,.....	·3806
Phosphoric Acid,.....	·0087
Alumina,.....	·0040
Silica,.....	·1330
Oxyd of Iron and Strontia traces,.....	

The phosphoric acid was determined by evaporating several litres of the water, with the addition of acid, precipitating the solution with a little perchlorid of iron and ammonia, and fusing the precipitate with silica and carbonate of soda in the usual manner. The amount of silica above given, was that obtained by directly evaporating the water to dryness with the addition of an acid, and the proportion of silica, combined with earthy bases, was determined by evaporating to a small bulk another portion of the water, and separating the silica of the insoluble portion; it was equal to ·088 in 1000 parts, the entire amount being ·133. To estimate the amount of soda existing as carbonate, a litre of the water was evaporated to a very small bulk, and the filtered solution was mixed with one of chlorid of barium; the precipitate of carbonate of baryta weighed 1·015 grammes; in a second determination, the liquid was evaporated to dryness, before separating the earthy carbonates and silicates, and the amount of carbonate of baryta was 1·019 grammes. The mean of the two is 1·017, which, neglecting the phosphate, corresponds to ·5466 grammes of carbonate of soda. As a control upon this, the quantity of soda necessary to form chlorid, iodid, and bromid, was deducted from the amount of soda obtained, and there remained a quantity equal to ·5885 of carbonate of soda.

In calculating the combinations of these ingredients as they may be supposed to exist in the water, there are difficulties arising first, from the fact that a portion of the lime and magnesia are separated as silicates of an unknown composition, and secondly from the probable existence of a similar silicate of soda. If, however, we represent the whole of these bases as carbonates, and give the silicate as separate and uncombined, we have the following composition for 1000 parts:—

Chlorid of Sodium,.....	6·53250
“ of Potassium,.....	·11600
Bromid of Sodium,.....	·02176
Iodid of Sodium,.....	·00323
Phosphate of Soda, (PO ⁵ , 3NaO),.....	·01244
Carbonate of Soda,.....	·58850
“ of Lime,.....	·15000
“ of Magnesia,.....	·78607
“ of Iron and Strontia, traces,	
Alumina,.....	·00400
Silica,.....	·13300
	8·34750

The amount of solid matter, as directly determined by evaporation, was 8·200; the difference corresponds principally to the carbonic acid which is represented as combined with bases that really exist as silicates.

Mineral Water of Belœil.

I have not visited this spring, but a small quantity of its water, in carefully corked bottles, was furnished me by the late Mr. Brault, of this city. It is alkaline and saline, resembling that of Gillan's spring; the concentrated water contains a large amount of carbonate of soda, with chlorid and small portions of bromid and iodid of sodium; there is besides a little soluble silicate. The precipitate, which

forms on boiling, consists principally of carbonates of lime and magnesia; when dissolved in hydrochloric acid, gelatinous silica separates on evaporation. The solution of the earthy chlorids filtered from the silica separated by evaporation to dryness, is not immediately rendered turbid by a solution of gypsum, but yields after a few minutes a precipitate of sulphate of strontian; a small amount of carbonate of iron is also present. One litre of the water evaporated to a small bulk, contained $\cdot 064$ grammes of silica in solution, and the earthy precipitate afforded $\cdot 050$ grammes, equal to $\cdot 114$ grammes in all. The amount of alkaline carbonate was determined as in the preceding analysis by evaporating a portion of dryness and precipitating the dissolved and filtered residue by a solution of chlorid of barium; one half-litre gave $\cdot 570$ of carbonate of baryta. In a second experiment, the solution filtered from the earthy residue after complete evaporation and resolution, was digested with the addition of carbonate of ammonia to decompose any alkaline silicate which might be present, but there was no separation of silica, and the evaporated mass gave $\cdot 569$ of carbonate of baryta. The two precipitates were mixed and converted into sulphate and gave $1\cdot 328$, equal to $\cdot 872$ of baryta; the same amount of pure carbonate should contain $\cdot 8856$, and the mean of these is $\cdot 879$, which corresponds to $\cdot 6082$ of carbonate of soda. The amount of carbonate of soda calculated from the excess of sodium over the chlorine, was $\cdot 5780$. The proportions of bromine and iodine and of potassium, were not determined in this analysis. There were obtained from 1000 parts of the water:—

Chlorid of Sodium, with bromids and iodids.....	5·9662
Carbonate of Soda.....	·6082
Carbonate of Lime.....	·1440
“ of Magnesia.....	·4756
“ of Strontia.....	·0250
“ of Iron.....	traces,
Silica.....	·1140
	7·3330

The amount of solid matter determined by direct experiment was $7\cdot 360$ parts in 1000. It would seem probable from the experiments detailed, that on complete evaporation, the entire amount of the silica is deposited with the earthy bases. This question is one of interest, and I propose at another time to pursue the inquiry.

L'Original.

A saline water, furnished me by Mr. Edward Langlois, of L'Original, was found to contain $6\cdot 4$ parts of solid matter in 1000. It was composed of alkaline and earthy chlorids, with portions of bromids and iodids, besides carbonates of lime and magnesia, and traces of iron. The water contains no sulphates, and neither baryta nor strontia were detected.

Bay St. Paul.

At the Bay St. Paul I visited a very strong bitter saline spring, which yields by evaporation $20\cdot 68$ parts of solid residue for 1000 parts of water. It contains besides alkaline chlorids, large quantities of chlorids of calcium and magnesium, with portions of bromids and iodids of these bases. No sulphates were detected, and but a small quantity of earthy carbonates was deposited on boiling; the water afforded traces of iron, but neither baryta nor strontia salts.

There are several sulphurous springs at Bay St. Paul, but the amount of sulphuretted hydrogen which they contain is not very considerable, and they are feeble as to saline ingredients. One near the mill was found to contain small amounts of alkaline and earthy chlorids, with traces of sulphates, and an insignificant quantity of earthy carbonates; neither bromine nor iodine were detected. Others upon the land of Mr. Thos. Poitvin, and of Mr. Tremblay, on the east side of the Gouffre,

are still weaker in saline ingredients and but slightly sulphurous; they deposit films of calcareous matter along their channels.

Les Eboulemens.

At the foot of the hill, a little above the Pointe aux Eboulis, there are several sulphurous springs, most of which are very weak, but one of them is much stronger than those at Bay St. Paul, and was selected for examination; 1000 parts of it gave $\cdot 70$ of solid matter equal to $4\cdot 9$ grains to the pound avoirdupois, consisting of earthy and alkaline chlorids, with traces of sulphates, and portions of carbonates of lime and magnesia; no bromine or iodine was detected; 100 cubic inches of the recent water gave also $\cdot 42$ of a cubic inch of sulphuretted hydrogen gas.

Reserving for a future occasion some observations upon the probable geological relations of these various mineral springs, this Report is respectfully submitted.

I have the honor to be,

Sir,

Your most obedient servant,

T. S. HUNT.

Quebec :

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MOUNTAIN STREET.

GEOLOGICAL SURVEY

OF

CANADA.

REPORT OF PROGRESS

FOR THE

YEAR 1851-2.

Printed by Order of the Legislative Assembly.



QUEBEC,

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MOUNTAIN STREET.

1852.



GEOLOGICAL SURVEY

OF

CANADA.

MONTREAL, 14th *May*, 1852.

SIR,

I have the honor to request that you will do me the favor to lay before His Excellency the Governor General, the accompanying Report of Progress made in the Geological Survey of the Province, during the year 1851-2.

I have the honor to be,

Sir,

Your most obedient servant,

W. E. LOGAN,

PROVINCIAL GEOLOGIST.

To the Hon. A. N. Morin,
Provincial Secretary,
&c., &c., &c.

REPORT OF PROGRESS.

To His Excellency the Right Honorable JAMES, EARL OF ELGIN AND KINCARDINE, K. T., BARON BRUCE OF KINROSS AND OF TORRY, one of Her Majesty's Most Honorable Privy Council, Governor General of British North America, and Captain-General and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same.

MONTREAL, 14th May, 1852.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor of presenting to Your Excellency the Report annually required, of the progress made in the Geological Survey of the Province. In doing so, I have to state that the district, of which the examination was last season assigned to my assistant, Mr. Murray, comprised the country lying between the Ottawa and the St. Lawrence, from the junction of these two rivers, to the neighborhood of Bytown on the one and Kingston on the other; and accompanying this, his Report on the district is transmitted to Your Excellency. The labors of Mr. Hunt have been bestowed upon a continuation of his analyses of soils from both sections of the Province, as well as the investigation of various mineral waters and mineral substances, obtained in the examination of the rocks in different districts, and also of some of the rocks themselves, with a view of illustrating facts connected with their metamorphism. His Report on these subjects is now submitted to Your Excellency.

Immediately after my return from the performance of the duties I had undertaken to discharge in England connected with the Canadian mineral contribution to the Industrial Exhibition, my time was devoted to the investigation of the country lying between the Province line, in the county of Beauharnois, and the Rivière du Nord, in that of the Lake of Two Mountains. In the neighborhood of Beauharnois, my explorations were carried on in conjunction with Mr. Murray, and in the county of the Lake of Two Mountains by myself; and previous to the close of the season an opportunity was taken to visit the valley of the Chaudière, with a view of ascertaining facts connected with the gold washing on the Rivière du Loup, and to make an excursion to the Rivière Ouelle, to inspect a deposit which occurs there, holding nodules consisting of phosphate of lime.

The physical structure of the country between Beauharnois and the Rivière du Nord, is so connected with that of the district farther westward, which came more immediately under the notice of Mr. Murray, that a proper description of it necessarily include the results of examination. The same succession of formations spreads out under both parts, and they are in ascending order as follows:—

- Metamorphic or Gneissoid group.
- Potsdam sandstone.
- Calciferous sandrock.
- Chazy, Birdseye and Trenton limestones.
- Utica slate.

The general mineral and fossil characters of these formations, in the area which came under my observation, do not differ materially from those which they possess in districts that have been noticed in previous Reports, nor from those in the district

on the present occasion described by Mr. Murray. It is not necessary, therefore, that I should give all their features in detail, or do more than offer to your attention such peculiarities as may be additional to those heretofore mentioned; and these may be related in describing the geographical distribution of the formations.

The Potsdam sandstone formation, resting unconformably on the Metamorphic series (the latter consisting of gneiss and interstratified limestone) occupies a narrow strip on the north side of the St. Lawrence, below Montreal, at a variable distance of ten to twenty miles from the north bank, and sweeps round the valley of this river to that of the Ottawa, the turn forming an obtuse angle on the Rivière du Nord. The same formation, in the same relation, proceeding from Keeseville in the State of New York, turns from the valley of Lake Champlain to that of the St. Lawrence, and, forming a sharper angle, is projected out across the county of Beauharnois towards the previously mentioned bend, in a long tongue of sandstone pierced near the extremity by Mont Calvaire, a protruding mass of the subjacent gneiss. From Beauharnois a broad belt of the sandstone has been traced in New York, by the geologists of that State, in a pretty straight line, at a variable distance from the bank of the St. Lawrence to Hammond, near which it reaches the river. It here crosses the river, and it will be perceived by Mr. Murray's Report, that he has traced it through the townships of Elizabethtown, Youngs, Lansdowne, Bastard, and South and North Crosby. I am indebted to Dr. Wilson, of Perth, for pointing out to me, in the course of a previous season, its distribution through Burgess, Elmsley, Drummond and Beckwith, and to Mr. Dickson for facilitating the examination of its direction through Ramsay and Pakenham. It is subsequently seen in March and Nepean, and though the investigation of its course on the Ottawa is not yet complete, it has been met with in one spot tending to a junction by Grenville with the exposure on the Rivière du Nord.

The perimeter formed by the sandstone, or the gneiss beneath it, when the sandstone is wanting, gives the area within it the shape of a peninsula, the isthmus to to which, between the Rivière du Nord and the border around Mont Calvaire, is about five miles across. Around the whole of this peninsular form the sandstone rests upon the gneissoid rocks, and it is followed by an interior zone of calcareo-arenaceous beds, bearing the fossils which characterise the Calciferous sandrock formation. Within this there is another zone consisting of limestone, corresponding in a considerable degree in its organic remains to the Chazy limestone, while the fossil contents of a large area in the centre correspond with those of the Birdseye, Black River and Trenton limestones; and surrounded by these, an area of Utica slate with its characteristic trilobites and graptolites, extends from Bytown some distance eastward. This concentric geographic arrangement of the rocks, even without the dips, leaves little doubt that the organic rocks rest on one another in the form of a trough, reaching from North Crosby to Mont Calvaire in length, and from the Ottawa to the St. Lawrence or rather to the borders of the State of New York beyond it, in breadth, the whole superficies of which comprises about 10,000 square miles. Where the dips are appreciable they give a general confirmation of this structure, but they are for the most part small, and the strata over large areas have often to the eye the appearance of being quite flat.

This trough is divided longitudinally into two subordinate troughs, the anticlinal axis between which, striking in from the Lac des Chats, runs south of east, and parallel with Lake Chaudière, to the east corner of March, and thence turning more eastwardly keeps a course parallel with the Ottawa and comes upon Mont Calvaire. The anticlinal, in its effects, brings the Potsdam sandstone to the surface, through the succeeding formation, at Stony Swamp in Nepean, in the south part of West Gloucester and East Hawkesbury, and it brings up an exposure of the still lower gneiss, south of the trap Mountain of Rigaud. It carries also from the main line of outcrop, at the extremities of the general trough, two projecting fingers of the Calciferous sandrock, which point at one another, the succeeding formations

conforming round their extremities. The Utica slate appears to be wholly in the more southern and narrower trough; none of it was observed in the southern; but the southern trough is again subdivided into three shallow subordinate troughs, which, however, have little effect on the general configuration. The anticlinal forms which separate them, run nearly parallel to the previous one, and cause the Potsdam sandstone and subjacent gneiss to appear through the Calciferous sandrock; on the more northern axis, the exposures of these occur in the north-western part of Montague and North Elmsley and western part of Mountain; and on the more southern, in the southern part of Oxford and South Gower.

The eastern side of the Beauharnois tongue of sandstone is bounded by the same succession of formations, as that on the western, as is proved by an examination of the sequent deposits on a line from Beauharnois to St. Louis Rapids, along the south side of Lake St. Louis. The sandstone of Beauharnois County, and the neighbouring State of New York, is from 300 to 700 feet thick. In the lower part it contains many beds of conglomerate with quartz pebbles; it has some red layers, but towards the top it becomes a fine grained hard white sandstone, and at the summit is interstratified with calcareous beds forming a passage to the rock which overlies it. In this part it is abundantly marked over considerable surfaces, by what the geologists of New York have called *Scolithus linearis*, which consists, when the rock is weathered, of straight vertical cylindrical holes of about the eighth of an inch in diameter, descending several inches into the stone; and when the rock is unweathered, of corresponding solid cylinders, composed apparently of grains of sand cemented by a slightly calcareous matrix, more or less tinged with peroxide of iron. The origin of these cylinders is not quite certain; some suppose them to be the remains of fucoids, others of corals, and they may be ancient worm-holes; but however impressed on the stone, they characterise the upper part of the formation very extensively.

With this part of the formation also are associated many indications of what have been considered fucoids or marine plants, and one form among others, in which they occur, presents a reticulating arrangement of stems spreading over some of the surfaces, the meshes of the net work being four, five or six sided, and sometimes when largest measuring fourteen inches in diameter, while the rope-like stems which divide them are an inch wide, standing out half an inch in relief on the sandstone. The mesh-like compartments are sometimes filled with shale, and the forms a good deal resemble crackcasts, and might be taken for such, were not similar forms sometimes traceable on splitting open closely fitting surfaces of sandstone, where no shale is present between; and were not smooth surfaces of an arenaceous-bituminous limestone in the succeeding formation met with, presenting thin black bituminous pellicles, arranged in similar reticulating figures both large and small.

In Lansdowne and Bastard, not only do scolithus and fucoids exist in abundance in the upper part of the formation, but Mr. Murray has found associated with them *Lingula antiqua* characterising the rock, as this species does at Hammond in New York. No lingulæ came within my observation, but several surfaces were found impressed with the track and footsteps of an animal, which, from the interpretation given at a meeting of the Geological Society, by the distinguished comparative anatomist, Professor Owen, of the first specimen (a plaster cast of the original) placed before him, appeared destined to carry the vertebrated type of animal life back to a much more ancient date than had been supposed by most geologists.

The occurrence of the track near the mill on the the St. Louis River at Beauharnois, had been pointed out to me by Mr. Abraham, then editor of the *Montreal Gazette*, who had introduced a notice of it in his Journal, in which he compared it to the track of a tortoise. Professor Owen's opinion tended to confirm this, but having lately submitted to him the original stone, as well as two additional original surfaces, and casts of a vast number of other impressions of the same order, discovered by Mr. Richardson, a very diligent and persevering explorer, who has been employed on the Survey for successive seasons, almost from its commencement,

several of these gave much clearer evidence than the first specimen, and have induced Professor Owen to decide that the footsteps could not have been imprinted by any quadruped, and that analogies were most in favor of their resulting from some species of crustacean, but of a family wholly distinct from any thing that can be suggested by the crustacean forms of later rocks, or of the present day. The track and footsteps, when the specimens are most perfect, in general present a median groove more or less flat, and of different proportionate widths in different specimens, with a number of footprints on each side in answering pairs; certain sets or numbers of these answering pairs have homologous repetitions throughout the whole length of the track, as if they were the result of successive applications of the same impressing instruments, and the numbers of answering pairs in the homologues of different tracks are sometime different, constituting something which may be considered analogous to difference of species. The homologues in different tracks appear to have sometimes seven and sometimes eight answering pairs of pits, and it is difficult to say whether the pits are to be taken as impressed by the extremities of so many legs, thus giving the animal fourteen legs in the one case, and sixteen in the other, or whether some of the impressing points are to be grouped in twos or threes, making some of the legs bifid or trifid, and thus diminishing their number, as Professor Owen is inclined to suppose. The impressions are generally of such a nature as to negative the supposition of the impressing instruments being of a padded character, and the depth and trenchant sharpness of the markings in the bottom of some would seem to be the effect of hard horny points. The median groove in most of the tracks is so uniformly in the middle between the footprints, as to favor the supposition that it may be occasioned by the effect of an immoveable breast-plate or palstron, but in one remarkable instance, at a bend in the track, the groove gradually leaves the middle, and while it seems impressed with more than usual force, approaches and partially obliterates the footprints on the convex side, as if the impressing part had been the extremity of a tail, which, when the body turned to one side, interfered with the footprints in the rear, on the other. A feature common to all the grooves is, that each repetition or homologue of the footprints is accompanied with a deepening and shallowing of the groove, giving it the appearance of a chain of shallow troughs, which when the impression is light, are separated from one another by intervals of the ungrooved surface. The groove is often but faintly indicated, and occasionally it is not perceptible; and frequently it happens when this occurs, that the footprints are stronger and deeper than when the groove is more conspicuously impressed. In some of the tracks, while the groove is straight, the exterior limits of the footprints offer a congeries of segments of a circle, convex on the outside, but those on opposite sides of the groove alternate, the segment on the one side, starting from the middle of the segment on the other, and giving to the whole series of footprints in the track a serpentine course, as if the animal had waddled in its gait. In one of the tracks there are three narrow grooves instead of footprints on each side of the main one, for a certain distance, as if the limbs of the animal had been dragged along the bottom, while the body was afloat. In conformity with these various differences in the tracks, Professor Owen has given separate specific provisional names to several of them, not for the purpose of indicating a positive specific difference in the animals which have impressed them, but for the convenience of reference. The generic term for the whole is *Protichnites*, and the specific names are, *P. septemnotatus*, *P. octonotatus*, *P. multinotatus*, *P. alternans*, *P. lineatus*.

The surfaces on which the tracks of these animals are impressed, are sometimes smooth and sometimes beautifully ripple-marked. On the ripple-marked surfaces the tracks have often beat down the ripple, and the sand of the ridge has been dragged into the furrow, in such a way as to show the direction in which the animal was progressing.

The most abundant locality of these tracts was on the field of Mr. Hénault, about half a mile westward from that near the mill. There are here four exposed areas in the space of four chains. The first shows ten tracks, running in different directions and sometimes intersecting one another; they vary in breadth from four inches and a-quarter to five inches and a-half, and, adding to one another, measure 108 feet in length; the second displays eleven tracks of five to six inches wide, and measuring about 108 feet; the third shows five tracks of from four to six inches wide and altogether sixty-one feet long; the fourth, five tracks from three-quarters of an inch to five and a-half inches wide, and giving an aggregate length of eighteen feet; and another area in the next field has ten tracks of four to six and a-half inches wide, a total length of fifty-six feet.

The following is a section of the beds, as they succeed one another in descending order in the vicinity, the whole of them being fine grained.

	ft. in.
White sandstone, hard and compactly granular, with indications of closely soldered elementary layers.....	5 0
White sandstone as above.....	1 0
White sandstone with small ferruginous spots and indistinct traces of <i>Scolithus linearis</i> at the top; the joints in the rock are stained with peroxide of iron.....	2 0
White sandstone, even-bedded, and splitting into rectangular blocks, fit for building purposes	1 6
White sandstone with very regular cleavage and bedding, fit for building, and glass-making; there are ripple-mark and reticulating fucoids on the top.....	1 3
White sandstone with a smooth surface.....	0 7
White sandstone with ripple-mark and tracks.....	0 5
White sandstone with ripple-mark.....	0 2
White sandstone with a smooth surface and tracks.....	0 2
	—
White sandstone; this bed is made up of beautifully regular parallel layers of two to four inches, closely soldered together but distinctly marked by very slight differences of color; the joints are remarkably regular and the bed would yield excellent material for glass-making and building, and perhaps for flagging.....	3 0
White sandstone with broad ripple-mark on the top, measuring eight to ten inches from ripple-ridge to ripple-ridge.....	4 0
Light grey limestone in patches running into sandstone, and displaying abundance of <i>Scolithus linearis</i>	0 4
White sandstone.....	5 4
White sandstone slightly calcareous, with a thin more siliceous bed at the top, varnished over with iron stain and marked by <i>Scolithus</i>	4 11
White sandstone marked on the top with <i>Scolithus</i>	1 1
White slightly calcareous sandstone with ripple-mark and <i>Scolithus</i>	1 6
White less calcareous sandstone with <i>Scolithus</i>	0 6
White calcareous sandstone; the calcareous matter increases in patches, and the rock wears unequally.....	2 0
White slightly calcareous sandstone with <i>Scolithus</i> , prevailing in a few inches at the top..	2 2
White slightly calcareous sandstone with a <i>Scolithus</i> bed at the top.....	2 1
White slightly calcareous sandstone; <i>Scolithus</i> at the top.....	0 6
White sandstone with a <i>Scolithus</i> bed at the top holding calcareous patches.....	2 6
White sandstone with calcareous indications and a <i>Scolithus</i> bed at the top.....	2 6
Concealed.....	10 0
Greyish calcareous sandstone with two bands of limestone pebbles towards the middle; the top and bottom surfaces of the bed are figured with large reticulating fucoids; some of the meshes of the net work are fourteen inches in diameter, and the stems one and a-half to two inches wide; the forms of the meshes are sometimes four, sometimes five and sometimes six sided; the part included within the mesh is filled up with clay or rather a crumbling dark green shale, giving a brownish streak; when the shale is removed, the stems stand out in relief to the height of half an inch; geodes or nodules of reddish calc-spar occur in the bed sparingly disseminated.....	2 0

55 3

The ripple-marks which occur on surfaces so close in succession among the rack-beds, run in a different direction on each surface, as if they had been caused not by a current in deep water, running in one general direction, but by a tide ebbing and flowing, and obeying the influence of varying local accidental causes. On

one surface was observed the natural edge or termination of the ripple-edges, with a track coming up to it and there ceasing, as if the wave had reached no farther, and one part of the surface had been dry while the water, operating on another close by, had obliterated the track in producing the ripple-mark.

Proceeding eastward from the exposure in Hénault's field to the tracks on St. Louis River, the sandstone marked by *Scolithus* can be followed along the shore for about a mile, and is very nearly flat. There is then an interval of about a mile without any exposure, beyond which the Calciferous sandrock first makes its appearance. Thin interstratified bands, more arenaceous than others, are still characterised by *Scolithus*, and the more massive beds hold abundance of two species of *Maclurea*, *M. matutina* of Hall, and a new and unfigured species. The strata are nearly flat, and seen at intervals, continue so for about six miles to the bridge over the Chateauguay River, in the first two of which the same two species of *Maclurea* are met with in several exposures, while the lithological character of the rock varies little the whole way. An exposure near the bridge displays *Pleurotomaria rotuloides* of Hall. In good limestone beds three miles farther east, and in the Caughnawaga quarries two miles beyond, the chief fossils are *Atrypa plena* and *Orthis pectinella*, and the beds appear to belong to the Chazy formation; while four miles further, at the Sault St. Louis, nine species of Trenton fossils are met with. They are:—*Leptena sericia*, *L. deltoides*, *Orthis testudinaria*, *Lingula quadrata*, *Murchisonia bicincta*, *Glyptocrinus decadactylus*, *Echinoencrinites anatiformis*, *Calymene senaria*, *Isotelus gigas*, besides the genera *Stictopora*, *Orthoceras* and an unfigured species of *Eucrineurus*. Beyond this again, the Utica slate appears below the St. Louis Rapids, and crossing the St. Lawrence can be traced along the shore of the island of Montreal to the city, displaying *Triarthrus Beckii* and *Graptolithus bicornis* in many places.

Passing westward from the track-bed at Beauharnois village, the Potsdam sandstone can be traced along the margin of Lake St. Louis two and a-half miles to the mouth of the Beauharnois Canal, and by a careful admeasurement of the distance and of the minute changes that occur in the very moderate dips prevailing, it can be determined that a surface shewing two tracks, in a field about a quarter of a mile from the margin of the lake, and on the north side of the road, is in about the same stratigraphical place with Hénault's beds, while geographically their positions are equivalent in relation to the Calciferous sandrock, which on each side bounds the more silicious formation. Proceeding from the position of this exposure, the more silicious sandstone can be followed with little interruption for a distance of three miles up the St. Lawrence, where it becomes interstratified with the calcareo-arenaceous layers; but at St. Timothy, three miles farther, sandstone beds holding *Scolithus* are still met with, and *Raphistoma* occurs in the calciferous ones. For between four and five miles farther up the river, the strata are concealed by drift, until reaching Grande Isle, where quarries expose good limestone beds, resting horizontally on others of an arenaceous character, and containing *Raphistoma* (two species,) *Murchisonia*, *Euomphalus* and *Cythere*, all unfigured; and at the head of the Beauharnois Canal, near Lake St. Francis, three miles still further up, besides *Raphistoma*, there is a *Phacops* allied to *Downingii*, and *Isotelus gigas*.

This general line of section from Lake St. Francis to Sault St. Louis and the general configuration and relations of the tongue of sandstone projected across Beauharnois and extending to Mont Calvaire, shew that it has a flat anticlinal form. In agreement with this structure, another track-bed locality mentioned by Mr. Murray, is met with in the vicinity of the Pointe du Grand Detroit, in Vaudreuil, and a bed of red sandstone occurring not far from it, probably occupies a lower stratigraphical position. This locality is about twelve miles from that near the mouth of the Beauharnois Canal; both are on the western side of the axis of the anticlinal. Another locality in which the same track-beds are met with, is on one of the islands of St. Geneviève, between two and three miles east of St. Anne, at the upper end

of the Island of Montreal. This spot is about seven miles from the exposures at Beauharnois village, and with them is on the east side of the anticlinal axis. If a line be followed obliquely across the anticlinal from the Canal track-bed to that of St. Geneviève Island, and pursued to the White Horse Rapid, between the Islands of Montreal and Jesus, a little below Isle Bizard, coarse sandstones would come from beneath the Canal track-bed about a mile out in St. Louis Lake. They are represented by the sandstones and conglomerates of Cascades Point and Cascades Island close by it, of which they would lie in the strike. A thickness of sixty-five feet of these coarser strata can be made out at the Point, and they are probably as much below the track-bed. The traverse line would cross Isle Perrot, which is all underlaid by nearly flat sandstone, and on reaching the track bed of the St. Geneviève Island, not a mile on the north side of Perrot, we again find the rock marked by *Scolithus*, with which it is in some parts completely honey-combed to the depth of three feet, while it is also interstratified with irregular calciferous bands. St. Anne Point may be considered in the strike of the St. Geneviève Island, and here we still find the sandstone marked by *Scolithus*, while in Isle Perrot opposite, thin bands of red sandstone occur, similar to those of Pointe du Grand Detroit, and unworn fragments of the same are met with along the Montreal shore, beyond St. Anne. Proceeding from this toward Isle Bizard, we find immediately behind the village, the outcrop of the Calciferous sandrock, holding geodes of calc-spar, and in a quarry which has been resorted to for building stones, we meet with a *Murchisonia* like *gracilis*, but flat in the whorls, a *Pleurotomaria* like *subconica* but more depressed, *Cythere* the same as that of Grand Isle, and *Orthoceras*. Farther on the road, about half a mile, an unfigured species of *Raphistoma* occurs in calcareo-arenaceous beds, which with their geodes or calc-spar are met in several places beyond. We then in a low escarpment come upon a rock composed almost entirely of *Atrypa plena*, a species characterising the Chazy limestone. The rock usually affords good building stone as well as stone for lime-burning, and it has been a good deal quarried at the village of St. Geneviève, just opposite the mid-length of Isle Bizard. The White Horse Rapid is situated about three miles to the east, and here on both sides of the Rivière des Prairies (a branch of the Ottawa,) black limestone beds, lying in the form of a shallow trough, and displaying fifteen species of Trenton fossils and one of Chazy, are surmounted by black bituminous shales holding *Triarthrus Beckii* and *Graptolithus bicornis* of the Utica slate.

The Trenton limestone of this part is no doubt connected with that of Lachine, about three miles from which village on the road to St. Anne, fourteen Trenton species have been met with, while in the quarries of Pointe Claire, six miles nearer St. Anne, we get three species characterising the Trenton, five of the Birdseye limestone, and one of the Chazy. The fossils are:—

<i>Stictopora acuta</i>	Trenton.
<i>Leplena alternistriata</i>	“
— <i>alternata</i>	“
<i>Pleurotomaria umbilicata</i>	Birdseye.
<i>Murchisonia perangulata</i>	“
<i>Modiolopsis obtusa</i>	“
<i>Favosites alveolaris</i>	“
<i>Phytopsis cellulosa</i>	“
<i>Atrypa plena</i>	Chazy.

In the chief part of the district which came under my observation, the dip of the strata is so small that it is scarcely appreciable; the most gentle undulations completely disarrange and attempt to ascertain the thickness of accumulated strata by means of the slope, and it is only by geographical-distribution and the evidences of fossils, that the structure can be made out. In a section measured on the Rivière

du Nord, however, the evidence of the dip and of the fossils came in aid of one another to prove the superposition in the lower part of the series. On the Rivière du Nord, not far above Lachute Mills, where the Potsdam sandstone makes its obtuse turn from the valley of the St. Lawrence to that of the Ottawa, the dip of the fossiliferous strata is south, at an angle of about four degrees; and we have first the contorted gneissoid rocks and their interstratified limestones, constituting a hilly country to the north; then the sandstone, not seen in actual contact with the gneiss, but forming an escarpment of between thirty and forty feet in height, between which and the gneiss there is a flat sandy valley, varying in breadth from a quarter to a half a mile, in which the stream winds its course. The sandstone has been traced thirteen miles consecutively to the eastward, and is known much farther, and where the section was measured a track-bed occurs at the top of the escarpment, at a height of probably 250 feet over the gneiss, where the latter would be vertically beneath it. South of the out-crop of the track-bed, about 330 yards across a flat horizontal surface, another escarpment rises to the height of seventy feet. The white sandstone perforated with *Scolithus* is seen at the base, interstratifying calcareo-arenaceous beds for about twenty-five feet up, and then calcareo-arenaceous beds, holding geodes of calc-spar, compose the remainder of the rise. About 300 yards farther, after a very gentle slope, there is another smaller step composed of the same description of calcareous sandstones, and from this a level surface of about a quarter of a mile broad, in which similar strata are seen once, reaches a small rise of five feet, composed of an arenaceous limestone which is quarried for burning. In the quarry occurs *Ophileta levata* of Vanuxem (a Calciferous sandrock species,) and *Raphistoma*, the same as that of St. Anne; and the general dip in the section is such as to place the track-bed about 160 feet beneath the limestone.

Farther south, this section is covered up by sandy drift for several miles, but if we go about five or six miles to the westward, and, again starting from the gneiss, take a course at a right angle to the strike, three and a-half miles will bring us to a two-foot bed of good limestone, the out-crop of which, from its having been quarried for lime-burning in several places, has been followed from Carillon to Grenville, thirteen miles. The dip of this bed, from its out-crop to the Ottawa (two miles,) is about seventy-five feet in a mile. That it overlies all the beds of the previous section is not considered uncertain; from the paucity of exposures, however, between it and the gneiss and the increased dip near the gneiss, it is not easy to state how much. It may be at least 150 feet, for there are seen in some of the exposed sections on the Ottawa, very nearly 100 feet of under-lying calcareous claystone, which, all weathering more or less yellow or brown, are in some parts bituminous and in others arenaceous, often presenting in the latter case geodes of calc-spar and heavy-spar, and none of these beds appeared in the Rivière du Nord section. Immediately beneath the two-foot bed of limestone there is a singular and extensively spread concretionary layer, in some large exposures of which, surfaces of half an acre shew the concretions, consisting of concentric layers, cut in half and closely packed together, some of them being two or three feet in diameter. The limestone bed is fossiliferous, and displays *Maclurea sordida*, *Pleurotomaria nodulosa*, *Raphistoma*, two species of *Murchisonia*, one of them a variety of *bicincta*, an *Atrypa* allied to *extans*, *Turbo*, *Orthoceras*, *Modiola*, *Cythere* in abundance, the same as that of Grande Isle, and a new species of *Paradoxides*; and at a short distance above the bed, there are about fifty feet of sandstone interstratified with green shale, holding a vast collection of fucoids, of which a bilobated species is most conspicuous. Some of the sandstone beds are porous and moderately fine grained, and yield good fire stones, while others are coarse and in addition to quartz pebbles, hold a multitude of phosphatic nodules mingled with small fragments of what appears to be a *Lingula*. At Grenville these beds have been most exposed by the cutting of the canal; they are found to cross the Ottawa to Hamiltonville in Hawkesbury, where they extend half a mile back from the River; and half a mile beyond them, a low escarpment in the rear of the first concession, presents

the base of the Chazy limestone, composed, as in the St. Anne section, almost entirely of *Atrypa plena*. In this rock also small phosphatic nodules exist in some abundance, a few of which hold small fragments of shells.

Specimens of a conglomerate bed brought from the Allumette Falls, higher on the Ottawa, on a previous exploration, have also since been found to hold phosphatic nodules in abundance, some of them two inches long by half an inch in diameter. The conglomerate probably occupies the same stratigraphical position as the Grenville beds, but at the Allumette Falls, it rests upon the gneiss. Great numbers of one large species of *Lingula*, very like *parallela* of Phillips, and a few of *Pleurotomaria* or *Etolopea*, occur in the nodules; every one of the lingulas is embedded in a coating of the phosphate of lime, and in one instance, a fragment of a lingula was found lying across the length of the nodule. The pleurotomarias are phosphatic casts of the interior of the shells.

I may here mention also, that much higher in the Lower Silurian series of strata, in fact, just above the Hudson River Group, but considerably removed from this locality, phosphatic nodules occur in great abundance; one of them was obtained at Rivière Ouelle, on the south side of the St. Lawrence, seventy-five miles below Quebec, whence the conglomerate limestones and sandstones, in which the nodules are imbedded, are traceable to Point Levi, opposite the city; the specimen so much resembles a fragment of cylindrical bone in appearance and chemical composition, that it was sliced for microscopical examination, in the full expectation that it would shew bony structure, but this being wanting, the specimen suggests the enquiry whether, confined in its stony mould, any chemical action might have been exerted to obliterate its original structure without destroying its form.

Mr. Hunt has given the analysis of these phosphatic nodules in his Report, by which it will be perceived that they yield from thirty-six to sixty-seven per cent. of phosphate of lime, and that they all, on being heated, give out ammonia and an animal odor like that of burnt horn.

ECONOMIC MATERIALS.

The materials capable of industrial application, which have come under my observation in connection with the investigations of the season, are magnetic iron ore, gold, iron ochre, stone and sand fit for glass-making, phosphate of lime, fire stones, clay for common bricks and common pottery, with building and paving materials, and hydraulic limestone.

Magnetic Iron Ore.—This ore of iron was seen on the thirteenth lot of the fourth range of Grenville, the property of Mr. Eaton. It appears on the west side of the lot and about five acres from the front, in a mass of gneiss, the stratification of which runs with the ore and dips W. N. W. $\leq 56^{\circ}$. At the base of the cliff in which it is seen, the seam of ore is four inches thick but rising about fifteen feet to the summit, it increases to one foot, and it remained one foot as far as it can be traced on the summit, which was about twenty yards. In front of the cliff there runs a powerful dyke apparently of greenstone, much of which is fine grained and black. The course of the dyke appeared to be at right angles to the ore or nearly so, and therefore must be about W. S. W. and E. N. E. On the face of the hill, between the gneiss and the main road along the Ottawa, and about half a mile from the gneiss, white crystalline limestone prevails holding graphite, mica, serpentine, chondrodite, and a honey-yellow mineral resembling the chondrodite in color and the size of its grains, but more like the serpentine in its degree of hardness.

Gold.—No further examination was last season made in the distribution of the auriferous drift on the south east side of the mountain range of the Eastean Townships, but the Government having granted a letter of license to Mr. Richard Oatey, giving him permission to collect the metal over a strip of five miles on the Rivers Chaudière and du Loup, at their junction, with a breadth of a quarter of a mile on

each side, and a number of men having been employed by him *streaming* for it during several months of the summer and autumn, an opportunity was taken to visit the locality, with the view of obtaining facts to form some estimate of the quantity the deposit might produce.

The working had been confined to a spot in the bed of the *Rivière du Loup*, about ten acres from its junction with the *Chaudière*. The stream is here about forty or fifty yards wide, and, like the rest of the country for a considerable breadth in this part, it is underlaid by clay slates, interstratified with occasional beds of more or less calcareous sandstone, varying in thickness from a few inches to a foot. The slates at the spot cleave in the direction of the bedding, and the dip is about S. E., with a slope of sixty to seventy degrees. The ravine in which the river runs is in general narrow and deep, with some few open spaces, and the immediate banks often constitute precipices of 100 to 150 feet. At the spot chosen for working, the higher banks recede a little as they turn towards those of the *Chaudière*, and a flat extends between them and the edge of the stream. The chief part of the work had been limited to a space in the bed of the stream, extending from the left bank to a distance of about twenty yards towards the middle, with a length of about a hundred and twenty yards along it. Here the slates crossed the channel obliquely, and the river-drift was accumulated upon the uneven surface formed by them, to various degrees of depth. In some parts the rock was bare, and in others covered to the depth of a few inches, and in no part did the deposit exceed three feet, the average being about two feet. The whole of this loose material was removed, particular care being taken to scrape it from all crevices and deep holes; but of the rock itself, in the cleavage joints of which scales of the metal sometimes descend two or three feet, little more than one-fifth had been taken from its place, and none of it during my presence, an intention being entertained, as I understood, to work the top of the slate when a convenient quantity of it had been cleared. The detritus consisted largely of coarse material, with which sand and clay were mixed in various proportions in different parts. Many vast boulders lay on the rock, or protruded from among the detritus, which were too heavy to be removed; smaller ones were still large enough to be removed with difficulty, and others of all sizes occurring among the drift, when they were seven to eight pounds in weight, the finer material being shaken from them, were thrown aside; but all of a smaller size were left in the detritus to be washed with it. As shewn after washing, the coarser material consisted chiefly of pebbles and fragments of slate and sandstone exactly resembling those on which the gravel rested; many, both ragged and rounded consisted of white quartz, such as composes veins that are met with in the clay slates, and in the more talcose slates of the mountain range to the north; not a few were of serpentine, and some were of red slate, and of the peculiar mixture of epidote and jasper, described in a former Report as existing on the *Rivière des Plantes* in St. Joseph Seigniory, and other places; while many were identical with the various other such kinds of rock such as corneous quartz, talcose quartz rock, and diallage rock, also described as present in the mountain range; several were of a fine quartzose conglomerate, similar to beds which occur north of the serpentine of *Vaudreuil Beauce*; some few of gneiss similar to that met with to the north of the St. Lawrence. Of the heavier component parts of the detritus, pebbles of magnetic iron occurred of twenty-five pounds weight, chromic iron of one to two pounds, and iron pyrites of four pounds; and of these in smaller pebbles and in grains, with titaniferous iron and rutile of the like smaller sizes, there was a considerable quantity, though I cannot pretend to estimate the per centage. Among the fine materials that could be examined after the washing, (the finest of all, such as the clay, having been carried away down the stream by the water,) silicious sand was in the greatest abundance, and among the heavier fine materials could be seen a considerable amount of very small red, pink, and lighter colored grains, which, in so far as their nature could be determined under microscopic examination, were chiefly garnets, a few of them zircons, and some were supposed to be spinels.

In washing the detritus, the Cornish *tye* was used, which consists of a rectangular box about twelve feet long, two feet broad, and eight to ten inches high, open above, and supplied a few inches from the upper end with a division forming a well for the contrivance of a small side sluice to let off the stream of water when necessary, and at the other with a groove in which could be let down a number of successive stops, required as the box filled with the material operated on, to keep the surface of it an even inclined plane. The box being placed at a proper slope, with a proper platform of plank alongside of it even with the top, a gutter made to convey the water to the upper end from the main run, and the water let on and allowed to fall over from the well into the box, a man with a shovel supplied the upper end with the gravel and other materials, which were brought from the excavations and laid down on the platform near him by two others. The water acting on the gravel, which was slightly adjusted with the shovel to loosen it and give an even surface, carried away the lighter particles, while another workman, behind the first, assisted the progress of the larger washed pebbles by the light and rapid movement of a rake, by this means also keeping an even inclined surface on the accumulating material in the box, and thereby preventing unequal action of the water. The box being filled by this procedure, some nine or ten feet of the lower part of the contents called the *tail*, were thrown out of the box as of no more use; the remaining two or three feet were divided into two parts of a foot or eighteen inches each; the lower one, or the *second crop*, was added to the pile coming from the excavations, and the upper, or *first crop* was made a separate pile of. When, by repeating the operation many times, a sufficient pile was made of the first crop, this was washed over by itself in the same way; the tail was thrown away; the second crop put with the first crop of the first *running* or washing, and the first crop of the second running again piled separately; these first crops of the second running were again washed separately, the tails thrown away, and the second crops added to the first crop pile of the second running, and the first crop placed by itself to be the subject of a different operation. This was washing it on what is called a *copper bottom*. The copper bottom consists of a small two-eared or handled tub about two inches in diameter, and six inches deep, the bottom of which is a finely perforated sheet of copper with the burr inside, the holes being sufficiently large to allow the point of a pin to go through, but not the head. The pile of the crops from the third running being by portions placed in this tub or sieve, the sieve is forced down into water held in a *keeve* or large tub or species of vat; in this it is by a jerking motion raised and depressed, and turned partially round; the water driving up through the holes of the sieve has a tendency to push up the material lying on the bottom, the lightest the farthest up, and the jerking movement assists this. The gold being the heaviest substance, soon gets to the bottom, and whatever is lightest the top; the top is every now and then scraped off and thrown aside, to be sent to the *tye*, and more stuff is added to that in the sieve, and the operation continued until all the material from the third running is exhausted, or it becomes necessary to empty the sieve. The reduced material taken from the sieve, among which the gold is now very perceptible, is subsequently placed upon a shovel and *vanned* or separated by means of a little water, and a peculiar motion given to the shovel, which only a person dexterous from long practice knows how to wield. Through the small holes of the copper bottom a large quantity of fine black iron sand escapes into the vat or keeve, over which the instrument is used, and a quantity of fine gold escapes with it, which would have to be subsequently separated by some other process.

The whole quantity of gold obtained during the season was about 1900 pennyweights, and fifteen men were employed in the work, but it is not easy to state the exact time devoted to streaming. The full period of work was five months; but a considerable deduction must be made for accidents. The whole gang was for some time employed in constructing a dam, which, when it was nearly complete, was carried away by a freshet, and many difficulties were experienced when-

the river was lowest, (which should have been the best period for working,) through the want of a proper supply of water at the height required to keep the tyes in full action. Something is to be allowed for broken time occasioned by rainy days, and much more for all those difficulties which are unavoidable in starting a new work in a new place, where a knowledge of the natural local impediments is only to be gained by experience, and none of those conveniences exist, which rise up only after operations have been carried on regularly for some time.

My visit lasted a week, during one day of which a heavy fall of rain prevented work; but for the remainder of the time a regular account was kept by me of the gold collected and the wages paid. The quantity of gold amounted to $143\frac{1}{4}$ penny-weights, the price of which, stated to me subsequently by dealers in London, to whom a sample was submitted, was £3 10s. 6d. sterling per ounce, or about four shillings and fourpence currency per penny-weight. This would give a total value of £31 3s.; the wages paid were £15, leaving a margin for profit of £16 3s., by which it would appear that the deposit was yielding about double wages.

Resulting from the season's work on the Rivière du Loup there was about a ton of fine black iron-sand in the keeve or vat, over which the copper bottom was used. The unseparated quantity of gold in this after repeated trials, was ascertained to be 1.77 grains per pound avoirdupois; this would give $165\frac{2}{10}$ penny-weights to the ton, the gross value of which would be about £36. From among a few ounces of fine gold obtained from the sand, there were collected some small grains both of platinum and iridosmine, the value of the former being below, and of the latter double that of gold; almost all of this fine gold was at first of so white a color that it was considered probable the circumstance might be owing to the presence of a very large proportion of silver; some of the larger pieces also obtained from the copper bottom were spotted white from the same supposed cause; but Mr. Hunt, on heating this white gold, found that it quickly turned to a good golden yellow, and that the discoloration was occasioned by a thin coating of mercurial amalgam. As the spots were perceived on some of the larger pieces immediately on their being first obtained by vanning on the shovel, it is supposed they must have been spotted with the mercury while still undisturbed in the drift; and as no mercury had been used on the ground, it leads to the supposition that some ore of mercury may possibly be one of the mineral products of the country, though not a grain of cinnabar, the commonest form of the ores of mercury, has been observed in the gravel. Among the substances obtained in separating the gold, lead shot of various sizes, from partridge to swan-shot, has been nearly as abundant as the gold. Not a vanning was made of the concentrated material without obtaining some of it; its presence is no doubt due to the operations of those who have followed the chase, and to judge from the quantity of the shot the place must have been one of favorite resort. Whether the hunters may at any time have brought quicksilver with them and spilt it, is a question that cannot be determined.

It is impossible to say, with more widely distributed effective trials, whether this place is better or worse than others in regard to the quantity of gold. Several *prospectors*, as they are called, both Canadian and American, traversed the country during the season, but I have not heard of any that paid their expenses, though of many that met with the precious metal. Their modes of washing, however, were of the rudest description, and were scarcely continued long enough with sufficient regularity in any one place, to give fair results; but it appears evident that what is known of the deposit is sufficient to authorize the opinion that it will not in general remunerate *unskilled* labor, and that agriculturalists and others, engaged in the ordinary occupations of the country, would only lose their time by turning gold hunters.

Some regular work has been tried on the Touffe des Pins, in the Seigniorie of Vaudreuil Beauce, but I am not aware of the quantity of gold obtained or the cost paid. I have, however, seen many pieces of the metal from the locality, and it appears to me there are a greater number of large pieces procured there than on the

Rivière du Loup; the largest I have seen from the Touffe des Pins wants two penny-weights of four ounces. The largest piece obtained on the Rivière du Loup weighed under two ounces.

Iron Ochre.—Small patches of reddish-yellow iron ochre were met with on the thirty-fifth or thirty-sixth lot of the first concession of Hemmingford, by the margin of one of the small ponds which occupy the deep ravine called the Gulf or the Devil's Hole, in the the Potsdam sandstone formation on the summit of Covey Hill or Hemmingford Mountain. The locality is close upon the Province line, and the deposit occurs in scattered patches of ten yards square and not over a couple of inches thick. The deposit, therefore, does not appear to be an important one, but the inhabitants of the vicinity resort to it for material to color the walls of their houses.

Sandstone fit for Glass-making.—From the proximity of the excellent sandstone fitted for glass-making, which is obtained from the bank of the Viviri above the Pointe du Grand Detroit, and has been practically applied at the glass manufactory in Vaudreuil, the same material may be looked for in a great many parts of the tongue of sandstone which crosses Beauharnois and runs beyond Mont Calvaire; indeed there would be no deficiency of moderately good material in almost any position in which the upper part of the deposit is exposed; but the best and whitest that has been seen not far from the eastern side of the tongue in question, on the one hundred and thirty-seventh lot in the second range of Williamstown, in the Seignior of Beauharnois. The rock is situated about seven acres to the south-east side of the road, where from four to five feet of thickness are exposed, divided into beds varying from a few inches to two feet. The exterior is a very pure opaque white, and it appears to have been bleached a little under the operation of the weather. The interior beyond the reach of the weather is rather more translucent, and therefore not so dead a white; the quantity of iron present is probably very small, but the stone has not yet been analyzed. The field was some years ago purchased by Mr. J. Dagg, of Montreal, for the purpose of establishing a glass factory on it, but the design, not however through any defect in the stone, never came into operation. The same rock on the Rivière du Nord would yield beds suitable for glass.

Phosphate of Lime.—The value of this substance as a mineral manure has been alluded to in several previous Reports, and the existence of imbedded crystals in the limestones of the Metamorphic series in several localities has heretofore been pointed out. During the past season it was interesting to ascertain its presence in nodules in rocks of a Lower Silurian age, in a condition indicating its probable connexion with the life of that period; and although the quantity, in which these nodules has been found to enrich the rocks, is not yet known to give them much economic value, yet the fact of their presence in any stratigraphical position is worthy of notice, as it is quite possible that an attention awakened to the subject, may lead to the discovery of them in an analogous geological place in other geographical positions, where the quantity may be more abundant.

Small black phosphatic nodules are mentioned by Mr. Murray, as occurring at the base of the Chazy limestone, on the thirty-third lot of the seventh concession of Lochiel, where they are sparingly disseminated in the rock. They occur in precisely the same stratigraphical place, on the rear of the tenth lot of the first concession of West Hawkesbury, where they are rather larger, but still in sparing quantity. As the nodules, however, when separated from the rock, hold, according to the analysis of Mr. Hunt, a large amount of the phosphate, they would probably render the limestone beds, in which they occur, of more than ordinary value, to be burnt for agricultural application when lime is required, as the phosphate can scarcely fail to be of additional service.

Small black phosphatic nodules exist also in thin sandstone beds interstratifying green slates at Grenville. These beds have been cut through in excavating the canal near the village at its exit, and slabs from them have been thrown out in some

abundance on the bank of the river; their exact arrangement, however, in the shales has not been seen. They vary from one to six inches in thickness, and it is probable that the total vertical amount is not very great. The shale, however, is easily excavated, and the sandstone beds are very fully studded with the nodules. If the stone were burnt and ground it would afford an excellent manure for stiff clay soils; the sand would serve to loosen the clay, and the phosphate to fertilize it; but some experiments would be required to ascertain cost. Brown nodules of the same description, but larger in size, occur in a conglomerate supposed to be of the same age as the Grenville beds at the Allumette Falls on the Ottawa; but their character not having been ascertained until lately, and the extent to which they are disseminated on the rock not having been noted on the spot, I am not certain what importance to attach to the locality. In the specimens of the rock which are in the collection of the Survey, the nodules are abundantly disseminated.

Black phosphatic nodules are abundantly disseminated in scattered patches in a conglomerate limestone bed associated with other limestones, occurring at the point outside of the Rivière Ouelle, in Kamouraska County. The geological place of the rock must be near the top of the Hudson River group, or the base of what in the nomenclature of New York is termed the Oneida or Shawangunk conglomerate; but the want of fossils in the section render it difficult to know the exact place which the rocks associated with the bed, occupy in the series, no undisturbed locality to shew the complete sequence of the members of these two groups having yet been met with in Eastern Canada. The limestones, holding more or less of these nodules, are about eight feet thick, but in only one bed do they occur in abundance, and this is of an irregular thickness, swelling in the strike sometimes to one foot, and sometimes diminishing to only an inch or two. The calcareous beds are believed to be the same as those which occur at Point Levi, opposite Quebec; but to shew their relations at Rivière Ouelle, a section of the rocks above and below them is here given in descending order:

1.

Hard dark grey sandstone in thin layers of four inches to one foot, separated by thin layers of dark grey and black shales with fine scales of mica.	32.
Hard dark grey sandstones and shales, with two hard dark grey beds which weather brownish, and are strongly calcareous	5.
Dark grey brownish weathering limestone of an arenaceous character.	2.
Dark grey brownish weathering limestone, and dark grey sandstone layers with dark grey and black arenaceo-micaceous shale.	4.
Dark grey sandstone with dark grey arenaceo-micaceous shale.	10.
Dark grey fine grained thick-bedded sandstone very slightly calcareous; the band swells occasionally to greater dimensions in the strike, and diminishes occasionally to one foot	6.
Dark grey thin sandstones and shales, a greater proportion of shales than in the previous beds	27.
Grey fine grained calcareous sandstone in beds varying from four inches to one foot, separated by dark grey and sometimes black shales and occasionally by green shales	94.
Striped light and dark grey micaceous shales of an arenaceous character.	6.

— 186.

2.

Striped grey and red arenaceo-micaceous shales with beds of grey limestone.	4.
Red shale with grey limestone and dark grey sandstone layers.	6.
Grey limestone beds, patches in which are of a conglomerate character, with small black phosphatic nodules, sparingly disseminated in them; the beds are of one inch to one foot, and they are separated in the upper part by red shale, in the lower by green and black shale.	6.
Green and grey shale with thin bands of limestone.	2.
Grey conglomerate limestone, with a few small black phosphatic nodules and with some shale above and below the band.	2.
Grey and reddish-grey shale, with a band of grey limestone.	4.
Grey arenaceous limestone with bands of red and green shale.	6.
Grey arenaceous limestone beds separated by red shale.	7.
Grey arenaceous limestone with small thinly disseminated black phosphatic nodules	2.
Grey calcareous sandstone and arenaceous limestone, separated into beds by grey arenaceo-micaceous shale.	7.

Grey calcareous sandstone and arenaceous limestone, separated into beds by grey and red shale.....	9.
Red shale with bands of grey limestone.....	5.
Grey limestone beds separated by dark grey shale with a band of red shale at the bottom..	7.
Green and red shale with a few bands of limestone.....	16.
Red shale with patches of conglomerate limestone, sometimes swelling out to a foot and sometimes diminishing to two or three inches; the pebbles of the conglomerate are chiefly limestone with a very few of red jasper, and they are mingled with a great multitude of <i>black phosphatic nodules</i> , or pebbles; some of them are as round as shot and some quite flat, while others are of irregular shapes.....	2.

— 85.

3.

Red shale.....	6.
Green shale.....	12.
Red shale.....	4.
Green shale.....	10.
Red shale.....	14.
Green shale.....	4.
Red shale.....	1.
Green shale.....	28.
Red shale.....	10.
Red and green shale.....	18.
Red shale.....	10.
Green shale.....	2.
Red shale with green stripes.....	46.
Red shale with irregular bands of yellow weathering sandstone, occasionally of a calcareous character.....	12.
Red shale with a bed of yellow weathering sandstone at the bottom.....	46.
Red shale.....	60.
Red shale with beds of coarse dark grey sandstone.....	12.

— 295.

4.

Greenish sandstone weathering reddish-drab; it is slightly micaceous with small black grains and occasionally small flat black pebbles of shale; the rock is in general slightly calcareous, and there are great and small subspheroidal shapes or portions which are very calcareous; in consequence of the presence of these calcareous spots, when several small ones are near together, the rock wears into a fretted and pitted surface like the pillar sandstones of Tourelle, (see Report for 1843-4.) The rock is thick bedded and the beds are separated by thin bands of green shale; portions of some of the beds are coarse, and have white quartz pebbles as large as peas, and at the base they become a fine conglomerate.....

Red and green shale with three bands of sandstone occupying one third of the amount....	4.
Red and green shale with three bands of sandstone.....	4.
Red and green shale with a ten inch band of sandstone at the top.....	4.
Whitish sandstone, hard and very quartzose, almost a quartz rock; to the eastward it swells to ten feet.....	4.
Green shale.....	4.
Green shale and sandstone.....	4.
Green sandstone.....	2.
Green and red shale.....	5.
Green sandstone.....	4.
Green shale.....	2.
Green sandstone.....	2.
Green shale with bands of sandstone.....	2.
Green sandstone.....	7.
Green sandstones with one or two partings of green shale.....	7.
Green sandstone with partings of green shale.....	43.

— 130.

5.

Red shale with a few bands of sandstone increasing towards the bottom.....	144.
Red shale and sandstone.....	24.

— 163.

6.

Green sandstone.....	15.
Concealed.....	8.
Greenish sandstone.....	3.
Red shale.....	1.
Concealed.....	6.
Greenish sandstone.....	1.
Concealed.....	26.
Greenish sandstone.....	8.
Green sandstone and green shale.....	11.
Greenish sandstone, calcareous in spots and composed of fine conglomerate at the bottom.....	65.
Greenish sandstone with bands of red shale.....	2.
Red shale with thin bands of sandstone.....	2.
Green sandstone sometimes very chloritic and dark colored; it holds scales of plumbago.....	2.
Red shale with thin bands of sandstone.....	15.
Concealed but supposed to be chiefly red shale.....	19.
Greenish sandstone with red shale.....	2.
Concealed.....	20.
Greenish sandstone.....	13.
Red shale with bands of green shale and a few bands of sandstone.....	68.
Dark iron-grey sandstone.....	3.
Concealed.....	2.
Greenish sandstone.....	6.
Red and green shale.....	34.
Greenish fine conglomerate with white quartz pebbles as large as peas and beans.....	14.
Greenish fine conglomerate.....	11.
Greenish sandstone and fine conglomerate.....	22.
Red and green shale and sandstone.....	13.

— 392

1256.

Clays for Common Bricks and Common Pottery.—In the counties of Beauharnois and the Lake of Two Mountains, clays fit for these purposes are so common, that it would, perhaps, be more difficult to state where they are not to be found than where they are. In the immediate neighborhood of the village of Beauharnois, the bank of clay which extends along Lake St. Louis, covers the Potsdam sandstone to the height of thirty to forty feet, and gives a level surface which runs far back into the county; it affords abundance of material for the manufacture of common red bricks, and about a mile below the village they are made by Mr. J. Wilson for the supply of the neighborhood, from the lower part of the deposit, which is of a brownish or yellowish-grey color, and of good quality for the purpose. Sand to mix with the clay is obtained a short distance back from the edge or the bank, from a deposit which overlies the clay to the depth of one or two feet. In the interior of the country, bricks are made on the Chateauguay River, at the Portage near the line between Godmanchester and Orms-town, from a clay which appears to be of nearly the same character; they are also made at various other spots lower down the river and on the English River within a mile of St. Chrysostome. In the township of Chatham, bricks have been manufactured on the Grenville road, about a mile above the canal feeder, from clay obtained on the spot.

Clay fit for common pottery is met with on the eighth lot of the second concession of Chatham, the property of Mr. Renaldo Fuller, and it was applied to the manufacture of such at the spot some years ago. Three distinct beds, one of them lightish grey, another of a bluish cast, and a third of a reddish tint are said to be all applicable to the purpose, and I understand were all used, the reddish colored bed most. The business was discontinued, I am informed, merely from the want of a skilful and steady workman to conduct it. Common pottery is at present manufactured at Beauharnois by Messrs. Antoine and Pierre Lambert, from clay procured behind the village; the articles made are tureens, jugs, butter and cream jars, ginger beer bottles, and such like.

Building Stone.—Good stone for building occurs in abundance in the county of Beauharnois. There is little scarcity of it wherever the Potsdam sandstone prevails, particularly the upper part of it; the beds are in general even, and the thickness so various that it would not be difficult to obtain whatever courses might be required. The stone is capable of being split across by plugs and feathers to any required size, though with rather uneven faces, and the color in almost all instances, approaches to white. Some surfaces, indeed, are occasionally tinged with iron, but not to an extent, when care is taken, to greatly deteriorate the general aspect of a building. Though hard, the stone is capable of being smoothly dressed with a chisel, more difficulty being experienced in cutting across than with the beds, and when dressed it preserves well its sharp edges for a long time. It is capable of resisting considerable heat, so much so, that in some parts of the formation on the south side of the Province line, it is used for furnace hearths; and a benefit arising from this is, that though a building constructed of it may be burnt, the walls will still be serviceable. It is undoubtedly more expensive both to quarry and to dress, than the limestone which is so much used in this part of Canada, but it is a much more lasting and indestructible material. Wherever the stone has been mentioned as applicable for the making of glass, it yields the best building stones that can be obtained from it, and where it is not sufficiently free from iron for the former purpose, it is often still available for the latter.

A quarry is opened in the stone at Beauharnois Village, and the mill on the St. Louis River is built of the material procured there; and though the interior was, some four or five years ago, destroyed by fire, the shell remained good, and the machinery and wood work were renewed within the same walls, the upper part of which alone required repair. A quarry is open in the upper beds on the one hundred and fifty-first lot in the second range of Williamstown, two houses erected from which in the vicinity have a very substantial appearance. Some beautiful stones, quarried from the formation for building a church, were observed on the eightieth lot in the second concession of Hemmingford.

I am not aware that any of the stone was used for the facing of the locks on the Beauharnois canal, for the supply of which, however, the exposures at the mouth of it would have been very well situated. The expense of working the stone was probably considered too great, and limestone from St. Geneviève, Caughnawaga, and Grande Isle was preferred. The Caughnawaga stone is grey, and with the St. Geneviève, coming from the same formation as the beds behind this city—the Chazy limestone—it is much of the same character. Large blocks, capable of receiving a good face from the chisel, have been obtained from both localities, as well as from beds equivalent to those they present, on the tenth lot of the first concession of West Hawkesbury, and the twenty-seventh or twenty-eighth lot of the first concession of East Hawkesbury. The Pointe Claire quarries yield a black limestone which appears to me of too brittle a quality for building purposes; it was used, however, for some of the under-water work of the Lachine Canal.

The Grande Isle quarry yields good bluish limestone in beds of two feet thick, of which only two appear to have been worked. A limestone belonging to the same stratigraphical place has been traced from Carillon to Grenville. It is two to three feet thick and gives a good building stone; dressed specimens of it are seen in the corners of Mr. Cushing's store at Chatham.

Fire Stones.—Some of the beds of the sandstone which overlies the two-foot limestone bed of Chatham are of a loose and porous texture, and are much resorted to by the country people for backs to their chimney fire places. The stone is capable of resisting considerable heat, and it has been used with success and economy in the furnaces of the pyroligneous acid manufactory near Mr. Cushing's establishment in Chatham. The action of the fire turns the stone red, indicating the presence of iron, and as peroxide of iron is a flux for silica, it may be that the quantity of it is such as to render the stone unfit for foundry hearths.

Quick Lime.—All those purer limestone beds, which have been mentioned as yielding good building stone, yield also good lime; but for the facility with which it is burnt, and the superior whiteness of the lime none of them equal the black limestone of Pointe Claire. The lime from it is so much esteemed for white-washing, that the inhabitants carry the stone to parts twenty miles from the quarry, on the south side of the St. Lawrence. The transport of it is effected on the smooth roads of winter, when the river offers a facility instead of an impediment as part of the road. Though the lime from the grey limestone of Caughnawaga and St. Geneviève is not quite so white, nor takes so much sand, it gives a rather stronger mortar than that of Pointe Claire. The lime from the stone of Chatham is yet a little darker, but gives a still stronger mortar, and being the only bed of good limestone on both sides of the Ottawa in a considerable area, it is much resorted to for lime.

Hydraulic Lime.—A bed of limestone was pointed out to me by Mr. Cushing, of Chatham, which he assured me had been tried in the locks of the Cornwall Canal for the purpose of hydraulic lime, and proved successful. The bed is eighteen inches thick, and occurs below the saw mill, close by the margin of the Ottawa, by the waters of which it is very often covered, and its stratigraphical position must be about 100 feet beneath the two-foot limestone bed. When burnt, the stone by exposure to the atmosphere slowly air-slacks, and when completely slacked and mixed with sand it may make a strong mortar, but experiments with it by Mr. Hunt as a cement by burning, grinding and mixing into a paste with water were not successful. The mixture was still soft after remaining twenty-four hours under water.

Flag Stones.—The Potsdam sandstone is known to yield beautiful flagging at Malone, in the State of New York, and since the establishment of railroads, conveniently situated for the transport of it to a distance, a considerable traffic seems to be springing up in it. Not having visited Malone to ascertain the stratigraphical place of these beds, I am unable to state in what part of the Potsdam of Canada similar flagging may be looked for. The only beds thin enough for flagging that have been observed, are to the east of Covey Hill, on the eighteenth lot of the second concession of Hemmingford, and to the west of the same hill on the Russelltown and Huntingdon road, where the river Outarde cuts it, about a mile and a-quarter from the town line of Hinchinbrooke. In the first locality the thickness exposed is not great, the whole of the beds seen not exceeding seven feet, while only some of them varying from two to four inches are fit for flagging. In the second locality about eighteen feet of whitish-grey sandstone occur in alternating bands of thick and thin layers, there being three of each of between three and four feet. The thin bedded bands would give flag-stones of one to three inches in thickness, but they would be inferior to those of Malone, being more brittle, less even and breaking into less regular shapes.

Industrial Exhibition.—A considerable portion of my time having been devoted to an endeavour to bring together such a collection of the mineral productions of Canada, as would fairly represent that branch of the resources of the Province at the Exhibition of the Industry of all Nations in London, and to display them there in such an arrangement and with such explanations as would attract attention and render them intelligible, it may perhaps not be considered out of place that I should take this opportunity of stating to your Excellency how far this endeavour has been successful, and of shewing the extent to which the collection sent from the Colony may, in our present knowledge of these resources, be considered a full and deficient one, as well as how it compared with similar collections from other countries.

The simplest mode of shewing the nature of the collection will be to give a catalogue of the materials of which it was composed. Only such minerals were sent as were known to be capable of application of industrial purposes; they were contributed by twenty-nine exhibitors, but the chief part was collected by the officers connected with the Geological Survey of the Province. The arrangement adopted was similar to that given in the Catalogue of Canadian Economic Minerals, appended

to the Report of 1849-50. It was thus purely technical, and the collection was divided into ten classes:—

- 1—Metals and their ores.
- 2—Minerals requiring more complicated chemical treatment to fit them for use.
- 3—Mineral paints.
- 4—Materials applicable to the fine arts.
- 5—Materials applicable to jewellery.
- 6—Materials for glass-making.
- 7—Refractory materials.
- 8—Grinding and polishing materials.
- 9—Materials applicable to the purposes of common and decorative construction.
- 10—Miscellaneous materials.

Thus classified the specimens were placed in regular sequence in the space allotted them, and each kind from each individual source was accompanied by a ticket which gave the name of the material, the quantity in which it occurred, the geological formation and the locality in which it was situated, with the facilities for working it, and the name of the exhibiter. As all these details, in regard to the various known mineral localities of the Province, have already been stated in the various Reports of Geological Progress which have been transmitted to the Government, and particularly in the Catalogue of 1850, already alluded to, it will not be necessary in the present list to give more than the name of the substance and such a general indication of its locality as will facilitate a reference to what has been said heretofore, with the name of the exhibiter.

CATALOGUE.

Metals and their Ores.

- MAGNETIC IRON ORE.**—Large blocks from Marmora, Madoc, Bedford, South Crosby, Hull; smaller specimens from Portage du Fort, Bolton, Leeds, Sutton, New Carlisle.—*Geological Survey.*
- MAGNETIC IRON ORE.**—A large block from South Sherbrooke.—*Dr. J. Wilson, Perth.*
- SPECULAR IRON ORE.**—Specimens from Wallace Mine Location, Lake Huron.—*Geological Survey.*
- SPECULAR IRON ORE.**—A large block from McNab.—*A. Dickson, Pakenham.*
- BOG IRON ORE.**—A large block from Vaudreuil Seigniory.—*R. Lancaster, Vaudreuil.*
A large block from Rivière du Chêne.—*J. Proulx, St. Eustache.*
A large block from Portneuf Seigniory.—*F. Marcotte, Portneuf.*
Large blocks from St. Vallier Seigniory.—*Capt. Morin, St. Vallier.*
Small specimens from Stanbridge.—*J. W. & H. DesRivières, Stanbridge.*
Small specimens from Camden, Eardley, Simpson, Ireland, Lauzon Seigniory.—*Geological Survey.*
Small specimens from St. Maurice Forges.—*Hon. J. Ferrier, Montreal.*
- WROUGHT IRON.**—Square and flat bars, axe iron, plough-share plate, with cold-folded and cold-twisted bars, manufactured from the bog ore of St. Maurice.—*Hon. J. Ferrier, Montreal.*
- CAST IRON.**—Pigs cast from the ore of Belmont and Marmora.—*Marmora Iron Company, Marmora.*
- TITANIFEROUS IRON.**—Large blocks and small specimens from St. Armand, Sutton, Brome, Vaudreuil, Beauce.—*Geological Survey.*
- ILMENITE,** sometimes intermixed with **RUTILE.**—Large blocks from St. Urbain, Bay St. Paul.—*Geological Survey.*
- ZINC ORE (BLEND.)**—Specimens from Prince's Location, Pointe des Mines Lake Superior.—*Geological Survey.*
- LEAD ORE (GAL. NA.)**—Specimens from Prince's Location, Thunder Cape, Pointe des Mines Lake Superior, Bedford, Fitzroy, Indian Cove Gaspé.—*Geological Survey.*
- COPPER ORE (PYRITES.)**—Specimens from Pointe des Mines and Mamainse Lake Superior, Root River, Echo Lake, Bruce Mines, Wallace Mines, Lake Huron, Bastard.—*Geological Survey.*
- (VARIEGATED.)**—Specimens from Point Porphyry Lake Superior, Bruce Mines Lake Huron, Inverness.—*Geological Survey.*
- (VITREOUS.)**—Specimens from Prince's Location, and Harrison's Location, Lake Superior; Bruce Mines Lake Huron.—*Geological Survey.*
- (NATIVE.)**—Specimens from Harrison's Location, Ewart's Location Michipicoten Island.—*Geological Survey.*
- (ARGENTIFEROUS PYRITES.)**—Upton; **(AURO-ARGENTIFEROUS)**—Ascott.—*Geological Survey.*

- COPPER ORE (YELLOW).—Large blocks from Bruce Mines.—*Montreal Mining Company, Montreal.*
 COPPER (SMELTED).—Tough cake from Bruce Mines, resulting from the pyritous ore.—*Montreal Mining Company, Montreal.*
 COPPER (NATIVE).—Specimens from St. Ignace Island, Lake Superior.—*Montreal Mining Company.*
 NICKLE ORE (SULPHURET).—Specimens from Wallace Mine, Lake Huron.—*Geological Survey.*
 SILVER (NATIVE). Specimen of 3½ per cent. ore from Prince's Location, Lake Superior.—*J. F. Badgley, Montreal.*
 (SMELTED).—Specimens resulting from the ore of Prince's Location, Lake Superior.—*J. F. Badgley, Montreal.*
 (NATIVE).—Specimens from Prince's Location, and Harrison's Location, Lake Superior.—*Geological Survey.*
 GOLD (NATIVE).—Specimens from washings on the Touffe des Pins, Vaudreuil Beauce.—*Chaudière Mining Company, Quebec.*
 (NATIVE).—Specimens from Lake Etchemin, Rivers Chaudière, du Loup, Famine, Poser's Stream Bras, Guillaume, des Plantes, Metgermet, St. Francis, &c., &c.—*Geological Survey.*
- Minerals requiring more complicated chemical treatment to fit them for use.*
- URAN OCHRE.—Specimens shewing traces from Madoc.—*Geological Survey.*
 CHROMIC IRON.—Large masses from Bolton, and Ham.—*Geological Survey.*
 COBALT BLOOM.—Specimens shewing traces from Prince's Location, Lake Superior.—*Geological Survey.*
 WAD OR EARTHY MANGANESE.—Small specimens from Bolton, Stanstead, and Tring Townships, and the Seigniories of Aubert Gallion, St. Mary and St. Anne.—*Geological Survey.*
 MAGNETIC IRON PYRITES.—Specimens from Lanoraye and D'Autraye.—*Geological Survey.*
 MOLYBDENITE.—Specimens from Terrace Cove, Lake Superior.—*Geological Survey.*
 DOLOMITE.—A large block from Dalhousie.—*Dr. J. Wilson, Perth.*
 Specimens from Litchfield, Dunham, Leeds, and Stukely.—*Geological Survey.*
 MAGNESITE.—Large masses from Bolton, and large masses stained with oxide of chromium from Bolton and Sutton.—*Geological Survey.*

Mineral Paints.

- IRON OCHRE.—Specimens from Seigniorie of St. Anne, Montmorency.—*E. Caron, St. Anne, Montmorency.*
 Specimens from St. Rose.—*L. M. Cyr, St. Eustache.*
 Specimens from Pointe du Lac, County St. Maurice.—*D. G. Lebarre, Three Rivers.*
 Specimens from Petite Rivière Romain Iberville.—*G. Duberger, Murray Bay.*
 Specimens from Magdalene Islands and Gaspé.—*R. W. Kelly, Gaspé.*
 Specimen from Durham.—*J. Hall, Melbourne.*
 Specimens from Beauharnois, Stanstead, Durham.—*Geological Survey.*
 BARYTES.—Specimens from Baryta Island Lake Superior, Bedford, MacNab, Seigniorie of Vaudreuil, Beauce.—*Geological Survey.*
 SOAPSTONE, TALCOSE SLATE.—Specimens from Stanstead, Leeds, Potton.—*Geological Survey.*
 PHOSPHATE OF IRON.—Specimens from Vaudreuil.—*R. Lancaster, Vaudreuil.*

Materials applicable to the Arts.

- LITHOGRAPHIC STONE.—Blocks from Marmora, prepared, with drawings and illustrations.—*Geological Survey.*

Materials applicable to Jewellery.

- AGATES.—Cut and polished specimens from Michipicoten, and Simpson's Islands and North shore of Lake Superior.—*Geological Survey.*
 JASPER.—Pebbles cut and polished, and a boulder of Jasper Conglomerate Lake Superior.—*Geological Survey.*
 RIBBON'D CHERT.—Specimens from Thunder Bay, Lake Superior.—*Geological Survey.*
 PERISTERITE, PERTHITE, LABRADORITE.—From Bathurst, Burgess, Drummond.—*Dr. J. Wilson, Perth.*

Materials for Glass-making.

- WHITE QUARTZOSE SANDSTONES.—Large slabs from the Ottawa Glass Works, Vaudreuil.—*Boden & Lebert, Vaudreuil.*
 WHITE QUARTZOSE SANDSTONE.—Small specimens from Ship Channel Lake Huron, Ham, Nepean, Isle Perrot, Rivière du Chêne, Stukely.—*Geological Survey.*
 PITCHSTONE.—Small specimen from Michipicoteu Island Lake Superior.—*Geological Survey.*

Refractory Materials.

- SOAPSTONE.—Large thick slabs from Bolton, and small specimens from Seymour, Sutton, Bromes, Potton, and Bolton.—*Geological Survey.*
 PIPESTONE.—Small specimens from Calumet Falls.—*Geological Survey.*

PLUMBAGO.—Large and small specimens from Grenville.—*Geological Survey.*

Large specimens from Grenville.—*Hon. R. U. Harwood, Vaudreuil.*

WHITE SANDSTONE.—Specimens dressed and undressed from St. Maurice.—*Hon. J. Ferrier, Montreal.*

ASBESTUS.—Large specimens from Dalhousie.—*Geological Survey.*

Mineral Manures.

PHOSPHATE OF LIME.—Large crystals in crystalline limestone from Burgess.—*Dr. J. Wilson, Perth.*

GYPNUM.—Large blocks from Dumfries, Oneida, and Grand River.—*Geological Survey.*

FRESH-WATER SHELL MARL.—A large specimen from Montreal.—*Mr. Sheriff Boston, Montreal.*

A specimen from Belleville.—*A. Yeomans, Belleville,*

Specimens from Gaspé.—*R. W. Kelly, Gaspé.*

Specimens from Vaudreuil.—*P. T. Delesderniers, Vaudreuil.*

Grinding and Polishing Materials.

WHEATSTONES.—Sundry specimens from Madoc, Potton, Stanstead, Hatley, and Tingwick.—*Geological Survey.*

MILLSTONE ROCK.—Sundry specimens from Rouville, Stanstead, Brompton, and Seigniory of St. Joseph.—*Geological Survey.*

TRIPOLI EARTH.—A specimen from Montmorency.—*Geological Survey.*

Materials applicable to Common and Decorative Construction.

ROOFING SLATES.—Specimens from Rivière du Loup, Tring.—*Geological Survey.*

Specimens from Kingsey.—*J. Hall, Melbourne.*

Specimens from Frampton.—*M. Quigley, Frampton.*

RED GRANITE.—Specimens from Bathurst.—*Dr. J. Wilson, Perth.*

WHITE GRANIT.—A cut specimen from Stanstead.—*J. Munroe, Stanstead.*

A large cubical split block from Stanstead.—*Geological Survey.*

LIMESTONE.—A cubic dressed block from Quebec.—*N. Aubin, Quebec.*

A dressed slab from Bytown.—*J. Scott, Bytown.*

Specimens from Thunder Cape, Battle Island Lake Superior; Rama, Madoc, Portage du Fort, MacNab, Wentworth, Rouville, Phillipsburgh, Montreal &c.—*Geological Survey.*

HYDRAULIC LIMESTONE.—Specimens from Brantford, Kingston, Nepean.—*Geological Survey.*

SERPENTINE.—A large block from Burgess, and a small polished specimen.—*Dr. J. Wilson, Perth.*

Large cut and polished slabs from Orford.—*Geological Survey.*

MARBLE.—Large cut and polished slabs from Dudswell, St. Armand, Pakenham, Phillipsburgh, St. Dominique, Grenville, Portage du Fort.—*Geological Survey.*

BRICKS, WHITE AND RED.—Specimens from Camden.—*Geological Survey.*

Miscellaneous Materials.

MINERAL CAOUTCHOUC.—A large specimen from Enniskillen.—*Geological Survey.*

PEAT.—Specimens from St. Dominique.—*Dr. Boutillier, St. Hyacinthe.*

NOTE.—A map shewing the distribution of the Geological formations of Canada, in so far as known, was submitted to the examination of the Jury; but it was not deemed expedient to make it a part of the public Canadian Contribution as it is yet an imperfect document.

To indicate how this collection as a whole compared with those of other countries, it will perhaps be sufficient, instead of making any statement of my own in regard to its merits, to quote the opinion of the jury of the class comprehending mineral products, as expressed in their report by Mr. Dufrénoy, Juror for France, Member of the Institute of France, and Inspector General of Mines in that country, who was appointed to draw it up.

“Of all the British Colonies, Canada is that whose exhibition is the most interesting and the most complete, and one may even say it is superior, so far as the mineral kingdom is concerned, to all countries that have forwarded their products to the Exhibition. This arises from the fact that the collection has been made in a systematic manner, and it results that the study of it furnishes the means of appreciating at once the geological structure and mineral resources of Canada.”

The main object of the Exhibition being to display the condition of the Industrial Arts throughout the world, the examinations that were made with a view to honorary rewards, brought into comparison rather the skill and invention shewn in converting the rude materials of nature to use, than the rude materials themselves; and although the Jury had before them a multitude of objects of natural history connected

with the mineral kingdom, a large portion of them of vast size and great interest, and others of great beauty and rarity, they considered that they would not be justified in adjudging any reward to those who exhibited them, unless the specimens had been obtained by special research on the part of the exhibiter, or afforded especial information and instruction in the science to which they belonged. In consequence of this decision, isolated mineral or geological specimens, unless they were connected with some distinct operation, were excluded from competition.

But little industry being yet devoted in Canada to the application of mineral products, few rewards could be bestowed under the operation of this rule, on individual exhibitors, however various and excellent the collection. There were only three Canadian exhibitors, connected with mineral manufactures, whose products came before the Jury; to two of these prize medals were awarded, and honorable mention was made of the third. The two former were the Montreal Mining Company, noticed for their exhibition of tough cake copper, and the ores from which it was smelted, and the Hon. J. Ferrier, for his wrought iron from the St. Maurice Forges, and the bog iron ore of which it was the produce; and the latter the Marmora Iron Company, for their cast iron extracted from the magnetic oxide. Honorable mention was also made of Dr. James Wilson, of Perth, who in addition to magnetic iron ore from South Sherbrooke, exhibited phosphate of lime from Burgess, and other minerals from other places, all the results of his own researches; and ordinary mention was made of Mr. R. Lancaster, of Vaudreuil, and Capt. Morin, of St. Vallier, for their bog iron ores; of Messrs. L. M. Cyr, of St. Eustache, E. Caron, of St. Anne, Montmorency, G. Duberger, of Murray Bay, and R. W. Kelly, of Gaspé, for their iron ochres; and of Messrs. Boden & Lebert, of Vaudreuil, for the white sandstones they exhibited, which were used by them in the manufacture of glass.

The whole collection as illustrative of the geological structure and mineral products of a large area, and as affording information of new sources of supply to those engaged in the application of such productions to the purposes of life, would probably have received a higher award than it obtained; but my own name being that most connected with it as a whole, while at the same time I had, without solicitation, been honored with an appointment as a juror in the class to which the collection belonged, my colleagues were precluded from bestowing on it a higher mark of distinction than a special notice in the report.

It appears to me that the mineral collection made as favorable an impression on the public at large as upon the Jury, and most of the metropolitan daily journals noticed it with approbation; a detailed description is given of it in the Hand Book to the Official Catalogue by Mr. R. Hunt, professor of mechanical science in the Government School of Mines, and the extent to which a knowledge of Canadian products generally has been spread, by the personal examination of the vast numbers before whose eye they were displayed, could not have been attained by any other means than the Industrial Exhibition.

The vast supplies of iron with which the collection gave evidence that the Colony is enriched, appeared to arrest the attention of all. The British miner accustomed to follow into the bowels of the earth, beds of ore of six inches to one foot, containing between thirty and forty per cent. of this important metal, naturally regarded with surprise huge blocks of it from beds of 100 to 200 feet in thickness, and yielding sixty to seventy per cent.; the British smelter did not fail to admire the masses of ore, but directing his inquiries to the fuel required to extract the metal, and being informed that no mineral coal existed in the vicinity of the ore, he did not appear to apprehend that any competition would arise to interfere with the supply to the Colony of those qualities of iron which are made in the United Kingdom from the deposits of the carboniferous era. Some of the extensive Sheffield manufacturers of steel, who are supplied with the chief part of the iron on which they bestow their labor, from Sweden, at prices varying, according to quality, from £10 to £33 per ton, appeared desirous of ascertaining the cost that would be required to smelt

the magnetic oxide in Canada, and it seemed to them to be a question connected with the wages of labor rather than anything else, (if the requisite skill were once introduced into the country,) whether any competition could be established in favor of Canada, seeing that the ore and fuel in the two countries are the same. The superiority of Swedish iron for steel is unquestionable; its character for such a purpose stands higher than that of any other country; it is made from the magnetic oxide and between the magnetic oxides of Sweden and some of other countries, chemical analysis instituted for the express purpose of comparison, has, it is said, been unable to detect any difference. It might be supposed, therefore, that smelted with charcoal and generally treated in the same manner, there ought to be no essential difference in the quality of the iron. Experiment, however, does not prove this to be the case, and there may be some delicate difference (possibly the presence of rare metals in small quantities,) which may yet have escaped the investigations of science to account for the results. The ores selected for comparative trial may have been the produce of geological formations different from those of Sweden, but it is not likely that this can give the essential cause of difference, as even in Sweden the ores of different mines in the same geological formation, all yielding good steel iron, give differences of quality which are so uniform as to produce a regular and constant difference in price. The geological formations yielding the magnetic oxides of Canada and those of the United States, where they prevail in equal abundance, are identical, and it is probable they are both of the same formation as that of the Swedish mines. The practical experiments on Canadian ores are still so few that nothing can yet be proved from them. But in the United States the American smelter has been able to compete with the Swedish, only on this side of the Atlantic, and that with the assistance of a considerable protective duty. The duty, however, is not sufficient to protect other qualities of iron from the interference of the cheap iron of the United Kingdom, made with mineral coal. Some specimens of iron exhibited from the United States were of admirable quality. The Canadian iron ores were examined with great care and attention by the agents of Russia; it seemed to strike them with wonder that such prodigious sources should be found in any country but their own, and the public in general, without taking into consideration the question of its present application to profitable uses, seemed to regard the great beds of magnetic oxide as national magazines in which was stored up a vast amount of a material indispensable to the comfort and progress of mankind, which it is always satisfactory to the inhabitants of a country to know is within their reach and control, should circumstances arise to render its application expedient or necessary. To metallurgists the good quality of the wrought iron of the St. Maurice forges appeared the more deserving of attention, as the ore from which it is derived being the hydrated peroxide, is usually accompanied by a small amount of phosphorus in the form of phosphate of iron; it is difficult to remove this impurity which in too large a quantity renders the metal cold-short. In cast iron, however, its presence in small quantities cannot be called prejudicial, as it serves to render the metal very fluid when fused, and thus to give a fine surface to the castings and bring out all the details of ornamental patterns in sharp relief, while it does not seem to render the casting brittle, or to deteriorate its power of resisting the effect of sudden heating and cooling. Large masses of bog iron ore were contributed from four or five important deposits, besides that of St. Maurice, but it has not yet been ascertained, whether there is any essential difference of quality in these, as regards the amount of phosphoric acid. The peroxide of MacNab, contributed by Mr. Sheriff Dickson, of Pakenham, was regarded as a very beautiful ore, the uniform quality of which would render it one of much more easy fusion and management than the magnetic oxides, while it would probably produce an iron of excellent quality.

The copper ores of Lakes Superior and Huron were in general represented by cabine specimens, which had been collected during the exploration of the shores of those lakes, by the officers of the Geological Survey. None of the lodes being

worked, with the exception of those of the Bruce Mines, it was impossible without great expence to procure, except from the Bruce Mines, such large specimens as would have attracted effective attention. The whole, however, formed an illustrative collection, and the prize medal awarded the Montreal Mining Company for its exhibition of copper ores, and copper extracted from them, attests the interest with which the collection was examined. Of the remaining materials of this class of objects, —zinc, lead and nickel ore, with native silver and gold—the specimens with the exception of the last, were all of cabinet size, and those of them which excited enquiry were the sulphuret of nickel from the Wallace Mines, and the native silver from Prince's location. The specimens of gold from the Chaudière Mining Company's washings on the Touffe des Pins, were not equalled by any in the building, with the exception of a mass weighing eighteen pounds, from California, and with other *pepites* less in size and fewer in number than those of the Touffe des Pins, from various of those localities which were cited in last year's Report, as affording indications, were eagerly inspected by the public; as already stated, honorable mention is made of those exhibited by the Chaudière Mining Company.

Of the second class of minerals the chromic iron was that which attracted most attention. The size of the specimens attested the importance of the beds or veins in the spots from which they were taken, and several of the manufacturers of the chromates of potash and of lead, made inquiry as to the general probabilities of the supply, the cost of mining, and carriage to a shipping port. One manufacturer has this season sent out an order to procure a quantity of the mineral, and has been supplied with about five tons of it, previously procured with the view of practically introducing the article into the English market. Some years ago the value of this mineral was £12 to £20 per ton, according to the per centage of the oxide of chromium in it ranging from forty to sixty per cent. The value of it last year was about £6 to £8 per ton, but discoveries in the Mediterranean, and subsequent shipments from Smyrna, had reduced the price, in the beginning of this year, to £4 per ton, which may possibly be too low to permit of a profitable export of it from Canada.

In regard to the class of minerals, I was informed by one of the principal manufacturers of paints in London, that the iron ochres from Canada were of the best usual description, and equal to those now imported from France. The French ochres imported into London in a crude state, and prepared there on a large scale, can be sold to a profit at £3 per ton: and the superiority of the English manufacturers over the French is such, that the latter preparing the material at home and exporting it to London, cannot obtain a profit unless they can sell the commodity at £6 per ton. The charges of freight may render it difficult to transport the Canadian ochre across the Atlantic to a profit, but the abundance of the material in the country should surely render it unnecessary that any should be imported into this or the neighboring colonies. In the Canadian collection there were no less than seven exhibitors of ochres from eight different localities, the deposits in most of which are important in quantity. An enterprising American who attended the Provincial Exhibition in Montreal in 1850, immediately on observing the ochre exhibited by Mr. D. G. Labarre, from Pointe du Lac, went down to the spot and purchased the lot on which it there occurs; and I understand that he has since exported from it several hundred barrels of the ochre to the United States.

The lithographic stones from Marmora have been specially noticed in the report of the jury, for their homogeneousness and apparent good quality, and particularly for a point of scientific interest connected with them, which is that they belong to a formation of much older date than any lithographic stones heretofore discovered. Researches for them have heretofore been confined to the rocks of the Oolitic series, while in Canada they are found near the base of the Lower Silurian; this discovery widens the field in which those who practice lithography may seek for the stone.

A considerable number of agates, some of them of large size, obtained on Michipicoten and Simpson Islands, and various parts of the north shore of Lake Superior,

in which places they abound, together with several beautiful specimens of perthite and peristerite, (different species of feldspar contributed by Dr. Wilson,) were placed in the hands of a London lapidary to be split and polished for exhibition, and their addition to the collection, as materials applicable to jewellery, served to embellish its appearance.

The white quartzose sandstone exhibited by Messrs. Boden & Lebert, as the material from which they manufacture glass at Vaudreuil, is, as already stated, mentioned by the jury in their Report. But as indicative that others as well as the jury appreciated its good quality, and that the appreciation was not of a mere transitory character, I may mention that, in the last and present months, a respectable firm in Baltimore has been twice instructed by a large manufacturing house in England, to make enquiry of me at what cost this sandstone can be placed on board of sea-going vessels in this port, for the purpose of being transported to the United Kingdom, and the firm states at the same time, that if the price suits, several large orders would follow. A suitable material for making good glass may thus become an important article of export. In the American division of the exhibition, a large sample of a remarkably pure white silicious sand for glass making, was shewn from some part of the interior. It was so much admired by glass makers, that arrangements were immediately made, which, I understand, have originated a trade to England in the article.

Among the refractory materials, were exhibited large slabs of soapstone from Potton, and a moderately large sample of plumbago from Grenville. The plumbago was found to resemble that from Ceylon, and from Devonshire, and properly cleaned, it would probably be fit for crucibles. The opinion of some of the great pencil makers of the Metropolis was obtained in regard to its applicability to the purpose of their trade. There are points of grit or stony matter partially disseminated through the plumbago, similar to the gangue in which it is enclosed, but this, I was informed, can be separated by washing, and the pure plumbago after being ground very fine, solidified by pressure, after the plan of Mr. Brockedon, who received a council medal for the blocks of artificially solidified plumbago he exhibited. For the best pencils, the very blackest plumbago is used; that of Borrowdale in Cumberland, is nearly as black as mineral coal, and none in the world equals it, but the color of the Canadian is grey, and though pencils could be made of it, they would be considered of inferior quality. The value of Cumberland lead is from twenty to thirty shillings per pound. Some of the best foreign samples sell for £20 per ton, while that from Canada would not bring more than £3 to £5 per ton.

All the mineral manures attracted attention, and particularly the phosphate of lime from Burgess, exhibited by Dr. Wilson, of Perth, the specimens of which were not only considered economically, as applicable to agricultural purposes, but admired mineralogically, as affording splendid examples of crystallized apatite. The abundance of fresh-water shell marls was indicated by supplies from four exhibitors, and the great blocks of gypsum, for four of which (one of them weighing a quarter of a ton,) from the townships of Dumfries, Brantford and Onedia, I was indebted to the kindness of Mr. Gilbert Burrows, are especially mentioned in the Jury's Report, by which it will be perceived that the gypsum is considered sufficiently pure for the purposes of statuary plaster.

Some of the whetstone rock from the Eastern Townships was considered of excellent quality, but the collection was not sufficiently extensive, nor were the specimens put into such a form as to deserve notice in the report of the jury, while several large collections from Belgium received only an honorable mention. A prize medal was awarded to the collection of hones and grindstones exhibited in the English division by Mr. C. Meinig, proprietor of one of the most important establishments in England, for the preparation of such stones. He imports stones from all parts of the world, and in the Report of the jury, I observe mention made of

hones from the banks of the *Niagara*. The name did not attract my attention while inspecting the collection, and I have not since been able to ascertain whether the *Niagara* indicated is that which joins Lakes Erie and Ontario. If it be so, I am not acquainted with the rock from which the stone has been derived, unless it be the grey band, which is used for grindstones in some parts of the country, but which does not appear to me to be of a sufficiently fine quality for any of the stones exhibited by Mr. Meinig. The oil-stones of his collection were very numerous, and of the grindstones there were upwards of 200 different kinds, varying from the size of two inches to that of two feet in diameter, of all degrees of hardness, and adapted to all purposes. The collection awakened the attention to the value that may belong to rocks fitted for such purposes. The tripoli earth from Montmorency, from its infusorial character, excited the interest of those practised in observing with the microscope.

None of the rocks of the Eastern Townships, which are fit for the purposes of roofing slates, being yet practically worked, the samples exhibited from them were necessarily all more or less weather-worn specimens from the crop, and merely sufficient to shew that such a material existed in the country. They certainly presented but a rude appearance, when compared with the magnificent display from the Fesiniog quarries of North Wales; but this admirable collection, upon the specimens of which a great amount of skilful labor had been expended, while it threw into the shade the rude materials from Canada, and even the collections from extensively worked quarries in other countries, afforded a most instructive and satisfactory lesson of the variety of useful purposes to which so cheap and easily wrought a stone could be devoted. Not only is it applied as a covering for houses, but it is employed as walls for cisterns to hold water, slabs of fifteen feet by eight feet being sometimes used for the purpose; in smaller dimensions, it is used for wine coolers, dairy dressers, kitchen and hall flooring, tables, chimney mantles, and a multitude of other purposes where surface is required. In its application as tables and chimney pieces, it is capable of receiving a great degree of decoration; the tables, after being dressed to the smoothest possible surface, are embellished with gilding or with paintings in colors resisting fire, showing landscapes, or imitations of stone, and a silicious varnish being applied, the stone is subjected to a heat which melts the varnish into an enamel, and produces a brilliant result. Chimney pieces in the same way are enamelled over the natural color of the stone, or over a fancy color given to it. When the color is black, it is difficult to distinguish the slate from a brilliantly polished and valuable black marble, while the cost is comparatively small. The great number of purposes to which good slate is applicable, render the rock of great economic importance, and well worthy of research. The experiments, however, that are required to test the material before it can be ascertained beyond doubt, that it is of good and fit quality, and particularly to reach the stone in a part free from injury by weather, are greater than the ordinary expenses of a geological survey would permit, and it cannot be said that proper trials have yet been made on the slates of Canada.

In respect to the building stones of the country, I must confess my disappointment that a better collection was not forwarded for exhibition. Considering the abundance of excellent material the Province affords, fitted for the purposes of construction, the great amount of it that has been used in various public works, such as canals, bridges, court houses and gaols, as well as the erection of churches and private edifices, and the consequent knowledge of the material that must be in the possession of proprietors, engineers, contractors and builders; I had expected contributions from many sources in the form of dressed blocks, and endeavoured in some instances by solicitation to procure them, but with the exception of a very handsome dressed block of limestone of a foot cube, from Mr. N. Aubin, of Quebec, a dressed slab of granite from Mr. Munroe, of Stanstead, and a smaller one of limestone from Mr. J. Scott, M. P. P., of Bytown, I was under the necessity of representing our

building stones by such shapeless fragments of suitable material as had been collected on the Survey for rock specimens. In the English division of the mineral department there were some admirable collections of building stones, and so important a branch of objects were the building stones considered, that a prize medal was awarded to the best collection, and honorable mention was made of several others. Some single blocks of cut granite in the best collection weighed no less than thirty-one tons, and of this species of rock there were many splendid examples from Devonshire, Aberdeen, and other places; but none of them in respect to the even grain of the stone and its general aspect as a material for construction, appeared to me to equal the granite of the Eastern Townships, an undressed block of which measuring upwards of a foot cube, procured from the vicinity of Stanstead, was much admired.

Several considerable blocks of limestone and serpentine, fit for the purposes of marble, carried across the Atlantic in the rough, were sawed and polished in London. They were all from the Eastern Townships, and though selected hastily and without previous trial of the stone, most of them gave very fair results, and one of the serpentines from Brompton Lake, shewing a dark green ground with black spots, was of a peculiarly beautiful character. I was informed by the marble manufacturer, a highly respectable one, who cut the stone, that large blocks of such a description would command a ready sale in the metropolis, and when we consider the great extent to which the serpentine ranges through the Townships, 135 miles, the results of these trials give hopes that much stone of a valuable description may be obtained from that region.

Before quitting the subject of the Industrial Exhibition, I am desirous of expressing to your Excellency how much I feel myself indebted to Mr. Henry Houghton, the gentleman to whom was committed, in the first instance, the general arrangements of the Canadian division, for the ready and uniform attention with which he met all my demands upon his time, in regard to what was required in the mineral Department. His judicious distribution of the space allotted to the contribution, and his taste in deciding upon appropriate decoration, added greatly to the attraction of the whole collection, and the minerals participated in the effect of this upon the public attention. I have to thank for their kindness also those gentlemen who were with myself subsequently joined with Mr. Houghton as Commissioners; and I am further bound to express my obligation to Mr. Alfred Perry, whose zeal in the performance of the duties assigned to him in the Canadian division, was of great advantage to all the Canadian exhibitors.

Museum of Economic Geology.—The Act making provision for a Geological Survey of the Province, contemplates as one of its objects the establishment of a Provincial Museum for the purpose of illustrating by maps, specimens and descriptions, the geological structure of the country, and of affording a view of its mineral resources; and the government having placed at the disposal of the Survey a building, in which the arrangement of the materials that have up to this time been brought together can be commenced, it may be proper to draw your Excellency's attention to the subject. Of the utility of such a museum for the purposes of instruction, if the arrangement of its detail is properly carried out, there can be no doubt; and one branch of the subject which it appears to me should be especially attended to, is that which relates to economic geology. In museums connected with educational institutions, minerals are usually exhibited as they are related to one another in chemical composition, in crystalline form, or other outward mark by which they are distinguished; such collections are useful to enable a learner to acquire a general knowledge of mineralogy. Or they may be arranged in their geological relations, shewing how the minerals are grouped in the veins or beds which contain them, what species of rocks the veins cut, and the attitude of both the veins and the strata; and if to this be added the order of sequence in the strata, as they are marked by their fossils, the collection would teach geology, including the art of discovering useful minerals. But another arrangement of which mineral substances are capable, and

which is not found in ordinary educational institutions, regards their application to the purposes of life; it is particularly in the exhibition of the useful minerals of the country, and the illustrations or their applications by examples, that a collection connected with a geological survey is of essential advantage; and it is while a geological survey is in operation that such a collection can be best acquired.

Including this branch of the subject, the collection of the Survey would show the mineral and mechanical character of the rocks of the Province, their sequence in the order of superposition, the fossils they contain, by which nature has marked them as with a brand, rendering them recognizable wherever they are met with, the attitude they have beneath the surface, their geographical distribution, and with that, the geographical distribution of the useful materials they hold, and then the purposes to which these materials can be applied. To illustrate these uses properly, would necessarily require a good deal of the manipulation of the artizan. It would be necessary to saw and polish blocks of marble and other stones, to dress and prepare slates, to dress building materials, in short to give to each substance the various useful forms, which it is capable of receiving. To do this in the most effective manner, it would sometimes be requisite to have recourse to artizans at a distance, and the cost attending it being additional to the ordinary expenses of a geological survey, would require some aid from the government, beyond that devoted to the Survey at present, which is chiefly spent in exploration and chemical analyses. The building in which the government have at present lodged the Survey, is as well calculated for the display of these various objects as any one not expressly erected as a museum can be expected to be, but some outlay would be required for fittings. It may, however, be a consideration whether a growing country like Canada could not afford to anticipate what its future importance may require in the nature of a national museum, and at some time not far distant, erect an appropriate edifice especially planned for the purpose.

In the arrangement of the Provincial collection, the Museum of Practical Geology in London, which is connected with the Geological Survey of the United Kingdom, under the Commissioners of Her Majesty's Woods and Forests, is an institution of the order which I would recommend for imitation. The popularity of this Institution attests the amount of instruction derived from it, and the Industrial Exhibition itself was nothing more than a grand and instructive display of the same kind, in which the idea was carried beyond minerals, to all substances which nature yields, and to all the applications of which they are capable,—beyond the materials and industrial arts of one country, to those of the whole globe.

In a new country, just beginning to ascertain its possession of useful minerals, one of the most difficult things possible is to introduce the skill requisite to make them available. Descriptions of them, and their applications, may be printed and published, but it is not easy to get the descriptions read; indeed a vast number of those whose labour might be available to turn the materials to profit, can read with difficulty or not at all; but it requires little tuition to comprehend the objects of industrial art when addressed to the eye, and imitative skill is more excited by the sight of such objects, than by written descriptions even when understood. In a collection of them, many persons, to whom the knowledge would in no otherwise come, may recognize substances which they have in abundance at their own doors, but of which they know not the use. The examples which show their uses, may prompt attempts to make them available, and the collection thus becoming a school of mineral arts, would be a means of exciting native industry.

I have the honor to be,
Your Excellency's
Most obedient servant,

W. E. LOGAN.

R E P O R T

OF

ALEX. MURRAY, ESQ., ASSISTANT PROVINCIAL GEOLOGIST,

ADDRESSED TO

W. E. LOGAN, ESQ., PROVINCIAL GEOLOGIST.

WOODSTOCK, 29th January, 1852.

SIR,—I have the honor to lay before you the result of my investigations during the summer and autumn of 1851, in connection with the Geological Survey of the Province under your direction.

With the exception of a short excursion to the township of Enniskillen, in the Western District, made chiefly for the purpose of ascertaining the extent of a deposit of mineral pitch, mentioned as occurring in last year's Report, in that township, my time has been almost exclusively employed in examining the country lying between the Rivers Ottawa and St. Lawrence, taking the confluence of these rivers as the eastern, and a line from Gananoque to Bytown as the western limit of exploration.

In the interior of this portion of the country, much difficulty is encountered in tracing out the boundaries of the more ancient fossiliferous formations, in consequence of the great accumulation of loose comparatively recent deposits of clay, sand and gravel, which cover them up over very extensive areas; and the difficulty is enhanced by the nearly horizontal attitude of the more ancient formations themselves, which in general prevents them from exhibiting distinct ridges and valleys, or forming any conspicuous feature in the country; so evenly do these strata lie hidden under the drift, that the inhabitants appear to remain unconscious of their existence, until some accidental circumstance, such as sinking for the foundation of a house, or digging for a well, reveals it; and where their presence has been determined in such ways, it is often no easy matter to get evidence of the nature of the rock by specimens, or a correct instructive description. Large portions of the territory too are still unoccupied, and dense forests and extensive swamps frequently interrupt the progress of the explorer; so that from all these circumstances, points in the line of the actual contact of any two formations being but rarely to be seen, and the exposures on each side of it often at a considerable transverse distance apart, the geographical limits of the formations can be only approximatively ascertained. In the whole of the area, comprising about 10,000 square miles, it may be said that there is only one exception to its general horizontality; this is found in the Mountain of Rigaud, composed of trap, the summit of which is 535 feet above the Rivière à la Grise, at its foot, where this stream joins the Lake of Two Mountains, while the land for nine miles southward from the summit maintains a considerable elevation, overlooking the level tract beyond, up and across the St. Lawrence. As illustrative of this horizontality, you have already stated in the Report of your exploration of the Ottawa, that the Petite Nation River, which unwaters the chief part of it, taking its rise within a mile of the St. Lawrence, and discharging into the Ottawa, has a fall of only ninety feet in ninety miles; and the following levels taken on the proposed line of the Bytown and Prescott Railroad, and kindly furnished me by Thomas Keefer, Esq., C. E., will exhibit the same thing in another part. The levels are given in feet over the Ottawa at Bytown —

	Rise. Feet.	Fall. Feet.	Height Feet.
Lot O, Bytown.....			62.24
Billings' Gloucester, lot 17, Rideau front	58.36		120.60
Cumming's, W. Gloucester, lot 17, con. 13.....	124.00		244.60
Rossiter's, Osgood, lot 3, con. 5.....		69.60	175.00
Kemptville, Oxford, lot 27, con. 3.....	30.00		205.00
Edwardsburgh, lot 27, con. 10, 12½ miles from St. Lawrence.....	35.00		240.00
Edwardsburgh, lot 30, con. 6, on Petite Nation River, 8 miles from St. Lawrence.....		73.00	167.00
Petite Nation River, 10 miles from St. Lawrence.....	8.00		175.00
St. Lawrence, at Prescott		57.00	118.00

A less important set of levels taken during the season on the Rivière de l'Isle, joining the St. Lawrence below Lake St. Francis, shewed the bed of this tributary at Dalhousie Mills on the ninth lot of the eighth concession of Lancaster, to be fifty-nine feet above its mouth at the Coteau Rapids, which would give three and a-half feet per mile as the fall in the river, the distance being seventeen miles. The mouth of the Rivière de l'Isle is fifteen feet below Lake St. Francis; the bed at Dalhousie Mills, therefore, is forty-four feet above the Lake. The highest point on the road about a mile and a-half north from the Mills, and commanding the country around for a considerable distance, is eighty-two feet over the stream, and thus 126 feet over Lake St. Francis, the chief rise being immediately near the Lake; and though there are some few distant points of country rather higher than this, they probably do not exceed 150 feet above the Lake.

This plateau is of a good agricultural character where it is cleared, and produces much heavy pine timber in its forests. The country which flanks it to the westward is hilly, but not mountainous, and the exposures of rock are more numerous than is satisfactory to farmers: that on the north is still more rugged, while on the south in the United States, there rises a mountainous tract with many points several thousand feet in elevation; the geological formation on all these sides is the same.

Distribution of the Formations.

The rocks of the area constitute a trough, of which those that underlie the level part are determined by their organic remains, to be of the Lower Silurian age, while those composing the hilly or mountainous rim are a highly crystalline, unfossiliferous, Metamorphic series of greater antiquity.

My examination of the Metamorphic series has been chiefly confined to the western limit of the plateau, including the shore and islands of the St. Lawrence, between Brockville and Gananoque, and the townships north from the river, lying between it and the Rideau Lake. The character of the mass in the Thousand Islands, and on the immediate north bank of the St. Lawrence, is that of micaceous and hornblendic gneiss, the elementary minerals of which prevail more or less in all the layers, and according as some one of such minerals preponderates in a bed, it gives it a micaceous, hornblendic, feldspathic, or quartzose character. Such beds are variously interstratified with one another, and some occur which are a nearly pure quartzite. In some parts there occurs an alternation of white and grey quartzite, the former sometimes very pure white, and occasionally vitreous, perhaps fit for glass-making, as at Block-house Island, and the main shore near Brockville.

When the elementary minerals are much mixed, the beds are generally fine grained, and they frequently hold small crystals of tourmaline; but there are large grained masses running with the stratification, very feldspathic, sometimes grey and sometimes white, the latter consisting almost entirely of large individuals of white feldspar; but these, notwithstanding their apparent conformity with the beds, may in reality be dykes. On the north bank of the river, about a mile below the village of Gananoque, a fine grained yellowish or cream colored crystalline magnesian

limestone occurs, associated with white quartz and large grained feldspar, the latter in spots and patches through the calcareous matrix, which is also dotted with small spangles of graphite.

In Escott, on the sixteenth lot of the second concession, in flesh colored feldspathic beds, interstratified with more micaceous bands, a string of magnetic iron ore was met with, running in the trough of a fold, and small granite dykes occurred cutting the gneiss transversely; both the dykes and the beds were marked by the presence of small crystals of copper pyrites.

On Charleston Lake, situated in the northern concessions of Escott and Lansdowne, the prevailing rock, on the numerous islands and on the shores, is whitish or greyish quartzite, associated with masses of white feldspar rock and white crystalline limestone. On a point about half-a-mile south-west from Charleston village, and on an island half-a-mile beyond, called Bluff Island, there is a rock consisting of a mixture of pale green indurated talcose mineral resembling serpentine, and grains of crystalline translucent quartz, colored red with oxide of iron, which has resulted from the decomposition of portions of the rock itself, or has been infiltrated, and has stained it throughout.

Masses of large grained granite, probably dykes, often holding crystals of black tourmaline, are likewise associated with the quartzite, and are largely displayed near the northern part of the bay generally known as Carrying Place Bay by the inhabitants of the neighborhood.

Near Furnace Falls, on the second lot of the eighth concession of Lansdowne, there is a considerable display of crystalline limestone, holding as usual spangles of graphite and mica, with grains of quartz, and the mass is of a decomposing crumbling nature. The strike of the beds is north-east and south-west, and they are cut by a transverse vein of calc-spar and heavy spar, sometimes the one mineral and sometimes the other prevailing; through both are disseminated crystals of galena with iron pyrites, and probably copper pyrites, the latter indicated by stains of green carbonate of copper, arising from the decomposition of the sulphuret.

Crystalline limestones are also extensively exhibited in the neighborhood of Beverly, township of Bastard, and of Newboro', in south Crosby. Their color is usually white, but sometimes greyish-white, or white with grey bars or stripes. Small scales of graphite are invariably disseminated through the rock, with serpentine, mica, and iron pyrites; and in the twenty-seventh lot of the third concession of South Crosby chondrodite is of frequent occurrence, the disseminated mineral alternating with bands containing mica. The texture of the limestone is usually coarse, but near Beverly the best beds are worked as a marble for common purposes. These are greyish-white in color, and are strongly coherent, but they contain small spangles of yellow and white mica and graphite; nodular masses of vitreous white quartz, surrounded with thin layers of brown mica, and both enclosed in foliated green pyroxene, are met with in some of the beds.

On the twenty-fourth lot of the tenth concession of Bastard there is an unmistakable bed of conglomerate, interstratified between two beds of the highly crystalline limestone, shewing the sedimentary origin of the Metamorphic series. The dip of the strata at the spot is N. 55 E. $<30^{\circ}$, and the following ascending section demonstrates the character and relation of the beds.

	Ft. In.
Pure white, highly crystalline, coarse grained lime-tone with small disseminated scales of graphite running in layers, and rounded grains of mica	5 0
An aggregate of colorless translucent quartz, containing cleavable forms of white feldspar, readily decomposing by the action of the weather into kaolin, with patches of greenish chloritic limestone containing brown mica; in some parts the feldspar is replaced by a soft greenish-white sub-translucent unctuous mineral, having a somewhat columnar structure, and a waxy lustre resembling indurated talc, and there are present occasional scales of graphite, and grains of copper pyrites decomposing into the blue carbonate...	0 4

A fine grained and more calcareous aggregate of quartz, with cleavable forms of feldspar and calc-spar, and scales of graphite; green stains occur in patches.....	0	2
Coarse conglomerate, of which the matrix is a fine grained quartzose sandstone, somewhat calcareous, and still containing white feldspar, which occurs in the forms of grains and pebbles, associated with well defined large and small pebbles of vitreous, milk-blue, translucent and sometimes opalescent quartz. There are pebbles of fine grained homogeneous greyish sandstone more calcareous than the matrix; some similar to these but nearly white and more pulverulent, afford to chemical tests a small quantity of phosphate of lime, and others of yellowish grey sandstone are finely but distinctly laminated, the laminae being shewn by intervening bands of a white color; one of the laminated pebbles is characterised by a layer of coarser pebbles in one of the divisions. The sandstone pebbles are flat, and lie on their flat sides in the general plane of the stratification. Mica is disseminated in considerable abundance, and there are a few scales of graphite.....	1	6
Fine grained calcareous sandstone.....	0	2
Fine grained, very hard, crystalline, arenaceous bluish-grey limestone, weathering reddish, with a few scales of graphite.....	0	4
Pure white, highly crystalline, coarse grained limestone with scales of graphite in some abundance, and rounded grains of mica, besides small grains of amber colored chondrodite running in layers.....	6	0
	<u>13</u>	<u>6</u>

A portion of the Metamorphic formation is seen near the eastern extremity of the trough, in the seigniory of Rigaud, flanking the Rigaud Mountain on the south. The mountain itself, as observed in your Report on the Ottawa, is a trap, the character of which varies considerably in different parts. The north-west side, directly over the village of Rigaud, was found to consist of an aggregation of pinkish or flesh-colored feldspar and smoky quartz, sometimes holding grains of magnetic iron. At the summit, on the north-west end, the rock is porphyry, having a dark bluish-grey syenitic base with grains of magnetic iron disseminated through it, and holding greyish or yellowish-white crystals of feldspar. Another kind occurs on the south side of the mountain, where it is a reddish or yellowish-white feldspar, with disseminated crystals of brilliant black hornblende, and grains of transparent quartz, the exterior surface of the rock weathering very white. At the eastern end of the mountain, the rock is composed of large sized individuals of reddish and greenish-white feldspar, stained red with infiltrated peroxide of iron, and among them are disseminated grains of translucent quartz, and occasional strings and bunches of specular iron; the rock is cut by small veins of compact brown jasper.

On the south side of the mountain, on the twelfth lot of the Côte Guillaume, there are gneissoid beds consisting of an aggregation of flesh-colored grains of feldspar, and in lesser quantity of small grains of translucent white quartz and black hornblende, with the addition of small grains of magnetic iron. These beds are interstratified with others of a different character; one set is composed of small cleaveable forms of black hornblende with grains of translucent yellowish-white feldspar weathering opaque white, and crystals of brown mica. Another consists of greyish-green cleaveable pyroxene, with individuals of greenish feldspar weathering white, and largely disseminated grains of magnetic iron; and a third consists of translucent albite, with black hornblende and magnetic iron ore disseminated, alternating with micaceous layers. All these beds are intersected by transverse dykes, some of which are of fine grained greyish-black trap, probably a greenstone, with disseminated grains of calc-spar, while others are porphyritic, having a fine grained blackish-green base, with individuals of greenish-white translucent feldspar. Flesh-colored feldspathic veins likewise intersect the bedding, and titaniferous iron occurs in patches in some of these dykes, as well as in some of the beds. The run of the gneissoid ridge is nearly N. E. and S. W., and the beds shew a dip to the south.

The Lower Silurian group of rocks, underlying the more level parts of the district, are agreeably to the nomenclature of New York, and in ascending order as follows.

- Potsdam sandstone.
- Calceiferous sandrock.
- Chazy limestone.
- Birdseye, Black River and Trenton limestones.
- Utica slate.

Potsdam Sandstone.—Towards the western end of the trough which the group forms, this rock, resting unconformably on the previously described Metamorphic series, is traceable by a multitude of exposures running in a meandering course from Brockville to the vicinity of Perth, the bays and promontaries of its geographical distribution being occasioned partly by inequalities in the surface of its gneissoid base, and partly by very gentle undulations in itself; on the eastern side it can be followed from the Cascades, by Vaudreuil to Rigaud.

The cliffs below Brockville expose a sequence of seventy-five to eighty feet thick, consisting of the sandstone, with interstratified calcareous bands at the top, and a coarse silicious conglomerate at the base; and about two and a half miles above the town, an outlying patch of the formation comes in on the river bank, and occupying it for seven miles up, occasionally shews the silicious conglomerate in unconformable contact with the Metamorphic series below. Many of the upper and finer beds of these exposures exhibit fucoids on their surfaces, and a number of small cylindrical holes, recognised as the *Scolithus linearis* of Hall; fragments of shells also occur in some of the interstratified calcareous layers, but they were invariably found to be too obscure to be identified.

At Chareston Lake there is an extensive development of the formation on the north shore, and outliers occur on many of the numerous islands which stud the lake. On one of these islands already mentioned as a mile south-west of Chareston Village, and commonly called Bluff Island, the following descending section occurs:

	Ft. In.
Sandstone, blood-red at the top and chocolate colored at the bottom, with nodules or concretions of quartz, weathering brown on the upper surface.....	4 0
Thin bedded white, red, and chocolate colored sandstone.....	4 0
Red and greyish or white sandstone in alternating stripes.....	4 3
Dark brown sandstone of a pink or reddish hue, and occasionally striped with decided red..	5 7
Red and dark brown sandstone.....	5 0
Blood-red coarse sandstone with concretionary nodules.....	2 0
Dark brown, red and yellow banded coarse grained sandstone, dividing into thin layers....	11 0
Red and yellow sandstone in alternating stripes, divided into thin layers.....	7 3
Red and yellow striped and mottled sandstone of a coarse grain, not well exposed.....	11 0
Coarse red sandstone with quartz pebbles scattered through it.....	2 6
Coarse dark yellow sandstone striped and mottled with red; the upper part is red, and holds large pebbles of quartz scattered through it.....	3 6
A conglomerate bed, with a matrix of dark brown or yellowish coarse silicious sandstone, sometimes tinged with pink, and holding pebbles chiefly of quartz, in irregular layers; the largest pebble or rather boulder is one foot in diameter.....	8 0
Coarse dark brown sandstone or fine conglomerate, with pebbles chiefly of white quartz....	2 11
	71 0
Red talco-quartzose rock of the Metamorphic series.....	

The infiltrating iron oxide, which has stained the red talco-quartzose rock at the base of the section, seems to have imparted its color to the overlying mass, and on some parts of the Lake, the color of all the lower beds, both sandstones and conglomerates, is deep blood-red, which gives place gradually in the ascending strata, to white with red stripes and spots, and then to white alone. On the eleventh lot of the eleventh concession of Lansdowne, at the head of one of the northern bays of the

lake, there is a section of about forty feet thick, consisting of white sandstone, with shaly and slightly calcareous layers at the top, and conglomerate below, which is seen in contact with the Metamorphic rocks, but, (in consequence of the uneven surface of these,) at a higher level than the highest beds of the previous section, and it is probable that these white beds are additional strata; the two together would thus give a total thickness of at least 110 feet. Fucoids, *Scolithus linearis* and *Lingula antiqua*, are found associated together in abundance in the upper slaty calcareous part, though sometimes rather obscure.

There is likewise a large display of sandstones and conglomerates in the township of Bastard near Beverly, where the red color prevails near the contact with the crystalline rocks. One exposure occurs on the line dividing the twenty-fourth and twenty-fifth lots, in the tenth concession of the township, near the town line of Lansdowne, where there is a cliff of sandstone of from twenty to thirty feet high. The rock lies in massive beds, occasionally measuring four feet and upwards in thickness; they are all ferruginous, and passing upwards from a yellow or light brown into a deep red color, they present small seams and patches of specular iron. On the ninth lot of the twelfth concession of Lansdowne also, the same rocks contain streaks and patches of specular iron, a short distance from their junction with the crystalline limestone. North from Beverly, on the twenty-second lot of the ninth concession of Bastard, white sandstone beds, which must be higher than the preceding, contain fucoids, *Scolithus linearis*, and in a full state of preservation and great abundance, *Lingula antiqua*, with another and rarer species much less tapering to the beak. They occur also in a cliff near Newboro', a short distance from the town line between North and South Crosby.

In the townships of Elmsley and Montague, sandstones were observed encircling a dome of Metamorphic rock, which rises on the twenty-eighth lot of the seventh concession of Montague; and portions of the formation, holding *Scolithus linearis* and fucoids, come to the surface on the crown of an anticlinal form, on the twenty-fourth lot of the fourth concession of West Gloucester; the anticlinal appears to run parallel with the Ottawa, and again bringing to the surface an exposure of white sandstone, on the thirteenth lot of the eighth concession of East Hawkesbury, makes for the trap mountain of Rigaud and its accompanying Metamorphic rocks. In following the sandstones of the Potsdam formation from the Cascades to Rigaud, they were found to assume a reddish tinge, on the road in the vicinity of Pointe du Grand Déroit and to hold frequent small decomposing grains of reddish feldspar; patches of conglomerate occur in some of the beds, the pebbles of which are chiefly of vitreous quartz. In a position supposed to be geologically superior to these, about twenty-five acres above the Pointe du Grand Déroit, fine grained white quartzose sandstones were met with in beds of from six inches to two feet thick. Some surfaces displayed ripple-mark, and on one, trails and footprints of a species of animal exist, similar to the tracks occurring at Beauharnois, in the same description of beds. The largest of the tracks measures eight and a-half inches across, and the trail is visible for four feet and gradually becomes obliterated at each end. On the same surface, twenty yards farther up the stream, three additional tracks of the same sort were observed, each one traversing the other two; two of these measured four inches across, and the third four and a-half inches; the last is distinct for three feet in length, and the other two, one foot eight inches, and one foot three inches respectively. The groove in the middle between the footprints on each side, so frequently seen at Beauharnois, occurs only in one of the smaller trails.

Calciiferous sandrock.—Resting on the sandstone just described, and frequently capping the cliffs composed of it, are a set of calcareous sandstones and impure arenaceous limestones, which follow its meandering outcrop. The calcareo-arenaceous beds hold geodes and patches of white and smoke-brown calc-spar, sometimes of gypsum, and display convoluted shells of the genera *Raphistoma*, *Maclurea* and

Euomphalus, and less frequently spiral ones of the genus *Murchisonia*, with fucoids, all of these organic remains being often very obscurely weathered out. Ascending the St. Lawrence, the first intimation of the presence of this formation, connected with the western part of the trough, occurs in the vicinity of the village of Johnstown and on some of the islands opposite. At Battle Windmill, a little over a mile below Prescott, the following descending section was measured:—

	Ft.	In.
Pale grey arenaceous impure limestone, weathering bright yellow, and rapidly disintegrating on exposed surfaces; the bed is filled with concentric concretionary balls, the concentric layers of which are frequently interlined with white calc-spar.....	1	2
Grey less impure limestone.....	0	5
Grey arenaceous limestone, with many geodes of calc-spar, and cracks lined with the same mineral.....	0	7
Drab colored calcareous sandstone, with a large quantity of calc-spar in geodes.....	1	5
Compact pale grey, yellow weathering arenaceous limestone rapidly disintegrating on the surfaces.....	0	8
Compact pale grey arenaceous limestone with geodes of calc-spar; a thin division of greenish-brown shale lies between it and the previous bed.....	0	10
Dark blue arenaceous limestone.....	0	8
Brownish calcareo-arenaceous shale.....	0	3
Dark blue arenaceous limestone, with small geodes of calc-spar.....	0	6
Dark blue arenaceous limestone of a crystalline structure, sometimes tinged with red, and separated into beds by thin layers of a very dark blue shale.....	1	2
Brownish-grey rather coarse textured limestone, with obscure convoluted shell.....	4	6
Dark blue arenaceous limestone with occasional large concentric balls.....	2	0
Arenaceous limestone.....	3	6
	17	8

The dip of the measures here is nearly east, at an angle of two to three degrees; ascending the river, lower beds are alternately concealed and exposed, but there are probably several gentle undulations in the strata, and the following descending section, as measured a short distance above Maitland, is supposed to begin about where the former ends.

	Ft.	In.
Dark blue arenaceous limestone, with geodes of calc-spar; these are exposed on the surfaces of the beds, fucoids and many convoluted shells.....	5	0
Dark brownish-grey silicious limestone in irregular layers.....	2	6
Dark bluish grey arenaceous limestone.....	3	0
Grey quartzose sandstone, weathering brown.....	2	0
Dark grey calcareous sandstone.....	2	6
Concealed.....	6	0
Bluish-grey slightly arenaceous limestone.....	0	6
Pale grey or drab colored sandstone in thin beds.....	3	0
Concealed.....	6	0
Pale grey arenaceous limestone with great quantities of fucoids on the upper surfaces.....	3	0
White sandstone, calcareous on the upper part.....	4	0
White sandstone, with soft brown-stained vertical streaks probably <i>Scolithus linearis</i>	5	0
Concealed.....	10	0
Brownish-grey calcareous sandstone.....	2	0
White quartzose sandstone, with some thin interstratified calcareous bands.....	5	0
	59	6

This section, it is evident, is at the base of the formation, where it begins to form a passage to the sandstones beneath, and exposures of this part are very frequent along the whole line of the sandstone outcrop. Towards the interior, however, where the Calciferous sandrock formation approaches the overlying more calcareous series, the investing drift of the country permits fewer opportunities of observation. Exposures were met with at Spencer's Mills on the South Petite Nation, at Grant's Mills over down, and on the first lot of the seventh concession of Edwardsburgh; in

Oxford on the twenty-sixth lot of the tenth concession, and the thirtieth lot of the eighth concession, not far from a denuded mass of quartz rock, belonging to the Potsdam sandstone or the Metamorphic series beneath; again near Kemptville, on the twenty-fourth and thirtieth lots of the third and fourth concessions, and in South Gower on the tenth lot of the ninth concession. In Yonge the rock occurs on the eleventh lot of the eighth and of the ninth concessions, at Loyedu Lake, in the rear of the township, and in Kitley, near the village of Kitley Corner. On the Rideau Canal, it is seen at Smith's Falls, in a cliff of thirty feet, and at Kilmarnock, Merrickville and Nicholson's Rapids. In the south part of the township of Gloucester, it forms a cliff of thirty to forty feet, running from the fourth concession to the town line on the sixth, a distance of ten miles, and the Potsdam sandstone coming out at the base of the cliff, forms an anticlinal arch, which has been already alluded to. In the supposed continuation of this anticlinal in East Hawkesbury, it appears on the thirteenth lot of the seventh concession, where it constitutes a well marked ridge for several miles across Lochiel.

Very few beds belonging to the formation yield good lime; such, however, do occur in some parts, as at Brockville and Merrickville; the lime produced from them is dark colored, but is effective in giving strength to the mortar made from it. Stone for building purposes is abundant in the formation; many of its beds yield a tough, solid and strong material, but it turns yellow under the influence of the weather. Some of the locks on the Rideau Canal afford good examples.

Chazy, Birdseye, Black River and Trenton limestones.—On Sheik's Island, opposite Mille Roches, in the higher part of the township of Cornwall, there occurs a grey limestone almost entirely composed of multitudes of a species of bivalve shell (*Atrypa plena* of Hall), and there are present with it a few examples of an unfigured species of *Cythere*. The rock rests upon greenish shale, abounding with fucoids, and it constitutes the base of the Chazy limestone formation, which succeeds the formation previously mentioned. On the twenty-fourth lot of the fourth concession of Cornwall, about a mile and a-half or two miles north of Mille Roches, a quarry is opened in massive beds of black limestone highly charged with iron pyrites; the fossils of the rock are chiefly a large *Orthoceras*, of which the chambers hold indurated bituminous matter, *Streptoplasma crassa*, *Schizocrinus nudosus*, *Leptena alternata*, *L. sericea* and *Orthis testudinaria*, shewing the rock to belong to the Trenton limestone, of which it is probably near the base. In the apparent strike of these beds, on the sixth lot of the fourth concession of the same township, in a quarry where the stone has been extensively worked for the construction of the canal locks, the same description of black massive beds occurs; and its fossils are *Columnaria alveolata* holding an indurated bituminous matter in the cells, with fragments of *Stictopora acuta*, *Schizocrinus nudosus* and *Isotelus gigas*, as well as the genera *Chætites*, *Leptena*, *Atrypa*, *Murchisonia* and *Cythere*; orthoceratites also occur, and one of the forms appears to be *Ormoceras tenuiflum*; some of these species characterise the Birdseye and others the Trenton limestone. Farther on in the strike, on the twenty-second lot of the second concession of Charlottenburgh, black and dark grey beds shew *Leptena sericea*, *L. deltoidea*, *Orthis testudinaria*, *Schizocrinus nudosus* with *Pleurotomaria*, *Cyrtolites?* and *Orthoceras*. Turning more northward, and proceeding to the thirtieth lot of the seventh concession of Lancaster, on the River Baudette, black beds probably of the Birdseye or Black River limestone, give *Pleurotomaria*, *Murchisonia*, *Lituites*, *Isotelus* and *Cythere*; and across the stratification to the westward, on the eighth lot of the seventh concession of Charlottenburgh, *Leptena sericea*, *L. alternata* and *Orthis testudinaria* occur in grey and black Trenton beds. Farther north-east on the River de l'Isle, which at its mouth and for some distance up, runs on the Calcareous sandrock, containing convoluted shells, are large angular blocks, of grey limestone filled with *Atrypa plena*. This is on the seventh lot of the eighth concession of Lancaster, and about a mile below Dalhousie Mills, and the blocks

probably mark the vicinity of the Chazy formation. Following the river up transversely to the stratification, at and near Alexandria on the eleventh lot of the first, and thirty-fourth and thirty-eighth lots of the second concession of Lochiel, and farther up on the Garry, on the fourth and sixth lots of the second concession of Kenyon, good fossiliferous Trenton limestone is exposed with characteristic remains. From Dalhousie Mills, the base of the Chazy sweeps round to the thirty-third lot of the seventh concession of Lochiel, where it holds *Atrypa plena* and exhibits small black nodules with a large per centage of phosphate of lime. North from this, about two miles, on the thirty-second lot of the seventh concession of Lochiel, the direction being at right angles to the stratification, there is an exposure of Trenton limestone, in which in addition to most of the characteristic species mentioned, a *Lingula* occurs as large as the largest *quadrata* figured, and like it in shape, but without the radiating striæ, and also *Comularia gracilis*; in the space between these two last spots, the Calciferous sandrock occupies the crown of the anticlinal arch which was before mentioned in connexion with that formation. In the ninth concession of Lochiel the strata strike for McDonnell's Mills, on the eighteenth lot of the seventh concession of East Hawkesbury, on the Rivière à la Graisse, where good massive beds of Trenton limestone again occur, within half a mile south of which, the same anticlinal as before, brings up the Potsdam sandstone.

Proceeding in a westerly direction from Cornwall, the Chazy limestone was not anywhere observed, and its position must be taken as occupying the belt of country that lies between the exposures of the Calciferous sandrock on the one hand, and those of the Birdseye, Black River and Trenton limestones on the other. Black limestones belonging to the last of these formations, crop out on the twenty-sixth lot of the fifth concession of Osnabruck, and shew *Leptena sericea*, *L. alternata*, *L. filitexta*, *Orthis testudinaria*, *Lingula elongata*, *L.* like *quadrata*, but without the radiating striæ, a large bivalve like *Avicula elliptica*, and *Chætites lycoperdon*. Similar beds extend nearly across Winchester on the Petite Nation River, and quarries in them are opened in several places near Armstrong's mills on that stream. On the eleventh lot of the second concession, they hold *Cythere*, and from the twentieth lot of the second concession, black limestone characterised by Trenton fossils occur at intervals to Crysler's Mills in Finch, the whole of which township appears to be underlaid by such strata. At Crysler's Mills on the twelfth lot of the tenth concession of the township, a section shews alternations of grey or bluish and black limestones, dipping N. 50 E. at an inclination of a little over forty feet in a mile. Lumps of iron pyrites occur in the rocks, and the strata are intersected by a set of parallel small veins of calc-spar, running N. W. and S. E. At the High Falls on the seventeenth lot of the sixth concession of Cambridge, the rock is a bluish-grey bituminous and nodular limestone, divided into beds by thin partings of bituminous shale. The dip of the beds below the mill-dam, where the river runs on the face of one of them for 300 yards, is N. 7. E. inclining at an angle of about ninety feet in a mile, and the fossils they contain are *Leptena sericea*, *L. alternata*, *Orthis testudinaria*, *O. lynx*, *O. subquadrata*? *Streptoplasma crassa*, and the genera *Bellerophon*, *Murchisonia* and *Orthoceras*.

Thin bituminous leaves not only part the beds, but irregularly penetrate the rock, and in this position, probably replacing fucoids, they give the rock its nodular character. To the westward of the High Falls, at Cooke's Mills on the Castor, in the eighth lot of the ninth concession of Russell, which would be in the strike of the strata, there is an escarpment of about five feet, consisting of dark blue limestone alternating with black or very dark blue shale. Several of the shale beds are very fossiliferous, the shells in most abundance being *Leptena sericea*, *Orthis testudinaria* and *O. pectinella*. On the south band of the Castor, in the next concession to the west, thick beds of dark limestone dip N. 30 W. $\approx 20^\circ$, and farther west at Louck's Mills, on the eleventh lot of the fourth concession, the dip which on the

south side of the stream is S. 43 W. at an inclination varying from sixty to five degrees in the distance of a hundred yards, on the north side is N. 30 W. $<17^{\circ}$; and while the north bank is occupied by thick bluish beds of granular limestone, the section on the south is as follows, in descending order:—

	Ft. In.
Black shale supplied with one species of coral in great abundance; the upper part holds large concentric concretionary spherical nodules of a fine-grained black limestone, passing in some parts into a bed of black limestone eight inches thick.....	3 6
Dark blue or black limestone holding <i>Cythere</i> in abundance, some of them of a quarter of an inch long.....	1 10
A strong bed of black bituminous limestone, somewhat nodular in structure.....	3 0
Black shale.....	0 4
Dark blue limestone, with imperfect divisions of black shale.....	1 6
Dark bluish-grey black weathering limestone, with divisions of calcareous shale holding imperfect fossils.....	2 4
	12 6

The black or dark blue limestone traced thus far, were found where quarries existed, and wherever they had been tried, to yield good material for building, as well as admirable for lime, and the blacker the stone in general the whiter the lime. In many places, by carefully selecting blocks free from calcareous spar, which frequently invests cracks, and fills the organic remains, and avoiding pieces charged with iron pyrites, handsome blocks for the purpose of marble may be procured.

The Trenton limestone and its associated rocks are extensively developed on the banks of the Ottawa, near Bytown, where the whole group comes in, and must attain a thickness of pretty nearly 400 feet; but the irregularities occasion by a succession of dislocations by which the strata are several times partially repeated, disabled me from ascertaining correctly the exact amount, to determine which will require some additional examination. On the Barrack Hill there was measured an uninterrupted succession of beds, in all making 187 feet of thickness, and on the west side of a fault running S. 78 E., which occurs about 500 yards above the Barrack cliff, throwing down the strata on the south-west side about seventy feet, the beds continue to accumulate (deducting this amount,) at a pretty regular rate for nearly a mile, and a considerable distance beyond the Grand Chaudière Fall. The measures exposed in the Barrick Hill are for the most part more or less bituminous, and very fossiliferous; the upper portions which crown the cliff in the immediate vicinity of Bytown, are of a nodular structure, having the beds usually parted by black bituminous shale. The lower part of the section consists of strong bands highly charged with black chert, and underlaid by beds crowded with stems of encrinites, many of which are of large size, and in a good state of preservation. The rocks above the fault at the Barrack Hill cliff, consist of grey, yellow-weathering bituminous limestone containing numerous fossils, especially corals and spiral univalves; these being usually replaced by dolomite spar, which is less soluble than pure carbonate of lime, weather in relief on the exposed surfaces, and becoming brown from the presence of a small quantity of peroxidised iron, are strongly contrasted in color with the matrix in which they lie.

The Barrack Hill section after a small dislocation, seen a little below the mouth of the canal, parallel to the previously mentioned one, apparently producing a downthrow on the north-east side, is continued in the cliff which forms the bank down to, and for some distance beyond, the mouth of the Rideau River. At the Rideau Falls the strata are in descending order:—

	Ft.
Nodular limestone.....	35
Thin bedded limestone, parted by bituminous shales.....	16

Utica slate.—About half a mile up the Rideau River the black bituminous shales of this formation, holding *Triarthrus Beckii* and other fossils characterising it, are found resting on the nodular limestone above mentioned, and with these nodular beds, were traced to the eastward as far as the twelfth lot of the second concession of East Gloucester, keeping a course nearly parallel with the Ottawa, and dipping very gently in a direction from it. Ascending the Rideau, between four and five miles higher than the half-mile previously mentioned, these black shales, after repeated exposures in the interval, shew a last one a little above Billings' Bridge on the seventeenth lot of the Rideau Front, while the first succeeding limestones appear nearly a mile above, on the twentieth lot; and a couple of miles further up, in the first and second lots of the second concession of West Gloucester, they constitute an escarpment of a hundred feet; at the lower of these calcareous exposures, the dip which is N. N. E. increases from eighteen up to forty-five degrees in inclination in a transverse distance of 200 yards, and the beds are probably in the vicinity of an upthrow dislocation, or a violent twist which will limit the shales on their southern side; the dip at the upper calcareous exposure in N. 45 E. $> 5^\circ$, and the ridge formed by the limestones it discloses, running south-eastward, crosses the Prescott Road between the tenth and fifteenth lots of the fourth concession of West Gloucester. On the flat land in front of the north-eastern slope of the ridge, a well, sunk by Mr. Walkely on the first lot of the third concession of the township, penetrated through fifteen feet of the black shale, and the foot of the ridge in its continuation westward, may be taken as the south limit of this trough of Utica slates. Between the highest and lowest exhibition of it on the Rideau, the outcrop runs round the western extremity of the trough, but the rim it presents, is broken by the two dislocations which have been mentioned, and the effect of a third one, of which the course is about S. 55 E. throwing the measures down about a hundred feet on the south-west side, is seen on the southern edge of Dow's Swamp at St. Louis Dam, bringing the shale on the south abruptly against the limestone on the north.

How far this trough of black shales extends to the eastward, the season did not give me time to ascertain, but from information derived from various authorities and particularly from Mr. Slater, C. E., the northern outcrop, running nearly parallel with the Ottawa, and crossing Cumberland, must reach far into Clarence, underlying the flat swampy tract of country, well known to occupy these townships a few miles south of the river.

Drift.—The superficial deposits which spread over the area between the Ottawa and St. Lawrence, and generally conceal the older formations, consist of clay, gravel, and sand; the first greatly prevailing on the eastern side, the last, in the western and higher portions of country, especially towards the shores of the St. Lawrence. They were observed on this river as high as Dickenson's Landing, where a brownish or drab colored calcareous clay is overlaid by a coarser clay, holding various pebbles and boulders, derived chiefly from the Calcareous sandrock, mingled with many which have been carried from the crystalline members of the Metamorphic series; and they compose, in a great measure, the banks of the river down to the Cascades. They occupy much of the south bank of the Ottawa, and are exhibited on all the tributary streams in the seigniories of Vaudreuil, Soulanges, and Rigaud, as also on the south Petite Nation and its tributaries. On the Rivière à la Graise, in Rigaud, (which probably owes its name to the greasy character of the material through which it flows,) there are extensive exposures of clay, the lower portions of which are of a blue or greyish color, exceedingly fine in texture, calcareous, but apparently free from limestone pebbles or other coarse materials. The blue clay is surmounted by clay of a brownish color, in which a red band is interstratified of from eighteen to twenty-four inches; both of these likewise are calcareous and fine textured. Sections of clay are exhibited far up the Graise in Hawkesbury and Lochiel, as also on the Rivières de l'Isle and Baudette, which maintaining a char-

acter very similar in all respects to that displayed in Rigaud, suggest the probability that the whole belong to one set of deposits. No fossils were met with in these clays; but clays occur higher on the Ottawa, in the vicinity of Bytown, at the mouth of the Gatineau on the north, and of Green's Creek on the south side, which in addition to marine shells, of the species *Saxicava rugosa*, yield in the latter named locality two species of fish, the *Mallotus villosus* or common capeling, and *Cyclopterus lumpus* or lump-sucker, both of which are still inhabitants of northern seas; the capeling still frequents the Gulf of St. Lawrence in great numbers, and the lump-sucker, the northern coasts of Scotland and America. Their fossil representatives are always enclosed in nodules of indurated clay of reniform shapes, and they appear to occupy a bed nearly on a level with the water of the Ottawa, about 118 feet above the tide level of Lake St. Peter; the same sort of nodules frequently enclose fragments of wood, leaves of trees, and portions of marine plants; among the last is one of the species of littoral algæ still found near the coasts of arctic seas.

Whether these fossiliferous clays are equivalent to the unfossiliferous clays lower down the river, requires a greater number of facts to determine than are at present in my possession; but though these marine remains were absent from the clays that came under observation, they were by no means so from the deposits which overlaid them.

The greatest accumulation of sand that came under my notice was in the townships of Edwardsburgh, Augusta, and the southern part of Oxford, where it occupied the whole of the higher portions of country, frequently being drifted up into dunes of considerable elevation. It is usually of a light yellow color, principally of silicious grains, with a small amount of fine particles of limestone, evidently for the most part the ruins of the Potsdam and Calciferous sandstones. Near Dickenson's Landing, above the Long Sault Rapid, sand of this quality was found resting on the clay.

Besides the stratified deposits of clay and sand, there is a deposit of clay drift, holding pebbles and boulders sometimes angular, but generally rounded, shewing no decided lines of stratification, but irregularly associated with isolated beds of gravel and sand, among which great quantities of marine shells of comparatively recent origin are frequently found. One of the localities where this was particularly observed, was on the Prescott Road, about a mile and a-half from Kemptville, which would be about the eleventh lot of the fifth concession of South Gower. In this spot a vast accumulation of sea shells, consisting almost entirely of one species, *Tellina granlandica*, overlaid a two feet bed of limestone gravel, the latter resting on gravel of a still coarser quality, and of more angular fragments, and irregularly mixed up with sand and clay. The angular fragments of this bed consisted of impure limestone holding calc-spar and fossils of the Calciferous formation, and the rounded pebbles and boulders (which were in a smaller quantity,) of gneiss, some of the boulders being from six to ten inches in diameter. The height of this locality might be about thirty to forty feet above the Rideau Canal, at Kemptville, or about 350 feet over Lake St. Peter. Another locality was about the twentieth lot between the fifth and sixth concessions of Winchester, near Armstrong's Mills. Here the shells, which were much broken, were associated with sand mixed with loam, and appeared to be chiefly *Saxicava rugosa*. The height may be about thirty to forty feet over the Petite Nation, at Armstrong's Mills, and is estimated at about 300 feet above Lake St. Peter. In Kenyon, *Saxicava rugosa* and *Tellina granlandica*, were met with on the seventh lot of the second concession in the bed of the Garry River, mixed with fine sand, and no boulders were observed near the spot, the height of which is estimated at 130 to 140 feet over Lake St. Francis, or about 270 feet over Lake St. Peter. *Saxicava rugosa* was met with also on the road between the fifth and sixth concessions of the township, on the nineteenth and the twenty-first lots.

They were associated with sand derived from the gneiss, mixed with scales of a greenish shale, probably from the base of the Chazy limestone: large boulders of gneiss, mica-schist and hornblende rock were scattered over the fields, and the height of the locality may be 330 to 340 feet over Lake St. Peter. Two localities occurred in Lochiel, one of them on the fifteenth lot of the first concession, within a mile of Dalhousie Mills, where *Saxicava rugosa* was mixed with sand, and the height was ascertained by admeasurement to be 126 feet over Lake St. Francis, or 264 over Lake St. Peter; the other on the fifth lot of the same concession, where the same *Saxicava* was mingled with sand immediately under the vegetable mould; many boulders or fragments of sandstone and limestone lie on the surface of the surrounding country, and the height of the spot is about 280 to 290 feet over Lake St. Peter.

On Rigaud Mountain there is a set of plains, paved with an accumulation of well rounded boulders, which begin on the north side, about 200 feet over the level of the Rivière à la Graise at its junction with the Lake of Two Mountains, or 262 feet over Lake St. Peter, and extend over a large area, filling up hollows between elevated summits of trap; these plains rise gradually to the south, until they reach their maximum elevation of about 280 feet over the Graise, beyond which they slope gently off to the south, and the boulders are found scattered over a large portion of the seigniorship of Rigaud. By far the greater portion of the boulders are the ruins of the trap of the mountain, but there is likewise a small proportion of sandstone. On the northern side near the summit, these rolled stones are arranged in parallel ridges, separated from one another by distances varying from twenty to thirty paces, their direction being N. 40 to 57 W., and S. 40 to 57 E. The size of the boulders is seldom less than three inches, or more than eighteen inches in diameter, and the depth of the hollows between the ridges is from four to six feet. Curiosity has induced some persons to remove many of these round stones, for the purpose, it is supposed, of ascertaining the depth of the accumulation, and they have gone down about seven or eight feet, without reaching the solid rock. It is worthy of remark, that while the greater part of the upper portions of the mountain and a large extent of the country south from it, were found thickly strewed over with boulders of its own debris, there were scarcely any of that character seen on the northern flank or on the flats between the mountain and the Ottawa River; on these the erratic blocks, consisted chiefly of large angular masses of sandstone, apparently of the Potsdam formation, and rounded fragments of the Metamorphic group.

ECONOMIC MATERIALS.

The substances under this head, occurring in the district under description, to which I have to draw your attention, are ores of iron, lead and copper, iron ochre, sulphate of barytes, sandstone and sand for glass-making, shell marl, materials for ornamental and common building purposes, and mineral pitch.

Magnetic Iron Ore.—This ore of iron was found very generally disseminated in small quantities through the rocks of the Metamorphic series, and so far as my observation went, it thus appeared more particularly to characterise the beds of gneiss rather than those of limestone, though I am aware that in those parts of the province in which large workable masses of it exist in this formation they frequently are bounded on one and sometimes on both sides, by limestone. No masses of it, however, of a workable character came within the range of any examination, with the exception of a very remarkable one on the twenty-sixth lot of the sixth concession of South Crosby, where on an island in Mud Lake, not far from Nowboro' on the Rideau Canal, and near the crystalline limestone of the vicinity, a mass of considerable purity running north-east and south-west, and apparently coinciding with the stratification, has a breadth of about seventy yards. Understanding that you have yourself visited the locality, it is scarcely necessary for me to state, that the great

supply of ore that might be here obtained, the proximity of wood in abundance for fuel, and the existence of water power at no great distance, combined with the advantage of a navigable canal, the water of which is in contact with the ore, render the locality well worthy of attention, to such as are disposed to attempt the smelting of iron ore in the Province.

Magnetic iron ore exists on the seventh lot of the second concession of Escott on the property of Mr. W. Way. The rock at the spot is gneiss, the beds of which are composed chiefly of reddish colored feldspar with small grains of translucent white quartz, and an occasional interstratified layer of mica schist. The general strike of the beds is north-east and south-west, and they dip at a high angle to the north-west, but shew various complicated twists, and are traversed by numerous small veins composed of flesh colored feldspar and white quartz. The ore with small specks of copper pyrites, occurs both in the beds and in the veins, and the largest mass is clasped in one of the folds of the strata and runs in its axis. In this position it lies in reticulating strings, and the whole quantity exposed, occupies a length of about fifty yards, by a maximum breadth of six to seven inches. A small mining trial has been made at the spot by a company of gentlemen from Brockville, but although the ore is of high percentage, and excellent quality, it does not appear to me that the quantity is sufficient to promise a remunerative return.

Specular Iron Ore.—The specular oxide of iron, which has been mentioned in connection with the sandstones and conglomerates of the Potsdam formation, requires a further notice in relation to its economic bearing. The cliff of ferruginous sandstone, which occurs on the twenty-fifth lot of the tenth concession of Bastard, displaying a vertical height of about thirty feet, brown in the lower and deep red in the upper part, owes its color to the presence of peroxide of iron, which is mingled with the silicious grains, apparently cementing them together, and sometimes becoming pulverulent, staining the fingers with a red shining powder. In a three feet bed, which occurs within about three feet of the top, oxide passes into the form of strongly coherent *scaly red iron ore*, in which thin seams and spangles of crystalline specular iron ore occur. The parts so marked run in layers in the bed, and alternate with layers of the sandstone of yellow and less ferruginous character. The concentration of the ore is greatest towards the middle of the bed, where nodules and patches of pure red hematite, running with the stratification, occur at intervals of a few inches, the thickness they display not exceeding a couple of inches. About forty years since an attempt was made to mine the ore for the supply of a furnace erected at Furnace Falls, but the quantity in the locality worked was not sufficient to give a profitable result. The Potsdam formation is similarly characterised on the twenty-third lot of the same concession of the township, and also on the ninth concession of Lansdowne, and the ferruginous deposit would thus seem to extend over a considerable area; and although no evidence was observed of the fact, it may be the case that in some part of the distribution, the quantity of ore may increase to a productive amount. In the State of New York, an iron ore of this description, occurring under similar circumstances in the same formation, has been made economically available, and in those parts of the district under consideration, in which a deep red color characterizes the formation; it merits attention.

Bog Iron Ore.—This species of ore was observed in the Seigniory of Vaudreuil, on the sixteenth and seventeenth west lots of Côte St. Charles, the property of Mr. R. Lancaster. This locality has been mentioned by yourself, in the Report of 1845–6, but the thickness of four feet there given to the ore, was doubled in the small brook in which a section of it was exhibited to me, as it there measures fully eight feet. It has been struck in various places around the spot immediately under the soil, over an area of three acres, and it probably extends much farther. An analysis by Mr. Hunt, shewed the presence of some amount of phosphoric acid in the ore, which, when in excess, is considered by manufacturers to render the metal cold-short. The

bog ore used at the St. Maurice Forges near Three Rivers, is however known to produce an iron of excellent quality. An analytic comparison between the ores of the two localities yet remains to be made.

Bog iron ore is known on the sixteenth east lot of Côte St. Charles, (possibly an extension of the same bed, as before mentioned,) and in centre of the Seigniorie on the west side of Côte St. Louis.

Having been informed of the existence of a bed of the ore in the neighbourhood of Côte St. Guillaume, in Rigaud Seigniorie, search was made for it, but the only indications observed were small loose fragments strewed over the ground, on the south side of the road on the twelfth, thirteenth and fourteenth lots.

A bed of bog ore was observed on the twenty-first lot of the seventh concession of Bastard, not far from Beverly. It was found to be about two feet thick in one spot; on one side it was limited by an escarpment of rock, but its extent in other directions I was unable to ascertain.

Lead Ore.—A well defined vein of calc-spar and heavy spar, intersecting coarse disintegrating crystalline limestone of the Metamorphic series of rocks, occurs on the second lot of the eighth concession of Lansdowne. The veins run nearly due N. W. and S. E., with an average width of about two feet for a quarter of a mile. Galena is disseminated irregularly through the vein in crystals, which are for the most part small, and similar crystals are not uncommon in the limestone on either side. Some years ago, this vein was uncovered, and a few trial shafts sunk upon it, with the expectation that it might prove a profitable lode of lead ore, but the quantity found appears to have been too small to give any encouragement, and the work was abandoned.

Copper Ore.—Having been given to understand that a good vein of copper pyrites had been some years ago discovered at Beverly in Bastard, and that a trial shaft had been sunk upon it, a visit was paid to the locality with a view to its examination. The locality is on the twenty-fourth lot of the tenth concession of Bastard, where the interstratification of a bed of sandstone and conglomerate in the limestone of the Metamorphic series occurs, as already described. The dip of the strata, as before stated, is N. 55 E. $\angle 30^\circ$, and they are intersected by a vein of calc-spar of between two and three inches wide, with several still smaller veins of a similar kind, close by. A shaft of about twenty feet had been sunk on this, and two others from seven to eight feet; but neither in that part of the vein which was on the exterior surface, nor in that cut in the shaft, were more than small disseminated crystals of copper pyrites, coated with green carbonate, observed. It is said, however, that a string or vein of ore of an inch or two in diameter was followed down the shaft, and this seems at the bottom to have turned aside into a thin vein or sheet of calc-spar, which separated from the main one, and ran in between two of the strata. No indications of this remained in the shafts, in which there did not appear an amount of ore sufficient to justify the expectation of a favorable result. It is probable that the trial had been induced by the previous discovery, on Gananoque Lake near the locality, of some loose masses of very fine and rich copper pyrites, of considerable size. One of these procured at Beverly for the Provincial Collection, weighs several pounds. From what place these loose pieces had been drifted, it is at present impossible to say; they are identical in color, brilliancy and general character with the produce of the shaft; not a particle of the gangue is attached to the specimen procured, but it is very evident from the impressions or moulds left on those parts of the mineral which were in juxtaposition with the gangue, that it was calc-spar and heavy spar; it is not improbable that the source of the loose masses is not far removed from the position in which they were found, and that they occur in some calcareo-barytic vein cutting the Metamorphic limestone.

Iron Ochre.—This mineral paint was met with in Vaudreuil, on the lot belonging to Mr. Lancaster, which holds the eight-feet bed of bog iron ore; the deposit lies on the top of the ore, and is about a foot thick. The color is an ochre-red, and a material might be obtained, by simply washing the deposit, and freeing it from roots of plants and such like impurities, that would quite equal any of the imported paints of this description.

Phosphate of Iron.—This mineral which is used as a pigment, is of a blue color, and is sometimes found in the vicinity of bog iron ore; it is so on Mr. Lancaster's lot, where it exists at the edge of the ore deposit, apparently underlying it, in a bed, the thickness of which it was not easy to ascertain, as it was covered by water; it does not, however, appear to be considerable.

Sulphate of Barytes.—Of this mineral, which is used for the manufacture of permanent white and Dutch white, the latter consisting of a certain mixture of it with white lead, has been mentioned under the name of heavy spar, as constituting, in conjunction with calc-spar, a vein holding specks of galena on the twenty-fourth lot of the tenth concession of Bastard. The vein was traceable for a quarter of a mile; no part of it was free from sulphate of barytes, and in one place, where a shaft had been sunk eight to ten feet in search of lead ore, eighteen feet of the lode, in addition to ten feet more, occupied by the shaft, with a breadth of two feet and a quarter, consisted, to the full depth of the shaft, of highly crystalline, almost colorless sulphate of barytes, of which the vein in this part would yield about ten tons to a fathom forward by a fathom vertical. The value of the crude material is said to be eight to ten dollars per ton to the manufacturer, and the manufactured article thirty dollars per ton.

Stone and Sand for Glass-making.—Being aware that good pure white sandstone, fit for the purpose of glass-making, existed in the Potsdam formation in Vaudreuil, and other parts of the eastern extremity of the district which has engaged my attention, a similar quality of stone was searched for in the western; but in this part, as has already been stated, a large portion of the formation is strongly impregnated with iron, and though the beds thus characterised are surmounted by others which are of a general pure white color, these are almost invariably penetrated with what has been called the *Scolithus linearis*, supposed to be the remains of a plant. Where the rock is weathered, these are hollow cylindrical tubes piercing the stone vertically for some distance, and they are always lined with a brown color, which is diffused a little way into the stone. Where the cylinders are not weathered, they are filled with sand rather more calcareous than that around them, and there is still a slight discoloration in the part corresponding to what becomes the interior of the tube. The brown discoloration arises from the presence of iron, and the remains are so abundant that they would probably render the white beds unfit for glass-making.

In the subjacent Metamorphic series, however, some of the beds of quartzite, that have been mentioned in the geological division of the Report, furnish a material that appears to me well worthy of being submitted to an effectual test, with a view of ascertaining its qualities for that purpose; an example of it occurs on Blockhouse Island opposite to Brockville, and on the main land at the west end of the town, where the rock is a white close grained translucent semi-vitreous quartz. It is exceedingly hard, and would be expensive to quarry, and there are a few small yellow specks in it, owing their color probably to oxide of iron, but it would require a chemical analysis, for which there has yet been no opportunity, to determine the quantity. There would be no deficiency in the supply of the material, should it prove suitable.

A fine white silicious sand was met with on Rabbit Island, near the south-east shore of the main body of Charleston Lake, which, while I was on the spot, was supposed from its general aspect to be sufficiently free from impurities to fit it for glass-making; but on closer examination afterwards, small red and black grains

were perceived disseminated through it, and to chemical tests it yielded more iron than the best material for glass-making should contain. This sand is probably derived from the disintegration of the white beds of the Potsdam formation, and it occurs in great abundance in the various bays and inlets of the lake. The red bed of the Potsdam and the magnetic iron of the Metamorphic series, may be the source of the impurities.

Feldspar.—Understanding from you, that some economic process has been discovered for the separation of the potash in feldspar, and that rocks of pure feldspar, sufficiently rich in potash, have in consequence assumed a commercial value, I would suggest an analysis of some of those large feldspar masses which have been mentioned as running with the stratification of the gneiss near Brockville; should the percentage be found sufficient, these masses are very conveniently situated for working, and a large supply of the rock might be obtained.

Fresh-water Shell Marl.—Of this mineral manure, deposits were met with in three localities. One of them is the thirteenth lot of the eighth concession of Yonge, where the marl occurs in a swamp, which, when visited by me, was almost all under water; the deposit, however, was struck with a pole and penetrated to the depth of six or seven feet, and I was informed by Mr. Landou, of Farmersville, that in some parts its depth had been ascertained to be fourteen to fifteen feet, and that the area the marl was known to occupy, was between twenty and twenty-five acres. Another locality is in another lake in Elmsley, where the material is exposed in the bays on the south side, giving a thickness where penetrated with a pole of from three to four feet; the marl extends into the lake, but was not seen above its level. The third locality was on Mr. Delesderniers' farm, near Point Cavagnol, in Vaudreuil Seigniory, and here the marl, of a yellowish color, extends over about twenty acres, with a thickness varying from a foot to eighteen inches. Mr. Delesderniers, acquainted with its value as a manure, uses it largely and beneficially on his farm.

Marble.—White limestones of the metamorphic series of rocks were occasionally seen of a quality capable of taking a polish, but they were invariably too coarsely crystalline to be suited to the more elegant purposes to which marble is devoted. They moreover frequently inclose various minerals, such as serpentine, mica, quartz, pyroxene, tremolite, chondrodite, and graphite, which materially injure the appearance of the stone, after it has received the smoothest surface which can be given to it. Near Beverly this limestone is quarried and applied to some of the purposes of marble, being cut and polished for tablets, tombstones, and the like. On the north side of Charleston Lake, similar limestones were observed, portions of which might equally be applied to the same purposes.

Limestone which appears to be of a sufficiently fine texture to admit of a good polish, is occasionally found in various parts among the fossiliferous rocks. The quarries opened for building in the black beds of the fourth concession of Cornwall are of this quality, and stones of the same color and as fine a grain were seen in the eleventh lot of the seventh concession of Charlottenburgh, the twenty-ninth and thirty-fourth lots of the seventh concession of Lancaster, and the seventeenth lot of the second concession of Winchester, and at Crysler's Mills, on the Petite Nation River in Finch. For ornamental purposes, the material from the black limestone beds would require to be very carefully selected, as it frequently happens that the fossils, especially the orthoceratites and corals, are replaced by calc-spar, which would injure the homogenousness of the surface, and parts of the beds are often highly charged with iron pyrites, which would render the stone useless.

Building Stone.—The stone used for building purposes at Brockville and Prescott, is taken from the beds of the Calciferous sandrock formation, which at the former place is extensively quarried on the second lot of the first concession of Elizabethtown, the property of Mr. Perry, and on some of the adjoining lots. The beds here selected as giving the most durable stone, and the handsomest when faced, are

those which contain the largest amount of calcareous material, and they are worked in courses that are one foot to fifteen inches thick. At Prescott there is abundance of good material of much the same character, between Battle Windmill, about two miles below the town, and the upper windmill, about two miles above; the stone at present used is quarried at the lower windmill. The beds of the Calcareous sandrock formation have been extensively used in the construction of some of the locks of the Rideau Canal, and these in general afford good examples of the stone. It is a strong tough sufficiently durable material, grey when first wrought, but soon turning yellowish under the influence of the weather.

The black limestones which run through the township of Cornwall, afford an excellent building material. The quarries opened on the fifth and sixth lots of the fourth concession of the township, expose an average thickness of about seven feet in two compact beds of three and a-half to four feet each, and it was from these quarries that the stone was procured for the construction of the locks of the Cornwall Canal, which afford a good example of its quality. Near Mille Roches, on the twenty-fourth lot of the fourth concession of the township, a quarry has recently been opened, which exposes a band of black limestone, averaging upwards of four feet in thickness; the general quality of the stone is very similar to that in the previous quarries, but in some parts of the bed it is deteriorated by the presence of iron pyrites. Another quarry of black limestone is opened on the eleventh lot of the sixth concession of Charlottenburgh, from which a handsome stone is procured from a bed of about fifteen inches thick. It has been used in the construction of the Roman Catholic Church of St. Raphael, in that part of the township; and beds producing a similar quality may be obtained in those parts of Lancaster, Winchester and Finch, which have already been mentioned for black marble. Such beds are quarried on the seventeenth lot of the second concession of the second range of these townships, where the rock has been sunk through for eight feet; the bed that is used for building purposes is two feet thick.

In this last mentioned quarry, a grey bed overlies the black one used, and it is stripped off for the purpose of exposure; the black one. The grey bed does not seem to be used for building, but in the strike of the rocks of this part of the township, there are good grey beds for building in Lochiel and Kenyon, on the de l'Isle and Garry, near Alexandria. A quarry has been opened in this part by Colonel Fraser, on the fourth lot of the second concession of Kenyon, which gives a good solid grey stone of about two feet thick, with another not quite so good of one foot. These grey beds appear to belong to the Trenton formation, and probably a high part of it, as the black beds seem to have a considerable thickness beneath them; but there is another set of grey beds beneath the black; these belong to the Chazy division of the calcareous group; they have yielded good stone at Caughnawaga, at St. Geneviève and other places on the Island of Montreal, and there is every probability, though I was not so fortunate as to meet with them of good quality in places in the district examined, that they will be found in it. The large loose blocks mentioned as met with on the River de l'Isle, upwards of a mile and a-half below Dalhousie Mills, belong to this desirable part of the Chazy formation, and loose blocks of a similar character were found on the fifth lot of the second concession of Cornwall, both localities being near the position in which the Chazy limestone might be expected. The rocks in place on Sheik's Island are probably rather too near the base of the formation to yield the best building stone, which in this part is probably covered by the waters of the St. Lawrence or the drift on the left bank, but how deep it is impossible to say.

Bituminous Shale.—Although no analyses have yet been made of any of the bituminous shales which have been met with in the progress of the Survey, and it is therefore uncertain whether the amount of bitumen that would result from any of them could be turned to profitable account, I yet consider it proper that they

should not be passed by without mention among the economic materials, as attempts have within a few years been made in England on a practical scale, to distill bituminous products from rocks of such a character. The shales of the Utica slate formation, are usually very bituminous, and in some parts of the Province, as on the Great Manitoulin Island, so much so as to give small springs of petroleum; and though no indications of such springs were observed in the black shales of the neighborhood of Bytown, these shales were always of a deep black color, and constantly yielded a strong bituminous odor; such was the character of the fifteen feet of shale sunk through in the well on Mr. Walkley's farm, already mentioned as occurring on the first lot of the third concession of West Gloucester, with the exception of a foot or eighteen inches at the top, which weathered of a rusty brown, and seemed more gritty than the part below. A precisely similar character obtains in a section of from ten to seventeen feet on the seventeenth lot Rideau front, where an excavation has been made for the foundation of a mill building, on a small brook which falls into the Rideau above Billings' Bridge. The shales that crop out on the bank of the Rideau between Billings' Bridge and the Falls at the mouth, are likewise jet black and bituminous, but in some specimens of these submitted to Mr. Hunt, the deep black color appears to indicate the presence more particularly of carbonaceous matter, than any very large amount of bitumen.

Mineral Caoutchouc.—The black shales of the Hamilton group, in the Western Peninsula, are in general probably more bituminous than those of the Utica slate. Several places in their distribution are characterised by bituminous springs, and a visit was made in the early part of the season to a bed of nearly pure bitumen, of which the existence has been noticed in previous Reports, including that of last year, in which the range of the Hamilton group in the Western Peninsula is given. This bed of bitumen, which in some parts has the consistency of mineral caoutchouc, occurs on the sixteenth lot of the second concession of Enniskillen, in the county of Kent, but its extent does not appear to be so great as we were at first led to understand. It does not seem to exceed half an acre, extending five chains in a north-east direction, with a breadth of rather less than half a chain. By different trial holes which have been sunk through the deposit, it would appear to have a thickness of two feet over about twenty feet square, towards the south-west end, from which it gradually thins towards the edge in all directions, varying in some parts along a low ridge which it forms, from a foot to four inches. The bitumen is underlaid by a very white clay, which I was informed had been bored through in one part for thirty feet. The upper portion of the clay was observed to be more or less penetrated with petroleum, and small black globules of the same were seen scattered through the mass for a depth of four or five feet. Bituminous oil was observed to rise to the surface of the water on the Black Creek, a branch of Bear Creek, in two places on the seventeenth lot of the third concession of Enniskillen, and I was informed that it had been observed at other parts further down the stream, but to what amount the material might be daily collected at any of the places, I am quite unable to say; a freshet prevailed in the river at the time of my visit, the current of which swept away the oil as fast as it rose.

I have the honor to be,

Sir,

Your most obedient servant,

A. MURRAY.

REPORT

OF

T. S. HUNT, ESQ., CHEMIST AND MINERALOGIST TO THE PROVINCIAL GEOLOGICAL SURVEY,

ADDRESSED TO

W. E. LOGAN, ESQ., PROVINCIAL GEOLOGIST.

LABORATORY OF THE PROVINCIAL SURVEY,
MONTREAL, 1st *May*, 1852.

SIR,—During the summer of last year, I was for a great portion of the time engaged with Mr. Murray in his explorations between the St. Lawrence and Ottawa Rivers. I however found time to make some examinations upon the Richelieu, in the vicinity of Quebec at St. Nicolas, in the county of Kamouraska, and in some other localities. The results of these observations, and of the examinations of soils, rocks, and mineral waters collected on these excursions, I propose to present as far as yet completed, in this Report, in connection with some other results of my labors in the laboratory during the past winter.

In the first place I beg leave to call your attention to the peculiar nature of the metamorphosed shales of the Hudson River Group, which with their associated sandstones, are exposed on the south shore of the St. Lawrence, and near the village of St. Nicolas. You had drawn my attention to the fact, that an intrusion of trappean rock in this vicinity had produced an alteration in the texture of the shales, and in some instances converted them into a substance resembling serpentine. As the results of our researches in the Eastern Townships had demonstrated that the serpentines of that metamorphic region, really belong to the series of Lower Silurian rocks, called the Hudson River Group, and as the exposure of shales and sandstones at St. Nicolas is but a prolongation of these same rocks, it was to be hoped that a careful chemical examination of the altered shales in the vicinity of the intrusive rock, and a comparison between them and the unchanged shales near them, would throw some light upon the difficult questions of the nature of these changes, and the origin of serpentines.

Reserving to yourself the more particular geological description of these rocks, I will only mention, that between beds of greenish sandstone of from one to three feet in thickness, are interstratified greenish or bluish and reddish shales, generally in thin layers. Their colors seem dependent upon local causes, and connected probably with the different states of oxydation of the iron which they contain. The green color is sometimes observed in small oblong rounded patches in the red slates, and where in a mass of the latter, a thin layer of from half an inch to an inch of calcareous material occurs, it is bordered on each side by a layer of green slate, sometimes no more than a quarter of an inch in thickness. In a section near Point Levi, the green color was seen following down a rift or joint in the red slates, across the stratification, and spreading irregularly on either side. Such modes of occurrence suggest a local deoxydation of the red slates, by imbedded or infiltrating organic matters.

In the immediate vicinity of the intruded rock, it is observed that thin layers of schist are converted into a soft greenish translucent matter resembling serpentine, which sometimes is an inch in thickness. The adjoining sandstones seem to have undergone a similar change, or at least, to be covered with a film of the greenish

translucent mineral, and often exhibit a concretionary or mammillated structure upon their surfaces. In one instance, the thickening of a stratum of shale, forms a mass of several inches in diameter, which is earthy and opaque within, but upon the surface contiguous to the overlying rock, assumes the translucent serpentine-like character already alluded to, and in a continuation of the layer, where it becomes thinner, the transformation is complete. In the interstratified sandstones, which sometimes assume a conglomerate character, cavities are seen filled with a similar mineral, and fragments of bright red and much indurated shale, were found at the foot of the hill, having fallen from the cliff above, which contained in their fissures the same soft green mineral.

The careful analysis of this substance has shown that it is entirely distinct from serpentine, and not a magnesian mineral; it is essentially a hydrous silicate of alumina, protoxyd of iron and potash, with small portions of soda, lime and magnesia. It is also distinguished from serpentine by a lesser hardness and a greater specific gravity, the hardness of serpentine being from 3 to 4, while that of the new substance is 2.5, rarely 3; the specific gravity of serpentine is always below 2.6, and generally 2.5, while the mineral from St. Nicolas has a specific gravity of 2.7. To distinguish it, I shall provisionally adopt the name of *parophite*, to express its similarity to ophite or serpentine. Some results of the analysis of it, and of the accompanying schists are subjoined.

No. 1.—Parophite in schistose fragments; texture granular and exceedingly fragile, especially when moistened; color pale greenish-white, streak white; lustre waxy, shining, subtranslucent; when cut with a knife, the surface is smooth and greenish-blue, resembling an indurated talc; the powder is impalpable and unctuous; hardness not more than 2.5; specific gravity 2.705. When ignited, it loses water and becomes ashy-grey. It is but imperfectly decomposed by hydrochloric acid; the earthy ingredients were determined by fusion of the ignited mineral with carbonate of soda, and the alkalis by decomposing it with a mixture of fluor-spar and sulphuric acid. It gave in two analysis:

	I	II
Silica.....	48.50	48.60
Alumina.....	27.50	33.57
Protoxyd of Iron.....	5.67	
Lime.....	1.30	1.51
Magnesia.....	2.24	2.20
Potash.....		5.30
Soda.....		1.91
Water.....	7.00	7.40
		100.49

No. 2.—Parophite from the same locality, in schistose fragments like the preceding; color pale yellowish-green, translucent upon the edges; hardness 2.5; specific gravity 2.703,—2.714. Its analysis gave:

	I	II
Silica.....	48.42	48.14
Alumina.....	27.60	
Protoxyd of Iron.....	4.50	
Lime.....	2.80	
Magnesia.....	1.80	
Potash.....	5.02	
Soda.....	2.78	
Water.....	6.88	7.30
	99.80	

No. 3.—Parophite from the same locality, botryoidal, with appearance of concentric structure, olive green, translucent, fracture conchoidal, hardness 3; specific

gravity, 2.784; it passes into a schistose form, which gave 2.681; analysis yielded:

Silica,.....	49 13
Alumina,.....	27 50
Protoxyd of Iron,.....	5 90
Lime,.....	3 80
Magnesia,.....	1 40
Water,.....	6 30
Alkalies, not determined,.....	
	94 33

No. 4.—This is a fine thinly laminated schist, which passes in a little distance, into the parophite No. 1. Its color is dark ash-grey, sometimes marked with red. The laminæ are somewhat curved, the surfaces feebly shining, and slightly unctuous. This schist is completely earthy in its characters; it is opaque even upon the edges, and very soft, yielding with great ease to the nail; its powder is not at all gritty. Analysis of the eleutriated and thoroughly dried substance gave—

Silica,.....	48 10
Alumina,.....	28 70
Protoxyd of Iron,.....	4 80
Lime,.....	2 10
Magnesia,.....	1 41
Potash,.....	4 49
Soda,.....	1 53
Water,.....	8 40
	99 53

No. 5.—An analysis was made of a red schist of the same formation, from a locality on the Etchemin River two miles above St. Anselm. It is not distinguishable in its general characters from some of the unaltered beds at St. Nicolas. The earthy ingredients were determined by fusing the ignited mineral with an alkaline carbonate, and the alkalies, by decomposing it directly with hydrofluoric and hydrochloric acids, in a platinum vessel; the solution was not perfect even after the digestion, eleven per cent. remaining undissolved, but the alkalies were determined in the soluble portion, and are given in the following analysis:—

Silica,.....	66 00
Alumina,.....	} 24 60
Peroxyd of Iron, }	
Potash,.....	3 67
Soda,.....	2 22
Lime, Magnesia, and Manganese, traces,.....	
Water,.....	3 00
	99 49

The preceding specimens all gave traces of manganese.

The similarity in composition between the different specimens of parophite, and the associated schists into which it passes, shows that the transformation has been effected without the addition or abstraction of any ingredient of the schist, and is simply molecular; the slight excess of water in the latter being probably hygroscopic, the transformation from the earthy schist, to the translucent homogeneous parophite, has consisted in a chemical union of the finely divided mechanical mixture, which makes up the sedimentary rock. Two facts observed in the eleutriation of the specimens analyzed, are illustrations of this difference. The parophite although fragile, was not easily reduced to fine powder, but when by trituration it was suspended in water, a portion of it was found to be so minutely divided as to pass through fine-filtering paper, making the filtrate turbid, while the soft easily crushed schist was completely separated from water by filtration; it still retained the character of a sedimentary material, while the parophite resembled other homogeneous minerals,

which are generally observed to remain in part, a long time suspended in the progress of elutriation. The water filtered from the pulverized schist, had taken up so much soluble matter as to possess a strong alkaline reaction, which was much less marked in the case of the parophite.

The large amount of alkalis in the rocks from St. Nicolas and in the more silicious bed of the Etchemin, is worthy of notice; the small quantity remaining in kaolin and some other clays, seems to have given rise to the idea that sedimentary rocks were generally deficient in alkaline ingredients, but with such materials as these schists, we have no difficulty in understanding the formation of felspars and other alkaliferous minerals, by metamorphic agencies different from those which have operated at St. Nicolas.

In composition and characters, the mineral resulting from this metamorphosis is somewhat removed from any described species; a lithomarge from Zorge in the Hartz, analysed by Rammelsberg, approaches closely to it in composition, but differs in specific gravity; (Dana's Mineralogy; 3rd edition, page 285). Professor C. U. Shepard has described under the name of dysyntribite, a mineral associated with specular iron from St. Lawrence County, New York, which had hitherto been supposed to be serpentine, and closely resembles it in its color, lustre and general appearance. It has however a greater specific gravity than even parophite, being from 2.76 to 2.81, and a hardness of 3.5 to 4.0. He has given the following analytical results: silica 47.68, alumina 41.50, protoxyd of iron 5.48, water 4.83, and traces of lime and magnesia, = 99.49. This resembles the St. Nicolas mineral, but differs in the greater proportion of alumina, and in the absence of alkalis. Although homogeneous in appearance, the altered schist may yet contain more than one chemical compound, and as any variation in the composition of the sedimentary bed, would affect the composition of the mineral, we cannot in the present state of our knowledge, claim for it the rank of a distinct species, but only assume the name of parophite for a hydrated aluminous alkaline silicate, resembling serpentine in its general appearance.

It becomes an interesting question how far such minerals as these described by Professor Shepard and myself, may be distributed in nature, and whether they may not have been confounded with serpentine by geological observers. Such at least is the case among the crystalline rocks of northern New York, where the dysyntribite forms large masses, but on the other hand, this same formation affords genuine serpentines, such as those which I have described in the Report of last year. I have also examined some similar minerals from the Eastern Townships, which form part of the metamorphic range exposed at St. Nicolas, and which are yet magnesian rocks and true serpentines.

Among these, a serpentine associated with the chromic iron-ore vein in Ham was examined. It occurs massive and compact, fracture splintery, color greenish white, sub-translucent. Hardness 3.5; specific gravity 2.546. Its analysis gave—

Silica,.....	43.4
Alumina and Peroxyd of Iron,.....	3.6
Magnesia, by loss,.....	40.0
Water,.....	13.0
	100.0

It was but imperfectly decomposed by hydrochloric acid and left after long digestion, 51.6 per cent. of residue. Neither lime, manganese, or chromium could be detected in the examination.

Another almost opaque grayish-green serpentine rock from the twentieth lot of the first concession of Ireland, had a specific gravity of 2.652—2.658, and gave—

Silica,.....	43·70
Magnesia,.....	23·46
Alumina with Peroxyd of Iron,.....	23·00
Water,.....	11·57

101 73

Traces of manganese were detected, but no lime or chromium. The high specific gravity, the diminished amount of water, and the presence of so large an amount of alumina and iron indicate a mixture of an anhydrous silicate with the magnesian mineral, which is probably pyroxene; at least it frequently occurs under the form of diallage, in serpentine rocks of the region. Another serpentine rock from the vicinity of Nicolet Lake, of a dark olive-green color with yellowish green spots, had a gravity of 2·701, but contained diallage in distinct grains.

CLAYS, SOILS, ORES, &c.

Clays.—In connection with the preceding analyses of ancient sedimentary rocks, it is not without interest to consider the composition of some more recent clay deposits. The following results were obtained from a reddish-fawn colored stratified clay, from the banks of the Rivière à la Grasse, in the Seigniory of Rigaud. It is impalpable, and remains much longer suspended in water than the pulverized schists of St. Nicolas. It lost by gentle ignition 4·5 per cent. of water. By the action of dilute acids it is in part soluble with effervescence; it gave to hydrochloric acid aided by heat—

Carbonate of Lime,.....	7·10	equal to Lime,.....	3·97
Carbonate of Magnesia,.....	3·60	“ “ Magnesia.....	1·92
Alumina and Peroxyd of Iron,.....	12·95		

Its complete analysis was effected by fusion with carbonate of soda, and the alkalis were determined by digesting a portion with a mixture of hydrofluoric and sulphuric acids, until the whole was rendered soluble in water. 100 parts gave—

Alumina and Peroxyd of Iron,.....	27·30
Lime,.....	5·32
Magnesia,.....	2·62
Potash,.....	1·26
Soda,.....	2·06
Phosphoric Acid,.....	·74

Hence it appears that a portion of the lime and magnesia exist as silicates in the clay. As the carbonic acid was not estimated, it is not certain whether the whole of the bases dissolved by hydrochloric acid exist as carbonates, as some of the silicates may be decomposed by the acid.

A blue clay which is interstratified with the last, yielded to hydrochloric acid, from 100 parts—

Carbonate of Lime,.....	4·9	equal to Lime,.....	2·74
Carbonate of Magnesia,.....	5·9	“ “ Magnesia.....	2·86
Alumina and Peroxyd of Iron,.....	14·4		

Its complete decomposition gave for 100 parts—

Lime,.....	8·12
Alumina,.....	13·00
Peroxyd of Iron,.....	23·40

The alkalis and other ingredients were not determined.

Soils.—The results of some examinations of soils may here be presented in continuation of those given in my Report of 1849–50. The different soils of the Province may, I think, be comprehended with few exceptions, in six groups, which are as follows:

1. Marine clays of the St. Lawrence Valley, sometimes calcareous.
2. Clays of the western basin, also calcareous in part, and probably lacustrine.
3. Drift from the crystalline rocks of the north, which in the western portions of the Province, is in some parts intermixed with the detritus of the Silurian formations.
4. Drift and debris derived from the metamorphic rocks of the Eastern Townships.
5. Soils produced by the disintegration of the red slates displayed on the south shore of the St. Lawrence below Quebec.
6. Soils from the disintegration of the Calciferous sandrock, occupying some portions of the Johnstown District.

At a future time when a greater number of results shall have been collected, a specific classification of the soils examined, may be attempted.

Two specimens of the fifth group were examined with reference to their constituents soluble in hydrochloric acid. Both of them were untitled soils lying upon the outcrop of beds of red slate, and composed entirely of the results of its disintegration.

No. 1 was from St. Jean, Port Joli, and was collected at a depth of four inches, in a field covered with a short turf; at six or eight inches, the upturned edges of unbroken slates were found underlying. By sifting the dried soil, which is scarcely coherent, the fragments of slate which it contained were separated from the finer earth, which was of a deep red-brown color and contained no organic matter except a few fibrous roots. The ingredients soluble in boiling dilute hydrochloric acid were determined according to the process detailed in the Report for 1849-50; one hundred parts gave—

Alumina and Peroxyd of Iron, with traces of Manganese,.....	4·755
Lime,	·151
Magnesia,.....	·183
Potash,.....	·249
Soda,.....	·254
Sulphuric Acid,.....	·020
Phosphates.....(traces),	
Soluble Silica,.....	·255

No. 2 is from St. Thomas, and is of a similar origin to the last. It was taken from a depth of six inches in a pasture field, where the red schists are about twelve inches from the surface, but their disintegration has been more complete than in the last, and the soil when dry, is dark red and strongly coherent; it was crushed and separated from the fragments of undecomposed slate, and gave to hydrochloric acid the following ingredients for one hundred parts:—

Alumina and Peroxyd of Iron, with traces of Manganese.....	5·940
Lime,	·235
Magnesia,.....	·504
Potash,.....	·250
Soda,.....	·148
Sulphuric Acid,	·015
Phosphates.....(traces),	
Soluble Silica,.....	·270

The amount of phosphate in the soluble portions of these two soils was very small, and not in either case estimated, although its presence was determined.

No. 3 is a soil of the first group, from Ste. Anne de la Pocatière, and was taken from the low meadow land some distance from the foot of the hill, below the college. The clays of this place, and of the adjoining parishes, are generally grayish or bluish, often stained with yellow and red, and crumble when exposed to the weather, into a fine, mellow and very fertile soil; they are often underlaid by a heavy blue clay, and sometimes by beds of gravel and boulders, furnishing a natural drainage. This soil was a clay, almost entire free from sand, and was from a field which had been

long in grass, with occasional alternations of wheat, and had received very little manure; 100 parts of it gave—

Alumina and Peroxyd of Iron.....	10.455
Lime.....	.369
Magnesia.....	.503
Potash.....	.169
Soda.....	.385
Phosphoric Acid.....	.285
Sulphuric Acid.....	.103
Soluble Silica.....	.335

No. 4.—This soil is an example of the class designated above as the sixth. Over a large part of the district of Johnstown, the almost horizontal strata of the Calciferous sandrock (passing in some cases into the overlying and underlying formations,) are covered with a layer of earth, generally from a few inches to a foot or two in thickness, which notwithstanding its scanty depth, forms a rich arable soil, covered with a fine growth of hard wood. It is a sandy loam, and appears to have been entirely produced by the disintegration of the underlying rocks, from which atmospheric waters have removed the calcareous cement. The specimen whose analysis is here given, was taken from the twenty-eighth lot of the third concession of Bastard, where a foot of soil was reposing upon the Calciferous sandrock, in a recently cleared and untilled lot. The soil was taken from a depth of six inches, and was a sandy loam containing scarcely any organic matter; 100 parts of it gave—

Alumina and Peroxyd of Iron.....	6.825
Lime.....	.353
Magnesia.....	.330
Potash.....	.130
Soda.....	.129
Phosphoric Acid.....	.209
Sulphuric Acid.....	traces
Soluble Silica.....	.480

No. 5.—This soil was taken from a long-tilled field upon the farm of James Logan, Esq., near the city of Montreal. It is a clay containing some sand in admixture; 100 parts of it gave 13.5 of silicious sand, mixed with a little magnetic iron, and yielded to hydrochloric acid—

Alumina and Peroxyd of Iron.....	8.100
Lime.....	.806
Magnesia.....	.632
Potash.....	.185
Soda.....	.274
Phosphoric Acid.....	.285
Sulphuric Acid.....	.011
Soluble Silica.....	.255

This soil was submitted to a farther analysis; the entire amount of earthy ingredients and of phosphoric acid was determined by fusion with an alkaline carbonate, while the alkalis were obtained by decomposing a portion with a mixture of fluor-spar and sulphuric acid; 100 parts of it gave—

Alumina.....	13.15
Peroxyd of Iron.....	8.50
Lime.....	1.73
Magnesia.....	1.14
Potash.....	1.76
Soda.....	2.35
Phosphoric Acid.....	.54
Water and Organic Matter.....	5.30
Silica, by difference.....	65.53

100.00

The analysis of many other soils, intended with those of my previous Report, to complete the general description of the soils of the Province, is reserved for another time.

Iron Ores.—Specimens of bog iron ore or limonite, noticed by Mr. Murray in his Report of this year, were examined, and particular reference was had to the determination of the phosphates present. The ore being ignited, and the loss by this process, corresponding to water and any organic matters, ascertained, was dissolved in hydrochloric acid, and the solution mixed with tartaric acid, and ammonia in excess. The iron being thus in solution in an alkaline liquid, was precipitated by sulphuret of ammonium as a sulphuret, which was afterwards converted into peroxyd. Another portion of the ore was dissolved in hydrochloric acid, with the addition of a little chlorate of potash, and the insoluble silicious residue separated. The solution was then boiled with sulphite of soda, to convert the whole of the iron into the state of protosalt, and the excess of sulphurous acid being expelled by ebullition, the liquid was partly neutralized by carbonate of potash, and acetate of soda added, when a slight flocculent precipitate of phosphate of alumina separated; bromine water was now added drop by drop, to the nearly boiling solution, until the precipitate which was formed by the addition, became reddish in color. The liquid was then boiled, filtered when hot, and the precipitate washed with hot water and dried. It consisted of basic perphosphate of iron and a little phosphate of alumina, and was decomposed by fusing it with carbonate of soda, some silica being added to the mixture. The alkaline solution of the fused mass, previously digested with carbonate of ammonia, was supersaturated with hydrochloric acid, boiled to expel carbonic acid, then rendered alkaline by ammonia, and mixed with a solution of a salt of magnesia, with sal-ammoniac, to precipitate the phosphoric acid, which was estimated in the form of pyrophosphate of magnesia.

The limonite from the twenty-first lot of the second concession of Bastard, formed spongy masses; it was very pure in its appearance, and its powder had a bright yellowish-red color. The alumina and other accidental impurities were not directly determined; no magnesia was present.

Peroxyd of Iron.....	77.80
Water	16.50
Phosphoric Acid.....	.61
Insoluble (sand).....	1.76
Alumina and loss.....	3.33
	— 100.00

Another darker colored and more compact limonite from Côte St. Charles, Vaudreuil, lost by ignition 19.70 per cent. ; on solution it left 5.43 of silicious sand, and gave 1.52 per cent. of phosphoric acid, besides small portions of alumina, and traces of magnesia. The influence of phosphates in such quantity as the last, is regarded as prejudicial to the quality of the iron manufactured from the ores. I have commenced some experiments upon the ores and iron of St. Maurice, which, when completed, will be interesting in this connection.

Analyses of supposed Fossil Bones and Coprolites.—In examining last summer, the coarse grained silicious sandstones and conglomerates, which occur at the point of the River Ouelle, and have been described in a general manner in your Report of 1849-50, I detected several hollow cylindrical bodies which I supposed to be some hitherto unknown fossils, and which you, from their form, suggested to be possibly bones. A chemical examination shows them to consist in great part of phosphate of lime, and thus gives countenance to the idea that they are the remains of vertebrate animals. The longest fragment found is about an inch and a-half long, and one-fourth of an inch in diameter. It is hollow throughout, and filled with the earthy matter in which it is obliquely imbedded, the disintegration of which by the weather, has exposed the larger extremity of the foreign body, and a portion of its

interior. The smaller extremity is cylindrical and thin, but it gradually enlarges from the thickening of the substance, and at the other extremity becomes externally somewhat triangulariform; the cavity remains nearly cylindrical, but its sides are somewhat rough and irregular. Two other fragments, presenting horizontal sections of similar cylinders, were detected, having their other extremities in the rock. The texture of these substances is compact, and the fracture earthy. Their color is dark brown, but exhibits a yellowish-brown translucency in thin layers; the powder is light ash-gray, becoming reddish by ignition; when exposed to heat in a tube, ammoniacal water is evolved, with a strong odor of animal matter, like that of burning horn. A fragment of one of the cylindrical bodies was freed as much as possible from the sandstone which adhered to the interior, pulverized, dried and submitted to analysis. It dissolved in hydrochloric acid with slight effervescence, from the presence of carbonate of lime, derived in part from the adherent rock which is calcareous, and left a considerable residue of quartzose sand. The solution contained phosphate of lime, with a little magnesia and oxyd of iron; 100 parts of the matter gave the following ingredients:

Phosphate of Lime ($\text{PO}_5, 3\text{CaO}$).....	67.53
Carbonate of Lime.....	4.35
Magnesia.....	1.65
Protoxyd of Iron.....	2.95
Insoluble, sand.....	21.10
Volatile matter.....	2.15
	99.73

The lime beyond that required to form phosphate, is represented as carbonate, and exists as such in part, a portion being derived from the gangue, but in other specimens from the same locality, fluorid of calcium is also detected. It was not sought for in this specimen, but it is probable that a portion of the lime exists in that form, while the magnesia, and the remainder of the lime are combined with carbonic acid.

In a subsequent examination of the locality, you detected in the vicinity of these sandstone beds, a stratum of conglomerate with a calcareous base, containing pebbles of limestone, jasper, and of red and green slates, with a great number of rounded, cylindrical, and imitative forms of phosphate of lime, similar in composition to the preceding. Iron pyrites is also found in small globular masses in the aggregate, and seems to be abundant only in the vicinity of the phosphatic masses, the interstices between which are often filled by it. Many of the cylindrical bodies have an axis of a foreign matter, and others have a singular resemblance to fragments of different bones; others again from their form and homogeneous texture resemble coprolites. They are generally very compact, with a fine-grained conchoidal fracture; their color is dark blackish-brown, or bluish-black, and that of the powder ash-gray, becoming reddish-brown by heat. When powdered and mixed with sulphuric acid, effervescence ensues from the escape of carbonic acid gas, and on the application of heat, fumes of hydrofluoric acid are evolved in sufficient quantity to etch very distinctly a glass plate covering the vessel. Heated in a tube, a strong odor of burning horn is evolved. The hardness of these phosphatic masses is about that of calc-spar, and their specific gravity from 3.035 to 3.151. A fragment of a compact apparently homogeneous specimen, yielded by analysis of 100 parts the following ingredients:

Phosphate of Lime.....	40.34
Carbonate of Lime and some Fluorid.....	5.14
Carbonate of Magnesia.....	9.70
Peroxyd of Iron, with a little Alumina and traces of Manganese.....	12.62
Insoluble silicious residue.....	25.44
Volatile; water and animal matter.....	2.13
	95.37

Sections of these substances have been made, and submitted to microscopic examination. The hollow cylindrical mass appears homogeneous and finely granular in its texture, while a fragment from the conglomerate bed, consisted of a finely granular matrix, in which are imbedded angular grains, apparently of quartz. Throughout the mass of the latter specimen are found imbedded small transparent cylinders, which are almost colorless, and appear to be silicious. Some are nearly uniform in diameter, with hemispherical extremities; others are thicker in the middle, and taper to the ends, which are either rounded or conical; they are generally more or less curved, and are from $\frac{1}{100}$ to $\frac{2}{100}$ of an inch in length. Some of them exhibit traces of a longitudinal cylindrical axis, which appears to be a canal filled up with small granular matter. According to my friend Dr. Bacon of Boston, to whom I am indebted for these observations, they resemble the silicious spiculæ which occur in some of the sponges and other zoophytes, but he regards his examination as yet incomplete. The results are conclusive as to the absence of any bony structure in the specimens. At the same time the external form, connected with their peculiar composition, which is identical with that of fossil bones, prompts the inquiry whether any metamorphic agencies could not have so far acted upon the animal remains as to induce an incipient crystallization of the phosphate of lime, thus obliterating the organic structure. Such a change is well known to take place in fossils consisting of carbonate of lime, as the stems of crinoids, which are often highly crystalline in their texture. As an evidence of metamorphic action at the Rivière Ouelle, you have observed that the limestone conglomerate bed, in which the phosphatic bodies are contained, is in contact with a band of red and green slates, a portion of which, where a bend in the strata occurs, is converted into a fine red and green jasper, containing seams and veins of agatized calcedony penetrating it. The transition from the jasper to unaltered schist is well marked, and it appears not improbable that the jasper pebbles in the conglomerate are produced from the metamorphosis of previously imbedded fragments of slate, which seem in some specimens of the conglomerate before me, to prevail to the exclusion of the jasper pebbles. The limestone rock, contiguous to the portion of the slate bed which is changed into jasper, is altered in its appearance, and the phosphatic bodies which it contains, are harder, more compact and conchoidal in their fracture. The second analysis given above, is of a specimen from the rock thus altered. The large amount of iron present, and the portion of silica which is found in the specimens from the conglomerate bed, to be disseminated in transparent grains throughout the substance, suggests a mineralizing agency which has resulted in the introduction of oxyd of iron and silica. The abundance of iron pyrites found surrounding the phosphatic masses, points to the probable reducing effect of organic matters upon a solution of sulphate of iron, whose oxyd to the amount of more than twelve per cent. has penetrated them,* and the calcedony of the contiguous jasper bed, equally shows silica to have been in solution at the time of the metamorphosis. It is to be remarked that the first described fragment from the sandstone, contains but very little oxyd of iron, and that the prepared section shows it to be homogeneous, so that the silicious material found in the analysis, was adherent to its interior surface.

I have since detected the presence of similar bodies in the sandstones from the Lac des Allumettes. These beds you have shown to belong to the Calciferous sandrock formation; they are coarse silicious sandstones containing *Lingula* and *Pleurotomaria* or *Holopea*, besides rounded cylindrical and imitative masses of a chocolate-brown colored substance, which consists in part of phosphate of lime. These are sometimes an inch in diameter and two inches in length, and one of them

* The formation of iron pyrites, which is a bisulphuret, by the desoxydation of a solution of the neutral sulphate, is accompanied with the separation of an equal amount of iron in the form of an oxyd; two equivalents of sulphate of iron, $2\text{FeO}, \text{SO}_3 = \text{S}^2 \text{Fe}^2 \text{O}^3 = \text{FeS}^2 \times \text{FeO} \times \text{O}^2$. An acid solution of sulphate could not exist in the presence of carbonate of lime.

when broken, was found to contain a portion of one of the valves of a *lingula* lying transversely. This fossil which is abundant in the rock, is always found filled with the brown phosphatic material, and sometimes the exterior is covered by a layer of it; casts of the interior of *pleurotomaria* also occur in this material. It is granular in its texture, less hard and compact than that from *Rivière Ouelle*, and somewhat porous; the color is chocolate-brown. The specific gravity of a fragment was found to be 2·875. When heated in a tube, strongly ammoniacal water is evolved, with the peculiar odor of burned horn already observed in the specimens from *Rivière Ouelle*. It is partly soluble with slight effervescence in hydrochloric acid, and leaves a white silicious residue. The solution contains phosphate of lime with some magnesia and iron; 100 parts of it gave—

Phosphate of Lime, (bone earth),.....	35·38
Carbonate of Lime with some Fluorid,.....	5·00
Magnesia and Peroxyd of iron, by difference,.....	7·02
Insoluble, Silica,.....	49·90
Volatile matter,.....	1·70
	— 100·00

Another specimen contained but 38 per cent. of insoluble substance; this silicious matter it distinguished by the eye, in the form of small rounded translucent grains disseminated through the mass.

At *Grenville* there are beds of sandstone intermixed with green shales, and pertaining to the same formation as those at *Lac des Allumettes*, in which similar fragments of phosphatic material are abundantly disseminated. They are smaller and more compact than those of the former locality, and often have the appearance of flattened and worn fragments of dark slate. They have not been quantitatively analysed, but were found to give off an animal odor when heated, and to consist principally of phosphate of lime, and an insoluble silicious residue. Similar bodies were met with in the *Chazy limestone* in *Hawkesbury*; they are rounded forms, one-quarter to one-half an inch in diameter. The exterior is tinged blackish-brown, and the color has penetrated to the depth of about a line; the interior is yellowish-brown, and the fracture is earthy; when heated, they give abundant evidence of animal matter, by the peculiar odor of burning horn, accompanied by ammoniacal vapors, which yield white fumes with acetic acid; these leave like the others, a silicious residue on solution, but less abundant than those from the *Lac des Allumettes*. The analysis of one from *Hawkesbury* gave me for 100 parts—

Phosphate of Lime, (bone earth),.....	44·70
Carbonate of Lime,.....	6·60
Carbonate of Magnesia,.....	4·76
Peroxyd of Iron and a trace of Alumina,.....	8·60
Insoluble silicious residue,.....	27·90
Volatile matter,.....	5·00
	97·56

In support of the suggestion that these are bones or coprolites into which silicious matter has been introduced, it may be stated that at the *Lac des Allumettes* there is also evidence of the solution of the silica, not in the formation of *calcedony*, but in the silicification of fossils. The shells occurring in the calcareous beds of this as well as the overlying formation, at the *Lac des Allumettes*, in the immediate vicinity of this locality of phosphatic remains, are replaced either wholly or in part, by silica. On exposing them to the action of a dilute acid, which dissolves the matrix, the process of silicification is seen to have commenced at several points, and from these centres, to have spread until the whole shell is frequently replaced. The trilobites it may be remarked, have not hitherto been found to be replaced by silica. Although the presence of these peculiar animalized phosphatic masses, in different

parts of the Lower Silurian rocks, points to the existence of vertebrate animals at that geological epoch, as the only hypothesis which in the present state of our knowledge, can account for the origin of such substances, it will be felt that a suggestion, so novel and so much at variance with hitherto established facts and recognized ideas in geology, is not to be received without great hesitation, nor until further investigations shall have thrown more light upon the subject than is afforded by the preceding observations and experiments.

MINERAL WATERS.

The results of the examination of a number of Mineral Waters from different sources are here presented; although some of them are, perhaps, of no great interest in a medicinal point of view, they are not without value in carrying out the general plan of examinations mentioned in the Report of last year.

Gloucester.

The water of a spring on the land of Mr. Borthwick, in the township of Gloucester, near Bytown, was sent me through the politeness of the Town Major McDonald. It is strongly saline, and resembles the waters of Plantagenet and Lanoraie; 1000 parts of it yield 11·200 parts of solid matter. The water deposits by boiling an abundant precipitate of carbonates of lime and magnesia, with traces of strontia and iron, and the concentrated liquid contains besides the alkaline chlorids, those of calcium and magnesium in considerable amount, besides a small quantity of a salt of strontia, and of iodids and bromids.

Alfred.

The water of a saline spring said to occur on the ninth lot of the tenth concession of the township of Alfred, upon the land of Mr. Honoré Rochon, was furnished me by Dr. A. Seguin of Rigaud. It is strongly saline and somewhat bitter to the taste, containing a large amount of earthy chlorids, and belongs to the same class of mineral waters as the last. 1000 parts of it contain 14·5 parts of solid matter; its qualitative examination showed the same ingredients as that of Gloucester, with the exception of salts of baryta and strontia, which were not looked for.

Rivière Ouelle.

At the Rivière Ouelle I visited an interesting saline spring which is worthy of notice. It is found on the third concession of the Seignior, on the south side of the River, and upon the land of Mr. Charles Rocheford. At about two arpents from the river is a plain of perhaps half an arpent in extent, in which are four basins of water; the largest is four or five feet in diameter, and three or four feet deep, and the smallest is probably half this size; three of them are near to each other. They are constantly filled, and the small streams which flow from them form a little rivulet. The bottom of the basins and the surface of the land are of clay; the soil is for the most part bare, with a scattered growth of reeds, and a plant which I had before recognized as common to the salt marshes of this part of the country, and which I take to be the *Salicornia herbacea* Linn. The earth over the whole of this area is saturated with the saline water, and after two or three days of warm dry weather, a copious white saline efflorescence covers the whole surface, to a depth of three or four lines. The water in the different basins is colorless and transparent, and has a disagreeably bitter saline taste, in regard to which no difference can be observed among the different basins. The temperature of the water in the larger basin was 50 ° F., but it was the twenty-first of July, and the water was exposed to the direct rays of the sun, so that the temperature was probably above the truth.

1000 parts of the water from the largest basin contain 13·36 parts of solid matter. By boiling, the water deposits comparatively a small amount of perfectly

white earthy carbonates; and then contains besides common salt, a great amount of chlorids of magnesium and calcium, besides a considerable portion of sulphates. When evaporated to crystallization, the mother liquid gave a strong reaction of bromine, and feeble but distinct traces of iodine. The presence of the latter ingredient in appreciable quantity, shows the source of the salts not to be the adjoining sea-water, in addition to which it may be stated that the adjacent creek, several feet below the level of the basins, is never salt to the taste, even at high tide, when the water flows back as far this place.

Ste. Anne de la Pocatière.

In the second concession of this Seigniory, and upon the land of Nicolas Rouleau is a sulphurous alkaline mineral spring. The supply is abundant; it issues from the base of a hill of sandstone, and deposits a white film along its channel. The temperature of the water was 44.5° F. It is but feebly sulphurous and sweetish to the taste, and by evaporation .36 parts of residue for 1000 of water. By boiling it became turbid and deposited earthy carbonates; when concentrated, it was strongly alkaline to the taste, and gave with chlorid of barium a copious precipitate, which dissolved in a few drops of hydrochloric acid, leaving a trace of sulphate. It contains besides the carbonate and sulphate of soda thus indicated, a portion of common salt; neither bromids or iodids could be detected in the water. In the same concession, about a mile N. E. from the last, and a mile south from the college, there is another spring near the road, and on the bank of a little stream. The supply is but small, and the temperature of the water in a tank surrounding the spring, was 48° F. but this was probably heated by the sun above the normal temperature. The water is transparent and saline to the taste; by boiling it deposited a small amount of carbonates, and when concentrated, crystals of sulphate of lime separated; it was now very bitter to the taste, and contained besides chlorids, abundance of sulphates of lime and magnesia. The liquid was evaporated with an excess of carbonate of potash, and the residue extracted with alcohol, but no trace of iodine could be detected, although a reaction of bromine was obtained; 1000 parts of the water gave 5.06 of solid residue.

Ste. Martine.

A portion of a mineral water, from Ste. Martine in Beauharnois, was brought to me by Mr. A. Primeau, of that parish. The recent water is said to be sulphurous; it had a feebly saline sweetish taste and gave 1.98 parts of solid residue for 1000. It contains a considerable portion of earthy carbonates with a little iron, and is when concentrated, strongly alkaline and saline, containing besides carbonate of soda and common salt, a small portion of sulphates, and distinct traces of bromids and iodids.

Chambly.

In the month of October last, I visited three mineral springs in the parish of Chambly. The first of these occurs in the second concession from the Montreal River, at the Grand Coteau, and is upon the land of Antoine Getté. Here a well has been made eight or ten feet deep, in which the water rises to the surface and issues in a small stream. A few bubbles of gas, probably carburetted hydrogen, escape from time to time. The temperature of the water, was found to be 53° F. at the surface, and the same at the bottom of the well, that of the air being 72° F. The water is feebly sweetish and saline to the taste, and gives by evaporation 2.09 parts of solid residue in 1000. It deposits on boiling a small amount of earthy salts, and the liquid, at first colorless, becomes deep yellowish-brown. This character, which I have generally remarked in alkaline mineral waters, probably depends on a little organic matter present, which is modified by the alkaline car-

bonate. When evaporated to one twentieth, the alkaline taste is so strong as to disguise almost entirely the saline flavor, and the liquid gives with the salt of baryta a copious precipitate, which dissolves entirely in hydrochloric acid, with effervescence. The alcoholic extract of the saline residue gives feeble but distinct reactions of iodine and bromine salts. 500 grammes of the water were evaporated to a small bulk, a little carbonate of ammonia was added, and the whole evaporated and dried in a sand-bath. The soluble portion mixed with a solution of chlorid of barium gave a precipitate of $\cdot 918$ grammes of carbonate of baryta, equal to $1\cdot 916$ grammes in 1000, and corresponding to $1\cdot 0295$ parts of carbonate of soda. The chlorine in 1000 parts was 5271 , equal to $\cdot 8689$ parts of chlorid of sodium, and a determination of the alkali in this form, gave $2\cdot 264$ grammes. If we disregard the mixture of potassium salt, and calculate the whole as chlorid of sodium, there remains $1\cdot 295$ grammes of the salt, corresponding to $1\cdot 1744$ parts of carbonate of soda; but these results are only approximations, and the small amount of the water at my disposal at that time, did not permit me to carry my experiments further. The insoluble residue after the evaporation of the water with carbonate of ammonia, was dissolved in hydrochloric acid; the silica was separated by evaporation, and weighed $\cdot 061$, corresponding to $\cdot 122$ in 1000 parts. The solution gave $\cdot 054$ of carbonate of lime, and $\cdot 0903$ of carbonate of magnesia for 1000. In another determination, the precipitate from 500 grammes of the water which had been evaporated to one-tenth, gave only $\cdot 018$ grammes of silica, a fact coinciding with that remarked in my Report for last year, upon the examination of another alkaline water, that the silica remains in great part in solution, until a late stage in the evaporation, but is completely separated with the earthy salts, when the evaporation is carried to dryness. Since the above experiments, I have met with some observations of Bischof which throw great light upon the subject. He has found that carbonates of lime and magnesia are gradually decomposed, in the presence of boiling water, by silica either in its soluble or insoluble forms, a silicate of lime or magnesia being formed, and carbonate acid evolved. It is probable that a soluble alkaline silicate would, under these conditions, produce a like decomposition of the earthy carbonates, and thus the silica in these alkaline waters, whether as alkaline silicate, or in the state in which it exists dissolved in many saline waters not alkaline, may when boiled with earthy carbonates, convert them into silicates, and thus be entirely separated from the waters. The precipitation at a late stage of evaporation of a portion of silica in combination with the earthy bases, indicating a solubility of the earthy silicates under certain conditions, has been remarked in a previous Report, and will require further examination and additional researches upon these alkaline waters. This of Chambly is remarkable, from the fact that more than one-half of its solid contents is carbonate of soda. Taking the first determination of the alkaline carbonate, we have for the mineral ingredients of 1000 parts of the water—

Chlorid of Sodium,.....	$\cdot 8689$
Iodid and Bromid of Sodium,.....	traces
Carbonate of Soda.....	$1\cdot 0295$
“ of Lime.....	$\cdot 0540$
“ of Magnesia,.....	$\cdot 0903$
Silica,.....	$\cdot 1220$
	————— $2\cdot 1652$

Another spring rises about ten feet distant from the last, and yields small bubbles of gas; it is however not inclosed, and being a favorite resort for cattle, was so muddy and impure, as to be unfit for analysis. A qualitative examination of a portion, showed it to be like the last, strongly alkaline, and to contain chlorids with traces of bromine and iodine salts.

In another portion of the parish, about a league north of the village of Chambly, there are two mineral springs, upon what is known as *Le Rang des Quarantes*

(arpents) upon the Ruisseau Macé, which falls into the Montréal River. These springs are upon the land of Mr. Cherrier, and are about forty arpents from the river. One of them is a copious spring, which fills a basin from which the water flows in a considerable current; its temperature was found to be 53° F., that of the air being 78° , and it evolves a large amount of inflammable gas. The water, which is slightly turbid from the suspended clay, is pleasantly saline to the taste, and gives 5.74 parts of solid residue for 1000. It yields by boiling, a copious precipitate of earthy carbonates, while the concentrated water is strongly alkaline to the taste and contains carbonate of soda, besides chlorid of sodium with bromids and iodids in marked quantity. The solution of the earthy salts in hydrochloric acid, is abundantly precipitated by solution of gypsum, indicating carbonate of baryta and probably of strontia. About an arpent from the last, is another spring, which like the last yields bubbles of gas; the water has a feeble sweetish saline taste, and is at the same time slightly ferruginous; it appears to be like the others alkaline, but was not further examined. Its temperature was 50° F.; but these determinations require to be verified by accurate observations at other seasons of the year, when the springs are less heated by the sun. The waters appear to be slightly thermal, at least their temperature is higher than the mean of Montreal, which is 49.5° F.

Kingston.

There is a mineral well at Morton's Distillery at Kingston, from which I collected a portion of water, and have since subjected it to qualitative analysis. It is somewhat sulphurous, and exceedingly bitter as well as saline to the taste; 1000 parts give 10.16 parts of solid residue. By boiling, the water lets fall a considerable amount of earthy carbonates, mixed with a trace of iron. When concentrated to one-half, crystals of sulphate of lime separate, and the liquid contains, besides alkaline and earthy chlorids, a large amount of sulphates; salts of magnesia are abundant. When evaporated with carbonate of potash, the residue treated with alcohol, gives feeble but distinct reactions of bromine and iodine.

ANALYSES OF MINERALS.

Sphene.—The cleavable variety of sphene from the plumbago vein at Grenville, was observed by Shepard and Brooke to be peculiar in its cleavage forms, and was proposed as a subspecies by the former, under the name of Lederite. The ordinary varieties of sphene cleave readily in the form of an oblique rhombic prism of $113^{\circ} 30'$; while the cleavage prism of the Lederite gave the angle $125^{\circ} 30'$. The mineral of Grenville is massive, but crystals from Phillipstown and Hammond, New York, were found to exhibit a similar cleavage, and were also supposed to differ in their external forms from ordinary sphene. Mr. Dana has since shown that the discordance in form is merely apparent, and that the two are identical in crystallization, the peculiar cleavage of the Lederite constituting the only recognized distinction.* The observations of M. Baudrimont upon the cleavages of calcespar, have however shown that the parallel rhombohedral cleavages of this mineral are not always equally perfect, and that it is much more common to find one or two of them distinguished from the rest. He has further remarked, that in certain varieties, diagonal cleavages not observed in others, are found, and also cleavages parallel to different secondary planes.† Apparent anomalies in cleavages such as are presented in the Lederite, may then easily be conceived to be only instances of an unusually perfect development of some cleavage, which in the ordinary crystals of sphene is very obscure, or not at all observable.

* See Shepard's Mineralogy, Ed. 1844, p. 144, and the American Journal of Science for October, 1840, p. 357, and January, 1845, p. 180.

† Comptes Rendus de l'Academie, Nov. 8, 1847, p. 668.

The Grenville mineral was first brought into notice by Dr. A. F. Holmes of this city. It occurs in a vein of plumbago which was formerly wrought by the Hon. R. U. Harwood, and is associated with white tabular spar, felspar, green pyroxene, yellow idocrase, and more rarely zircon cinnamonstone garnet. The sphene forms masses often several inches in diameter, and perfect cleavage-forms measuring from one to two inches may be obtained. It is also found at another locality described in my Report for 1847-48, about half a mile north from this, in a vein with the same minerals, where it forms drusy-surfaced crystals, often of considerable size. The hardness of this sphene is 5.5; specific gravity of pure cleavable fragments, 3.490-3.499, from the second locality, 3.510; color light clove-brown or chocolate-brown; translucent. The mineral was finely divided by elutriation, and dried in a water-bath. It was decomposed by heating with sulphuric acid, and after removing the soluble portions by water, repeating the operation with the acid three or four times, in the manner recommended by H. Rose. The remaining silica was analysed by dissolving it in a boiling dilute solution of soda, and the oxyd of titanium precipitated from the acid solution by ammonia, was also redissolved, to remove from it a little adherent lime. A trace of iron associated with the oxyd of titanium was not separated; 100 parts of mineral gave:—

Oxyd of Titanium TiO_2 , with a trace of Iron.....	40.00
Silica.....	31.83
Lime.....	28.31
Loss by ignition.....	40

————— 100.54

The composition is therefore identical with that of ordinary sphene; the formula assigned to the species requires oxyd of titanium, 40.60,—silica, 31.03,—lime, 28.37. Subsequent experiments were made with the titanite oxyd, to ascertain whether it was any way distinguishable from that of rutile or ilmenite, but with negative results.

In a previous Report the existence of sphene in several of the intrusive trap rocks of this district has been mentioned. It has been observed at Montreal, Yamaska, Monnoir and Brome Mountains. The crystals which are generally imbedded in feldspar and are very numerous, are always honey-yellow or amber-yellow, transparent, brilliant and exceedingly minute; they are often highly modified, and from their smallness are very difficult to measure. They are evidently monoclinic, and in the hands of my friend Mr. W. P. Blake, of New York, gave for the angle the prism, as a mean of several measurements, $136^\circ 16'$, which is that of a common form of sphene. To render more complete the evidence of its character, I endeavoured to submit it to analysis, and by care was able to detach from a specimen of trap from Yamaska mountain, .2 grammes, which gave by a single trial 2.76 as the specific gravity. By ignition, the pulverized mineral lost only .001 gramme; heated with sulphuric acid, it left a residue of silica which was at once dissolved by hydrofluoric acid with the exception of a little undecomposed mineral; the silica equalled 31.5 per cent. The sulphuric solution gave about 40 per cent. of titanite acid, and contained besides this, nothing but lime in solution. The mineral was therefore identical in its composition with ordinary sphene.

Rutile.—In examining at the locality, the extensive masses of ilmenite which you have described as occurring at Bay St. Paul, and of which I have given the analysis in a previous Report, some portions of it were found to be coarsely crystalline, and to contain abundantly disseminated hard translucent grains of a yellowish-red color, and conchoidal fracture. A qualitative examination showed them to consist of oxyd of titanium, so that they will probably belong either to the species rutile or brookite; a determination of their gravity will be necessary in order to decide as to their specific nature.

The mineral which occurs at Bay St. Paul, in veins of calcareous spar, and was alluded to in a previous Report as a green apatite containing much fluorid, is fluor-spar. The specimens much resemble apatite in their appearance, and gave with molybdate of ammonia the reaction of a phosphate; but Berzelius has shown that fluor sometimes contains small portions of phosphate of lime, and such upon further examination, proved to be the nature of this mineral.

Allanite.—I have observed this rare mineral in small quantities in a felspathic rock, which is found upon the mountain road from St. Joachim to Bay St. Paul, about two leagues before reaching the latter place. It here occurs massive in thin seams, and somewhat resembles the Swedish variety orthite. The specimens were brownish-black, opaque and apparently decomposing. A qualitative analysis showed it to be a silicate of lime, alumina and oxyd of cerium.

Platinum.—This metal was detected last summer, in the gold washings of the Rivière du Loup, where it is found sparingly mixed with the gold, in minute scales and grains. These were soluble in aqua-regia, and the solution gave with sal-ammoniac the characteristic double salt. Associated with it there was another metal which resisted completely the action of the acid. It formed small plates of a tin-white, generally hexagonal, and so hard as to resist steel; these characters show it to be *iridosmine*, the native alloy of the rare metals iridium and osmium, which is found with the gold of South America, and is from its extreme hardness, employed to form the points of gold pens. Specimens of both of these metals, said to be from the Rivière des Plantes, have been placed in my hands by Mr. Cunningham.

Gold.—The specific gravity of several worn fragments of the gold from the Rivière du Loup, was found to be as follows:—15·761—16·490—16·654—17·60—17·77. The third specimen (I) after being hammered out to a thin plate and twice annealed, had a specific gravity of 17·024, and the fifth (II) after the same process 17·848. These two were analysed by solution in aqua-regia and determining the amount of chlorid of silver. The gold was calculated from the loss, the solutions containing besides only traces of iron and copper. A third specimen of gold in fine scales (III) had a specific gravity of 16·57. The results of the three analyses are as follows:—

	I.	II.	III.
Gold,.....	.86·40.....	.87·77.....	.89·24
Silver,.....	.13·60.....	.12·23.....	.10·76
	100·00	100·00	100·00

In these specimens there does not appear any proportion between the specific gravity and the amount of alloy. The condensation on hammering seems to be by no means alike in the two specimens. Perhaps the previous fusion of the gold, would render more evident the relation between its purity and specific gravity. A fragment of 7·5 grammes weight, which appeared to be free from cavities or foreign impurities, had a specific gravity of 15·761, and by a prolonged fusion with nitre and carbonate of soda, lost 1·76 per cent. of its weight, and acquired a specific gravity of 17·43. The pure gold from the previous essays, precipitated from its solution by oxalic acid and fused with nitre, had a specific gravity of 18·685.

I have the honor to be.

Sir,

Your most obedient servant,

T. S. HUNT.

QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,

MOUNTAIN STREET.

SCHEDULE

OF

DESPATCHES

ACCOMPANYING THE

GOVERNOR GENERAL'S MESSAGE

TO THE

LEGISLATIVE ASSEMBLY,

OF

THE 31ST AUGUST, 1852.

Printed by Order of the Legislative Assembly.



QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,
MOUNTAIN STREET.
1852.

SCHEDULE

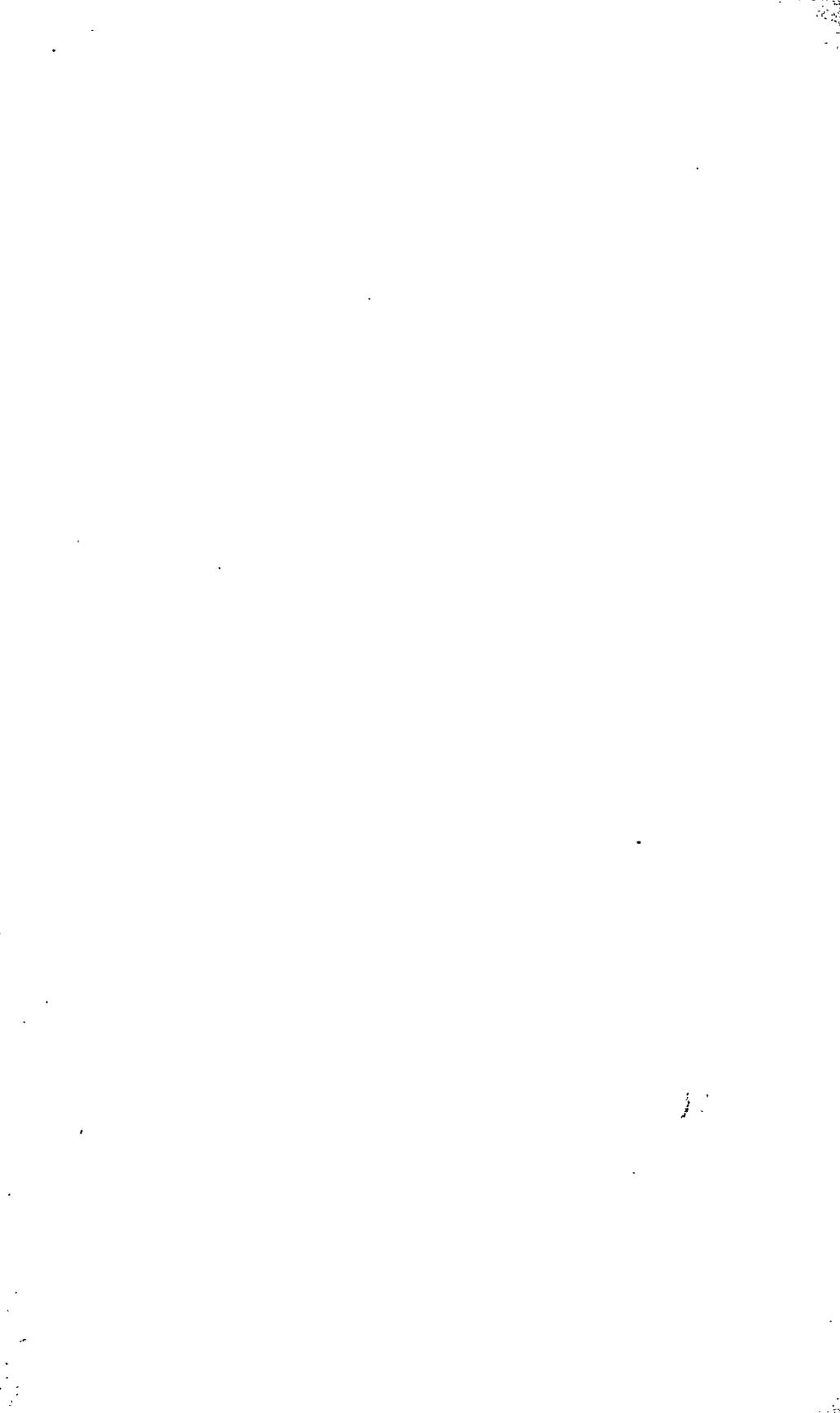
OF

DESPATCHES

ACCOMPANYING THE

GOVERNOR GENERAL'S MESSAGE.

- Earl Grey to the Earl of Elgin—Circular, 9th December, 1851 transmitting copy of a letter from Her Majesty's Commissioners for the Exhibition of 1851.
- Sir J. Pakington to the Earl of Elgin—No. 9, 6th April, 1852. In reply to the Address of the Assembly to the Queen for the repeal of certain parts of the Imperial Acts, 3 Geo. IV, cap. 119, and 6th Geo. IV, cap. 59.
- Sir J. Pakington to the Earl of Elgin—No. 12, 22nd April, 1852. On the subject of the Clergy Reserves.
- The Earl of Elgin to Earl Grey, 26th February, 1852. Enclosing a minute of the Executive Council, advising that Mr. Hincks, Inspector General, should proceed to England to confer with Her Majesty's Government on the subject of aid to be granted to British American Railways.
- Earl Grey to the Earl of Elgin—No. 689, 20th February, 1852. Forwarding the copy of a letter, addressed to Mr. Hincks, dated 20th February, 1852, on the subject of the Railway.
- Sir J. Pakington to the Earl of Elgin—No. 25, 20th May, 1852. Communicating the decision of Her Majesty's Government on the proposals of the Provincial Delegates with reference to the Imperial aid required for the construction of the Halifax and Quebec Railway.
- Sir J. Pakington—No. 47, 17th July, 1852. Transmitting copy of a Treasury minute on the establishment of a uniform Currency for British North America.
- Sir J. Pakington—No. 48, 17th July, 1852. Stating with reference to the above Despatch that he will defer submitting to the Queen the Provincial Act for introducing the decimal system into the Currency of Canada.
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DESPATCHES.

(Circular.)

DOWNING STREET,
9th December, 1851.

1st December, 1851. } MY LORD,—I transmit for your information the copy of a letter addressed to my department by direction of Her Majesty's Commissioners for the Exhibition of 1851, expressing the sense entertained by the Commissioners of the important services rendered by many of Her Majesty's Colonies, and announcing their intention of presenting to each of the Colonies in which Local Committees were formed, a series of the several medals distributed by them, together with a copy of the Jury Reports, illustrated with Photographs of articles exhibited, and also a copy of the Illustrated Catalogue, as a memorial of the great undertaking in which they have been engaged.

I have, &c.,

(Signed,) GREY.

The Right Hon.

The Earl of Elgin and Kincardine,
&c., &c., &c.

(Copy.)

PALACE OF WESTMINSTER,
1st December, 1851.

SIR,—I am directed by Her Majesty's Commissioners for the Exhibition of 1851, to request that you will communicate to Earl Grey their sense of the important services rendered to the Exhibition, which has recently been brought to a successful termination, by many of Her Majesty's Colonies, where the most praiseworthy exertions have been made to ensure a proper representation of their respective industries.

The Commissioners feel that the display of Colonial productions, which has been the result of those exertions, has tended greatly to increase the interest and success of the Exhibition; and they are the more sensible of their value, from the knowledge of the peculiar difficulties which in many instances had to be overcome, arising from the remoteness of the Colonies, the comparatively short time in which the collections had to be made, and other causes.

I am therefore directed to request that you will move Lord Grey to convey to the different Colonies represented at the Exhibition, this expression of the feelings entertained by Her Majesty's Commissioners.

It is their intention to present to each of the eleven Colonies named below, in which Local Committees were formed, and which were more especially so represented, a series of the several Medals distributed by them, together with a Copy of the Jury Reports, illustrated with Photographs of articles exhibited, and also a Copy of the illustrated Catalogue (as soon as they can be prepared), as a memorial of the great undertaking in which they have been engaged.

I have, &c.,

(Signed,) EDGAR A. BOWRING.

H. Merivale, Esq., &c., &c.

Colonies referred to :—

1. Barbadoes; 2. Canada; 3. Cape of Good Hope; 4. Ceylon; 5. British Guiana;
6. Malta; 7. New South Wales; 8. New Zealand; 9. Nova Scotia; 10. Trinidad;
11. Van Dieman's Land.

(Copy.) No. 9.

DOWNING STREET,
6th April, 1852.

MY LORD,—I have had the honor to lay before the Queen the Address transmitted in your Despatch, No. 116, of the 22nd October last, from the Legislative Assembly of Canada, praying for a repeal of certain parts of the Imperial Acts, 3 Geo. IV., c. 119, and 6th Geo. IV, c. 59, on which my predecessor, Lord Grey, had deferred taking any steps until the arrival of the Report of Mr. Attorney General Drummond, which has now reached me with your Despatch, No. 20, of the 5th ult.

2. Her Majesty's Government will not fail to give their best attention to the subject of this Address; but in the present state of public business, it is out of my power to undertake that the repeal of these Acts will be proposed to Parliament during the current Session.

You will therefore be pleased to make known to the Legislative Assembly Her Majesty's answer to this Address to the above effect.

I have, &c.,

The Right Hon.

The Earl of Elgin and Kincardine, K. T.,
&c., &c., &c.

(Signed,)

JOHN S. PAKINGTON.

(Copy.) No. 12.

DOWNING STREET,
22nd April, 1852.

MY LORD,—By a Despatch of my predecessor, Earl Grey, of the 11th July last, you were informed that Her Majesty's then servants found themselves compelled to postpone to another Session the introduction into Parliament of a Bill giving to the Canadian Legislature authority to alter the existing arrangement with regard to the Clergy Reserves.

2. With reference to that intimation, I have now to inform you that, it is not the intention of Her Majesty's present advisers to propose such a measure to Parliament this Session.

3. They have in the first place taken into consideration, that since any opinion upon this difficult subject was expressed by the Legislature of Canada, a general election has taken place in the Province, and it is as yet uncertain what the views of the new Assembly as to the disposal of the Clergy Reserves, may be.

4. But independently of that circumstance, Her Majesty's Government feel serious doubts how far they would be able to give their consent and support to an arrangement, the result of which would too probably be the diversion to other purposes of the only public fund, except that devoted to the endowment of the Roman Catholic Church, which now exists for the support of divine worship and religious instruction in the Colony.

5. While it appears to Her Majesty's Government that under the distribution authorised by the Clergy Reserves Act, 3 and 4 Vic., cap. 78, of the proceeds of the sales of the reserved lands, no ground is left for reasonable jealousy or complaint of undue favour to particular religious denominations; they think it may possibly be desirable, on account of the changes which may be effected in the character of the population, through extensive immigration or other causes, that the distribution in question should from time to time be reconsidered.

6. Any proposals of such a nature Her Majesty's Government would be willing to entertain; but they are of opinion that they could only regard any measure which would place it in the power of an accidental majority of the Colonial Legislature, however small, to divert for ever, from its sacred object, the fund arising from that portion of the public lands of Canada, which, almost from the period of the British conquest of that Province has been set apart for the religious instruction of the people, with the most serious doubt and hesitation, how far they should be justified in advising Her Majesty to give Her consent to such an enactment.

7. These views on the part of Her Majesty's Government, with respect to a proposal so deeply and permanently affecting the interests of Canada, cannot but derive additional strength from the numerous Petitions, having many thousand signatures, which have been addressed both to the Queen and to the Parliament of the United Kingdom, praying that the existing Act relating to the Clergy Reserves may continue in force.

I have, &c.,

The Right Hon.

The Earl of Elgin,
&c., &c., &c.

(Signed,) JOHN S. PAKINGTON.

(Copy.) No. 15.

GOVERNMENT HOUSE,
Quebec, 26th February, 1852.

MY LORD,—I have the honor to inclose the copy of a minute of the Executive Council of this Province advising that the Inspector General should proceed to England as early as possible, to confer with Her Majesty's Government on the subject of the aid to be granted to British American Railways.

Mr. Hincks proceeds accordingly to England with the mail which carries this Despatch. He has the advantage of being already known to your Lordship, and I am sure I need not add anything to secure for him your kind consideration.

I have, &c.,

(Signed,) ELGIN & KINCARDINE.

The Right Hon. Earl Grey.

(Copy.)

Extract from a Report of a Committee of the Honorable the Executive Council on matters of state, dated 20th February, 1852, approved by His Excellency the Governor General in Council on the same day:—

On the Report, dated 18th instant, of the Honorable Messrs. Hincks, Taché and Young, relative to the proceedings during their late mission to Fredericton and Halifax, on the subject of the Halifax and Quebec Railway, and suggesting that a member of the Canadian government should be despatched to London without delay, to co-operate with members of the government of the sister Provinces in procuring the assent of Her Majesty's government to the line by the Valley of the Saint John, and to use his best endeavours to obtain the Imperial aid in such a manner as that it shall apply to the Main Trunk Line as far westward as possible.

The Committee concur in the recommendation of the deputation, and advise that the Inspector General should proceed to England as early as possible, in company with members of the Governments of Nova Scotia and New Brunswick, to confer with Her Majesty's Government on the subject of the aid to be granted to British

American Railways, and to obtain that aid in the manner most advantageous to Canada, and consistent with the Act of Parliament relating to the Main Trunk Line of Railway.

Certified.

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

(Copy.) No. 689.

DOWNING STREET,
20th February, 1852.

MY LORD,—I have the honour to transmit for your Lordship's information, a copy of a letter which I have caused to be addressed to Mr. Hincks, a member of the Executive Council of Canada, on the subject of the contemplated Trunk Line of Railway through the British North American Provinces.

I have, &c.,

(Signed,) GREY.

The Right Hon.
The Earl of Elgin and Kincardine,
&c., &c., &c.

(Copy.)

DOWNING STREET,
20th February, 1852.

SIR,—I am directed by Earl Grey to acknowledge the receipt of your letter of the 5th instant, addressed to him from Halifax, upon the subject of the contemplated Railway from that City to Quebec.

His Lordship directs me to state, that he much regrets to find from the contents of your letter, and from the correspondence between the members of the three Governments interested in this question, assembled at Halifax, that in the opinion of the Members of the Executive Councils of Canada and New Brunswick, so decided an objection would be entertained to the construction of the line of railway proposed by the officers who conducted the survey through the three Provinces in British North America in 1848. His Lordship feels that the views of gentlemen possessing great local knowledge, and well acquainted with the opinions of the most influential classes of society in British North America, on this subject are justly entitled to great weight. He is therefore disposed to consider, in the most favourable light, the plan submitted in the printed correspondence, emanating as it does from parties intimately conversant with the subject.

The establishment of the means of rapid and easy communication between the different British Provinces, and from Canada to this country, through Halifax, is an object of such extreme importance, that it is the earnest desire of Her Majesty's Government to promote, if possible, the construction of a Railroad by which such a communication could be maintained, even though it should not follow the line which appears to Her Majesty's Government as the most advisable. His Lordship directs me to state, that he is not insensible to the force of the reasons advanced in your letter, for affording the assistance which is desired to the railroad, notwithstanding its passing through a different line of country from that originally proposed, and that he is even prepared to admit that in some respects the line now suggested

would possess an advantage over the other, though on the whole it may be less desirable. But the proposals contained in your memorandum of the 29th of January, concurred in by Mr. Chandler on the part of New Brunswick, involves so important a deviation from the plan which Her Majesty's Government had signified their readiness to submit to Parliament, that until it has undergone further consideration it is out of His Lordship's power to say whether it may be judged expedient to recommend that assistance should be given to the project as now proposed. His Lordship directs me to state, that this question shall be taken into consideration as soon as possible; and with a view to its satisfactory decision, His Lordship has learnt with pleasure that it had been suggested, and he hopes it may be determined to send a deputation to this country from the Executive Councils of the three Provinces, for the purpose of personally conferring with Her Majesty's Government on this important subject.

Lord Grey directs me to add, that no proposal for obtaining the assistance of Parliament towards the construction of the proposed Railway could be entertained by Her Majesty's Government, unless it can be shown that it would establish a complete line wholly on British territory.

I have, &c.,

(Signed)

F. PEEL.

F. Hincks, Esquire,
&c., &c., &c.

(Copy.)

No 25.

DOWNING STREET,
20th May, 1852.

MY LORD—I have to inform you that, after mature consideration of the proposals laid before them, on the part of the Legislatures of Canada, Nova Scotia and New Brunswick, respecting the projected line of Railway from Halifax to Quebec, Her Majesty's Government have arrived, though with sincere regret, at the conclusion, that it is not in their power to recommend to Parliament to guarantee the interest of the sum which will be required for the construction of the Railway upon that line, being, as it appears, the only one to which the Provinces, by their representatives are prepared to consent.

2. Her Majesty's Government are not only anxious to act with the most perfect good faith towards the Legislatures and people of the Provinces, and to fulfil every just expectation which may have been held out by their predecessors, but they also sincerely desire to adopt all measures by which the welfare of the British Colonies in North America can be promoted, as far as they can do so consistently with their duties to the empire at large.

3. But on a reference to the correspondence which has already taken place on this subject, and especially to the letters addressed by direction of Earl Grey to Mr. Howe, on 10th March, 1851, and Mr. Hincks, on 20th February last, it will appear evident that no pledge had been given of assistance to any line except that originally proposed. Her Majesty's Government have therefore felt themselves free to consider this important question on the simple ground of general expediency.

4. They are by no means insensible of the great national as well as local objects which are involved in the construction of a line of Railway by which the three Provinces should be united, and their communication with Great Britain promoted; but, however favorably inclined they might themselves feel towards any project of this character, they are satisfied that some more special ground would be required

to justify them in proposing that security should be given to it to so great an extent by the Treasury of the United Kingdom, or to justify Parliament in acceding to such a proposal. There must be some distinct Imperial interest for the sake of which alone Parliament could be called upon to pledge the national revenue on behalf of such an object.

5. While, therefore, Her Majesty's government can readily understand the reasons which have induced the Colonial Legislature to prefer the line of the Valley of St. John, as the most expedient for the local purposes of some, if not all, of the Provinces, they cannot at the same time but perceive that those peculiar interests affecting the United Kingdom, on which alone public assistance from hence could be reasonably founded, are likely to suffer materially by the change.

6. Among the peculiar advantages in this point of view which it was thought that the line selected, on the report of Major Robinson and Captain Henderson, would realize, were the opening up of a new tract of maritime country, easily accessible with the Railroad, but almost unapproachable without it, to emigration from these inlands; and the effecting a safe and continuous route through the Province, which, both by its distance from the American frontier, and its proximity to the sea, might be peculiarly available for military purposes. It is obvious that both these conditions are wanting to the line now proposed, which passes at a distance from the coast, and must necessarily run for a considerable distance close to the American frontier. As far, indeed, as can be judged from the plans at present proposed, there is no security but that the intended line may even pass along the right or American bank of the St. John's, and thus, though strictly within British territory, be exposed throughout its whole length to an unguarded frontier, and at the same time separated by the river from all communication with the main portion of the British Province. The project therefore, however commercially valuable in itself, is no longer that which was favorably entertained by Her Majesty's government in the first instance, differing from it not merely in detail, but substantially in its character and objects.

7. As it is upon the basis of this line only that the gentlemen now in this country, who represent the intentions of the Provinces, are instructed to negotiate, Her Majesty's Government fear that their inability to extend to it the promised amount of support, must, for the present at least, terminate this question. But desiring, as they do, to promote to the utmost of their power the interests of those important portions of the Empire, they will be willing to give the most favorable attention to any modification of the proposals now before them, which the Legislatures may on further consideration feel inclined to make.

8. I have directed a copy of this despatch to be furnished to Mr. Hincks and Mr. Chandler, who have been deputed, on the part of Canada and New Brunswick, to conduct this negotiation, and to whom Her Majesty's Government are much indebted for the assistance which those gentlemen have rendered them, although compelled to dissent from the views which they have been anxious to enforce.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

The Right Hon.

The Earl of Elgin and Kincardine,
K. T., &c., &c., &c.

(Copy.)

No. 47.

DOWNING STREET,
17th July, 1852.

SIR,—Two Acts passed by the Legislature of Canada, in the month of August last, having been referred by the Queen in Council to the Lords of the Committee

of Privy Council for Trade, that Committee have reported to Her Majesty in Council their opinion that the said Acts should be left to their operation.

I transmit herewith an Order of Her Majesty in Council, dated 30th ultimo, approving that Report. With respect to the Act No. 970, extending the provisions of the currency Act to certain gold and silver coins coined after the periods in the said Act limited, I transmit for your Lordship's information, with a view to the attention of the Provincial Legislature being directed to the subject, the copy of a Minute of the Board of Treasury, pointing out the objections to which this Act, and also a similar Law passed by the Legislature of New Brunswick, appear to be open.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

The Right Honorable

the Earl of Elgin and Kincardine, K. T.,
&c., &c., &c.

No. 48.

DOWNING STREET,
17th July, 1852.

MY LORD,—With reference to my Despatch, No. 47, of this day's date, I have the honor to acquaint your Lordship that having had under my consideration the Act of the Provincial Legislature, No. 969, for introducing the decimal system into the currency of Canada, I fully concur in the objections taken to the provisions of the Act by the Lords Commissioners of the Treasury in the Minute which forms the enclosure to that Despatch, and that I shall defer submitting it for the signification of Her Majesty's pleasure, until I learn from your Lordship, the further measures which the Canadian Legislature may adopt on the subject.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

The Right Honorable

The Earl Elgin, &c., &c., &c.

TREASURY MINUTE.

29th June, 1852.

My Lords have before them the Act passed by the Canadian Legislature on the 31st of August, 1851, entitled: "An Act to provide for the introduction of the decimal system into the currency of this Province, and otherwise to amend the laws relative to the currency," which was transmitted to this Board in the letter from the Board of Trade of the 2nd April, last.

My Lords have also before them an Act passed by the Legislature of New Brunswick, on the 7th April, 1852, entitled: "An Act for establishing a tender in all payments to be made in this Province, and for consolidating and amending the laws relating to the currency therein," which was submitted to their Lordships in the letter from the Board of Trade of the 3rd instant.

Their Lordships advert to the correspondence which passed between this Board and the Secretary of State for the Colonial Department, in the years 1850 and 1851, on the subject of the currency of Canada.

My Lords have at the same time before them a memorandum, dated the 30th December, 1851, prepared by the late Chancellor of the Exchequer, on the general question of the currency of the British Provinces in North America, a copy of which memorandum was communicated confidentially by Lord Grey to the Governor General of Canada, who has stated that it may be taken as a satisfactory basis for the settlement of the question.

This memorandum was in the following terms:—

The subject of the currencies in our North American Colonies has been frequently brought before the Government by the proposals of various kinds which have been made from the different Provinces, and it is one upon which it is most desirable to arrive at some satisfactory conclusion.

Nothing can be more unsatisfactory than their present state. The law and regulations differ in every Colony, and in some instances the law and the practice differ in the same Colony; and many of the proposals which have been made for remedying partial inconveniences arising from this state of things would only have added further sources of discrepancy.

By the existing regulations in Canada, the Eagle of the United States, coined since 1834, containing about 232 grains of pure gold, which coin at present forms the basis of the currency of the Colony, is rated at 50s. currency.

In New Brunswick the old Eagle coined previously to the alteration of the Mint Law of the United States in 1834, and containing about 247 grains of pure gold, is rated at 50s.; but it is probable that the new Eagle, though a coin of inferior value, passes at the same rate.

In Canada the silver dollar is rated at 5s. 1d., and in this rating are included Spanish and South American, as well as United States coins of this denomination, though differing slightly in intrinsic value.

With this exception, which is only trifling, the rate of 5s. 1d., was a correct adjustment (taking the price of standard silver at 5s. per ounce) of the dollar to the pound sterling after the currency of the Province had become depreciated from the old rate of 5s. for the silver dollar, by the admission of the new Eagle into circulation as equivalent to fifty shillings Canadian currency, which sum had been formerly payable only by ten silver dollars.

In New Brunswick the rate assigned to the United States dollar is 5s.

In Nova Scotia the dollar is rated at 5s. 2½d., and other coins are adjusted to that rate, calculating silver relatively to gold at the average of 5s. per ounce for standard silver.

In Newfoundland there is no legal rating for any coins, but a dollar is considered to be worth 5s.

In Prince Edward's Island where the greatest depreciation has taken place, a dollar is rated at 6s. 2d., and the half dollar at 3s.

The discrepancies in the currencies of the different Colonies are not the only, or indeed the most pressing inconveniences which have arisen from the present state of things. As the denomination of account employed does not in any case correspond with the subdivisions of the coin in circulation, there is great difficulty in adjusting the smaller coins to their proportional rates in reference to the larger coins, and, in order to avoid inconvenient fractions, the former frequently pass in retail transactions at a value differing from that which they bear by the Law.

The rating of all these coins in different colonies is derived with more or less discrepancy from the conventional rate of 5s., or one-fourth of a Pound, assigned in old times to the Spanish Dollar, which was then the usual medium of exchange in the British Colonies. This rate which was originally an over valuation of the coin, was nominally adhered to after the Dollar became depreciated in value, and as is usually the case when coins are rated to a new denomination upon no fixed principle, other coins came into circulation without due regard to their relative intrinsic value, and that coin which was most over-valued in any colony became for the time the measure of its currency.

In Prince Edward Island an extravagant issue of Treasury Notes and Bonds has carried the depreciation to a very much greater length.

These sources of error were increased by the course pursued in the United States in regard to their currency.

In adopting the decimal system with the dollar as the unit of account, the Spanish dollar was proposed as the basis of the currency of that country, but in the regulation of its coinage, the proportion of fine silver assigned by law to the United States dollar was less than that contained in the Spanish dollar, and the currency was further depreciated in 1834, by an alteration of the gold coins, which diminished the quantity of pure gold in the Eagle and reduced its value according to the relative price of silver and gold, below the intrinsic value of ten silver United States dollars.

The effect upon the currency of Canada, where the dollars and eagles are both legal tender, has been a corresponding depreciation, for, whereas formerly 50s. currency could only be paid by ten Spanish dollars, it might have been paid for some years by ten United States dollars and it may now be paid by an United States eagle, which is of less intrinsic value not only than ten Spanish dollars, but than ten silver dollars of the United States.

The disproportion above adverted to between the gold and silver coins of the United States has been recently increased by the fall in the value of gold, in consequence of the large supplies of that metal from California. It is understood that some measures are in contemplation for an alteration of the Mint Law of the United States, with the view of remedying the inconvenience which is at present felt from the want of silver coin.

The uncertainty which at present exists with regard to the relative value of the precious metals, while it brings under more prominent notice the inconveniences of the present system, increases the difficulty of adjusting the relative rates of gold and silver coins. It would also be very desirable to know what measures may be adopted by the United States Government upon the subject of their currency, as it obviously would be a convenience to the inhabitants of our Colonies bordering on the United States, if their currency can be made readily convertible into some denomination of that of the United States.

The existing circumstances also shew very strongly the evils which have arisen from partial and unconnected proceedings in different Colonies, and give additional reasons against a course of legislation which, proceeding on the principle of correcting inconveniences as they arise, and with little (if any) reference to general principles, or more enlarged views, tend only in the end to aggravate the difficulties of dealing with the question satisfactorily. It is desirable therefore, to consider whether some course may not be adopted for placing the currency of the whole of the North American Provinces on a sound and uniform basis.

The most obvious measure for this purpose would be that which has been formerly suggested, of superseding the various local currencies and reverting to the sterling money and denomination of account of this country, as has been done in our West Indian Colonies.

There are, however, some practical difficulties in doing this, and it is understood that objections are entertained in some of the Colonies to this course. The constant intercourse which takes place between the United States and the British Provinces bordering on them, affords a reason for not unnecessarily disturbing a system which though defective in itself, has the advantage of easy adaptation to the currency of the neighboring country with which so much intercourse takes place even in small retail transactions, and thus facilitates this description of traffic across the border. It would appear, therefore, to be the most expedient course to introduce amendments on the basis of the system which, with minor variations and points of difference prevails in four of the British North American Colonies, rather than attempt a complete alteration of the existing currency.

The coins which at present constitute the basis of the circulation in Canada.

are, as has been observed, the gold coins of the United States, which correspond in value very conveniently with the denominations of Canadian currency. The pound sterling is rated in Canadian currency, at £1. 4s. 4d., and therefore looking to the intrinsic value of the Eagle as compared with the Sovereign, or pound sterling, this latter coin is correctly rated at 50s. currency. The legal currency of New Brunswick, though presenting some anomalies and differing to a slight degree in its relation to British sterling, probably in practice assimilates to that of Canada, and might be adjusted without much difficulty to like rates.

In Nova Scotia it does not appear that the United States Eagle is rated for circulation, but gold and silver coins of Spain, Mexico, &c., are correctly adjusted (according to recent valuations) to the local currency at the rate of £1 5s. 0d. currency to the pound sterling.

In Prince Edward Island the United States Eagle is slightly undervalued relatively to the sovereign, and the currency has been depreciated to the proportion of £1 10s. currency to the pound sterling.

In these two colonies any change for the purpose of introducing a sound and uniform system must lead to some alteration of the value assigned to the pound currency, and in this case it will be necessary to make provision for the payment of existing contracts.

In Newfoundland, as has been observed, the rates at which the coins in circulation are current are merely conventional, but as what is usually termed Halifax currency, or, the rating of the dollar at 5s., appears to be considered as the basis of the currency of the Island, it approximates to that of Canada.

Assuming then the Canada pound as the basis of a new arrangement of the currencies of the North American Colonies, it would appear that a pound of that value might be advantageously adopted as the pound of all the currencies of the North American Colonies; and that with the object of giving a clean and fixed value to this denomination of "pound North American currency," a coin might be struck at Her Majesty's mint containing 101,32 grains of standard gold, or 92,877 grains of fine gold which is the proportion in quantity to the sovereign, which the pound in Canadian currency bears in value to the pound sterling, and that such a coin, to be termed the North American pound, might be taken as the unit, to which the various currencies of the British Colonies in North America should be adjusted.

If the principle of fixing a gold standard with a coin representing an unit peculiar to those provinces is adopted, it will be necessary to consider what arrangements should be made for a subordinate silver and copper currency.

If the attempt is made to adjust silver coins to a gold standard according to their intrinsic value, a double measure of value is in effect constituted, and a slight overvaluation of the coins of either metal will cause a preference to be given to such coins in circulation. It is impossible to arrive at any settlement of the relative value of the two descriptions of coins on this principle which will not be liable to disturbance as the supply of one or other of the precious metals prevails, and it has been found in practice that whenever this system has been attempted, the arrangement has ended in one metal alone becoming practically the measure of value.

In such cases a slight undervaluation of the gold coins is attended with less practical inconvenience than results from an undervaluation of silver coins, because the facilities for transport which gold coins afford will always give them a preference for some purposes over silver coins and they may pass in exchange at a small premium (as was the case in France until lately) without disturbing the silver circulation.

An undervaluation of the silver coins, on the other hand, is attended with obvious inconvenience, because as a premium cannot be exacted in the small transactions in which such coins pass in payment, there must, when these coins are undervalued, be a constant tendency to their exportation; and an extraordinary

rise on the price of silver, or (which as regards this matter produces the same result) fall in the price of gold, must render it impossible that any such coins, unless they are worn and debased, should long continue to circulate with the gold coins of the country.

The present condition of the currency of the United States where they have been reduced to coining a dollar in gold, (a piece apparently too small in so valuable a metal for the purposes of circulation,) affords a pregnant example of this effect. It shews the inexpediency of adopting their valuation of the silver dollar as was proposed in Canada, at a time when in consequence of the undervaluation of that coin it had mainly disappeared from the circulation of the United States, and even from Canada where a higher rating was assigned to it.

These considerations lead to the conclusion that there is no other plan on which the subordinate silver currency can be so conveniently adjusted to a gold standard as that which has been adopted in this country of coining silver tokens of intrinsic value less than that which they represent for the fractional parts of the gold unit, and imposing a limitation on the sum for the payment of which they shall be a legal tender.

It would, however, be essential to the efficient working of such a system that the auxiliary coinage be kept altogether subordinate to that which forms the standard of value, and, if the proposed course be adopted, it will be necessary to devise some means for restricting the quantity of the silver token coins to be put into circulation within such a limit as is indispensable for the minor transactions, of the retail trade of the provinces.

It is true that a limitation of the tender as it restricts the uses of the coin, will if strictly observed contribute to produce this effect; but it may be difficult in the first instance to ensure the observance of such a regulation in colonies in which the circulating medium has been subject to frequent changes upon no fixed principle, and depreciation, or at any rate inconvenience would ensue if, in consequence of too great a facility for obtaining supplies of token coins, their circulation should be extended beyond the proper requirements of such a description of currency.

The extensive use of 5s currency notes in Canada, renders it the more necessary that this part of the subject should receive careful consideration. For the reasons already mentioned in reference to the United States gold dollar, it would not be desirable that a gold coin should be struck for circulation in the North American Colonies of a smaller value than half a pound Canadian currency, and in such case the 5s note would represent no coin of the same intrinsic value. In the United States the dollar notes have hitherto been payable in coins either silver or gold, of intrinsic value corresponding with that expressed in the note, and there have also hitherto existed in the United States, coins of smaller denomination, but still of intrinsic value, equal to their denomination in which the dollar notes may be paid. If however in the North American Provinces no limitation is placed on the issue of the proposed token coins, and if notes for so small a sum as 5s currency are allowed to circulate to an unlimited extent, each of which can only be paid in a coin of less intrinsic value than the sum represented by the note, and for several of which notes the holder could only demand such token coins up to the amount for which they are made legal tender, the effect upon the currency of the colony cannot but be most prejudicial.

If a subordinate silver coinage of this description were established, it would probably be the most convenient course that it should represent decimal fractions of the proposed pound. The advantage of a decimal subdivision is obvious, and though the designation of shillings and pence is used in all the North American Colonies, the terms do not agree with the value of any coin in circulation there, and the change therefore would not be attended with many of those difficulties which ordinarily attend an alteration of the denomination of account.

The establishment of a currency on the above principle would necessarily lead

to the exclusion of foreign silver coins from being legal tender, except, perhaps, to a limited amount; but the gold coins of the United States might continue to be legal tender at their relative value to the Canadian pound, subject to an alteration of the rates at which they are admitted as a legal tender in the event of any alteration in their contents of pure gold; and the coins of Great Britain as by law established in this country, with the same limitation on the tender of the silver coins, would continue to be legal tender.

The foregoing observations contain only a general outline of the proposed scheme, the detailed arrangements for carrying out which must be reserved for future consideration.

30th December, 1851.

My Lords concur in the views stated by Sir Charles Wood in the foregoing Memorandum, and they proceed to consider the Canada and New Brunswick Acts now before them with reference to the scheme which is proposed in the Memorandum for an uniform currency in the British North American Colonies.

It would have been more satisfactory if arrangements could have been made for the simultaneous adoption of that scheme throughout those Colonies, or at any rate in the three principal Provinces, Canada, Nova Scotia and New Brunswick; but there is a difficulty in obtaining the concurrent action of Independent Legislatures on the subject; and My Lords are inclined to hope that when the proposed plan is established in Canada and New Brunswick, the other Colonies will follow in the same course, and that the important object of an uniform system will thus be sooner attained, than it would be if legislation on the subject was suspended until the whole of the Colonies united in the measure.

The Canadian Act was passed before the Government of that Province received an intimation of the views of the late Chancellor of the Exchequer, but, with the exception of the 5th Section, so far as it applies to silver coin, and especially to the silver dollars and half dollars of the United States, the provisions of the Act are not inconsistent with the scheme proposed in the memorandum.

It is not now necessary to enter further into the question of the rating proposed by the Canadian Legislature for the silver dollar, which formed a subject for discussion in the previous letters from this Board on the subject of the Canadian currency, because the United States Congress has by an Act passed this year, revised their silver currency, and adopted the measure which was anticipated, of reducing the intrinsic value of their silver coins, and making them a subordinate token currency, with a limitation of the tender, on a principle analogous to that adopted in this country in 1816. The silver dollar, therefore, no longer constitutes an integral part of the currency of the United States, and it will be essential not only to the scheme proposed by Her Majesty's Government, but also to the object which the Canadian Government has had in view of assimilating their currency to that of the United States, either that the silver dollar should be excluded altogether from the circulation of Canada, or, if the United States silver dollar be rated at all, that a limitation on the tender be established similar to that imposed by the recent law of the United States. In this respect, therefore, it will be necessary to revise the provisions of the Canada Act now before this Board; and my Lords think that it may be left to the Canadian Government either to amend that act in order to bring it into conformity with the proposed arrangement, or to introduce a new Act repealing all the existing currency Acts of the Province, and establishing new regulations in accordance with the proposed scheme.

The latter course would afford the advantage of bringing the laws relating to the currency under one view, and of simplifying the regulations on the subject.

It appears to my Lords that, in this case, the enactment to be adopted may be of a very simple character, and they would suggest it should contain provisions to the following effect:—

1st. To declare the pound currency to be equivalent to and to represent the quantity of 101.32 grains of standard gold, or 92.877 grains of pure gold, and that coins which Her Majesty may think fit to direct to be struck at Her Majesty's Mint of that value, or divisions and multiples thereof, and shall declare by Proclamation to be current coins in the British Colonies of North America, shall be the legal standard measure of value within the Province.

2nd. That the gold coins of the United Kingdom shall continue to pass current and be legal tender at the rates now assigned to them, viz., the sovereign at £1 4s. 4d. currency, and other coins at equivalent proportions.

3rd. That the gold coins of the United States, issued from the Mint of that country according to the laws now in force therein, shall pass current and be legal tender at existing rates, viz., the eagle at £2 10s. currency, and the other coins at equivalent proportions.

4th. That it shall be lawful for the Governor General in Council to declare by Proclamation that other gold coins shall pass current and be legal tender within the Province at rates proportionate to their contents of pure gold as compared with the quantity of pure gold assigned to the pound currency.

5th. That no foreign silver coins shall pass current within the Province.

6th. That British silver coins shall continue to pass current at the rates now assigned to them until other silver coins shall be issued from Her Majesty's Mint for circulation in the Province, but that they shall not be legal tender for sums exceeding 50s. currency.

7th. That silver coins which Her Majesty may direct to be struck at Her Majesty's Mint representing one shilling currency, or other proportionate parts of the pound currency, and containing the same proportion of standard silver, with reference to the pound currency, which the silver coins of the United Kingdom bears to the pound sterling, shall pass current within the Province for the value assigned thereto by Proclamation of Her Majesty in Council, but shall not be legal tender for sums exceeding fifty shillings currency.

Clauses to the forgoing effect would embrace the principle objects for which it is necessary to provide, with regard to the proposed coinage, and the adoption of a defined standard of value, would render easy the rating relatively thereto of any gold coins which may be hereafter issued from the United States Mint, or of any gold coins of other Countries which it may be desirable to bring into circulation.

My Lords, in considering the proposed arrangements, have adverted to the question, whether or not it would be expedient to admit the silver coins of the United States struck under the new law of that Country, into circulation in the British Colonies with a limitation on the amount for which they may be a legal tender.

Their Lordships observe with reference to this point, that the late Chancellor of the Exchequer has in the memorandum above referred to, justly adverted to the importance of restricting the quantity of silver token coins to be put into circulation within a proper limit in order to keep such auxiliary coinage altogether subordinate to that which is to form the standard of value. My Lords, with a view to this important object, are of opinion that it will be desirable to retain the power of supplying from time to time, such amount of silver coin as may be required for the retail trade of the Provinces in the hands of Her Majesty's Government, acting in communication with the local Governments, and that no foreign silver coins, therefore, should be admitted into circulation after the establishment of the proposed system of currency in the North American Colonies.

The arrangement proposed by My Lords would not interfere with the project contemplated in the Canada Act now before them for establishing a decimal system of currency in the Province, and provisions for that purpose may be easily incorporated with those above suggested, if the Canadian Legislature shall decide upon adopting a new Act as proposed for consolidating and amending the laws relating to the currency of the Province.

My Lords observe in the Canada Act No. 969 a clause which directs that the gold coins to be struck at the Mint "shall be legal tender by tale so long as they shall not want more than two grains of Standard weight to be assigned to them by Her Majesty, subject to the same deduction for want of weight as is now provided with regard to British gold coins, and shall also be a legal tender to any amount by weight in sums not less than 200 dollars or £50 of the present currency, at the same rate and on the same conditions as are now provided with regard to British gold coins." This clause is an extension of a similar provision contained in the Canada Act 4 and 5 Vtc. Cap. 93 Sec. 5. My Lords are not aware that any practical inconvenience has arisen therefrom; but as gold coins have been little in use in Canada until recently, those in circulation cannot as yet have been subjected to much deterioration by wear, and the effect of the provision cannot therefore have been fully tested, My Lords are of opinion that this provision is very objectionable on principle, as its obvious tendency is to keep light coins in circulation to the injury of the ignorant and unwary, and they are led to apprehend that when it comes into practical operation, it may occasion great inconvenience and discontent. They would therefore strongly recommend as the preferable course that power should be given by Law, (as is the case in this Country) to persons to whom light gold may be tendered to cut, break, and deface the same.

Inconvenience to the public from the adoption of this course would be obviated by an arrangement similar to that adopted in this Country, for receiving defective coins by the Collectors of the Revenue at a fixed rate, and the great advantage of maintaining the currency in its integrity would thus be attained.

The provision is also defective in regard to the allowance for wear, as it gives the same amount for all Coins of whatever weight and value, instead of a proportional allowance for each. With regard to this point, my Lords are inclined to think that instead of providing for it by enactment, it would be better that the Proclamation which will give currency to the new coins, should assign the weight at which they shall continue to be legal tender, and with respect to the gold coins of the United Kingdom the allowance for loss by wear should be the same as that fixed in the United Kingdom by Royal Proclamation.

My Lords having thus expressed their opinion with regard to the Canada Act, No. 696, would suggest that their observations thereon, should be communicated to the Governor General through the Secretary of State, and that the Act should not be submitted to Her Majesty in Council until Her Majesty's Government shall have ascertained the further measures which the Canadian Legislature may adopt on the subject.

My Lords will be prepared so soon as the necessary arrangements are completed to take measures for providing for the issue of the coins required from Her Majesty's Mint.

The description of gold coins to be struck are sufficiently indicated in the memorandum of the late Chancellor of the Exchequer. The names to be assigned to the coins will be fixed by Her Majesty in Council, and it appears to my Lords that the denomination of "a Royal" will be a suitable term to apply to the superior gold coin, which will be of the value of a pound, Canadian currency, equivalent to four United States gold dollars.

With regard to the silver coins, my Lords apprehend that it will not be necessary to provide any larger coin than a half crown (currency) which will be equivalent in circulation to the United States half dollar, and that the smaller silver coins should consist of shillings, half shillings, and quarter shillings currency. My Lords propose the latter terms instead of those of sixpences and threepences, because, in the event of the proposed decimal system being fully carried out, it will be necessary to divide the shilling into ten instead of twelve pence: the half penny would in that case be equivalent to the cent, United States currency. My Lords defer the con-

sideration of a subordinate copper coinage, until they shall be apprised of the wishes of the Colonial Legislatures on the latter subject.

My Lords understand, from the provisions both in the Canadian and New Brunswick Acts relating to the cost of obtaining and importing the proposed coins, that the preliminary charges will be defrayed by the respective Governments of those Colonies, and as soon as the necessary funds are provided, and intimation is conveyed regarding the quantity of coins of the several descriptions which will be required, My Lords will give directions to the Master of the Mint for proceeding with the coinage, and for supplying the gold coins to the agents of the local Governments. With regard to the silver coins, it appears to their Lordships that the most convenient course will be for Her Majesty's Government to transmit them to the Commissariat Officers in the respective Colonies, with instructions to receive and withdraw from circulation the British silver coins now current in the Colonies and substitute the new coins for them. The change will thus be effected without charge to the Colonies, and the Seigneurage on the silver coinage will indemnify Her Majesty's Government for the expense.

With regard to the New Brunswick Act, No. 2143, the provisions of which are framed with a view to carrying into effect the scheme proposed by the late Chancellor of the Exchequer, and which are correct in principle and calculated to remove existing anomalies of the currency of that Province, My Lords are of opinion that the same may be properly submitted to Her Majesty for confirmation.

Their Lordships, however, entertain doubts whether this Act can be allowed to stand as a permanent settlement of the currency of this Province, inasmuch as they apprehend its provisions will still create difficulty regarding the legality of the tender of the current gold coins of the United States. The Act legalizes the currency of the United States Eagle, coined between the 1st July, 1834, and 1st March, 1852, but it does not legalize the currency of the half Eagles or other gold coins of that period. It also empowers the Lieutenant Governor to extend, by Proclamation, the provisions of the Act to the gold coins of the United States, coined on or after the 1st March, 1852, but this can only be done when such coins "having been assayed" at the Royal Mint shall have been found equal in fineness to the coins mentioned "or referred to in this Act."

My Lords apprehend that the legal effect of these provisions will be to exclude from circulation coins newly issued from the United States Mint, until they shall have been assayed in this country and declared by local Proclamation to be legal tender.

My Lords suggest that with the view of remedying this difficulty, an amending Act should be passed in the terms suggested with regard to the Legislation to be adopted in Canada.

The clause in this Act regarding the legal tender of the proposed new gold coins is open to the same observations with respect to the circulation of light coins as my Lords have offered upon a similar clause in the Canada Act.

My Lords suggest that their remarks upon the New Brunswick Act should be communicated to the Governor General of Canada, as they apprehend it has been prepared in communication with the Canadian Government.

They also suggest that the arrangements proposed in the memorandum of the late Chancellor of the Exchequer, and further developed by this minute should be communicated by the Secretary of State to the respective Lieutenant Governors of Nova Scotia, Newfoundland and Prince Edward Island.

Transmit copy of this Minute to Mr. Merivale for the information of Secretary Sir John Pakington, with reference to his Minutes to the Board of Trade of the 26th of

March and 31st of May last ; and also to Mr. Booth for the information of the Lords of the Committee of the Privy Council for Trade, with reference to his said Letters.

State at the same time that my Lords are of opinion that the Canada Act, No. 970, entitled, "An Act to extend the provisions of the Currency Act to certain gold and silver coins, coined after the periods in the said Act limited," may be left to its operation, but that it appears to their Lordships to be open to an objection similar to that which they have stated in the foregoing Minute to the provisions of the New Brunswick Act, and they suggest that the attention of the Governor General should be called to the subject.

Quebec :

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MOUNTAIN STREET.

REPORT

OF

THE COMMISSIONERS

OF

PUBLIC WORKS,

FOR

1851.

PRINTED BY ORDER OF THE HONORABLE THE LEGISLATIVE ASSEMBLY.



QUEBEC:

PRINTED BY ROLLO CAMPBELL,
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.....
1852.



R E P O R T.

DEPARTMENT OF PUBLIC WORKS.

QUEBEC, August, 1852.

To His Excellency the Right Honorable JAMES, Earl of Elgin and Kincardine,
Governor General of British North America, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

In accordance with the provisions of the Act 9 Vic. Cap. 37, Sec. 14, by which it is enacted, that the Commissioners of Public Works shall, annually, "Report on all Works under their control; shewing the state of each Work, the Amount of Receipts and Expenditure thereon, together with such further information as may be requisite." The undersigned have the honor to submit this General Report, accompanied by an Appendix, in which the following Statements are embraced, viz. :—

No. 1.—Statement of the *Productive Works of Canada*, under charge of the Department of Public Works, shewing the Cost of the Construction thereof, to first of January, 1852, and the Expenditure for the year 1851.—Also, the Cost incurred for Collection, Repairs and Management, and the Gross and Net Revenue, for the year 1851.

No. 2.—Statement of the *Unproductive Works of Canada*, under the charge of the Department of Public Works, shewing the amounts expended thereon by that Department, during the year 1851, and the total amounts expended to first January, 1852.

No. 3.—Statement of the *Public Works which have been sold or given up by the Government*, and of those which it is intended should be sold or given up, shewing the amounts expended in their construction by the Department of Public Works, and the amounts for which they have been sold.—Also, the Revenue, if any, derived therefrom in the year 1851.

No. 4.—Statement of the Expenditure made by the Department of Public Works, during the year 1851, on the *Provincial Light Houses* connected with the Inland Navigation.

No. 5.—Statement of the Amounts paid on Awards for Damages, &c., in the year 1851, shewing the sums claimed and those awarded.—Also, the Amounts paid to the Arbitrators, &c., for services and expenses.

No. 6.—Statement shewing the total amount expended by the Department of Public Works, during the year 1851, as detailed in the foregoing Statements, numbered 1, 2, 3, 4, and 5.

No. 7.—Statement of the Water-Power, &c., leased on the respective Provincial Canals, with the names of the lessees, description of machinery, &c., and the amounts of the annual Rents.

No. 8.—Statement of the Provincial Canals and Locks of Canada, shewing where situated, the length and width of Canals, and the number of Locks, with their dimensions, amount of lockage, &c.

No. 9.—Statement Shewing the Amounts appropriated during the last Session of the Legislature, together with the balances of former appropriations, then available for Expenditure on each Work—the amount thereof expended, up to 1st January, 1852—the amounts yet unexpended, and the sums that are further required to complete these Works; and, finally, the proportion thereof necessary to meet the Expenditure of the current year.

No. 10.—An Abstract Schedule of the Works now proposed to be undertaken, the Cost thereof, and the proportion which should be provided for Expenditure thereon for the remainder of this year, and for the year 1853, should the Legislature see fit to authorize them.

No. 11.—Comparative Statement of *Upward* and *Downward Movement*, in Tons, on the St. Lawrence Canals, to the 31st July, in the years 1851 and 1852.

WELLAND CANAL.

This Canal continues in a very effective state, and is closely approaching to completion. The principal work under the original contracts, remaining to be finished is the enlarging and bottoming of the Canal, so as to suit the Lake Erie level, when it will be found necessary to adopt it as the summit. To effect this, the Contractor, Mr. French, is steadily proceeding with the dredging operations.

A considerable amount of work of maintenance, such as strengthening the embankments, raising and facing the banks with stone, repairing trackways and trackway bridges, &c., &c., has been unavoidable during the past year, owing to the continued and great increase of trade through the Canal.

The Lock-Gates, generally, of an average age of from 8 to 10 years, have lately shown such symptoms of decay, that it has been found necessary to provide several sets of new Gates, to be substituted without loss of time, for those which may fail from natural causes, or to replace those destroyed by accident or carelessness; from the last of which not less than seven pair of Gates have been lost since the last Report. But in every case where the destruction of the Gates was ascertained to have been owing to mismanagement or carelessness on the part of the crew, the vessel has been charged with the cost of repair.

The Guard-Gates at Allanburgh, stated in last year's Report to be so much required, and the erection of which was authorized by the Legislature, are now completed, and tend importantly to the security of the Canal.

In order that the trade should not be interrupted during their construction, it was necessary to put the two old Locks into sufficient repair to pass the vessels safely: this was attended by a cost of £978 11s. 3d., owing to their very dilapidated state.

The serious detention to which vessels passing up and down the short mountain levels were frequently subjected, in consequence of the want of wharves or lay-bys at the heads of the Locks, (as fully explained in last year's Report,) has been to some extent obviated, by the construction of short wharves at those Locks where the most delay was experienced. Such expenditure, coming directly under the head of maintenance and management, has been charged against the tolls; but, in order to remove the causes of detention altogether, and meet the present wants of the trade, it is indispensably necessary that those wharves or piers should be continued from lock to lock, so as, in fact, to form a second tow-path, by which very considerable saving in time of passing through the Canal would be ensured. The cost of effecting this would be about £10,500, which it is respectfully submitted should be so expended, as the revenue will, unquestionably, be increased in proportion to all the facilities that are given to the trade. To further secure the same object, namely, expeditious transit through the Canal, it has become necessary to have Lights at the Locks and Bridges, by night, when required.

The Entrance Locks had been, for some seasons back, lighted in the same manner as those on the St. Lawrence Canals, through which Steamers pass by night, and on the representations of the proprietors of several lines of vessels, the undersigned decided on lighting the Locks and Bridges on the Welland Canal, this year generally. A proposition from an American Company was urged on the under-

signed for adoption, who represented, that they would undertake to erect Gas Works for the lighting of St. Catherines and Thorold, if they were guaranteed the lighting of the Locks between these Villages, for a term of years, at a certain rate per Lock

The undersigned, being favorably disposed to the project of lighting the Locks with Gas, offered to contract with the Company referred to, at a rate per thousand feet consumed, which was not to exceed the current rates charged at Toronto; but the Company desiring another mode of contract, the arrangements are not yet concluded. In the meantime, however, the undersigned have had the Locks and Bridges efficiently lighted with oil.

Sums are embraced in the Estimate (Statement No. 9) for the erection of Collectors' Houses and Offices at Port Colborne, and at Port Dalhousie: the small office at the former Port is not only wholly inadequate but is in ruin, and there is no office at Port Dalhousie. The necessary attendance, by night and day, of the Collectors at these Ports, and the very large amounts of moneys collected at them, render it absolutely necessary, that those officers should be provided with proper accommodation.

The building at St. Catherines, styled the Collector's Office, but in which the Collector of Customs, with his Clerks and other Officers, the Superintendent of the Canal, Clerk, Draftsman, &c., are congregated, is not only insufficient, but is also in a ruinous state. Since it was built the street has been lowered some ten or twelve feet; and although a bench was left around it, the foundations have been injuriously affected, and the walls are badly cracked in all directions; moreover, the Town Corporation, now require, that the bank of earth left in front of the building be removed, as obstructing the street. The undersigned have therefore embraced in the Estimate, they have the honor to submit, a sum for the building of new and suitable Offices, and they consider it probable that a proper site may be found on the Canal property; in which case the street lot, at present occupied in St. Catherines, might be advantageously disposed of, and the proceeds appropriated towards the erection of the new Office there.

On their late inspection of this work, the undersigned found that it was intended, that the line of Canal should be crossed by two Railroads, now in progress, in that section of the Province. The "Brantford and Buffalo Railroad," and a continuation of the "Great Western Railroad" from Hamilton to the Niagara Frontier; the former to cross the Canal twice, and the latter once.

The mode and plan near Port Colborne Lock, at which it was proposed the Brantford Road should cross, has been considered objectionable, and as tending to obstruct the navigation; the other point of crossing by this road is not deemed objectionable.

The manner in which it was intended, also, that the Great Western Branch should cross, is considered by the Commissioners to be by no means desirable, and they have communicated their views to the Directors of these roads, and the matter now lies for adjustment between their Engineers and the Canal Officer, who has received the necessary instructions, and it is hoped the difficulty will be shortly adjusted.

The Revenues from this Canal continue steadily to increase. In 1850 the Canal opened on the 1st April and closed on the 12th December, given 255 days navigation. In 1851 it opened on the 25th March and closed on the 12th December, giving 261 days navigation. This year the Canal opened on the 13th April.

The Tolls on the Canal continue steadily to increase:—

In 1849 the Gross Tolls amounted to	£34,741	18	8
In 1850 do do	37,925	17	7
In 1851 do do	50,460	6	8

Shewing an increase of about 10 per cent. in 1850 over 1849, and of 33 per cent. in 1851 over 1850; while the receipts, up to 1st August, in 1852, amount to £23,352 7s. 5d., and to the same period last year, £21,154 11s. 5d.

ST. LAWRENCE CANALS.

The navigation of these Canals was fully opened throughout on the 25th April, and continued without any interruption until its close, on the 25th November, affording 215 days for the business season of 1851.

THE GALOPS.—This Canal was kept in good working order throughout the season with very light repairs.

The New Works authorized at the last Meeting of Parliament have been commenced. They are:—1. The Dredging of the Shoal at the Upper Entrance, 2. The Extension of the River Pier to facilitate the clearing of vessels from that place, 3. Building a Mooring Pier above the same, for the convenience of such as are engaged in towing, and 4. A Slope-Wall, for the protection of the inner face of the bank.

The Dredging operations were continued throughout the season, until 1st November, when the dredge was delivered over to the Montreal Harbour Commissioners, for the Lake St. Peter service, for which it was much more suitable, and arrangements have been made to substitute another. The River Pier and Mooring Pier have been placed under Contract, and the work is now in progress. A commencement has also been made upon the Slope-Wall, the work of which advances only as necessity calls for it.

POINT IROQUOIS.—This Canal was maintained in an effective state throughout the season, with very little outlay for repairs.

The new works authorized last Session of Parliament, are:—1. The alteration of the Matilda Lock in connection with the Junction Canal, to obtain three feet more draught of water; and, 2. Floating Fenders for the protection of vessels passing the Rock Cut.

The alterations referred to in the Matilda Lock, consisted in sinking the bottom of it three feet lower, in order to secure nine feet draught of water through it whenever the River falls to its lowest stage. The work was contracted for by Mr. B. Chaffey, and conducted under the superintendence of Mr. Page, Resident Engineer of the Junction Canal, and notwithstanding the apparent difficulties of accomplishing so novel an undertaking at such an inclement season, the operations were eminently successful; and all the works, including the substitution of a new pair of Gates for those formerly in use, were completed before any of the other Canals were opened. These Gates have been built upon a new principle, in which, with greater simplicity and economy of construction, a much greater degree of strength and buoyancy have been obtained, and from the trial now made, there is reason to expect they will turn out a great improvement. The spare Gates now building will be made after the same plan, and it is believed their adoption generally on the larger Locks of the Provincial Canals, according as those now in use are worn out, or destroyed by accident or carelessness, will lessen the period of interruption to which these Canals are liable.

The Floating Fenders have not been completed, in consequence of the difficulty of procuring suitable timber.

THE JUNCTION CANAL.—The Junction Canal, intended to unite the Galops and Point Iroquois Canals, and to overcome the difficulties which these Canals have heretofore presented, whenever the River fell to its lowest stage, was placed under Contract last fall, as soon as the necessary surveys and plans could be made. During the last winter, however, the Contractors failed to prosecute the work with

the force and energy which this Department considered necessary in a work of so great importance; it was, therefore, taken from them, and re-let to other Contractors, Messrs. Milner & Crawford, who are now proceeding with it in a very satisfactory manner.

RAPID PLAT.—With comparative trifling repairs, this Canal has been maintained throughout the season in good working order.

The new works authorized, are:—1. The Wharf at the Lower Entrance, and 2. The Slope-Wall for the protection of the banks.

The Wharf has been placed under Contract, and the work is now well advanced. The Slope-Wall has also been commenced, and is prosecuted only as occasion requires.

FARRAN'S POINT.—This short Canal has been kept in an effective state, with very light repairs.

The new works authorized here, are:—The extension of the Piers at both ends of the Canal, in order to render the entrance thereto more safe. Both Piers have been placed under Contract, and the work is now proceeding satisfactorily.

CORNWALL CANAL.

This Canal was opened on the 25th April, and closed on the 12th December, and without accident or the delay of a single vessel, was maintained in good working order throughout the season.

The new works authorized on this Canal, are:—1. The completion of the Slope-Wall, 2. The Building of Waste-Weirs at Locks 21, 20, 19, 18, and at the Cornwall Basin above Lock 17, and 3. Four Lock-Houses.

The Slope-Wall has been completed, as well as all the Waste-Weirs, except the one at Cornwall. This, with a set of Spare Gates, and the Lock-Houses, are about to be placed under Contract.

BEAUHARNOIS CANAL.

This Canal was opened on the 24th April, and closed on the 25th November.

The new Works authorized, are:—1. The completion of the Slope-Wall, 2. Waste-Weirs around all the Locks, 3. Piers for the protection of the Bridge at St. Timothy, and 4. A Dyke at Knight's Point, to prevent overflow of low-lands.

The Slope-Wall has been completed; the Waste-Weirs and a set of spare Gates placed under contract, and arrangements are now being made for the completion of the other works. Fender Posts have likewise been placed at all the Locks, as well to guard vessels from injury as for the protection of the Lock-Gates themselves.

Claims for Land Damages, to a large amount, have been laid before the Commissioners, by numerous parties living upon both shores of Lake St. Francis. It is alleged by these parties, that since the construction of the Dams at the head of the Beauharnois Canal, the water in this Lake has risen beyond its usual height in former years—that this rise is attributable to the Dams, and has caused the overflow of many acres of the low-lands bordering upon it.

Feeling anxious to do justice to these parties, if they have really suffered damage from this cause, our predecessors instituted an inquiry into the circumstances; but on account of the conflicting statements and representations as to what was actually the original level of the Lake in former years, and the difficulty of establishing any permanent rise as attributable to these Dams, the Reports which the Commissioners received were inconclusive, and hence no action could be taken thereon.

Under these circumstances, the only proper course appears to be, to refer all the claims to the decision of the Provincial Arbitrators, which will be done early in September, so soon as the Report of some further inquiries which have lately been instituted by the Commissioners, shall have been received.

In the previous Reports of this Department, reference has been made to the advantages to be derived by this part of the Province from the almost unlimited water-power created by these Dams. One of the Privileges has since been leased, upon which a Paper-mill, on a very extensive scale, is about to be established, and a large amount of capital employed. Two other Privileges have also been applied for, and the Commissioners are encouraged to hope that the immense advantages of this position will soon be appreciated, and fully realized. It will be necessary, in connection with these Privileges, to excavate a Canal or Mill-race, which will be common to all the Hydraulic lots, and to construct a permanent set of Head-Gates, to secure the Dam from accident, as well as to place the control of the water entirely in the hands of the Commissioners. The cost of these works is estimated at £1,500.

LACHINE CANAL.

This Canal was opened on the 22nd April, and closed on the 10th December.

Several new Works, for which authority was received at the last Session of Parliament, have been completed on this Canal during the last year; and others are yet in progress.

Connected with the Hydraulic Privileges, and the general accommodation of the trade, the wall along the South-east side of the Montreal Basin has been extended to the Dry Dock, built by the Messrs. Tait, and a large Waste-Weir of 100 feet length of over-fall, for regulating the water in that Basin, has been built within the line of this Dock-Wall. The old Locks have been converted into Waste-Weirs, and by this means a full supply of water kept up. The Mill-road has been improved, and other roads opened connecting with Wellington Bridge. Lands have been purchased for the Dry Dock and Wood Basin, both of which are now in progress of construction. The Slope-Wall has been completed all to a few hundred yards—Fender Posts set up at all the Locks—the Canal at Côte St. Paul enlarged to its full and proper dimensions—and offices have been built for the accommodation of the Superintendent, Collector, and Wharfinger. The Flume around the Guard-Lock at Lachine, intended to supply more water to the Canal, is about to be placed under Contract.

The Commissioners would observe, that the repairs required to maintain the Banks of the Beauharnois Canal, and the Wharves of the Wood Basin on the Lachine Canal, by reason of the wear and tear attendant upon the Trade in Cordwood, is becoming every year a more serious item of expense; to meet which the Tolls now imposed on that article are totally inadequate.

The new Works which have thus been accomplished on the line of the St. Lawrence Canals, have been productive of the greatest advantage to the navigation; and, moreover, have very materially assisted in the development of the water-power, as the statement of water-rents will clearly shew.

Manufactories of various kinds have been established on the Canals, and the Hydraulic power yet available is destined to exert a most beneficial influence upon their future extension and prosperity.

In connection with these Canals, it appears that some further works of improvement are still required, as well to facilitate the passage of vessels, as to anticipate and provide for the future wants of the trade. The occurrence of several accidents to vessels entering the Lachine Canal, at Lachine, indicates the necessity

of extending the Pier at the Upper Entrance some five hundred feet or so further up, and of marking out the channel in some more definite manner, and removing the points of certain Shoals, the cost of which is estimated at £4,000. Floating Fenders for the protection of vessels passing the Rock Cut are likewise necessary. Additional Flour Sheds are also required at the Montreal Basin, connected with which it seems advisable that a Store for the Supplies of the several Canals and Light Houses ought to be erected. These, with some other Works on the St. Lawrence, enumerated in the Statement No. 9, and amounting to the sum of £14,600, are considered necessary improvements connected with this navigation, and, in addition to them, it is recommended that a further sum of £10,000 be granted, for the purchase of Lands in the vicinity of the Montreal Basin, on which Basins and Docks may be made, as the time cannot be far distant when the limited accommodation now provided will be found totally inadequate.

RIVER LIGHTS, BUOYS AND BEACONS.

These have been placed under the supervision of the Local Superintendents of Canals, and have been maintained in an efficient state throughout the season.

RIVER RICHELIEU.

LOCK AND DAM AT ST. OURS.—This Lock was opened to the trade on the 9th April, and closed on the 22nd November, without any accident or interruption to the trade, notwithstanding that during the season the Walls of the Lock have been raised nearly five feet higher, and the Lock thus placed forever beyond the influence of the Spring floods, which in former years always interfered with its proper working.

CHAMBLY CANAL.

In consequence of the extent of the operations carried on the previous winter in bottoming this Canal throughout, it was found impossible to get them all completed, and the Canal opened before the 20th May. During the last Summer, the banks were raised throughout the line sufficiently high to maintain an additional head of one foot, which rise, with what had previously been taken out of the bottom, increased the draught to full seven feet, which has uniformly been maintained without any interruption of the navigation. The Canal was closed on the 19th November.

Although the obstructions which had been left in the bottom of this Canal have been removed, yet it appears, from the business done upon it last season that the increase has not been such as might have been expected. The greater facilities which this additional draught has secured, have undoubtedly tended to reduce the cost of transport, while the result proves that the Canal cannot successfully compete with other routes carrying Western products into Lake Champlain. There are two causes which seem to account for this: first, the limited size of the Locks, which exclude the larger kind of Lake-craft; and, secondly, the length of the voyage, about seventy-five miles more than the direct line from Montreal.

These facts have an important bearing upon the proposed Canal between the St. Lawrence and Lake Champlain, referred to in a subsequent part of this Report.

ST. ANN'S LOCK AND DAM.

This Lock has been kept in good order, and in constant operation, from 17th April to 24th November.

A considerable improvement has been made in the approaches to this Lock, by blasting and removing the points of the shoal below it, and some sunken rocks above it.

OTTAWA WORKS.

The Slides and other works, on the Ottawa, Madawaska and Gatineau were visited by the Chief Engineer last season. They were all placed in a good state of repair during last fall and winter, and have passed all the timber this spring without suffering any material injury.

Under the appropriation of last year, a new Slide has been built at the Portage du Fort, which has been perfectly successful in its operation, and new booms have been placed at Chain Rapids on the Madawaska.

Besides the ordinary repairs now necessary to put the Slides in good working order for next season, it is advisable that provision should be made for some new works in connection with the existing ones, which have been recommended by the Superintendent, as necessary improvements for the protection of property, and for diminishing the risk and expense of passing some of the Slides. For works at the Calumet £280, at the Mountain £440, Chats £210, and at Barratt's Chute on the Madawaska £200, in all £1,130 will be required. See Statement No. 9.

The attention of the Commissioners having been drawn to the extensive but unemployed water-power afforded at the Chaudière Islands, at Bytown, by the numerous applications they had received for the use of it, they caused a careful survey of these Islands to be made, and a plan to be prepared, by which this power may be brought into successful operation. The Chief Commissioner visited the locality lately, for the purpose of examining into the proposed arrangements, and maturing the plans. These, with the conditions of sale, and all other preliminaries having been decided on, the water privileges, and the building lots, have been advertised for sale at public competition, at Bytown, on the 1st October next. From the anxiety manifested for securing privileges, the Commissioners confidently anticipate from this disposal of vacant lands and wasted power, the most beneficial results to the future prosperity of Bytown and its vicinity.

But in order to bring this power within the reach of individual enterprise, it will be necessary, in connection with this scheme, to incur the expenditure of £1,400, in the construction of Head-Gates, Dams, and Bridges, a sum which, however, will be more than repaid by the proceeds of the sales, and water-rents, in one year.

ST. MAURICE WORKS.

The Works on this River were commenced as soon as arrangements could be made for that purpose. On the return of the Chief Engineer of the Department, in November last, from his inspection of the Works on the Ottawa and Trent, he was sent to the St. Maurice, accompanied by Mr. Simon J. Dawson, under whose superintendence the Works were to be conducted. From his examination and report, the Commissioners have thought it advisable to confine the expenditure to building Slides of six feet in width for running single sticks, as most suitable for this river, and the probable character of the lumbering operations; and that under the present appropriation, the improvements should not extend beyond the Falls of the Grand Mère, situated thirty miles from its mouth. The principal Works will therefore be:—

1. Slide-Dam and Booms at Grande Mère.
2. Improvements at Hêtre Rapids.
3. Slide Dam and Booms at Schawenegan Falls.
4. Booms and Pier at Grai Falls.
5. Improvements at the Gabelle Rapids.
6. Piers and Booms at Three Rivers.

During the last winter and spring, Piers were built at the mouth of the River, booms made and stretched, and the works so far advanced by the opening of the River as fully to answer the purpose for which they were intended. They have held all the timber which came down the river. Before the close of the season they will be fully completed and in readiness for the operations next spring.

A pier and booms were also built at Grai Falls, to turn the timber into the Middle Chute. This plan has thus far succeeded very well, and will undoubtedly answer every purpose.

In addition to the works thus brought into operation last spring, about 80,000 feet of pine timber has been got out for the works at the other stations, and so soon as the water has fallen to the proper level for getting in the foundations, the remaining works will be proceeded with, and the undersigned confidently expect they will be ready for use before the opening of the river next spring. From recent explorations of this river and its numerous tributaries, the Commissioners learn that the Country which they drain, abounds in pine timber of good quality, and that the expenditure in the construction of these slides will turn out a judicious and profitable investment.

TRENT WORKS.

The Slides were placed in a good state of repair during the last fall and winter, and have passed all the timber this spring without any delay, but from the extreme high water, and the consequent failure of several Mill-Dams upon the tributary streams, the works have suffered more or less damage, yet nothing of a serious character.

From the representations of certain parties engaged in lumbering on this river, respecting the necessity of attaching Aprons to the Slides as on the Ottawa, and of improving certain parts of the channel to render the passage of timber more safe, and thereby to reduce the cost of bringing it down, the Commissioners were induced to send their Engineer to examine and report upon the proposed improvements. It appears that the improvements called for will probably cost £1,750, and that they would undoubtedly be of very great service. Floating Aprons are in constant use on the Ottawa, and with the system of rafting on that river, are in fact indispensable. To make up for their absence on the Trent, lumbermen are obliged to follow the practice of "withing up" their timber, (*i. e.* to fasten every single piece to the traverses by "withs,") which operation has sometimes to be repeated after the running of a Slide, and from being a continual source of expense, they have expressed their willingness to pay an additional rate of toll provided these improvements are carried out. On this condition the Commissioners are disposed to recommend the outlay, and have accordingly entered that sum into the estimates for this year. (See Statement No. 10.)

INLAND WATERS.

NEWCASTLE AND COLBORNE DISTRICTS.—Although no Revenue is derived from these Works, they are still under the care of this Department, and the Government incur the annual expense of maintaining them. This, for the past year,

(1851,) was but trifling, but during the last Spring, some of the Works have suffered considerable damage from the floods, and the recklessness of some of the lumbermen. By the latter, a breach of sixty feet in width was made in the Buckhorn Dam, and a part of the Bridge swept away. Some damage was also done to the Lock at Whitlas, by a jam of flood-wood and timber which rested on the Dam, at the place where fender posts and guards had been placed to enable steamboats to pass the Lock in safety.

The Commissioners have not been able to dispose of any of these Works, or of any of those upon the Trent, to Municipalities, or to Private Companies, but in the meantime they would recommend an expenditure of £2500 in building a Swing-Bridge over the Scugog Lock, putting that Lock in good working order, and repairing and gravelling the Dams at Buckhorn and Bobcaygean, which works would have the effect of connecting Scugog and Sturgeon Lakes by a Steamboat navigation, and opening up a communication from Windsor Harbour, on Lake Ontario, to the New Townships in the rear of Sturgeon and Pigeon Lakes, and thus enable immigrant settlers, with their baggage, to be taken to their place of destination in a very short time, and at a very moderate expense, and would tend much to promote the settlement of the Crown Lands in this part of the Province.

PORT STANLEY.

The Piers have been carried out to the full extent provided for, under the existing contract with Mr. Cotton, but there has been some delay in raising the superstructure.

The channel has been kept clear by occasional dredging, and every facility afforded which the confined state of the Harbour admits of.

The making of the contemplated interior Basin, so indispensable to enable vessels to turn in, as well as to afford more accommodation to the increasing trade of this Port, has been heretofore prevented by the cost which would have attended the obtaining the necessary land for it—but negotiations are now pending, which it is hoped will result in removing this difficulty—the cost of the Basin, £7,500, is to be payable from the revenue of the Harbour as it accrues.

BURLINGTON BAY CANAL.

The Piers have been put in repair, and some parts of the channel dredged out, so that this Canal has been kept in good order throughout the season.

Some settlement has taken place in one of the Piers, which may ere long call for expenditure, but at present it does not appear necessary to make any provision for it.

ROADS AND BRIDGES.

In accordance with the policy which has been pursued of late years by the Government, in reference to common Roads and Bridges, it will be seen from the Statement No. 3, that all the leading productive works of this nature have been sold, and according as the balances of existing appropriations are expended upon those of an unproductive character, they will be delivered up to the local Municipalities.

The only Roads sold in 1851, are the Chambly and Granby, and the Chambly and Longueuil Road. No Bridges have been sold this year.

HARBOURS.

The only Harbours now under the care of this Department are Port Stanley and Burlington Bay, which are considered as Provincial works not to be disposed of. Whitby and Dover Harbours were sold in 1850, and the Rondeau in 1851.

PIERS BELOW QUEBEC.

So soon after the appropriation for these Works as arrangements could be made for the definitely fixing on their respective positions, the necessary surveys and examinations, &c., were undertaken, and when completed, no time was lost in advertising for tenders.

The amounts voted being very limited for Works of this description, and, in some instances, so much exposed, more than ordinary trouble and difficulty was encountered in determining on their sites, so that the greatest amount of security and convenience might be obtained from the expenditure, the undersigned trust that it will be found that this has been accomplished.

A great number of proposals were received, of which the lowest were accepted.

Engagements have been entered into for the construction of those on the North Shore, with Mr. Baby. The Contracts were signed on the 19th April last, immediately upon which, that gentleman proceeded with much vigor in the procurement of materials; and the progress already made, is such as to lead the undersigned to expect that these two Piers will be satisfactorily completed within the period prescribed by the Contract, namely, the first day of November next.

Contracts were entered into with Messrs. Rigny and Smith, for the construction of the Berthier, *L'Islet, Pointe aux Orignaux*, and *Rivière du Loup* Piers, the periods for the completion of which as required by the Contracts are, for Berthier, July 1st, 1853, for *L'Islet, Orignaux*, and *River du Loup*, 1st August, 1853, respectively. But little progress has been made in these works up to the present. A considerable portion of a raft of timber, destined for them, is stated to have been lost in *transitu*.

Since the dates of the last reports, more exertions are being made by the Contractors; they have engaged the services of a competent person to conduct these works, and the materials are furnished in greater quantity, and of a better class.

RIMOUSKI PIER.

The cost of this Pier, if contracted for at the rates of the lowest tender, would have so far exceeded the amount appropriated for it, that the undersigned had determined in not proceeding with the work, but to let it lie over until it should have been again brought under the consideration of the Legislature; finding this to be the case, certain proprietors in its vicinity, unwilling to be so long deprived of the great advantages expected from it, came forward and offered to undertake its construction, for a sum about one-fourth less than it would have cost at the rates of the lowest proposal previously made. The undersigned closed accordingly with Messrs. M. & E. LePage, and the works are now in progress.

There can be no doubt reasonably entertained, but that these Piers will be not only of infinite importance towards the improvement of their several respective localities, but that they will tend materially to the accommodation and convenience of the Shipping navigating the River.

The proceeding with these works has already tended considerably to direct individual enterprise, to the providing of steam vessels suited to ply between Quebec

and the Gulf, and the establishment of such a line, will further greatly tend to facilitate the Navigation of the River, as well as to develop the resources of an extensive section of the Province, very capable of being rendered highly productive, although hitherto but little known, and to the opening up and importance of which scarcely any public attention or expenditure has been heretofore directed.

The undersigned are of opinion, that the positions of these Piers for which appropriations were made, have been judiciously selected; but, that the full anticipated benefit should be obtained for such expenditure, it will be found necessary, in some cases, to extend them further, and also to erect Piers at some other places; but the Commissioners are not prepared to advise the erection of any others until the success of those now in course of construction has been ascertained.

LIGHTS, &c., BELOW QUEBEC.

An appropriation was made last Session, for the erection of a Light House on Cape Rosier.

The establishing of a direct steam communication between Quebec and Great Britain, having been shortly after brought under the consideration of the Executive, it was deemed advisable to postpone the construction of the Light House until this important measure should be first decided on, as connected with it: it would be necessary to erect Light Houses at the other points hereafter enumerated in this Report, the whole of which could be economically managed under the one establishment.

The erection of the necessary accommodation for a gunner on the Main-land, adjoining Manicouagan Shoal, with a gun to be fired half-hourly in thick weather, was also appropriated for last Session. A *reconnaissance* of Manicouagan Head, was made during last month, the position fixed on, so that this Work may be also advertised simultaneously with the Cape Rosier Light House.

PUBLIC BUILDINGS.

TORONTO.—Upon the removal of the Public Departments to Quebec, for the transaction of business in this city, the several buildings which had been occupied by them in Toronto, together with the Governor's residence there, were put under the general charge of Mr. Alfred Patrick, and a housekeeper was placed in each, for the purpose of attending to their heating, ventilation, and security.

The cost of the necessary fuel, payment of insurance, the salaries of the House-keepers, and a small expenditure upon repairs to the roofs, drains, &c., has been the only outlay which has been incurred on the several Public Buildings, in Toronto.

In the last Annual Report of this Department, the very bad and insecure state of the Government House was pointed out, and it was recommended, that it should be pulled down and a suitable residence for the Governor of the Province erected on or near its site. This recommendation was approved of, and an appropriation of Ten thousand pounds was made by the Legislature towards defraying the cost of its erection. An advertisement, calling on Architects to furnish plans for it, has been generally inserted in the papers, and when the plans shall have been duly matured and decided on, it is proposed to contract for the work, so that the preparation of the materials may be proceeded with the ensuing winter.

The lease of Elmsley-villa, which had been taken for the temporary residence of the Governor General, having expired, the premises were given up immediately on the removal of His Excellency to Quebec, and all further expenditure thereon has of course ceased.

POST OFFICE.—An appropriation of £4,500 having been made for the erection of a Post Office in Toronto, a suitable site was obtained for the sum of £1,137 10s. Plans were selected by the Post Master General, and a Contract entered into, amounting to £2,987. A Supplementary Estimate has been furnished by the Architect, of various necessary items, extra of the Contract, and amounting to the sum of about £540.

MONTREAL.—CROWN LANDS BUILDING.—The Building at the West end of the *Champ de Mars*, purchased for the use of the Crown Lands Department, has been appropriated to the temporary purposes of the Geological Survey, and Collection of Minerals of the Province. Little expenditure has been incurred upon it during the past year, beyond the cost of fuel, insurance, and some trifling repairs; but a small outlay is required by the Geologist to erect a testing-furnace, and to provide some cases, shelving, &c.

OLD GOVERNMENT HOUSE.—This Building is now used for the holding of the Courts, and the accommodation of public officers attached thereto, and also by the County Registrar's Department—the sum of about £600 was expended upon it during the year 1851, of this, about £20 was in small repairs, the balance being incurred in fitting up the Courts for the temporary transaction of business, and it is accordingly charged to the account of the new Court House—some of the out-offices, are of a very poor description, and so soon as the Courts can be held in the new Buildings the undersigned are of opinion that it may be expedient to dispose of these premises.

MONKLANDS—Was taken for the residence of the Governor of the Province in the year 1844, at the rent of one hundred and seventy pounds a year, for five years, on the expiration of which, a new lease was entered into, at the rent of £450, which will expire on the first of May, 1854. When the Government removed to Upper Canada, the premises were leased by auction for the residue of the term, at a rent of One hundred and twenty-five pounds per annum, leaving, for that period, an annual charge on the Province of Three hundred and twenty-five pounds. Due notice has been given as to the giving up of the property.

JAIL.—Of the appropriation that was made in the year 1847, for the improvement of this Jail, there has been expended, up to 1st August, instant, the sum of Thirteen hundred and twenty-two pounds, leaving a balance, at that date, of about Twelve hundred and ninety pounds to be then expended.

The alterations now making to the East wing of the building, will importantly facilitate the safe and healthful keeping of the prisoners, and the better classification and management of them. The works are now carried on under the sole management of Mr. McGinn, acting on direct instructions from this Department. A considerable portion of the work is effected by Convict labor, and too much praise cannot be given to Mr. McGinn, for the efficiency of his arrangements, and the sound judgment with which he manages all that is entrusted to him.

Besides the works, to cover the cost of which the appropriation was made, several others of an indispensable class, have now to be provided for, such as the general pointing and repairing of the pediments, chimneys, and other exterior parts of the building, various plumbing work, repairs of roofs, &c., the heating and ventilating apparatus, &c., &c. The cost of executing all of which, together with that of finishing what was appropriated for, will be Two thousand six hundred pounds,—deducting from this amount the sum of Twelve hundred and ninety pounds—(being the balance of the appropriation unexpended)—the sum of, say Thirteen hundred pounds should now be provided to cover these works.

There is a melancholy want of suitable Day-rooms and Airing Yards, although there is a considerable tract of unoccupied ground belonging to the Jail. The undersigned would strongly recommend, that this land should be enclosed with

a proper wall, which, by making Convict labor available, could be done for the sum of Twelve hundred pounds. By this proposition being carried out, great additional means would be obtained for exercising and profitably employing the prisoners.

COURT HOUSE.—Several Plans for this building having been furnished by Architects, in pursuance of a public advertisement issued from this Department, those submitted by Messrs. Ostell & Perrault were selected, and Contracts for the masonry, cut-stone, and carpenter's work, were shortly after entered into with Messrs. LaBerge & Co.

During the early part of the present year, as the works advanced, sundry objections were raised by different parties to some of the details and arrangements—these objections, at first, were vaguely described—generally appeared in the papers of the day under anonymous signatures, were not officially brought under the notice of the Department, and, as it was well known that much professional jealousy existed with regard to the selection of the Plans, the undersigned did not consider themselves called on to take any action; especially as they were reluctant to interfere with plans and arrangements adopted prior to their coming into office.

The affair, however, assumed a different shape, when certain written memoranda and reports, made by some of the Members of the Bench, the Bar, and Chief Officers connected with the Courts, addressed to the Honorable the Attorney General, East, pointing out the necessity for considerable alterations, were laid by that gentleman before the Executive Council, and by their order transmitted to this Department for examination and report.

The several documents accompanying this reference were at once sent to the Architects, and they were required, after having communication with the Public Officers by whom they were drawn up, to report their opinion and views thereon, with as little delay as possible. This report was shortly furnished, together with a corrected set of plans, shewing various alterations recommended, but as sufficient consideration had obviously not been given to them, and the plans, as so amended, were on all hands admitted to be still imperfect, and not likely to remove the objections to the original ones, especially as regarded their insecurity from fire of the basement story, in which all the Public Records are to be stored, and since further advance with the works, as then progressing, would have created increased difficulty and expense in carrying out the necessary alterations, the undersigned were, with much reluctance, obliged to take the responsibility of suspending the works, until they would be fully matured and decided on. This having been done, a meeting was had with the Contractors, and arrangements made for the resumption of the works at once, and steps taken, satisfactory to both parties, for ascertaining the compensation to which the Contractors may be found entitled, in consequence of the temporary suspension of the work: the amount of which will be more than amply compensated for by the greater security and convenience which the building will afford.

The undersigned have fully satisfied themselves, after careful calculations, that the cost of this Court House, if built in accordance with the original Plans, added to that of the many essential items, indispensably necessary for the transaction of the business for which it is intended, but which were not provided for in the Estimate, would have very far exceeded the sum stated as sufficient for its erection; and they have every reason to believe that the Plans, as amended by them, and with the additional advantages they afford, will ultimately be found not to have entailed any extra expenditure.

NORMAL SCHOOL.—In connection with the contemplated establishment of a Normal School for Lower Canada, under the provisions of the Act 14 & 15 Vic., Cap. 97, an Order in Council, dated the 13th instant, was passed and transmitted to this Department for action. The substance of the Order was:—"That as the premises

in the City of Montreal, known as “ ‘The High School,’ and then for sale, were “ represented by the Honorable the Provincial Secretary to be the most suitable that “ could be selected, and that City a most eligible place for the location of said “ Normal School, on account of its population, &c., the Honorable the Chief Com- “ missioner of Public Works be authorized to purchase the building and premises, “ at a price not to exceed Four thousand five hundred pounds currency.”

The building and premises were accordingly acquired for that amount, and instructions given for Plans and Estimates of the alterations and improvements necessary to adapt them to the purposes for which they were destined.

The amount of the purchase, and the first outlay on such alterations, &c., to be taken from the funds in hand, arising from the Jesuits’ Estates, as an investment at five per cent.

QUEBEC.—To provide for the several Departments on their arrival in Quebec, arrangements had been made, with a view to the strictest economy, but it was found that the accommodation contemplated was not sufficient, and considerable additions became necessary. The following was ultimately adopted :—

CHATEAU ST. LEWIS.—This building was appropriated for the use of the Crown Lands Department, with its subordinate branches, the Crown Domain and Jesuits’ Estates Offices, the Clerk of the Crown in Chancery, also, the Department of Public Works, and the Provincial Registry.

Considerable more expenditure was incurred in the course of its alterations than could have been anticipated, owing to the decayed state its roof, floors, &c., &c., were found to be in. In the alterations, repairs, fixtures, &c., for these several Departments, the sum of £2,780 2s. 3d. has been expended.

ST. GEORGE’S HOTEL.—This building was taken on a lease of four years, at a rent of Four hundred pounds per annum, and a bonus of Four hundred and fifty pounds paid for immediate possession. The Branches of the Public Service accommodated in it, are—The Governor General and Executive Council; the Governor General’s Secretary and Chief Agent of Indian Affairs, and the Indian Department; both Branches of the Provincial Secretary’s Department; and the Attorneys General, East and West. The sum of £1,749 10s. 11d. has been expended on necessary alterations, equipment, repairs, &c.

JONES’ BUILDINGS.—These two houses are devoted to the service of the Inspector General’s Department, including the Customs and Audit Branches. The Receiver General’s Department is also accommodated in them. The premises were taken on a lease of four years, at a rent of Two hundred and forty pounds per annum. The sum of £412 has been expended on alterations and equipment.

POST OFFICE DEPARTMENT.—For the use of this Department a house was taken on a lease of four years, at a rent of One hundred and twenty-five pounds per annum.

STATISTICAL DEPARTMENT, &c.—A house has been taken for the accommodation of the Statistical Department, and the Adjutants General’s Departments, East and West. The lease is for four years. The rent, One hundred and twenty-five pounds per annum. The sum of £151 19s. 0d. has been expended on the alteration and equipment of it.

From the foregoing, it will be seen that, independent of the Chateau building, the necessity of providing sufficient accommodation for the several Public Departments required the following houses to be taken, namely :—The St. George’s Hotel—two houses of Mr. Jones’—one of Colonel Gogy’s, and one of Mr. Amiot’s : the aggregate annual rents of which amounts to Eight hundred and ninety pounds, which, at 6 per cent., represents a capital of say Fifteen thousand pounds. A large proportion of the expenditure that has taken place, has been on outfit, &c., which will be available upon the Departments being better provided for. The transaction

of public business in several detached buildings, is productive of much inconvenience and delay, and the present total insecurity of all the documents from fire, is a matter highly deserving of consideration.

PARLIAMENT BUILDINGS.—A partial appropriation had been made for this work, but it was based on estimates in which were not comprehended a number of items indispensably necessary, not only for the full completion of the New Wing, but for several repairs and alterations to the centre and other portions of the building, required to adapt it to the increased wants of the United Legislature.

About the time that the exterior walls of the New Wing had been carried up, the attention of the undersigned was drawn to the mal-arrangement of the plans for the internal divisions, and at the request of the Speaker of the Legislative Council, and other Members of the Legislature, a Meeting took place in the building, for the purpose of considering the matter fully; the result of which was that the plans, then about to be acted on, were wholly abandoned, and others, prepared under the direction of the undersigned, were substituted, by the adoption of which a much more commodious and suitable distribution of the various apartments has been obtained. These alterations have not induced any increased outlay, as the cost of the New Wing on the amended plans, has not been greater than would have been that of the original plan.

The expenditure on the New Wing, including also some partial repairs provided for in the original estimate, was..... £13596 6 2

But the following sums have been incurred on the items above alluded to as not embraced in it, viz:—1st. Extending and fitting up the Library, so as to contain 40,000 volumes, instead of 15,000; including Book-shelves, cases, &c., &c....	500	0	0
Ventilating apparatus, flues, &c., for New Wing, and heating, &c., of Centre Building	600	0	0
Draining around building, to carry off surface-water—Rain-water Tanks—Conducting-pipes—Outside Privies—Foot-paths, and Fencing	200	0	0
Altering, enlarging, and fitting up the Hall of Assembly	1100	0	0
Erecting a back addition to the same, providing accommodation for the Speaker and Clerk: Water-closets, &c.....	1050	0	0
Altering and Repairing Old Building—converting former Library into Committee Rooms; and erection of an Iron Balcony to the River-front.....	1350	0	0
Securing Floor over Hall of Assembly: bracing and trussing the Roof; and making some alterations for the Museum.....	300	0	0
Gas-pipes, Fittings, &c., Hall of Assembly and old portion of building, including turning on Gas, and Outside-lights.....	650	0	0
Blinds to all the Windows	262	19	0
Furniture for the whole Building, including Hangings, Carpets, Decorations, &c., &c	4732	0	7½
Sundry alterations and additional improvements made in the New Wing, not estimated	158	14	2½
Plans, Superintendence, &c., &c.....	500	0	0

£25000 0 0

A front approach, with Revetment Walls, and a suitable Iron Railing to enclose the entire, with the necessary Gates, &c., is required, which is estimated at.....

£1500 0 0

ALBION HOTEL.—This house was taken for the residence of His Excellency the Governor General, during the winter, pending the erection of the buildings at Spencer Wood. The term was for six months, for which, and in consideration of the proprietor at once turning out and leaving the house fully furnished in every respect, the sum of Five hundred pounds was paid. The premises were given up at the expiration of the period.

SPENCER WOOD.—A portion of the grounds, and the dwelling-house thereon, belonging to Heary Atkinson, Esquire, were rented at Four hundred and fifty pounds per annum, for a period of four years, as a residence for the Governor General of the Province. A condition was attached to the lease, that the Government should have the right to purchase the premises for the sum of Eight thousand pounds, if notice to that effect was given before the 1st of May last. As the expenditure of a considerable sum was unavoidable to alter and enlarge the house and offices, to make them accommodate the establishment for which they were intended, the purchase was shortly decided on and effected. In the progress of the works, however, it soon became evident that the acquisition of a further portion of the lands of Spencer Wood was most desirable, namely, the ten acres immediately adjoining and West of the ground first acquired, for the following reasons:—The West limit of the grounds purchased, was within a few feet of the house and offices—a road was reserved by Mr. Atkinson along it, as a passage for the workmen to and from the Coves—and for the whole extent of the South bounds, adjoining the Coves, a stripe was retained by that gentleman, on many parts of which erections of a most objectionable nature would probably in a short time be made: the whole of which, it was evident, entirely destroyed the privacy of the grounds, added to this, the entire of the garden and the chief ornamental part of the land were on the ten acres adverted to. Under all these circumstances, and as the price would have been every day enhanced, the undersigned recommended and obtained the authority of the Executive to purchase these ten acres for the sum of Two thousand pounds, which included, also, the reserve stripe on the South side. The lot, as now possessed by the Province, contains about seventy-eight acres, for which Ten thousand pounds have been paid—a sum which cannot be considered extravagant when the contiguity to the City and the unrivalled natural beauties of the grounds are taken into consideration.

The arrangements and contracts for the alterations of the house and offices, made prior to the undersigned coming into office, would appear to have been governed by a desire for the strictest economy—in aiming at this, however, the necessary extent of accommodation was not duly considered, and a great many essential matters connected with the repairs and alteration of the house and offices, approaches, drainage, &c., &c., were wholly omitted. The expenditure, therefore, has been much beyond the amount of the original estimates, owing, chiefly, as already stated, to the number of indispensable matters that had not been foreseen or provided for in it; and partly to the difficulty of foretelling what the expense will be of altering an old house to serve purposes for which it had not been built and was not suitable; and the undersigned have not ceased to regret that the first step taken was not that of pulling it down.

The insufficiency of the plans and mode of management appearing to the undersigned to require that a change should be made, they took steps accordingly, in the commencement of the present year,—at which time an outlay of about Five thousand four hundred pounds had taken place in the house, and about Nine hundred and ninety-four pounds on Wells, Cesspools, Barns, Guard-house, &c., adding to these the sum of Seven hundred and fifty-one pounds, subsequently expended in completing portions of the foregoing, not then done, it will appear that the outlay of Seven thousand one hundred and forty-five pounds had been incurred, the details of which are involved in the arrangements to which the undersigned had not been parties.

The distribution of the Rooms, Entrances, Passages, &c., according to the original plans was found very defective; in fact, so much so, that the House could not, with any comfort or convenience, be occupied, to amend which and to secure the privacy of the domestic portion of it, as well as to afford proper accommodation for the reception of company, the undersigned considered an addition at the East end necessary, and having received authority, it has been erected and the House thereby rendered very commodious.

The cost of this Wing, together with further alterations of the Old House, enlarging Drawing-room and various Fixtures, Fittings, Painting and Papering throughout, is about £2,370. The total sum expended on the Dwelling House therefor, is as follows:—

First, Under and in connexion with the original Contracts.....	£6151
Secondly, Under the management and by the direction of the undersigned...	2370
	<hr/>
Total on House.....	£8521

The total expenditure on the premises generally is, viz:—

As above on the Dwelling	£8521
On Sundry exterior work as originally intended.....	994
On the following items, alluded to as necessarily done, but which were not provided for in original estimate, viz:—	
Sewerage round building, and from it, with additional Water-closets, about..	290
Repairing Rain-water Cisterns, Boilers, Pumps, Sinks, and Cisterns of Old House	105
Enlarging, Completing, and Repairing Stables, Grooms' Room, Harness-room, Cow-house, &c.	222
Iron and Wood Fencing, Repairing Lodge, Green-house, Vinery, Gardiner's House, including Gates, and enlargement of Barracks, as required by Military authority	1191
Making Roads, Gravelling, building Stone and Brick-wall to Garden, and sundry Fixtures about the Grounds	1362
Plans, Superintendence, &c.....	374
	<hr/>
	£13059

The expenditure on this property, including roads, fences, drains, sewers, wells, cisterns, garden-walls, alterations and additions to the houses, building of barracks, barns, &c., has amounted to the sum of about £13,059.

The premises are still very defective in a sufficient supply of water in dry seasons, to remedy which two large and cement-lined reservoirs or cisterns must be made, these and the completion of the fencing to enclose the grounds are the only matters of importance yet to be effected.

REMOVAL OF THE PUBLIC DEPARTMENTS, &c.—The amount paid to 21st August, is about £11,171, of this sum, there was paid for the Removal of His Excellency the Governor General and the Offices of Government, and the freight of their Furniture, and the Furniture and Documents of the several Public Departments and of the Legislature, about £8,550. The balance was expended for Stoves, Office Tables, Carpets, &c., &c.

JAIL.—Against the Jail of this City may justly be advanced all the objections enumerated in the case of the Montreal Jail, but in a much stronger manner; however, as this is a subject that is more especially within the province of the Inspectors of Provincial Prisons, the undersigned confine themselves to stating the expenditure that has taking place upon it under the direction of this Department.

The late removal of the guard furnished by the military for this building, made it necessary to increase the guard-house, so as to accommodate the Jail Guard now provided by the City. The sum of about £239 4s. 2d. have been expended in doing so.

COURT HOUSE.—Representations having been made to the Executive by the Officers of the Courts, that the state of the Court House of this City was such as to require considerable repairs, and a general cleaning, together with a supply of various matters of equipment, the action of this Department was directed to it, and the sum of £590 15s. 7d. so expended. The building, however, is utterly inadequate to the present wants of the country. It does not afford, by any means, the necessary security from fire, or the required extent of accommodation for the records and documents which the law makes it necessary to be deposited in it. The several Officers are very insufficiently provided for, and the arrangements of the Court Rooms, approaches thereto, Judges' Chambers, &c., &c., are very objectionable. The undersigned have had Plans and Estimates carefully prepared, which shew the improvements of which it is capable, and the cost of effecting them. These Plans have been submitted to the examination of the Judges, Prothonotary, &c., who have expressed their full approval of them. The building, if so amended, will be found very commodious, and well adapted, in every respect, for the convenient and satisfactory despatch of business. The estimate amounts to £8144 15s. 10d., but it is to be observed that of this amount, at least £2165 19s. must be, under any circumstances, expended on external and other repairs, and at no future time could the proposed alterations and additions be so cheaply carried out.

MARINE HOSPITAL.—The attention of the Commissioners having been directed to the absolute want of repair, and the providing of some matters, necessary for this Building, an examination of it was made by an officer of the Department, by which it is ascertained that the sum of about three hundred and fifty pounds is required to be laid out on it.

PROVINCIAL SCHOOL OF NAVIGATION.—Instructions were received to examine the Building in this City erected for a Custom House, but latterly occupied by the Water Police as a Barrack, &c., for the purpose of reporting whether or not it was capable of being made to accommodate the intended Provincial School of Navigation. It has been found to be well suited for such an establishment, on the limited scale, that appears to be contemplated from the amount of the appropriation, and its position is convenient for the purpose. A small brick building adjoining and standing on part of the Custom House ground, was purchased and fitted up for the Water Police, with lock-up cells, accommodation for the Magistrate and Superintendent of Police, for the sum of £268 7s. 6d., so that the School of Navigation, when organized, can be at once put into possession. Some unimportant alterations may be found requisite, but it would not be advisable to undertake them until the opinions of the Gentlemen to direct the Establishment are first had.

COURT HOUSE AND JAIL—AYLMER.—The works of this new building with the out offices are completed, and the necessary furniture provided for the transaction of business. The erection of the surrounding walls are in progress. The contracts have been satisfactorily carried out. The amount expended to the first August instant, was £3,693 9s. 4d., and the sum required to finish will be about £1700. The ultimate cost of the building, therefore, with the necessary furniture, surrounding walls, gates, &c., will be about £5400, to be paid from the proceeds of certain fees by debentures as provided for by Act of Parliament.

COURT HOUSE AND JAIL—SHERBROOKE.—An examination was lately made of these premises for the purpose of ascertaining what amount of expenditure was required to secure a portion of the floors found to be giving way, and to rebuild, or otherwise maintain parts of the surrounding wall now in a dangerous state, owing to

sufficient care not having been taken with the foundations. To effect this, with some other repairs of less consequence, will cost £296 9s. 10d. The very limited extent of ground attached to this building, makes it highly desirable, that an addition be made to it that would afford airing ground, so indispensable, and also, the means of properly insulating the entire. The repairs of the floor and surrounding wall cannot be postponed.

COURT HOUSE AND JAIL.—KAMOURASKA.—The sum of about Four hundred pounds was expended on this building during the year 1851. No outlay has taken place in 1852; but a presentment by the Grand Jury, as to the necessity of some improvements, was transmitted to this Department, and by it referred to the Superintendent of Jails, as he was at the time on a general tour of inspection, and it is presumed, that the matter will be embraced in that Officer's General Report.

RIMOUSKI COURT HOUSE AND JAIL.—No expenditure has been incurred through this Department, since the date of the last Annual Report.

GROSSE ISLE.—The buildings connected with this Quarantine Establishment required some expenditure, prior to the opening of the season of navigation, to prepare them for the reception of such emigrants as it might be found necessary to detain there. The sum of £706 8s. 11d. was expended during the year 1851; and £257 6s. 0d. from the commencement of this year to the 1st August, instant. The premises generally are now in as effective a state as the nature of their construction admits of.

The undersigned trust that the foregoing, taken in connection with the several fiscal statements to be found in the Appendix, will afford full and satisfactory information, as required by the Act, on the present state of all the Works, the construction or maintenance of which has devolved on this Department during the past year; the expenditure thereon, and the further amounts required to be provided on their account.

They now proceed to submit their views and suggestions upon several matters which they regard as indispensable to the obtaining of the full benefits that had been expected from the past large expenditure upon the Canals, &c., of the Province, and would tend most importantly to the advancement and full development of the resources of the Country; therefore, highly deserving the notice and consideration of the Executive and the Legislature.

From the Statement of Canal Tolls it will be seen, that while the Welland Canal is yielding a return of $3\frac{1}{2}\frac{3}{4}$ per cent. on its cost, the St. Lawrence Canals are only yielding $1\frac{2}{7}$ per cent.

Our predecessors, in their Report to Your Excellency in 1848, pointed out, what they believed a remedy for this deficiency in the revenue arising from the St. Lawrence Canals, by recommending a Ship Canal to connect the St. Lawrence with Lake Champlain, and stated "that its early construction is imperatively called for " to complete the chain of Canals already in use, and to render them profitable as " well as a convenience to the Province."

In this recommendation the undersigned fully concur, and beg to point out to Your Excellency our reasons for believing, *that until this work is constructed* our Canals will fail to compete successfully with the Erie Canal and the Railroads on the South Bank of the St. Lawrence, in the transport of property to and from the Atlantic seaboard in the United States, and with the Western States and Canada.

The object of a Canal to connect Lake Champlain with the St. Lawrence, is to furnish a cheaper, quicker, and (from reduced transshipments) a more desirable route to the great trade which passes between tide-water in the Hudson River—the Railroads of New England, and the City of New York, on the one hand; and the

Western States and Canada, on the other—and by so doing to bring traffic and tolls to the St. Lawrence Canals, which, by the competition of the Oswego and Erie Canals, and Ogdensburgh and other Railroads, and the want of an efficient connection between them and Lake Champlain, obtain scarcely any of the transit trade between the Atlantic and the Western States, or Canada.

For this transit trade, this Canal will be a competitor with the Erie and Oswego Canals; the Erie, New York, Central, Ogdensburgh, and Cape Vincent Railways. If it can be shewn to be as desirable a route for the “through trade” as either of those abovementioned, its importance as an investment, as well as its influence on the costly Canals of the St. Lawrence, cannot be over-rated.

By furnishing a direct, cheap, and capacious communication between the great lumbering Districts of the Ottawa, the Upper and Lower St. Lawrence, and the greatest lumber mart in the world—that of Albany and Troy—it will enhance the value of one of our staple exports, the importance of which is becoming annually greater; the supply of which we shall control almost exclusively, and for the cheap and expeditious transport of which, to the entrance of this Canal, we possess, in our grand water communications, unexampled facilities.

By connecting Lake Champlain with the St. Lawrence upon an efficient scale, we open the Districts upon that Lake to the Sea, *via* Quebec, and afford them, through the Richelieu River, a shorter and cheaper route for imports of coal, iron, salt, fish, oil, &c., which articles can be laid down at Quebec at cheaper rates, than at any other American Port, in consequence of the large amount of tonnage entering inwards, in ballast, in pursuit of cargoes of timber.

Having noted the object of this work, it will be proper to shew what the trade is for which it will become a competitor. For this purpose all local or “way traffic” should be thrown aside, and that shipped from Lakes Erie and Ontario to the Hudson River, and *vice versa*, as shewn by the returns of the New York State Canals, for 1851, alone be taken into consideration.

The “through tonnage” which arrived at the Hudson, and was shipped from the Western States or Canada, was as follows:—

	Tons.	Value.
Coming in by way of Buffalo	626,655	\$19,264,185
do do Oswego	340,338	7,664,130
do do Whitehall	80,691	1,457,662
Totals.....	1,047,684	\$28,385,977

In the same year 47,107 tons arrived at Tide-water by Railroad, a small portion of which may be through traffic. In the 80,691 tons arrived *via* Whitehall, are included the exports from Lake Champlain, which cannot be counted as part of the future trade of the proposed Canal. Against this deduction, however, is to be set off produce received from the St. Lawrence for Lake Champlain consumption, or for Boston and the interior of New England, none of which can appear in the Whitehall Canal Returns; and likewise, the whole through business of the New York and Erie Railroad.

The “down trade” between the St. Lawrence and the Lakes on the one hand, and the Hudson River and the Eastern States on the other, may with safety, therefore, be set down at One Million of Tons of 2,000 lbs., open to the competition of this Canal.

The Merchandise which left the Hudson River for the Western States and Canada, in 1851, was:—

	Tons.	Value.
By way of Buffalo	99,918	} \$62,963,640
do Oswego.....	74,981	
do Whitehall.....	17,124		..... Not returned.
	192,023	

In addition to the above, 29,112 tons left by Railroad, some of which may have been "through traffic." In the case of the 17,124 tons which went by Whitehall, a deduction must be made for the portion left on Lake Champlain; but when the exports from New England (*via* Burlington and Rouse's Point) to the West are taken into consideration, in connection with the export "through trade" from New York, *via* the Erie Railroad, the up trade open to the competition of this proposed Canal, may be assumed at 200,000 tons of 2,000 lbs.

The anticipated future increase of this "through trade" may be appreciated from the following:—

"Through Tonnage," by Buffalo and Oswego (including Whitehall)—

	Tons.	Tons.
Down—In 1845	304,551	Up
do —In 1851	966,993	do
		192,023

The construction of Railroads in the North-Western States, at the rate of 1000 miles per annum, must tend to increase this "through trade," not only by increased local development but by turning a large share of the Ohio and Mississippi trade to the Lake route, in preference to New Orleans—the trade of which, by this competition, has already been made stationary.

Having shewn the present magnitude, and prospective increase, of the trade between the extreme points which it would be the object of this Canal to connect, by a more speedy, cheap, and capacious route; the next question is, what proportion of this trade may fairly be claimed for the route in question.

The Welland Canal has increased in a greater ratio than the Erie, and the Oswego route has progressed more rapidly than the Buffalo one, simply because it shortens the Boat Canal 154 miles, and increases the length of the voyage to the Lake Craft, without increasing the whole time of transport.

The progressive increase in the up and down trade, through Buffalo and Oswego, is shewn as follows:—

	Tons.		Tons.
1840 Buffalo, Down Trade	138,101	Oswego, Down Trade	20,047
1845 do do	233,133	do do	110,318
1850 do do	498,611	do do	275,247
1851 do do	626,655	do do	340,338

Merchandise Up.

1840 Buffalo	18,863	Oswego	3,192
1845 do	37,713	do	11,905
1850 do	79,405	do	35,091
1851 do	99,918	do	74,981

Salt Trade, Up.

1840 Buffalo	11,156	Oswego	22,481
1845 do	10,877	do	32,596
1851 do	15,042	do	56,871

Some allowance must be made on the part of Oswego for the increased Canadian trade on Lake Ontario, but the progress of the tolls and traffic on the Welland Canal, while the trade of the St. Lawrence Canals is almost stationary, proves incontestably that the Welland Canal route is the favorite one for the American transit trade.

There is, therefore, every reason to believe, that if a communication be perfected which will reduce the Canal boat navigation *not 154 miles only, but 297 miles*, with but one transshipment, and without lengthening the whole time of transit, its success will be as decided as that of the Welland. Even with equal conditions, equal time of transit, and equal cost of carriage, there is more certainty where the Boat-Canal navigation is reduced to a minimum; and, with such an immense trade afloat, any route which could offer *equal* facilities only, would undoubtedly secure a fair share of the present and future trade—while in the case of the present Canal, it could not fail to receive the preference for the carriage of the food and manufactures between New England and the West, and for the transport of Emigrants.

The Ogdensburgh Road has carried between the opening of navigation and 24th July, 1852, the following, among other articles, from the River St. Lawrence:—

Flour.....	310,412 barrels.
Wheat	210,120 bushels.
Corn	155,279 do.

This road carries flour from Ogdensburgh to New York, for 2s. per barrel, and from Hamilton as low as 2s. 3d. The whole cost of a barrel of flour from Lake Erie to New York by this route is about 3s. 3d., or as low as any other competing route. The portion of this price which is assigned to the road, is a fraction under 10d. per barrel: the price from Rouse's Point to New York being 1s. 3d., and from Whitehall 9d. per barrel. The present cost, therefore, from Ogdensburgh to Whitehall, is 1s. 3d. per barrel, and this is the "margin" which exists for payment of extra-freight to a vessel continuing on, past Ogdensburgh, to Whitehall. Now, 9d. per barrel would be ample additional freight to a cargo from Lake Erie or Ontario, to continue on, through a Ship-Canal, to Whitehall. To compete, the Railroad must come down from the present price of 1s. 3d. to 9d., 3d. of which, at least, must be given to the carrier on Lake Champlain, leaving only 6d. to the road to cover transport, storage, loading and unloading.

The avoidance of the two transshipments by the Railroad route, would compensate for the insurance down the St. Lawrence; and with respect to *time*—if the Rapids become the route for freight, as they now are for mails and passengers—a cargo could be delivered sooner by the proposed Canal than (with the loading and unloading) it could be by "Rail."

The competition of the "Rail" for the "Down Trade" is not therefore to be feared.

With respect to the capability of this route as a competitor with the Erie Canal—decidedly the best existing route between the Hudson and the West—it appears from the Official Report of the New York Canals, that the average tonnage of a boat between Buffalo and Albany, in 1851, was seventy-eight tons, the time required averaged eight and a half days, and the cost of transport, including toll, averaged forty-nine cents, of which twenty-three and a half cents is toll—leaving twenty-five and a half cents or 1s. 3½d. for freight. The lowest "freight" was in August, when it was only 1s. 0½d., and the highest was in November, when it reached 1s. 10d. per barrel.

Starting from Cleveland there is freight to Buffalo—transshipment at Buffalo—forty-nine cents for carriage to Albany, and freight from Albany to New York. The average cost from Cleveland to New York of a barrel of flour could not be "placed" under 3s., which could, therefore, be the average price charged *via* the proposed Canal. It has been already seen that 9d. is the cost of a barrel from Whitehall to New York—there remains, therefore, 2s. 3d. to cover freight and tolls from Cleveland to Whitehall.

If the tolls on the New York Canals were abolished altogether, the average freight from Cleveland to New York would be thirty-six and a half cents, and from Whitehall to New York, *eleven and a half*, which would leave to the carrier twenty-five cents, or 1s. 3d. currency, from Cleveland to Whitehall, without toll; or equal to a freight of 1s. 8d. paying the present rates of toll on the Welland and St. Lawrence Canals.

With return cargo a nett freight of 1s. 3d. per barrel would be a remunerative price.

In point of *time*, a freight steamer from Cleveland, descending the Rapids to Lake St. Louis, would deliver her cargo in four and a half days at Whitehall, from whence it would reach Albany in one and a half days more: making six days time, against nine days by Buffalo and the Erie Canal.

Thus far the question has been viewed without reference to the probable enlargement of the Canal from Whitehall to Troy.

The certainty that this enlargement must follow the appearance of brigantines and 500 ton steamers at the foot of Lake Champlain, coming from Lakes Michigan, Huron, Erie, and Superior, forms one of the strongest inducements to the construction of this Canal. The influence of the City of New York, would at once effect this enlargement; and when a route is opened which will admit of "through transport" without transshipment, between the great commercial emporium of America and the Lakes, such a route cannot fail at once to take the lead of all existing or passable communications, during the season of navigation inland.

The cost of a Canal, of suitable dimensions, to connect the waters of the St. Lawrence with Lake Champlain, is estimated at Four hundred and sixty thousand pounds—an expenditure, which, it is confidently believed, would be amply compensated for, by the certainty of the large increase of revenue which would result from it; as well directly, as by its tendency to bring into full play, all the other existing Canals on the St. Lawrence, at present, comparatively but little used.

As much has been said and written about Railway competition, it deserves some notice. At Cape Vincent and Ogdensburgh, two Railroads have already appeared to divert trade from the St. Lawrence Canals, and others will undoubtedly follow. It has been proved, that Railways carry certain articles at rates which are wholly unremunerative, and at which they lose money, with the object of building up their terminal points, obtaining a return trade, and the increased passenger travel due to a large trade—and from these last they hope to earn their dividends.

The actual cost of Railway transport is undetermined, varying as it must with the nature of the road and its traffic. Compared with such navigations as the St. Lawrence, the charge for Railroad transport over long distances must always be higher, to yield a profit, than that by water; but where the water-route avoids transshipment and its necessary delays, the Railroad is at still greater disadvantage.

Moreover, the want of comparative capacity for a trade of the magnitude and rapid progress of the one under consideration, must remove all anxiety for our Canals on the question of Railway competition.

The State Engineer of New York, in his Annual Report of February, 1851, says:—

"It would require *six double-track Railroads, having other traffic from which to earn dividends*, to perform the business of the Erie Canal in 1850. The above business would require an outfit of 10,000 cars and 400 engines, costing, say, \$9,000,000; and, if confined to one road, would require the daily arrival of four and a half miles of trains, to be loaded, unloaded, and sent back, supposing each *Train* and each *Car* to be fully loaded. All the Railroads built, and in course of construction, to connect Baltimore, Philadelphia, New York, and Boston with

“the West, would be over-burthened if freights equal in amount to that of the Erie Canal should be thrown upon them.”

LUMBER TRADE.

The amount of Sawed Lumber which reached the Hudson River, in 1851, was 427,000,000 feet, or 711,731 tons, valued at \$7,200,000.

Of this amount at least 200,000 tons was exported from Canada, almost every ton of which could be transferred to the Lake Champlain route. The day cannot be far distant, when at least 1,000,000 of tons of sawed lumber will be required for the Hudson River Market, and when the proportion sent from Canada will reach 500,000 tons, the tolls on which single article, through this Canal, will pay the interest of at least one-half its cost; besides sawed lumber, (only alluded to above,) great quantities of Railroad ties and shingles, timber, staves, and fencing, would pour through this route for the supply of the populous districts South of it.

The opening of a route, giving direct connection between New York City and the Lakes, would build up the Canadian Towns on Lakes Ontario and Erie, as exporting Ports, not only of the country behind them, but of American produce in transit from Lake Huron, and would afford a route for return freights, unsurpassed by any other.

In connection with the construction of a Canal to connect the waters of Lake Champlain with the St. Lawrence, we would direct attention to the present state of the Canal navigation on the Ottawa.

The Rideau and Grenville Canals, now owned and managed by the Ordnance Department, under Imperial direction, connect Kingston with Montreal by interior navigation, *via* Bytown—the only Provincial Work on the route being the Lock at St. Anns, which is of the same size as the Locks on the Beauharnois and Lachine Canals. The Locks on the Rideau and Grenville Canals are 134 by 33 feet, *except three Locks* on the Grenville Canal, which are 100 by 19 feet. The enlargement of these three Locks on the Grenville Canal, is a matter of great importance as a means of cheapening transport on the Ottawa, and would enable a vessel of at least 300 tons to load on the Rideau Canal, or at Bytown, and proceed direct to Whitehall without breaking bulk.

The undersigned believe that at a very moderate cost the Rideau Canal could be connected with the Chaudière Lake, above Bytown, by a short Canal of about five miles, or by the improvement of the river, and they would therefore recommend, that authority should be obtained to make a survey and an estimate of the probable expense of the enlargement of the three Grenville Locks referred to, the connection of the Rideau Canal with the Chaudière Lake, as well as the expense of connecting the navigation on Chats Lake with the Chaudière, or by the improvement of the River as may be found most advisable.

OCEAN STEAMERS.

A Contract has been completed (subject to approval by Parliament) with an eminent firm in Liverpool, by which a Line of powerful Screw Steamers, of not less than 1500 tons burthen, and capable of carrying 1000 tons of cargo, will commence running on the opening of the navigation next Spring, between the Ports of Liverpool and Quebec and Montreal, every fortnight, during the season of navigation; and to Portland, in the State of Maine, during the Winter months, at a cost of £24,000 sterling, per annum, for fourteen fortnightly trips to the St. Lawrence, and five monthly trips to Portland; or for £16,000 sterling, for twelve monthly trips. The St. Lawrence and Atlantic Railroad Company, in Canada,

the Atlantic and St. Lawrence Railroad Company, in the United States, and the City of Portland, pay to the Contractors, a sum of £5,000 sterling, as part of the above sums: leaving the annual cost to the Province, for the period of the Contract, to be £19,000 sterling, for the fortnightly line to the St. Lawrence, and monthly line to Portland in winter; or the sum of £11,000 sterling, should the line run only once per month to the St. Lawrence, during navigation, and once per month to Portland, in winter. The Contract is to extend over a period of seven years, to commence from the starting of the first steamer from Liverpool. The Cabin passage shall not exceed the sum of £21 sterling; the Second Cabin, the sum of £12 12s., and the Steerage passage, the sum of £6 6s., and to be found in everything required. The rate of freight from Liverpool not to exceed 60s., per ton measurement; nor the freight of produce to exceed the current rates demanded by sailing-vessels.

It is believed, that the establishment of this line of steamers from Liverpool, will have the effect of diverting, through the St. Lawrence, a part of that vast stream of emigration destined for the Western States, which now pours into the Atlantic Cities of the United States, and of turning public attention to the superior facilities now existing on the St. Lawrence for transport of freight and passengers. Upwards of 300,000 emigrants arrived in 1851 at the Port of New York. These emigrants arrived in 2,211 vessels, measuring, on the aggregate, over one million of tons. The return freight of these vessels to Great Britain, consists chiefly of flour and grain, and the competition among so large a number has reduced the prices of freight to more than one-half of the average rates of former years. The rates of freight from Quebec to Great Britain, are about 100 per cent. higher than from New York, which is to be accounted for by the fact, that the great bulk of the Ships coming to Quebec arrive in ballast, carrying no emigrants, and the home-freight alone has to remunerate for two voyages. The influence, therefore, of emigration in reducing the expenses of transport of our great agricultural staples, and in promoting the interests of our Railroads and Canals, by which they will be brought to Shipping Ports, ought not to be overlooked, but on the contrary, every means should be adopted to secure such vast advantages. The cheap, speedy, and commodious accommodation for passengers afforded by this line of Steamers, will do much to turn attention to the St. Lawrence route, where, on the arrival of the ocean steamer, or sailing-vessel, the emigrant may be met by large and comfortable steam-vessels, in which, without transhipment, he can be carried to any Port on any of the Upper Lakes. It is believed, however, that this line of steamers will only be a commencement of this trade, and that, under a policy of freedom from all restriction in our navigation, the route by the St. Lawrence will annually grow in public favor.

Arrangements have also been made with the Contractors for the circulation in Britain, and in other parts of Europe, of such books, pamphlets, or maps, relating to Canada, as the Government may see fit to send for that purpose, and also to have the same translated, into any desired language, and distributed, without any other charge than the cost of printing. Some such course as this is actually necessary, from the great ignorance prevalent abroad, as to the mineral and agricultural resources of Canada, and of her progress and advantages as a place of settlement.

The Contractor is also obliged to carry a Mail and a Mail-Officer, free of all other charge than the sums already named. From extensive inquiry, we believe that a safe route exists for steamers and sailing-vessels through the Straits of Belle Isle. The distance from Liverpool to Quebec, coming through these Straits, is nearly 400 miles less than from Liverpool to Boston, which, in conjunction with smooth water from the Straits to Quebec, will enable a saving to be made of fully two and a half days in the Voyage, and as the English Mails usually arrive

in Quebec some 36 to 48 hours after their arrival in Boston, there is no good reason why the proposed line of Steamers should not be able to deliver their Mails in Quebec and Montreal, in less time than they are now delivered coming through American Territory, and with Vessels of the same speed, as those now plying to Boston and New York, why the Mails from England, with Railroads from Quebec, to Detroit, should not only be delivered throughout Canada, in less time than at present, but that this would also be the best route for the Mails destined for the Eastern and Western States. To make the route, however, through the Straits of Belle Isle effective, more light-houses are required. At present there is only one light from Quebec along the whole North Shore to the entrance of the Straits of Belle Isle, a distance of some 800 miles. It is, therefore, recommended that a light be placed on Belle Isle, one at Cap Normand, one at Forteau Bay, one on the West point of Anticosti, one on the North Shore of Anticosti, and another on the Main North Shore nearly opposite. Authority for the erection of some of these lights would have to be obtained from the Government of Newfoundland. These with the other lights for which appropriations have already been made, will do much to improve the Navigation of the lower St. Lawrence, and lessen the cost of Insurance on both Ships and Cargoes, in all of which improvements none are so much interested as the Agriculturists of Canada.

TUG-BOATS ON THE ST. LAWRENCE.

The Contract which was entered into in the Spring of 1851, for a Line of Tug-Boats on the St. Lawrence, at a cost of £1,750 for the season, was not more successful than in 1850, although greater stringency was introduced into the terms of the contract. Much complaint was made against the Contractors for detention, and for the insufficiency of the steamers employed; and after due inquiry, the undersigned, believing that the line had failed in the object for which it was established, deemed it proper to throw open the towing of vessels to private enterprise, under the conviction that the cheapest and most efficient means of transport on the St. Lawrence would thereby best evolve itself. The results show, that even under unfavorable circumstances, from the late opening of the Canals, and from the great bulk of the vessels being then at the East end of them, the free system, without bounty, has worked more favorably than that, so supported, did last season, inasmuch, as that a larger tonnage of freight has been moved daily, and a lower rate of freight reached earlier in this than in the preceding year, as will be seen on reference to Statement No. 11, in the Appendix.

RAPIDS OF THE ST. LAWRENCE.

In the last Report by this Department, the Commissioners stated, in reference to the improvements of the Rapids of the St. Lawrence, their full conviction of the importance of effecting them; but, that as they did not consider the sum of Fifteen thousand pounds, which they were estimated to cost, sufficient, they were not disposed to recommend any outlay, until after further examination, and the real amount of expenditure was fully ascertained.

During the present season, this necessary further survey and examination was undertaken, and although not yet fully completed, it is so far advanced as to enable the Engineer of the Department to make an *ad interim* Report, (to be found in the Appendix,) together with an estimate, which amounts to Thirty thousand pounds—the expenditure of which sum, the undersigned are of opinion, would be fully compensated for, by the obtaining of a safe and facile channel, throughout which, vessels drawing ten feet of water could navigate.

PROPOSED CANAL AT THE SAULT STE. MARIE.

Public attention has been of late drawn to the subject of the construction of a Canal to avoid the Falls of the Sault Ste. Marie, and to otherwise improve the navigation between Lakes Huron and Superior, and it was repeatedly alluded to in the last Session of the Legislature.

Much difference of opinion exists, as to what is really required to be done—some consider that the Canal alone is wanted—others represent that a good deal of improvement is necessary in the River and in Lake St. George, among the latter, is one of the undersigned, (Mr. Killaly,) who made a preliminary survey, but as his instructions were confined to the work immediately necessary at the Sault, the other improvements required in the River, were only generally referred to.

As full and explicit information on these points was obviously necessary before any proposition could be prudently made, a survey has been undertaken by this Department, with the authority of Council, so that the matter might be satisfactorily laid before the Public. The survey is not yet completed, but an *ad interim* Report by Mr. Keefer, the Engineer of the Department, entrusted with the direction of it, is to be found in the Appendix. The report is accompanied by a general map and appropriate estimate, the latter amounting to the sum of £120,000.

Although strong doubts may, and it is believed, do exist as to the immediate trade, through a Canal at the Sault Ste. Marie, being sufficient to defray the interest on its cost, and the expense of its maintenance, and management, yet, it is to be considered, that the commerce of the vast region bordering on Lake Superior, can only be opened up by its construction—that by it would be added to the already unrivalled navigation of the St. Lawrence and its Lakes, now available, a further direct length of at least 500 miles, or, measuring the coasts of Lake Superior, of not less than 2000 miles and that such a Canal would tend to the encrease of trade on the Lower Canals. The undersigned therefore regard its construction, and the proper time for embarking in it, as questions, highly deserving the consideration of the Government and the Legislature.

GRAND RIVER NAVIGATION.

In the commencement of July last, several documents connected with this navigation were referred by the Honorable the Provincial Secretary to this Department for report—the object of which was to urge the Government to recommend to Parliament the assuming the Grand River Navigation as a Provincial Work: the chief inducement to which, according to these documents, was, that a very large proportion of the Indian funds had been invested in it; that the state of the navigation was such as to require immediate and considerable repairs and further improvement—without which, it is apprehended, that the funds so invested will be sacrificed.

The undersigned reported, that the subject was one which, in their opinion, was expressly a matter for the consideration of the Finance Minister; and, in order to enable that officer to judge as to the expediency of so assuming the navigation, they recommended that a minute survey and examination be made of it, by the Officers on the Welland Canal establishment, accompanied by a full Report on the present state of the Works—the cost of repairing them effectually—and the probable effects which the construction of the three Lines of Railway, now in progress in its vicinity, would have upon its revenue. The authority for this survey has been lately received, and directions have been given to have it proceeded with. Until the information to be had from it is received, the undersigned are not prepared to express any opinion as to the propriety of assuming the works.

MAIN TRUNK LINE OF RAILWAY.

The undersigned have only further to add, that the Railroad Commissioners having requested them to permit Mr. Samuel Keefer, the Engineer to this Department, to make an examination and report upon the several lines of Railroad now in progress, and in aid of which the Provincial guarantee is to be given, the services of that gentleman were accordingly placed at their disposal for that purpose. Mr. Keefer has already examined the routes of the Great Western, and of the Toronto and Huron Roads. The line, and mode of construction of the former, he states to be satisfactory in every respect; with those of the latter, he had occasion to find much fault, but as several of the matters to which he objected, have been, or are being rectified, and the Directors show every disposition to adopt the arrangements suggested by the results of his visit; the undersigned have every reason to believe that it will tend importantly to ensuring the better management of, and improvement in the work for the future, in which, both the proprietors and the public are deeply interested.

All the foregoing respectfully submitted.

JOHN YOUNG,
Chief Commissioner of Public Works.

HAMILTON H. KILLALY,
Assistant Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
Quebec, August, 1852.

16 Victoriae.

Appendix (Q.)

A. 1852.

APPENDIX

TO THE

REPORT OF THE COMMISSIONERS

OF

PUBLIC WORKS.

AUGUST, 1852.

No. 1.

STATEMENT of the Productive Works of Canada, under charge of the Department of Public Works, shewing the Cost of the Construction thereof, to 1st January, 1852; the Expenditure for the year 1851; also, the Cost incurred for Collection, Repairs and Management, and the Amounts of the Gross and Net Revenue, for the year 1851.

WORKS.	Cost of Construction, to 1st January, 1852.						Expended in 1851, but included in foregoing column.		
	Before the Union.		Since the Union.		Total Cost.				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
CANALS.									
1 Welland	423228	18 4	985792	5 2	1409016	3 6	30968	10 10	
2 St. Lawrence, General			10451	1 2			2937	9 8	
3 Williamsburgh			252918	3 6			1506	11 1	
4 Cornwall	362134	11 10	94677	16 4			5761	9 10	
5 Beauharnois			332946	19 9			4781	5 0	
6 Lachine	99601	0 9	398101	1 4	1550830	14 8	21715	10 5	
7 St. Ours			36138	8 11	36138	8 11	3470	2 1	
8 Chambly	80610	7 11	16863	6 3	97473	14 2	9905	19 2	
9 Burlington Bay	31089	0 5	50956	14 3	82045	14 8	2320	0 0	
10 St. Anns	4965	0 1	17797	15 1	22762	15 2	91	9 10	
SLIDES, &C.									
11 Ottawa.....			83330	1 5	83330	1 5	449	9 7	
12 Trent and Newcastle District..	41295	0 3	74411	7 8	115706	7 11	25	19 0	
13 St. Maurice.....			534	10 0	534	10 0	534	10 0	
HARBOUR.									
14 Port Stanley			21125	12 8	21125	12 8	2342	17 10	
BRIDGES.									
15 Bytown			16612	3 11	16612	3 11			
LIGHT HOUSES.									
16 Inland.....	No t ascertained		12741	15 0	12741	15 0	1374	4 11	
	£	1042918	19 7	2405399	2 5	3448318	2 0	86185	9 3

DEPARTMENT OF PUBLIC WORKS,
Quebec, August, 1852.

No. 1.—(Continued.)

	Gross Revenue in 1851.						Cost of Collection, Repairs, and Management, in 1851.						Net Revenue in the year 1851.			Loss, Expenditure being more than the Revenue.					
	From Tolls.			From Rents.			Collection.		Repairs and Management		Total.										
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
1	48556	14	5	1903	12	3	719	3	9	12397	8	11	13116	12	8	37343	14	0			
2	21112	15	3	1699	16	3	1412	17	8	10498	12	2	11911	9	10	10901	1	8			
3																					
4																					
5																					
6																					
7	65	2	7	50	0	0	271	6	6	321	6	6	}	374	0	8		
8	1816	14	8	28	5	0	164	6	1	1798	10	4	1962	16	5						
9	4114	5	1	.....	.....	.....	190	15	0	203	16	1	394	11	1	3742	10	10
10	701	17	3	.....	.....	.....	71	14	5	119	1	2	190	15	7	511	1	8
11	6865	8	1	.....	.....	.....	270	7	4	1275	12	9	1546	0	1	5319	8	0
12	933	19	2	.....	.....	.....	160	9	6	731	4	1	891	13	7	42	5	7
13																					
14	1215	15	11	.....	.....	.....				996	13	2	996	13	2	219	2	9
15	703	1	2	.....	.....	.....	44	0	0	.....			44	0	0	659	1	2
16	937	6	10	.....	.....	.....	See	State ment No. 4.										
£	87023	0	5	3631	13	6	3083	13	9	28292	5	2	31375	18	11	58738	5	8	374	0	8

THOMAS A. BEGLY,
Secretary.

No. 2.

STATEMENT of the Unproductive Works of Canada, under the charge of the Department of Public Works, shewing the amounts expended thereon, by that Department, during the year 1851, and the total amounts expended to 1st January, 1852.

WORKS.	Amounts expended previous to the 1st Jany., 1851.			Amounts expended during the year 1851.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
PUBLIC BUILDINGS:—									
GENERAL EXPENDITURE.....	10679	19	2	.....	.....	.....	10679	19	2
AT TORONTO, Parliament House, Government House, and Elmsley Villa	15007	10	4	1555	11	8	16563	2	0
Post Office .....	.....	.....	.....	1719	7	4	1719	7	4
MONTREAL.. Court House	383	2	2	10858	5	10	11241	8	0
Gaol	11	15	5	652	14	7	664	10	0
Old Government House .....	.....	.....	.....	20	15	3	20	15	3
Crown Lands .....	.....	.....	.....	16	10	9	16	10	9
Monklands	10897	10	11	325	0	0	11222	10	11
Sundries .....	.....	.....	.....	244	11	6	244	11	6
QUEBEC..... Chateau St. Lewis.....	.....	.....	.....	1518	18	6	1518	18	6
St. George .....	.....	.....	.....	1413	1	6	1413	1	6
Parliament House .....	.....	.....	.....	9569	8	9	9569	8	9
Spencer Wood .....	.....	.....	.....	4925	16	0	4925	16	0
Marine Hospital .....	.....	.....	.....	189	11	0	189	11	0
COURT HOUSES AND GAOLS—									
Aylmer	316	12	11	1601	16	5	1918	9	4
Kamouraska	1820	8	7	394	3	5	2214	12	0
General	6979	17	5	43	11	10	7023	9	3
ST. LAWRENCE.. Towage	2750	0	0	1750	0	0	4500	0	0
Landing Piers .....	.....	.....	.....	271	15	3	271	15	3
EMIGRATION..... Sheds	33788	5	11	205	0	0	33993	5	11
Gross Isle	5313	19	2	706	8	11	6020	8	1
ARBITRATIONS.. Sundries	18859	9	8	.....	.....	.....	18859	9	8
SURVEYS..... Sundry.....	722	12	10	1105	10	1	1828	2	11
REMOVALS... To Toronto	7341	9	6	168	16	1	7510	5	7
To Quebec .....	.....	.....	.....	8714	9	5	8714	9	5
	£ 114872	14	0	47971	4	1	162873	18	1

THOMAS A. BEGLY,

Secretary.

DEPARTMENT OF PUBLIC WORKS,
Quebec, August, 1852.

No. 3.—(Continued.)

WORKS.	Amounts expended in 1851.				Total Expenditure in Construction, to January, 1852.			Revenue, if any, in 1851.			Amounts for which the Works have been Sold.		
	From Appropriations.		From Tolls for Repairs.										
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
BRIDGES SOLD.—(Continued.)													
London							1481	6	8	} Included in price of their respective Roads. Given up.			
Rouge Hill.....							1367	0	0				
Humber							1003	0	0				
Belleville.....							1500	0	0				
ROADS TO BE SOLD OR GIVEN UP.													
Bradford and Barrie													
Bradford and Bond Head.....													
Bond Head and Barrie	2649	3	4				14821	7	5				
Barrie & Penetanguishine.....													
Coldwater Portage.....													
Amherstburg and Sandwich.....							962	8	2				
L'Original and Bytown	783	0	0				5587	17	9				
Bytown and Pembroke.....	144	10	3				144	10	3				
Kingston and Ottawa	909	2	5				1084	9	1				
Prescott and Ottawa	400	0	0				400	0	0				
Peterboro' and Lindsay.....	15	0	0				250	0	0				
Peterboro' and Norwood							327	0	7				
Cornwall and L'Original							895	8	7				
Lancaster							2823	16	6				
Nottawasaga	703	3	9				995	8	11				
Trent Slides to Drawbridge.....													
Owen's Sound							5527	15	4				
Tecumseth							1055	15	9				
St. Athanase	450	18	4	390	14	7	10017	19	6	373	17	8	
Stanstead													
Sutton and Potton Mountain.....							5782	0	6				
Granby to Province Line.....							11177	7	3				
Waterloo and Sherbrooke.....							480	0	0				
Arthabaska.....							15887	12	2				
Gosford							11111	2	3				
Kempt.....							158	1	0				
Craig													
Kennebec							3255	10	8				
Broughton and Tring													
Temiscouata				71	5	6	1082	14	7				
Gaspé	100	0	0				25803	16	5				
Des Caps	1801	1	11				2826	9	0				
Metis and Matane.....							1588	14	2				
Rondeau							2343	19	3				
Chatham and Sandwich.....													
Maidstone, Cross and Amherstburg	Included in			cost of	Cha	tham	Roa	d.					

No. 3.--(Continued.)

WORKS.	Amounts expended in 1851.						Total Expenditure in Construction, to January, 1852.	Revenue, if any, in 1851.			Amounts for which the Works have been Sold.		
	From Appropriations.			From Tolls for Repairs.				£	s.	d.	£	s.	d.
BRIDGES TO BE SOLD OR GIVEN UP.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Shannonville							300	0	0				
Winchester							390	0	0				
Melbourne	20	0	0				5753	16	0	189	14	4	
Jacques Cartier	101	0	0				4102	6	11	53	13	6	
St. Maurice	58	10	0				17209	16	10				
Ste. Anne de la Perade.....	92	6	4				6979	17	4	50	0	0	
Batiscan							7884	4	0	30	18	9	
Chateauguay							1910	0	5	18	3	0	
Nicolet	1	6	6				4484	16	11	27	10	0	
Godfroi							1829	11	5	10	10	0	
Bécancour							1870	9	3	20	5	0	
River du Chêne							1646	18	9	2	10	0	
Etchemin							1776	19	2				
Bayoune							1257	8	0				
Rock Island							Includ ed i n			Road.			
Gananoque.....							1005	2	7				
Memphremagog.....							260	0	0				
	£	11496	9	4	2545	15	7						

THOMAS A. BEGLY,
Secretary.

DEPARTMENT OF PUBLIC WORKS,
Quebec, August, 1852.

No. 4.

STATEMENT of the Expenditure made by the Department of Public Works, during the year 1851, on the Provincial Light Houses connected with the Inland Navigation.

No.	NAME OF LIGHT.	NAME OF KEEPER.	Salaries.			Supplies, &c.			Total.			
			£	s.	d.	£	s.	d.	£	s.	d.	
1	Goderich	James Brady	81	5	0	152	8	10	293	13	10	
2	River Thames	Claude Cartier	65	0	0	86	15	7	151	15	7	
3	Bois Blanc	James Hackett	87	10	0	240	19	11	328	9	11	
4	Point Pelé.....	James Cummins	87	10	0	225	3	5	312	13	5	
5	Port Stanley.....	Richard Smith	60	6	3	19	13	9	80	0	0	
6	Port Burwell	J. P. Bellair	50	0	0	60	16	6	110	16	6	
7	Light Ship	Peter Baikie	135	0	0	62	10	7	197	10	7	
8	Long Point, Lake Erie	Moses Newkirk	87	10	0	198	14	6	286	4	6	
9	Mohawk Island	John Burgess.....	85	0	0	143	9	0	228	9	0	
10	Burlington Bay	John Davidson	100	0	0	135	15	7	235	15	7	
11	Gibraltar Point	James Durman	85	0	0	138	18	3	223	18	3	
12	Gull Island	George Roddick.....	109	7	6	130	2	10	239	10	4	
13	Presqu' Isle	William Swetman	73	15	0	214	3	10	287	18	10	
14	Point Peter	William A. Palen	85	0	0	186	15	4	271	15	4	
15	False Ducks	Joseph Swetman	102	10	0	215	0	10	317	10	10	
16	Nine-Mile Point	Thomas Sparham	87	10	0	131	10	10	219	0	10	
17	Lancaster	Thomas Hill	52	10	0	45	13	4	98	3	4	
18	Cherry Island	E. S. Johnson	85	0	0	76	17	4	161	17	4	
19	Grosse Point, Beauharnois.....	Peter Shannon	85	0	0	98	7	4	183	7	4	
20	McGee's Point.....	Alexander McDonald	35	0	0	51	6	6	86	6	6	
21	Rond Eau.....	Thomas Cronyn.....	65	0	0	43	9	6	108	9	6	
22	Port Dover	William Fyfield.....	15	7	8	.....	.....	.....	15	7	8
23	Port Maitland	C. D. Purnell.....	.....	.....	.....	118	10	6	118	10	6
24	Port Dalhousie.....	Jonathan Woodall.....	.....	.....	.....	183	7	6	183	7	6
25	Port Colborne	James Fortier.....	.....	.....	.....	170	18	0	170	18	0
26	Lower Entrance, Beauharnois	Joseph Meloche.....	22	10	0	81	3	6	103	13	6	
27	Floating Light, Chateauguay	Joseph Cardinal.....	84	14	0	86	11	1	171	5	1	
28	Lachine Pier and Floating Light.....	John Norton	68	15	0	88	10	4	157	5	4	
		Thomas Dissett	200	0	0	.....	.....	.....	200	0	0
	Management, Postage, Freight, Advertising, Travelling, &c. ....	.....	.....	.....	.....	331	7	9	331	7	9
			£	2096	0	5	3719	2	3	5815	2	8
	LESS—Amount of Supplies taken from St. Catharines .....	.....	.....	.....	.....	209	16	3	209	16	3
			£	2096	0	5	3509	6	0	5605	6	5

THOMAS A. BEGLY,

DEPARTMENT OF PUBLIC WORKS.

Secretary.

Quebec, August, 1852.

STATEMENT of the Amounts paid on Awards for Damages, &c., in the year 1851; shewing the Sums Claimed and those Awarded; also, the Amounts paid to the Arbitrators, &c., for Services and Expenses.

Name of Work.	Amount of Claims.		Amount of Award.		Amount Paid from Appropriations for Works.		Amount Paid from Appropriations for Arbitrations.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	M. W. & E. Brown	48	0 0	17	15 0			41	6 7
Adam Stark							17	15 0
Ira Vanvalkenburg	300	0 0	30	0 0			30	0 0
John Carey	198	0 0	40	0 0			40	0 0
W. J. Fitzgerald	375	0 0	40	0 0			160	0 0
Clark Spalding	800	0 0	360	0 0			40	0 0
Roger Bates	83	10 0	18	0 0			860	0 0
James Douglass	227	10 0	97	10 0			18	0 0
R. B. Miller	50	0 0	20	0 0			97	10 0
Christopher Knowlton	185	0 0	43	2 6			20	0 0
Archibald McDonald	1961	3 0	12	10 0			43	2 6
John Stewart	200	0 0	600	0 0			12	10 0
James Crooks	100	0 0	50	0 0			600	0 0
David Stewart	100	0 0	10	0 0			50	0 0
R. C. Humphries, Senior	250	0 0	36	5 0			10	0 0
Thomas May	369	4 0	101	0 0			36	5 0
Charles Boyer	Not specified		11	5 0			101	0 0
Alexander Lane	Not specified		5	0 0			11	5 0
George Shouides	112	10 0	35	0 0			35	0 0
Patrick Gallivan	Not specified		7	10 0			5	0 0
E. Sullivan	do		17	10 0			7	10 0
Catherine Flood	do		20	0 0			17	10 0
Zac. Burnham	622	10 0	1045	6 3			20	0 0
Pierce, Black & Co	Not specified		11	17 6			1045	6 3
J. McCarty	Not specified						11	17 6

W. & M. Ferris	48	15 0	25	16 9			25	16 9
Thomas Anderson	40	0 0	15	0 0			15	0 0
Peter Perry	290	16 3	49	2 0			49	2 0
John Gilchrist	2152	13 2	350	0 0			350	0 0
James Taylor	413	4 6	30	0 0			30	0 0
Almyra Foley	40	0 0	34	0 0			34	0 0
Richard Burdall	69	0 0	47	5 0			47	5 0
William Cottingham	660	0 0	560	0 0			550	0 0
Maurice Stack	117	5 0	37	10 0			37	10 0
Daniel Sullivan	288	0 0	170	0 0			170	0 0
C. J. Baldwin	388	0 0	160	0 0			160	0 0
William Boate	205	0 0	32	10 0			32	10 0
Patrick Dawson	62	10 0	35	0 0			35	0 0
Michael Lehaie	40	0 0	22	10 0			13	2 6
James Ferguson	Not specified						22	10 0
E. McDonell	175	0 0	25	0 0			206	15 7
M. McAuliffe	Not specified						15	0 0
John Arkesey	400	0 0	166	0 0			25	0 0
Francis Duff	Not specified						17	10 0
F. B. Spilsbury	400	0 0	10	0 0			166	0 0
E. Murphy	do		14	5 0			10	0 0
Thomas Groves	do		13	2 6			14	5 0
Sarah Hamilton	75	0 0	25	0 0			13	2 6
R. Robertson	100	0 0	22	10 0			25	0 0
B. Houligan	2416	13 4	600	0 0			22	10 0
Samuel Tisdale	150	0 0	31	16 3			30	0 0
James Wallis	50	0 0	50	0 0			600	0 0
Dorothy Durrell	62	10 0	13	15 3			31	16 3
Edmond Longley	43	10 0	29	1 3			50	0 0
Michael Bray	300	0 0	47	1 0			13	15 3
John Bellows	75	0 0	31	14 4			29	1 3
Joshua Rowell	50	0 0	55	0 0			47	1 0
Reverend K. A. Flanders	75	0 0	70	0 0			31	14 4
Ralph Merry	70	0 0	29	13 9			55	0 0
Harlow Miner	Not specified						29	13 9
Samuel V. Mock	Not specified						70	12 9
Charles D'Acot	Not specified						54	2 6
Augustin Broissois	Not specified						107	6 6
Francis Godin	Not specified						107	6 6

No. 5.—(Continued.)

Name of Work.	Amount of Claims.			Amount of Award.			Amount Paid from Appropriations for Works.			Amount Paid from Appropriations for Arbitrations.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Pierre Bergevin				32	15	0				32	15	0
Jean Baptiste Leboeuf				27	11	3				27	11	3
Eustache Bergevin				29	15	0				29	15	0
Louis Bergevin				6	10	0				6	10	0
François Julien				7	7	6				7	7	6
Joseph Janvri dit Belair				31	2	6				31	2	6
Tous. Dandurand dit Marchetivire				4	17	6				4	17	6
Augustin Miron				32	0	0				32	0	0
Pierre Poirrier				23	16	6				23	16	6
Pierre Bougi, and Jean Baptiste Hogue				4	10	0				4	10	0
Noel Emond				20	2	6				20	2	6
Thami, Galerneault				2	2	6				2	2	6
François Roi				22	8	6				22	8	6
Paul & François Trottier				25	0	0				25	0	0
Louis Gibault				1	5	0				1	5	0
Augustin Mailloux				7	11	0				7	11	0
Silvain D'Arpentigny				9	19	0				9	19	0
Albert Mercier				29	18	9				29	18	9
Amable Brunette				19	3	0				19	3	0
Gabriel Urtribise				14	7	2				14	7	2
Alexis Jean Veau				85	12	3				85	12	3
François Leboeuf				10	1	10½				10	1	10½
André Brunette				6	15	0				6	15	0
Pierre Marcotte				6	12	6				6	12	6
Louis Julien				6	0	0				6	0	0
Amable Bourdon				97	10	0				97	10	0
Pierre Leboeuf				16	2	6				16	2	6
Antoine Leboeuf				20	2	6				20	2	6
Augustine Lefebvre				48	3	6				48	3	6

Antoine Mathieu	19	0	0							19	0	0
Joseph Laderoutte	22	0	0							22	0	0
François Meloche	21	5	0							21	5	0
Pierre Boyer	1	11	3							1	11	3
François Pire	3	15	0							3	15	0
Joseph St. Michel	24	4	2							24	4	2
Pierre Lemieux	189	8	6							189	8	6
Paul Vieux fermier de P. Lenieux	3	4	4½							3	4	4½
Pierre Leduc	14	6	8							14	6	8
Ignace Tessier	5	17	6							5	17	6
Felix Grenier	24	4	9							24	4	9
Laurent Fortier	17	5	0							17	5	0
Louis Bergevin	11	18	6							11	18	6
Antoine Henault fils de Joseph	17	16	0							17	16	0
Etienne Henault fils de Joseph	34	5	0							34	5	0
Etienne Henault fils de Etienne	167	16	3							167	16	3
Nicolas Gagner	3	15	0							3	15	0
Julien Sauvé	9	2	6							9	2	6
Pierre St. Michel	49	19	6							49	19	6
J. Bte. Benoit, fermier de Hyacinthe Leduc	11	17	6							11	17	6
Antoine Henault fils de Antoine	8	10	0							8	10	0
Charles Larocque	11	5	0							11	5	0
Michel Beauron fils	53	0	0							53	0	0
Jacques Hebert	7	0	0							7	0	0
Xavier Rapin	16	2	6							16	2	6
Pierre Leduc fils de Pierre	21	7	6							21	7	6
Xavier Sauvé	8	12	6							8	12	6
Jean Baptiste Filiatreau	3	18	9							3	18	9
Pascal Boyer	2	17	6							2	17	6
Pierre Faubert	4	1	3							4	1	3
Joseph Rivet	1	12	6							1	12	6
Eustache Lefebvre	1	5	0							1	5	0
Ambroise Pire	5	0	0							5	0	0
Joseph Myer	10	7	6							10	7	6
Veuve Etienne Lefebvre	8	2	6							8	2	6
Felix Vinette	18	0	0							18	0	0
Venant Lefebvre	26	12	6							26	12	6
Joseph Bergevin	70	5	0							70	5	0
François Mercier	8	7	6							8	7	6
François Tessier	58	5	5							58	5	5

No. 5.—(Continued.)

Name of Work.	Amount of Claims.			Amount of Award.			Amount Paid from Appropriations for Works.			Amount Paid from Appropriations for Arbitrations.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Alpheus Sherwood				39	15	0	39	15	0			
George Keefer				75	0	0	75	0	0			
M. Silverthorn				15	0	0	15	0	0			
H. Marstatt				68	15	0	68	15	0			
B. F. Reynolds				21	11	3	21	11	3			
C. L. Hughes				40	0	0	40	0	0			
Jacob Griffith				55	10	0	55	10	0			
Brown & McDonell				2480	7	6	2480	7	6			
Asa D. Wood & Co				1069	16	10	1069	16	10			
William Cook & Co				2475	0	0	2475	0	0			
Francis Hall												
Inland Waters, Newcastle District, &c.										100	0	0
										14816	13	2
* The sum of £12,791 1s. 2d. is included in Statement No. 1, having been paid out of Appropriations for the Works.												
PAID TO ARBITRATORS, &c.												
William Hutton, 128 days, at 20s.				128	0	0						
Travelling Expenses, 128 days, at 10s.				64	0	0				192	0	0
William Woodruff, 118 days, at 20s.				118	0	0						
Travelling Expenses, 118 days, at 10s.				59	0	0				177	0	0
C. W. Lount, 74 days, at 20s.				74	0	0						
Travelling Expenses, 74 days, at 10s.				37	0	0				111	0	0

Joshua Bates, 17 days, at 20s.	17	0	0									
Travelling Expenses, 17 days, at 10s.	8	10	0							25	10	0
Francis Hall, (Clerk.) 164 days, at 15s.	123	0	0									
Stationery, &c.	6	6	1							129	6	1
Paul Timothy Masson, 39 days, at 20s.	39	0	0									
Travelling Expenses, 54 days, at 10s.	27	0	0							66	0	0
James Somerville, 45 days, at 20s.	45	0	0									
Travelling Expenses, 50 days, at 10s.	25	0	0							70	0	0
Edward Quin, 45 days, at 20s.	45	0	0									
Travelling Expenses, 50 days, at 10s.	25	0	0							70	0	0
A. G. Lajoie, (Clerk.) 79 days, at 15s.	59	5	0									
Travelling Expenses, &c.	17	18	6							77	9	6
Travelling and Contingent Expenses, Upper Canada Arbitrators										58	1	4
Law Expenses, Witnesses, Postages, Management, &c.												
										976	0	11
										1410	0	2
										17211	14	9

THOMAS A. BEGLY,
Secretary.

DEPARTMENT OF PUBLIC WORKS,
Quebec, August, 1852.

No. 6.

STATEMENT shewing the total amount expended by the Department of Public Works, during the year 1851, as detailed in the foregoing Statements, Numbered 1, 2, 3, 4, and 5.

	Repairs and Maintenance.			Construction.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Amount of Statement No. 1	28292	5	2	88185	9	3	116477	14	5
do do 2 .....	.....	.....	.....	47971	4	1	47971	4	1
do do 3	2545	15	7	11496	9	4	14042	4	11
do do 4	5605	6	5	.....	.....	.....	5605	6	5
do do 5 .....	.....	.....	.....	17211	14	3	17211	14	3
	£ 36443	7	2	164864	16	11	201308	4	1
Amount received from the Honorable the Receiver General, during the year 1851, by Warrants issued on the Certificate of the Commissioners of Public Works .....	.....	.....	.....	.....	.....	.....	202049	2	3
	.....	.....	.....	.....	.....	.....	*£ 740	18	2

* The vouchers for this amount, in the hands of paymasters, &c., had not been received on the 1st January, when the accounts were made up.

THOMAS A. BEGLY,

Secretary.

DEPARTMENT OF PUBLIC WORKS,

Quebec, August, 1852.

No. 7.

STATEMENT of the Water Power, &c., Leased on the respective Provincial Canals, with the Names of the Lessees, Description of Machinery, &c., and the Amounts of the Annual Rents.

CANALS.	LESSEES.	DESCRIPTION OF MACHINERY, &c.	Number of			Amount of Annual Rents.	
			Runs of Mill-stones	Saws.		£	s.
				Common.	Circular.		
WELLAND	Robert Laurio & Co.	Grist and Flouring	3	.....	.....	49	6
	Reuben Morrison	Saw Mill .....	.....	1	2	34	5
	J. L. Ranney	Flouring	6	.....	.....	65	0
	Water Power Company	Various .....	.....	.....	.....	125	0
	Calvin Phelps	Flouring Mill	6	.....	.....	37	10
	Richard Collier	Saw and other .....	.....	1	.....	41	18
	Thomas Towers	Grist	3	.....	.....	35	0
	William B. Hendershot	Saw and other	1	.....	.....	38	0
	William Beatty	Saw .....	.....	1	.....	27	0
	William H. Ward	Bark and Leather .....	.....	.....	.....	15	18
	do	Turning, Planing and Saw .....	.....	.....	3	12	10
	do	Sawing .....	.....	3	.....	36	10
	Jacob Keefer	Flouring	4	.....	.....	55	10
	Brown & Ross	do	3	.....	.....	45	0
	Park & Co.	do .....	.....	.....	.....	40	0
	Alexander Christie	do	3	.....	.....	40	0
	John Brown	Plaster	1	.....	.....	15	0
	Wright and Duncan	Flouring and Carding .....	.....	.....	.....	67	13
	William H. Merritt	Sawing and other	3	.....	1	86	16
	Alexander Bowman	Pail manufacturing .....	.....	.....	.....	16	10
	William Pennock	Shingle do .....	.....	.....	.....	16	10
	Tucker & Ranney	Grist and Sawing .....	.....	.....	.....	250	0
	Lemon & McFarland	Sawing and other .....	.....	1	1	37	10
	Abbey & McFarland	Dry Dock .....	.....	.....	.....	19	16
	Donaldson & McFarland	Grist	1	.....	.....	21	10

No. 7.—(Continued.)

CANALS.	LESSEES.	DESCRIPTION OF MACHINERY, &c.	Number of		Amount of Annual Rents.					
			Runs of Mill-stones	Saws.	Common.	Circular.	£	s.	d.	
										Common.	Circular.
WELLAND.—(Continued.)	Robert Band & Co.	Grist and Flouring	8					46	10	0
	Dunlop & Seeley	Grist and other	8					54	0	0
	do	Sawing		3				53	10	0
	do	do		1				39	0	0
	Moses Cook	Grist and Flouring	3					49	0	0
	John Greybell	Grist and Sawing	2					40	0	0
	Hezekiah Davis	do	1					36	13	4
	Samuel Darling	Grist	2					21	13	4
	L. J. Weatherby	Carding, Spinning, Weaving, Fulling, &c.						13	0	8
	H. Mittleberger	Sawing			1			16	13	4
	Chisholm & Winer	do			2			34	13	4
	Hugh Boomer	Grist and Flouring	3					30	0	0
	John Brown	Plaster grinding	1					20	0	0
	John Oldfield & Co.	Sawing		2				29	6	8
	C. Johnson	do		1				16	13	4
	L. Brocklebank	Grist and Flouring	3					88	6	8
	Boatty & Band	Grist	2					32	10	0
	Imlack & Hicks	do	2					34	10	0
	William Melanby	Sawing		1				30	10	0
	Orson Phelps	do		1				30	10	0
WILLIAMSBURG	Benjamin Chaffey	Grist and Flouring	6					61	10	0
	William Elliot	do						35	0	0
	J. S. Ross	Wharf						12	10	0
	J. Stora	do						12	10	0
	William McLaughlin	do						3	0	0
	John Walsh	do						11	0	0

CORNWALL	Nelson Empey	do						3	0	0
	James Holden	do						10	0	0
	R. McPherson	do						3	0	0
	Andrew Elliott	Grist and Flouring	8					60	0	0
	John Harvie	do	4					30	0	0
	A. E. Cadwell	Saw		1				30	0	0
	John Bell	Water-pipe to Brewery						2	10	0
	D. B. Pease	Wharf						5	0	0
	Owen Lynch	do						5	0	0
	Leon Leduc	do						5	0	0
BEAUIARNOIS	Louis Bergevin	do						2	10	0
	Owen Lynch	do						5	0	0
	E. E. Gilbert	Foundry, &c.						322	10	0
	James Hervey	Store						135	0	0
	Thomas Peck	Nail and Spike						135	0	0
	James McDougall	Flouring	4					107	10	0
	Thorne & Heward	Store						216	0	0
	Ira Gould	Flouring						108	0	0
	T. D. Bigelow	Nail and Spike						107	10	0
	John M. Holland	do						107	10	0
LACHINE	William Lyman & Co.	Oil and Plaster						107	10	0
	Grant & Hall	Planing, &c.						215	0	0
	George & William Tate	Dry Dock						250	0	0
	Augustus L'Abbe	Marine Slip						25	0	0
	Young & Gould	Sundries						420	0	0
	N. Doré	Wharf						8	0	0
							£	4406	19	4

STATEMENT of the Provincial Canals and Locks of Canada, shewing where situated; the Length and Breadth of the Canals; Number and Dimensions of the Locks; Amount of Lockage, &c. &c.

NAME AND DESCRIPTION OF THE WORK.	Length of Canal, in miles.	Dimensions of Canals, in feet.			Amount of Lockage, in feet.	Number of Locks.	Dimensions of Locks, in feet.			Size of Vessels which can pass the Locks, in feet.			
		Width at top.	Width at bottom.	Depth.			Length between Gates.	Width.	Depth on mitre.	Length over all.	Breadth.	Draft of water.	
WELLAND CANAL, connecting the Grand River and Lake Erie with Lake Ontario— The Feeder Branch, from Dunnville, on the Grand River, to the Junction with the Main Trunk The Broad-Creek Branch, from Port Maitland, on Lake Erie, to the Feeder.....	21 1½	71 85	35 45	8½ 10	8	1	185	45	9	170	44	9	
The Main Trunk, from Port Colborne, on Lake Erie, to } Port Dalhousie, on Lake Ontario	28	71	35	10	346	{ 24 3 }	150 200	26½ 45	9½ 9½	142 185	26½ 44	9½ 9½	
NOTE.—When the Lake Erie level will be obtained on the Main Trunk Line, the number of Locks will be reduced to 26, and the lockage to 330 feet.													
ST. LAWRENCE CANALS, connecting Lake Ontario with the River St. Lawrence at Montreal, the head of Tide-water Navigation, viz.:— Williamsburg Canals Cornwall Canal Beauharnois Canal	9½ 11½ 11½	90 150 120	50 100 80	10 10 10	29½ 48 82½	6 7 9	200 200 200	45 55 45	9 9 9	185 185 185	44 53 44	9 9 9	

Lachine Canal	8	120	80	10	44½	{ 3 2 }	200 200	45 45	9 16	185 185	44 44	9 10
The above mentioned Canals complete a continuous Inland navigation to Chicago, on Lake Michigan, 359½ feet above the sea, and a distance of 1,587 miles from tide-water at Quebec.	68½				550½	54						
These Canals contrast with the Erie Canal connecting } Lake Erie at Buffalo, with the Hudson River at } Albany, thus..... A portion of the Erie Canal has been enlarged.	363	40	28		688	84	90	15	4		Not over 75 tons burthen.	
ST. ANN'S LOCK AND DAM to overcome the Rapids of St. Ann on the Ottawa River.....					8½	1	100	45	6	175	44	6
CHAMBLY CANAL AND ST. OURS LOCK, connecting Lake Champlain at St. John's, with the St. Lawrence at Sorel, viz.:— Chamblay Canal St. Ours Lock.....	11½ ‡	60 * 180 ‡ 103	36	8 12	74 5	9 1 None.	190 200	24 45	7 7	110 185	27 44	7 10
BURLINGTON BAY												
NEWCASTLE AND COLBORNE DISTRICTS LOCKS, viz.:— Seuogog Rapids, Seuogog River Whitias' do Otanabee do Crooks' do Trent do Chisholm's do do					8 6½ 6½ 11	1 1 1 1	181½ 183 181 183	32½ 32½ 32½ 32½	4½ 4 5½ 4½	119 120 120 120	31½ 31½ 31½ 31½	4½ 4 5½ 4½

* Outer Entrance.

† Inner Terminus.

No. 9.

STATEMENT shewing the Balance of Appropriations remaining unexpended on 1st January, 1852, on the following Works, and the Amounts now required to be Appropriated to make good the Sums Over-expended thereon, and for their Completion.

WORKS.	Balances unexpended January, 1852.		Amount now required to be Voted.		REMARKS.
	£	s. d.	£	s. d.	
Welland Canal.....	29360	4 1	*38046	0 0	Of this amount, the sum of £17,150 will be required in 1852, and £15,896 in 1853.
St. Lawrence Canals, viz:— Laehine, for Works.....			10300	0 0	
do for Land—the greater portion of this amount is to pay off Mortgages held by the Seminary of Montreal, for land acquired for the Canal, between the years 1826 and 1845	31464	1 6	15227	18 6	Of this amount, the sum of £30,000 will be required in 1852, and £9,600 in 1853.
do for land now required			10000	0 0	
Beauharnois			1800	0 0	Of this amount, the sum of £1,500 will be required in 1852, and £1,090 in 1853.
Cornwall			2000	0 0	
Ottawa Works	5331	13 0	2530	0 0	
Survey Rapids, St. Lawrence, &c.....	587	16 3	7000	0 0	
Parliament Buildings, &c., Quebec	1173	4 10	16000	0 0	
Alterations, &c., Spencer Wood ..	374	9 0	16500	0 0	
Purchase of Spencer Wood.....	8000	0 0	2000	0 0	
Expense, removal to Quebec			2500	0 0	
Montreal Goal	1951	1 8	2500	0 0	

* In this sum, is calculated £9,000 to replace that amount taken of previous appropriations for the Works, to pay Awards to Contractors, and Land Damages.

No. 10.

STATEMENT of the Estimated Cost of proposed New Works of a Provincial Character.

	£	s.	d.
Sault St. Marie Canal, to unite Lake Superior to Lakes Huron and Erie— Locks to be suitable for Steamboats of the larger and better class now plying on these Lakes	120000	0	0
Improvement of the Rapids of the St. Lawrence, for the downward passage of vessels drawing 10 feet of water	30000	0	0
Harbours	16000	0	0
Trent and Inland Waters	4250	0	0
Light Houses	17500	0	0
£	187750	0	0

ABSTRACT of the foregoing Statement, shewing the Proportional Amounts thereof required in each of the years 1852, 1853, and 1854.

	To be Expended in 1852.			To be Expended in 1853.			To be Expended in 1854.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Sault St. Marie Canal	10000	0	0	70000	0	0	40000	0	0	120000	0	0
Improvements, St. Lawrence Rapids	10000	0	0	20000	0	0	.....	.....	.....	30000	0	0
Harbours	4000	0	0	12000	0	0	.....	.....	.....	16000	0	0
Trent Works	2000	0	0	2250	0	0	.....	.....	.....	4250	0	0
Light Houses.....	2000	0	0	10000	0	0	5500	0	0	17500	0	0
£	28000	0	0	114250	0	0	45500	0	0	187750	0	0

No. 11.

COMPARATIVE STATEMENT of "Upward Movement," in Tons, on the
St. Lawrence Canals, to the 31st July, in the years 1851 and 1852.

	1851.	1852.
Number of Vessels	1055	1047
Tonnage of do	72102	68198
Number of Steamers	390	462
Tonnage of do	33109	46392
Passengers.....	8058	12733
Tons of all Property moved.....	38564	30390
Number of Days of Navigation.....	99	89

ALFRED GOUGH,
Collector.

COMPARATIVE STATEMENT of "Downward Movement," in Tons, on the
St. Lawrence Canals, to the 31st July, in the years 1851 and 1852.

	1851.	1852.
Number of Vessels	974	929
Tonnage of do	71464	65102
Number of Steamers	397	445
Tonnage of do	34634	46705
Passengers.....	3424	6808
Tons of all Property moved.....	110605½	105149
Number of Days of Navigation.....	99	89

ALFRED GOUGH,
Collector.

SAUT STE. MARIE CANAL.

—
QUEBEC, 19th August, 1852.

SIR,

In compliance with your instructions of the 11th May last, relative to the survey of the proposed Canal at the *Saut Ste. Marie*, I have the honor to report, that so soon as the other duties which you had assigned me had been performed, I proceeded to make the necessary examinations and surveys.

The survey for determining the location of the Canal at the Saut, was commenced immediately after my arrival there on the 5th ultimo, and while my assistant, Mr. T. S. Rubidge, was carrying it on under my instructions, I proceeded up and down the River to ascertain its character and capacity, and to see if any other improvements, besides the Canal, were required to complete the navigation between Lake Huron and Lake Superior. My own personal examinations were completed on the 21st ultimo, after which, I returned to this place, having first decided upon the proper location of the Canal, and furnished Mr. Rubidge, with instructions for laying it out upon the ground, and for taking such soundings at the entrances of it, and upon the bar in Lake George, as, from a full appreciation of the importance of the proposed improvements, appeared to be necessary.

The survey is therefore as yet unfinished, but in the course of another week, I expect to receive from Mr. Rubidge, a plan of the location with all the soundings at the Saut; and in the meantime, in order that you may be furnished with such information as will enable you to report with confidence upon the feasibility of the proposed Canal, its probable cost and prospects, I propose to submit, in a brief report, the general results of my own inquiries and examinations, the conclusions I have arrived at therefrom, and an estimate made from the notes and measurements taken by myself. Accompanying this report is a plan of the River St. Mary, compiled from Captain Bayfield's charts, shewing the situation and extent of the proposed improvements, the boundary line between Canada and United States, and the course of the navigable channel from Lake Superior to Lake Huron, and the Georgian Bay.

As it is obviously of the first importance in deciding upon the scale of navigation proper to be adopted, that a correct idea of the River, its capacity, currents and fluctuation should be formed, I have appended to this report, an abstract of the notes taken while making these examinations, to which, I beg to invite your attention. With these and the chart before you, you cannot fail to observe how simple and easy it is to remove all obstructions and open up a communication with Lake Superior.

From *Gros Cap*, where the River may be said to take its departure from Lake Superior, to the head of St. Joseph's Island, where the North, or Canadian channel, leading off into the Georgian Bay, leaves the one leading to Mud Lake, which is connected with Lake Huron, the distance is 40 Miles.

The main navigable channel in its general character is deep and capacious, and presents but two places where the navigation is either stopped or seriously impeded by natural obstacles. The first is the Saut Ste. Marie, and the second, the bar in Lake George. The first stops the passage of Vessels entirely—the second is no obstruction, as I found it, at high water; for Steamboats of the largest class may, and do now, daily, pass over it; but when the water falls again to its lowest stage, the draught will be reduced to six feet, and a channel will have to be cut through the bar, to open a suitable passage, at a cost, however, not exceeding one per cent upon that of the Canal.

SCALE OF NAVIGATION.—In my opinion, the success of the proposed undertaking will entirely depend upon the size that may be adopted for the Locks. If they are not made sufficiently large to pass the larger and better class of Steamers now afloat on the upper Lakes, the Canal cannot be expected to do the American business for many years. If room is left for improvement upon the one which may be made on the Canada side, that improvement will surely be made by the construction of a better and more efficient Canal on the opposite shore. Three-fourths of the business to be done upon it will be, as on the Welland, between American and American Ports; therefore, if the scale of the Welland were adopted, this business would be lost. Or even if the scale of the St. Lawrence were decided on, it would still prove insufficient—it would be found too contracted to admit of the passage of vessels having the tonnage and speed essential to their success upon these Lakes. These Lakes may justly be regarded as inland seas, and are swept by storms, which require that vessels navigating them should be of large dimensions and of the most seaworthy class. The flats on Lake St. Clair, over which all first class vessels making long voyages, must pass, necessarily limit their draught, and therefore, to gain the two objects of speed and freighting capacity, there must be greater length and breadth than in the proportions usually adopted for Ocean Steamers.

Since the building of the St. Lawrence Canals, the dimensions of Steamboats on the upper Lakes have greatly increased, and for this increase there must be substantial reasons. With the length of keel of which they admit, the speed is necessarily limited as well as the tonnage; to gain which the Naval Architect requires greater length and more beam, in order that he may apply more power. The most successful boats are those, carrying passengers and freight, which have a breadth of beam from 33 to 37 feet, or 60 to 65 feet over all, and from 275 to 315 feet in length. I have ascertained the dimensions of all the principal boats now plying on these waters which with sundry other particulars in regard to them, are arranged in tabular form and appended to this report. Amongst these the "May Flower," may be taken as the best specimen of Naval Architecture; and the type of that class which has proved most successful.

It is the opinion of some, that as the future business of Lake Superior will be chiefly created and sustained by the extraordinary mineral resources of that Region, steamers of this large class, not being so well adapted for it as propellers and other vessels of a cheaper build, more exclusively devoted to freight, need not be provided for in the construction of the Canal. In this opinion, I do not concur, for although for mere purposes of transport the latter class of Vessels will always find profitable employment, and perhaps do the larger share of the business, yet as the business and pleasure travel, which are now considerable, and will undoubtedly increase in proportion to the facilities which the Canal may afford, can be advantageously combined with the up transport of Mining Stores, and the returning proceeds of the Mines, it is evident, that if a way were once opened into Lake Superior for the large steamers, they would soon enliven its surface in considerable numbers.

Several lines of Railway have been projected from this Lake into the interior of Michigan, Wisconsin and Minnesota, one of which is now in course of construction; others again, intended to reach the upper Mississippi, and the Western side of Lake Michigan, are now under consideration, and some of them will very probably be commenced before the Canal is finished. With a communication once established with the head of navigation on the Mississippi, below the Falls of St. Anthony, a fresh impulse would be given to the travel and commerce of the Lake, and if the large steamers now running on the other Lakes, were injudiciously excluded from it, by Locks of inferior capacity, the Canal would prove a failure, and would immediately be superseded by one of proper dimensions on the other side of the Rapids.

The nature and prospects of the future business to be carried on with this Lake, therefore, clearly demand that the improvement should be adapted for a large class of Steamboats, like those now plying between Buffalo and Chicago, having the quality of speed and capacity of tonnage suited both for passenger and freight business, to accommodate which the Locks in my judgment should have a length of 350 feet in the chamber between the gates, 66 feet in width, and 10 feet in depth upon the sills. The capacity of the River is by nature adapted to this scale of navigation and therefore it should be adopted. The obstacles interposed to it, are so trifling in comparison to the object to be attained, and fall so entirely within the reach of art, and the resources of the Province to remove, that commerce will, in due time, repay the necessary expenditure incurred for its benefit.

It is of course desirable, that in opening up a great line of navigation from the Ocean to the farthest extremity of these inland seas, that an uniform scale should be preserved throughout, but the diversity already existing prevents it. Before 15 years shall have elapsed another set of Locks will be required on the Welland to meet the requirements of a trade which increases regularly at the rate of twenty per cent. per annum, and the future magnitude of which few persons have conception of. If a Canal were opened from the St. Lawrence into Lake Champlain, and an efficient line of Ocean Steamers be established between Quebec and Liverpool, the increase of business upon the St. Lawrence in 25 years will also be such as to demand further accommodation upon that River, so that as new Locks will have to be built, neither of these Canals as now adjusted for the trade, can be assumed as the proper gauge for the short one required at the Saut; the dimensions of which ought therefore to be such as the nature of the business it is destined to accommodate more particularly demands. Looking forward a quarter of a century, only, this scale may then become that of the Welland and St. Lawrence, in which case vessels of 2000 tons burthen may descend from Lake Superior to the Ocean, a distance of 2000 miles without passing through more than 29 miles of canals; no rival line could compete with such a navigation, it would render competition impossible, and the trade of the West must therefore flow through it, such a result should be steadily kept in view in all future improvements, and by making a proper commencement here, there will be a better chance of seeing it realized, whenever the wants of that commerce shall demand it.

LOCATION OF CANAL.—The Canal has been laid out upon a straight line, the shortest that can be drawn between the navigable portions of the Bays, above and below the Islands, thus passing nearly through the middle of the large Island on the Canada side. Its length through the Island is 50 chains, but from end to end of Piers it is 95 chains. It was found necessary to produce the Piers at the upper entrance right across the first Bay, and the point of the shoal above it, in order to avoid the awkwardness of an abrupt turn, had the Pier ended in the first Bay, as well as to obviate the exposure of vessels making that entrance to the influence of the current at the head of the rapids. The upper terminus is now in a deep Bay, and in still water, where the American vessels wintering above the Saut usually lie up.

Locks.—There will be two Locks to overcome a fall varying from 17 to 19 feet. They will be situated at the lower end, and separated 660 feet, twice the length of the largest vessels. They will be placed on solid rock foundations.

An important improvement is proposed in the form of the Lock-Walls, by which vessels will be saved from injury, and the Lock-Gates protected from damage while they are passing through. For 30 feet above and below the upper Gates of each Lock, the walls will be carried up four feet above the rest of the Lock, and slightly curved so as to guide vessels through without touching the Gates, or allowing their guards to over-ride the walls—serving the same purpose as the fender

posts recently placed in the Locks of the Beauharnois and Lachine Canals, only in a more effective manner.

THE GATES—Will be built of solid Timbers, similar to those lately introduced upon the St. Lawrence Canals, but will not be pierced for the sluices as they are; for, on account of the great breadth, the combined strength of all the Timbers will be required to sustain the pressure. The water will therefore be admitted into, and discharged from the Chamber through capacious tunnels built in the Lock-Walls, with sufficient area of sluiceway to fill and empty the Lock, and pass a vessel in 15 minutes.

THE CANAL—Will be 140 feet wide at surface, and 130 feet at bottom, wide enough for two vessels to pass each other with ease in any part of it. The large Basin between the Locks with the Waste-Weirs into and out of it serve to keep up a constant supply for Lockages, and will become valuable, as a means of supplying water-power to the Manufactories that will in a few years be established at this important point.

THE ESTIMATE—For a Canal with Locks of this size is £120,000. If the size of Locks mentioned in my instructions were adopted, namely 250 feet long, 55 feet wide, and 9 feet deep, it would not require to be more than 120 feet wide, but as it would have the same length and everything else would be the same as in the larger scale above suggested, with the difference in the size and capacity of the Locks only, the difference in the estimated cost does not exceed £20,000, therefore:—

	Feet Feet Feet	
The estimate for a Canal, 120 feet wide, with Locks, 250 × 55 × 9 is		£100,000.
	Feet Feet Feet	
The estimate for a Canal, 140 feet wide, with Locks, 350 × 66 × 10 is		£120,000.

PROSPECTIVE REVENUE.

I have not been able to obtain the return of trade except for the year 1851, which is as follows:—

Upwards.

Iron, steel and castings, including three Steam Engines, 370,000 lbs	185 Tons
Number of Cattle and Horses, 370 lbs	123 do
Hay	322 do
Bricks, 76m	171 do
Lumber, 418m.....	700 do
Shingles, 182m	18 do
Merchandize, provisions, &c., 52,847 bls. bulk.....	2641 do
Total.....	4160 Tons

Downwards.

Copper (native)	1586 Tons
Iron "blooms"	383 do
Fish, 3590 barrels	513 do 2482 Tons
Tons both ways,	6642

This Freight pays 7s. 6d. a ton, to the Portage Railroad at the Saut, and amounts to about £2,500, per annum. Besides which about 3,000 persons passed up to visit the Lake and the Mines during the season, returning the same way.

The Fleet on Lake Superior consists of one Steamboat, three Propellers, and five Schooners with an aggregate tonnage of 1500 Tons.

A population of about 2500 persons are now engaged in the Mining operations on the south side. Fifteen Copper Mining Companies have commenced operations, and will produce this year about 2000 tons of copper, worth at Pittsburgh, £120 per ton. The cost of transport to Cleveland, from Eagle Harbour on Lake Superior, is 30s. a ton, divided as follows:—On Lake Superior, 7s. 6d.; Portage Railroad, 7s. 6d.; Saut to Cleveland, 15s.; From Eagle Harbour to New York, the freight is 70s. a ton.

Twenty-two Companies have been formed in addition to the above, which have not yet commenced operations.

Two Iron Mining Companies on the south side are expected to produce about 1000 tons of "blooms" this season, and three or four other Companies have been formed which have not yet commenced operations.

The Iron of Lake Superior surpasses in quality, any which has yet been produced in any part of the world, and is therefore in demand for all important uses at high prices. The "blooms" are sold at Detroit for £16 5s. per ton.

Its ultimate tenacity, when rolled into bars, has been ascertained by several experiments, to be 89,882 lbs. upon the square inch, while that of the best Russian is but 79,000 lbs., and of the best English, 57,000 lbs. In its native state, it contains 69 per cent. of pure Iron. In future it is intended, so soon as the Railroad is built, to bring down the ore, and smelt it in Pennsylvania, and elsewhere, wherever it can be sold. The proprietors of the "*Iron Mountain*" on the Jackson Location, are sanguine in their expectations of transporting 100,000 tons of this ore Eastward immediately upon the opening of the Canal. They expect to be able to manufacture it into Railway bars at the cost of £7 10s. per ton, and thereby to revolutionize the Iron trade. The purity of the ore, the extraordinary tenacity of the Iron, and the comparative cheapness of its production, will undoubtedly have a favourable effect in extending its use throughout the West, and the Mines being as inexhaustible as the demand, it may reasonably be presumed, that this article will yet become one of the chief sources of revenue for the Canal. The same kind of Iron is found in abundance on the North shore.

An estimate of the revenue to be derived by the Canal from the Mining operations, fisheries, commerce and travel of Lake Superior, cannot therefore be based upon their present condition or their former increase under disadvantageous circumstances. The revenue is chiefly prospective: but with the impulse which the Canal will give to all branches of business, and its influence in promoting settlement on both shores of the Lake, it is not unreasonable to assume that in ten years the tolls will pay the interest on the cost of the Canal.

Irrespective, however, of an immediate return, the Canal at the Saut Ste. Marie should be viewed as an important link of a chain of navigation which Canada has opened between the Ocean and the upper Lakes. It would add 1500 miles of Lake coast to that which has already become tributary to the Provincial Works. Canada has therefore a deep interest in its construction, and if completed in an efficient manner, it is not at all likely that any rival Canal will ever be built, as all inducement to do so will be entirely removed.

All of which is respectfully submitted by, Sir,

Your obedient Servant,

SAMUEL KEEFER,

Chief Engineer Public Works.

RIVER ST. MARY.

NOTES—Taken upon an examination of the River St. Mary, made between the 5th and 20th July, 1852.

The River may be considered to commence at *Gros Cap*, from which place to the Saut, the distance is fifteen miles. The current gentle, the channel broad and deep, and is spoken of by persons engaged in the navigation of Lake Superior as affording good beating ground for sailing craft, for a draught of two fathoms.

At the Saut the fall is now (July, 1852) seventeen feet, but the water in Lake Huron, being unusually high, and in Lake Superior, about at its ordinary level, the fall is less than has heretofore been observed. At the ordinary level of the water it will be eighteen feet, while at lowest water it will be nineteen feet, thus ranging from seventeen to nineteen feet according to the state of the River. The Rock which under-lies the Rapids and the soil of the Islands all across the River, is of the primitive sandstone formation, similar to that at the lower entrance of the Beauharnois Canal, but more regularly stratified, slightly tilted against the stream, uniform at surface and easily wrought, and of such solidity as will afford good foundations for the Locks. The length of the descent is about half a mile and the breadth the same. The deepest part of the swift water about seven feet, the average depth about five feet.

There is no difficulty in making a Canal on either side of the River, but the choice is rather in favour of the Canadian side, on which deep bays put in, both above and below, with still water favourable for the entrances; while on the American shore a swift current passes close by the places where the ends of the entrance Piers must be situated. The length of the Canal from end to end of Piers will be about the same on either side, a little over a mile. By terminating the upper Piers at the little or first Bay above the Island, the one on the Canada side could be reduced to seven-eighths of a mile, but for the slight difference of expense and distance it will be better to make a perfect Canal at once, and produce the Piers to the opposite side of the Point above the Islands, where the deep Bay comes in from above; the same Bay in which American Vessels lie up for safety in Winter. The Canal will run in a straight line nearly through the middle of the Island, for as the surface of the Island, and the rock of which it is composed are very regular and uniform, no advantage will be gained by introducing curvature.

From the Saut to the head of Sugar Island, a distance of three miles, the river is broad and deep, and from half a mile to a mile in breadth—the current gentle, and the depth varying generally from fifteen to forty feet. At the head of this Island some shoals occur in mid-channel, dividing it into two parts, on which shoals I found from five to eight feet water; but as there are good deep channels both sides of them, it is only necessary to put down some two or three Buoys to guide Vessels into the North Channel, the broader and the better Channel for the navigation.

From the head of Sugar Island to Little Lake George, a distance of four miles, there is a good navigable channel, varying from fifteen to sixty feet in depth. The Lake is two miles in length, and a mile and a half in breadth. At its lower end, Captain Bayfield (in his Chart) represents a bar running all across the Channel, on which he marked nine feet of water, in 1825, and in 1846, Mr. Killaly notes six feet nine inches upon the same. After vainly endeavouring to trace out this bar from the Chart above referred to, I finally went down the Lake some distance below it, and took a line of soundings, with the intention of crossing the bar, towards the South side of the Lake. Rowing up against the current, and sounding all the time, I carried through from seventeen to twenty-four feet, until I got, as I

felt sure, to a considerable distance above the place where it should have been, according to the Chart. I then returned by the North side, and carried through seventeen feet, leaving a middle-ground on which the least depth was eleven feet: thus shewing that the bar had been cut to pieces, an operation which might easily be accounted for, by the packing of the ice in winter, by which the water being dammed back, and the current being thus brought to bear upon the shoal (which is a mere deposit of sand) two deep channels have been cut through it, and an entire change effected in its character. Mr. T. S. Rubidge will make a regular survey of this bar before his return. Steamboats experience no obstruction in passing this Lake even in low water. Two Buoys may be necessary to mark out the channel.

The Garden River enters from the North about one mile below this shoal. It is a dead, sluggish stream for four miles up; where the Rapids begin is about nine feet deep and one hundred and fifty feet wide. At its confluence with St. Mary's, a shoal is found which extends out about one-third of the way across the latter, still leaving a good channel for vessels, about six hundred feet wide, and from thirty to fifty-four feet deep, and is too well defined to require marking out with Buoys.

From Garden River to Lake George, below Church's Landing, the distance is three miles, being thirteen miles from the Saut. Jonas Island, opposite Church's Landing, divides the river into two parts, both of which are navigable for steamers of any class. The North Channel is from fifteen to thirty feet in depth, and its navigable width from three hundred to six hundred feet. The South Channel is of equal capacity, but at the head of the Island is divided again by a shoal on which I find ten feet of water. Two Buoys on this shoal, and one at the head and foot of the Island, may be necessary to define the channels, but the steamboats which now run on the river do not require them.

Great Lake George is about nine miles long and four and a half miles wide, and has a good channel of not less than fifteen feet in depth to within two miles of its lower extremity. Here for one and a half mile it is confined to a width of One hundred and fifty to Five hundred feet, and at the upper entrance of this comparatively narrow channel, it is now but ten feet in depth for a distance of about Four hundred feet,—it then ranges from fifteen to twenty-eight feet in depth. The channel is now well marked out by seventeen stakes driven along its Western bank. A great flat shoal extends from this to the West side of the Lake, for miles shutting up the channel in that direction. On this bank I find a uniform depth of five feet, where in 1822, when Captain Bayfield took his soundings, there were but two feet. Taking this shoal as the gauge, the water is now three feet higher than it was at that time, and applying this difference to the depth in the channel, (ten feet less three feet=seven feet, where he marks six feet,) it would appear that since his time, what with the action of the current and the scraping of Vessels' keels upon the soft and muddy bottom, one foot of its depth has been worn away, and is so far a permanent gain. The bottom is of such a nature as to render the operation of dredging or raking certain, and from its extreme narrowness compared with the whole volume of the river both above and below, there is every prospect of the channel improving itself from year to year by the natural force of the current, after a proper direction has once been given to it. The packing of the ice in winter will no doubt assist in this operation as it has done spontaneously in little Lake George. According to the report of the person who was employed to put down the stakes for the United States Government, the bottom for a depth of eighteen inches or two feet, consists of mud and clay, while all below that is quicksand. This report will be tested, and if confirmed, will render the dredging operations, and the after force of the current more certain in their effects. The current is now

about one and a half mile an hour. From water-marks and the best information to be obtained by comparing the statements of different persons who have long been acquainted with the Lake and River, it appears that the water is now four feet higher than in 1846, the time when Mr. Killaly observed four feet ten and a half inches on the bar in this channel,—applying this difference to the present soundings there should be six feet of water at its lowest stage, the difference between this and the depth observed by Mr. Killaly, one foot and one and a half inch corresponds very nearly with the difference since the time of Captain Bayfield's sounding, and may be attributed to the same cause, as it is only of late years they have been brought into full operation. Mr. T. Rubidge has received instructions to make a careful survey of this obstruction, with the view of estimating the quantity of dredging required to open a channel of Two hundred feet in width.

The ship Neebish Rapid, from the foot of Lake George to the head of St. Joseph Island, is three and a half miles in length, and upwards of a quarter of a mile in breadth, and of very great depth, saving that occasional rocks are found at low-water that are not now visible. The soundings run from fifteen to fifty-four feet, and afford a good deep and direct channel for Steamers of any size. The current does not exceed two and a half miles an hour, but as Lake Huron falls it ^{will} of course be increased; Captain Bayfield states it to be four and a half miles.

The channel on the West side of St. Joseph's Island presents no difficulties to steamboats of the largest class: the turn at the head of it being the only deviation from a nearly direct course to Mud Lake. Two or three buoys may be necessary to define the channel at this place.

A shoal in mid-channel, at the "*Campement des Matelots*," on which Captain Bayfield marks five feet of water, and which has at present nine feet upon it, will require to be buoyed out for the accommodation of vessels coming up by Detroit and Mackinac.

The other channel on the North side of St. Joseph's Island, leading into the Great Georgian Bay, is of great depth and breadth, and the rocks indicated upon the Chart are easily avoided by vessels acquainted with the route. Four Light-houses will be required on the Georgian Bay for the safety of vessels running between Penctanguishine and the Saut.

S. KEEFER,
C.E.P.W.

STATEMENT shewing the Dimensions, Tonnage, and several other particulars in regard to some of the principal Steamboats now plying upon the Upper Lakes and Hudson River.

NAMES OF BOATS.	Length over all.	Breadth of Beam.	Breadth over all.	Depth of Hold.	Tonnage.	Draught, light.	Draught, laden.	Diameter of Cylinder.	Length of Stroke.	Diameter of Wheel.	Length of Bucket.	Speed, light, in miles, per hour.	Speed when laden, in miles, per hour.
	feet.	feet.	feet.	feet.	tons.	feet.	feet.	inches.	feet.	feet.	feet.	miles.	miles.
Upon the Upper Lakes:—													
The May Flower.....	287	35½	63	13½	1400	8	9	72	11	35	11	15½	13½
The Empire State, built 310 feet, added 16 feet (in 1852)	326	37	63	15	1700	7½	9	74½	10	36	9½	15	13
The Southern Michigan.....	315	37	65	14	1600	7½	9	72	12	36	10	16	14
The Northern Indiana.....	310	37	.....	.....	1475	.....	.....	.....	.....	.....	.....	.....	.....
The Atlantic.....	267	33	58	13½	1200	8	9	60	11	33	10	15	13
The Niagara.....	245	33½	.....	14	1200	.....	.....	65	10	30	10	15	13
The Ocean.....	256	33½	58½	12½	1100	8	9½	60	11	32	10	15½	13½
The Arctic.....	230	30	54	11	900	7	8½	50	10	26	10	14	12
The Cleveland.....	200	29	50	11	640	6	7½	42	11	29	8½	15	12
The Canada.....	208	30½	55	13	.....	.....	.....	60½	11	30	10	.....	.....
The Sultana.....	238	30½	54½	13	872	.....	.....	50	11	30	.....	.....	.....
The Isaac Newton, Hudson River.....	345	40½	85	11	1450	6½	.....	82	12	40	11	16	.....
The Hendrick Hudson, do.....	341½	36	72	10½	1300	6	.....	72	11	40	11	.....	.....
The Francis Skiddy, do.....	327	38	.....	.....	.....	.....	.....	70	14	40	.....	.....	.....
The Oregon, do.....	325	35	69	10	.....	6	.....	72	11	35	11	.....	.....

STATEMENT shewing the Dimensions, Tonnage, &c.—(Continued.)

NAMES OF BOATS.	Length over all.	Breadth of Beam.	Breadth over all.	Depth of Hold.	Tonnage.	Draught, light.	Draught, laden.	Diameter of Cylinder.	Length of Stroke.	Diameter of Wheel.	Length of Bucket.	Speed, light, in miles, per hour.	Speed when laden, in miles, per hour.
	feet.	feet.	feet.	feet.	tons.	feet.	feet.	inches.	feet.	feet.	feet.	miles.	miles.
The United States, Lake Champlain	250	28½	57	11	.....	6	.....	50	11	29	9½	15	.....
Mr. Ward's new boat, building at Detroit	328	40	69	14	1700	8	9½	81	12	40	11	.....	.....
Mr. Heron's new Iron Boat, building at Niagara	221	24½	.....	11	.....	6	.....	50	6	26	7	.....	.....
The Welland Canal admits of	142	.....	20½	.....	450	.....	9½	.....	.....	.....	.....	.....	.....
The St. Lawrence admits of	185	.....	44	.....	500	.....	9	.....	.....	.....	.....	.....	.....

S. KEEFER,
C.E.P.W.

QUEBEC, 19th August, 1852.

IMPROVEMENT OF THE RAPIDS, RIVER ST. LAWRENCE.

QUEBEC, 19th August, 1852.

SIR,

The survey for the proposed improvements in the Rapids of the River St. Lawrence being yet incomplete, I am unable to report finally upon the nature and extent of the Works that may be necessary to effect the desired object.

The surveys and examinations which have been made, have enabled me however to make an approximating estimate of the cost of these improvements, based on the supposition that the channel shall be adapted for bringing down vessels drawing ten feet of water, and that for the purpose of securing that draught, it will be necessary to make it eleven, twelve, or thirteen feet deep according to the roughness of the water where these improvements shall be situated. This estimate amounts to £30,000, as follows:—

At Coteau Rapids.

Blasting and clearing out a passage through the Reef of Rocks extending across the middle channel between Pig and Prisoner's Islands, two hundred feet wide, twelve feet deep and Five hundred feet long, with beacon Piers at the entrance	£5,000
Building Piers upon the shoals in the Rapids at the upper and lower Bars, obliquely with the current, so as to raise the water and obtain the required draught	8,000

At the Cascades.

Building dams to throw more water upon the shallows at Split Rock.....	13,500
Blasting and clearing out Rock at the Balize and Haystack.....	500

At Lachine Rapids.

Removing Rocks and Dredging below these Rapids.....	1,000
Thirty Buoys between Prescott and Montreal	300
Superintendence and Contingencies	1,700

Total.....	£30,000
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From this estimate it will be seen, that the chief difficulties are found between Lake St. Francis and Lake St. Louis. So far as the examinations extend, it is not likely that any expenditure is required on any of the other Rapids.

There is no doubt in my mind of the success of the proposed improvements—but the St. Lawrence is on too grand a scale to be dealt with in a summary manner. In arranging the plans, therefore, the effect of any proposed works will be most carefully considered, in order that nothing of a doubtful nature shall be undertaken, and they will be commenced and proceeded with, with proper circumspection.

I have the honor to be,

Sir,

Your obedient Servant,

SAMUEL KEEFER,

C.E.P.W.

Honorable JOHN YOUNG,
Chief Commissioner Public Works,
Quebec.

PRINTED BY ROLLO CAMPBELL, GARDEN STREET, QUEBEC.

R E T U R N S

FROM

CHARTERED BANKS, SAVINGS BANKS, AND INSURANCE COMPANIES.

CHARTERED BANKS.

- No. 1.—Bank of British North America, (Canadian Branches,) to 31st August, 1852.
 No. 2.—Bank of Montreal, to 31st August, 1852.
 No. 3.—Bank of Upper Canada, to 30th August, 1852.
 No. 4.—City Bank, to 31st August, 1852.
 No. 5.—Commercial Bank of the Midland District, to 31st August, 1852.
 No. 6.—Gore Bank, to 28th August, 1852.
 No. 7.—La Banque du Peuple, to 1st September, 1852.
 No. 8.—Quebec Bank, to 31st July, 1852.

SAVINGS BANKS.

- No. 9.—Hamilton and Gore District Savings Bank, to 30th August, 1852.
 No. 10.—Montreal City and District Savings Bank, to 1st January, 1852.
 No. 11.—Montreal Provident and Savings Bank, to 31st August, 1852.
 No. 12.—Northumberland and Durham Savings Bank, to 1st June, 1852.
 No. 13.—Quebec Provident and Savings Bank, to 1st March, 1852.

INSURANCE COMPANIES.

- No. 14.—British America Fire and Life Assurance Company, to 30th June, 1852.
 No. 15.—Canada Life Assurance Company, to 30th April, 1851 and 1852.
 No. 16.—Canada West Farmers' Mutual and Stock Insurance Company, to 16th September, 1852.
 No. 17.—Kingston Fire and Marine Insurance Company, to 31st March, 1852.
 No. 18.—Ontario Marine and Fire Insurance Company, to 9th February, 1852.
 No. 19.—St. Lawrence Inland Marine Assurance Company, for 1851.

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 31st of August, 1852; 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	265572	15	0	Specie	133327	8	6
Balances due to Banks	26841	8	8	Notes and Checques of other Banks	20758	1	3
Deposits	295336	0	6	Balances due by other Banks	7274	0	1
				Bills Discounted, and other Assets	1240072	10	3
	£ 587750	4	2		£ 1401432	0	1

D. DAVIDSON,

Manager.

BANK OF BRITISH NORTH AMERICA,

Montreal Branch, 9th September, 1852.

ACCOUNT shewing the whole Amount of the DEBTS and ASSETS of the BANK of BRITISH NORTH AMERICA, at the close of the year 1851; and shewing, also, the Amount of 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	298396	16	8	Specie	207374	0	0
Other Liabilities	834581	10	1	Other Assets	2000826	0	3
	£ 1132978	6	9		£ 2208200	0	3

BANK OF BRITISH NORTH AMERICA.—(Continued.)

Amount of 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.

1851.	NOTES IN CIRCULATION.			SPECIE.			NOTES OF OTHER BANKS.		
	Halifax Currency.			Halifax Currency.			Halifax Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
January	356734	10	0	170894	5	0	42311	15	0
February	348225	10	0	171963	0	1	40660	5	6
March	336047	10	0	167193	16	0	35210	8	9
April.....	345704	5	0	156476	0	3	33553	18	6
May	348428	15	0	165289	18	8	39428	17	3
June	335484	0	0	146123	14	5	49866	9	4
July	354444	0	0	141310	14	3	33702	19	9
August.....	348662	0	0	151307	16	6	37064	0	7
September	361483	0	0	152254	19	0	39659	13	9
October.....	399444	5	0	160064	7	8	47581	19	11
November.....	395936	15	0	163296	14	10	52635	12	10
December.....	394532	15	0	173164	2	4	46229	7	4

By Order of the Court of Directors.

(Signed,) G. D. B ATTWOOD,

Secretary.

BANK OF BRITISH NORTH AMERICA,
London, 25th May, 1852.

No. 2.—RETURN of the Average Amount of LIABILITIES and ASSETS of the BANK of MONTREAL, from 1st March to the 31st August, 1852.

LIABILITIES.	31st March, 1852.		30th April, 1852.		31st May, 1852.		30th June, 1852.		31st July, 1852.		31st August, 1852.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Promissory Notes in circulation, not bearing Interest	597707	15 0	569019	10 0	569823	0 0	576829	15 0	604910	10 0	607105	5 0
Bills of Exchange in circulation, not bearing Interest . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bills and Notes in circulation, bearing Interest . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balances due to other Banks	53577	1 0	46615	10 6	100107	18 7	42971	0 7	54280	15 0	21745	1 2
Cash Deposits, not bearing Interest	218553	1 3	269524	16 6	245557	6 3	286765	18 4	297269	7 2	275001	0 5
Cash Deposits, bearing Interest	259068	0 8	252320	5 7	268963	9 10	265317	19 7	249483	0 8	275957	13 2
Total average Liabilities	1129805	17 11	1137480	2 7	1184441	14 8	1171884	13 6	1205949	12 10	1179809	8 9
A S S E T S .												
Coin and Bullion	138409	7 7	153514	9 10	180490	10 3	136538	15 11	151804	5 6	148113	3 1
Landed and other Property of the Bank	41050	0 0	39900	0 0	39400	0 0	39400	0 0	39400	0 0	39400	0 0
Government Securities . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Promissory Notes and Bills of other Banks	33065	19 4	35325	9 11	41831	5 9	26555	13 0	42869	10 0	27115	8 6
Balances due from other Banks	95317	5 5	102627	16 5	75786	16 2	142556	15 4	218180	8 8	240845	3 0
Notes and Bills Discounted, and other Debts due to the Bank, not included under those heads	1087104	15 11	1069039	16 5	1716588	13 0	1681607	19 3	1614893	0 10	1584807	1 11
Total average Assets	1994947	8 3	2000407	12 7	2063007	5 2	2026748	3 6	2067081	5 0	2040280	10 0

BANK OF MONTREAL,
31st August, 1852.
A. SIMPSON,
Cashier.

No. 4.—RETURN of the Average Amount of LIABILITIES and ASSETS of the CITY BANK, during the period, 1st March to 31st August, 1852.

	Month ending 31st March.			Month ending 30th April.			Month ending 31st May.			Month ending 30th June.			Month ending 31st July.			Month ending 31st August.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
		101372	10	0	101898	0	0	94131	5	0	90934	0	0	100660	0	0	109080	15	0
LI A B I L I T I E S.																		
Promissory Notes in circulation, not bearing Interest	14605	7	0	11774	4	0	14060	9	0	21103	1	9	25481	2	5	1896	10	6
Bills of Exchange in circulation, not bearing Interest	34769	16	8	35060	1	4	43582	2	2	33311	12	7	47681	18	11	49125	16	8
Bills and Notes in circulation, bearing Interest	21255	5	5	21440	10	7	18450	16	2	17068	14	0	25311	14	6	23604	3	8
Balances due to other Banks																		
Cash Deposits, not bearing Interest	172002	18	8	170172	15	11	170224	12	4	163017	8	4	199084	15	10	183707	5	0
Cash Deposits, bearing Interest																		
Total average Liabilities	£																	
	22305	15	11	24717	1	2	22154	7	8	22727	1	1	26002	1	7	28569	12	8
A S S E T S.																		
Coin and Bullion	8860	7	4	8860	7	4	8860	7	4	8860	7	4	8860	7	4	8860	7	4
Landed or other Property of the Bank	30125	0	0	30125	0	0	30125	0	0	30125	0	0	30125	0	0	30125	0	0
Government Securities	9643	17	6	9735	18	11	8555	16	9	15290	6	10	18367	14	1	18551	19	1
Promissory Notes, or Bills of other Banks	5876	15	4	5807	3	8	4216	3	3	6119	11	6	17013	9	8	27492	7	5
Balances due from other Banks	330917	1	2	328081	3	7	322690	0	3	307367	16	8	326690	19	11	830028	15	7
Notes and Bills Discounted, or other Debts due to the Bank, not included under the foregoing heads	407728	17	3	407326	14	8	396401	15	3	390490	8	5	427908	12	2	413570	12	1
Total average Assets	£																	

F. MAUNLLOCH,
Cashier.

CITY BANK,
Montreal, 1st September, 1852.

No. 7.—RETURN of the Average Amount of LIABILITIES and ASSETS of "LA BANQUE DU PEUPLE," during the period from the 1st March, 1852, to the 1st September, 1852.

LIABILITIES.	31st March, 1852.			30th April, 1852.			31st May, 1852.			30th June, 1852.			31st July, 1852.			31st August, 1852.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Promissory Notes in circulation, not bearing Interest.....	66220	5	0	65598	0	0	59000	0	0	56497	15	0	60757	15	0	60757	15	0
Bills of Exchange in circulation, not bearing Interest.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bills and Notes in circulation, bearing Interest.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balance due to other Banks and Bankers.....	10729	6	5	17958	8	7	15746	13	0	5051	5	8	6056	5	10	6056	5	10
Cash Deposits, not bearing interest.....	41330	15	11	42906	9	11	42155	11	4	44364	13	7	61613	17	8	61613	17	8
Cash Deposits, bearing Interest.....	97385	19	2	96818	1	8	97385	1	0	100201	16	1	102078	10	8	102078	10	8
Total average of Liabilities.....£	215606	6	6	223376	0	2	214377	5	4	206115	10	4	231100	9	2	231100	9	2
A S S E T S.																		
Coin and Bullion.....	17425	13	5	28679	17	2	22298	1	11	22357	8	7	32053	18	0	32053	18	0
Landed and other property of the Bank.....	13667	19	2	13667	19	2	13667	19	2	14091	19	2	14091	19	2	14091	19	2
Government Securities.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Promissory Notes, or Bills and Checks of the other Banks.....	2422	6	5	4929	6	3	6782	6	8	4787	4	0	7982	1	3	7982	1	3
Balance due from other Banks and Bankers.....	12515	10	8	8387	17	10	5151	12	5	7769	11	4	15419	0	4	15419	0	4
Notes and Bills discounted, or other Debts due to the Bank, not included under the foregoing heads.....	369411	19	10	368272	10	2	367054	3	6	359055	10	8	365912	2	9	365940	3	8
Total average of Assets.....£	415443	15	6	423887	10	7	415554	3	8	408661	13	9	427594	7	10	439238	8	2

B. H. LEMOINE,
Cashier.

LA BANQUE DU PEUPLE,
Montreal, 2nd September, 1852.

No. 8.—RETURN of the Average Amount of LIABILITIES and ASSETS of the QUEBEC BANK, during the period from the 1st March to the 31st July, 1852; published in conformity with the Act 4th & 5th Vic. cap. 94.

	Month ending 31st March, 1852.			Month ending 30th April, 1852.			Month ending 31st May, 1852.			Month ending 30th June, 1852.			Month ending 31st July, 1852.			Month ending 31st August, 1852.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
	LIABILITIES.																	
Promissory Notes in circulation, not bearing Interest	78697	0	0	87704	15	0	82874	0	0	87332	15	0	94508	15	0			
Bills of Exchange in circulation, not bearing Interest																		
Bills and Notes in circulation, bearing Interest																		
Balances due to other Banks				4504	6	10	5203	10	11	888	5	7	3874	5	2			
Cash Deposits, not bearing Interest	41679	8	6	44524	4	1	48563	12	8	61976	18	6	75719	5	0			
Cash Deposits, bearing Interest	43645	0	0	42420	0	0	41100	0	0	38205	0	0	42792	17	5			
Total average Liabilities	164021	8	6	179153	5	11	177741	3	7	188402	19	1	216895	2	7			
ASSETS.																		
Coin and Bullion	23198	8	6	25112	15	9	16592	5	10	16924	2	8	20502	0	7			
Landed or other Property of the Bank	6500	0	0	6500	0	0	6500	0	0	6500	0	0	6500	0	0			
Government Securities	1500	0	0	1500	0	0	1500	0	0	1500	0	0	1500	0	0			
Promissory Notes or Bills of other Banks	1061	0	0	1814	8	4	2691	5	0	1757	15	0	2194	10	0			
Balances due from other Banks	5525	11	9	5304	1	0	2478	2	1	7480	10	5	15714	12	1			
Notes and Bills discounted, or other Debts due to the Bank, not included under the foregoing heads	234314	12	11	240608	7	10	249743	16	8	258030	16	9	274756	4	9			
Total average Assets	272094	13	2	287339	12	11	280605	9	7	292163	4	10	321227	7	5			

C. GETTINGS,
Cashier.

QUEBEC BANK,
27th August, 1852.

No. 9.—STATEMENT of the AFFAIRS of the HAMILTON and GORE DISTRICT SAVINGS BANK; prepared for the Honorable the Legislative Assembly, Monday, the thirtieth day of August, 1852.

	LIABILITIES.		Amount.		EXPENDITURE AND INVESTMENTS.		Amount.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
August 30, 1852...			15009	16 2	August 30, 1852...				
To Deposits					By Stock in Bank of Upper Canada	762	10 0		
To Surplus Fund on hand 31st December, 1851			1196	19 2	By Stock in Gore Bank	1750	0 0		
To Profits accrued during the present year					By Stock in Commercial Bank	275	0 0		
					By Municipal Debentures			2787	10 0
			621	1 8	By expenses for current year			10662	16 8
					By Interest paid Depositors, (1852)			61	0 0
					By Cash on hand, viz:—				
					In Gore Bank	1975	8 0		
					In Corporation Notes	1201	10 0		
					In Notes payable on de- mand	100	0 0		
								3276	18 0
			16820	16 7				16820	16 7

HAMILTON AND GORE DISTRICT SAVINGS BANK.—(Continued.)

LIABILITIES.	Amount.		EXPENDITURE AND INVESTMENTS.	Amount.	
	£	s. d.		£	s. d.
Balance due Depositors 31st December, 1850	9745	12 10			
Total amount deposited during 1851	12166	3 9	By total amount of Interest paid to Depositors during the year 1851		
Total amount withdrawn during 1851	10102	6 11	Number of present Depositors, 458.		872 13 11
Total amount deposited, 1852, to date	11366	10 8			
Total amount withdrawn, 1852, to date	8173	4 2			
Balance	3193	6 6			
	15002	16 2			

I, the undersigned, Richard Porter Street, Actuary of the Hamilton and Gore District Savings Bank, hereby make oath and say, that the foregoing Statement is true, to the best of my knowledge and belief.

Sworn before me, at Hamilton, 10th September, 1852,

COLIN C. FERRIE, J.P.

RICH. P. STREET, Actuary.

We, the undersigned, Directors of the Hamilton and Gore District Savings Bank, hereby make oath and say, that the foregoing Statement is just and true, to the best of our knowledge and belief.

E. CARTWRIGHT THOMAS, President.
ARCH. KERR.
C. O. COUNSELL.

Sworn before me, at Hamilton, 10th September, 1852,

COLIN C. FERRIE, J.P.

No. 10.—CITY and DISTRICT SAVINGS BANK, MONTREAL, STATEMENT of AFFAIRS to 1st January, 1852.

Dr.	£	s.	d.	Cr.	£	s.	d.
January 1, 1852.. To amount due to Depositors at this date, including Interest .	87274	7	4	January 1, 1852.. By amount of Loans on endorsed Promisory Notes	20825	18	3
do do .. To Balance (to be carried to Profit and Loss)	1575	4	9	Transfer of Stocks and Bonds of the Province, and of Chartered Institutions, to the amount of	10166	7	0
				By Special Deposits, at Interest. Court House, and Quebec Fire Debentures, and Interest accrued to date	21083	10	5
				By Investment in Champlain and St. Lawrence Railroad Company's Bonds	11255	15	0
				By Investment in Bank Stocks. By Investment in Montreal City and Water Works Bonds	10040	16	8
				By Investment in Sundry Interests, &c., &c	25584	19	3
				By account of Office Furniture, and petty expenses	8471	3	4
				By Balance due by other Banks. By Cash on hand	224	12	9
	£				169	15	3
					30	10	0
					2099	14	7
	£				88849	12	1

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, 1852.

JOHN COLLINS, *Actuary.*

No. 11.—STATEMENT of the LIABILITIES and ASSETS of the
MONTREAL PROVIDENT and SAVINGS BANK, 31st August,
1852.

LIABILITIES.			Amount.			
£	s.	d.	£	s.	d.	
Amount due Depositors			16563	5	6	
Deduct 10 per cent., originally reserved upon Balances due at Banks' suspension, to meet estimated loss			15219	17	0	
Balance due Depositors who have not received 18s. in the pound in whole or in part		£	1343	8	6	
N.B.—The amount due upon Dividends respectively is as follows:—						
1st Dividend of 4s. in the pound	108	10	4			
2nd do 7s. do	495	5	7			
3rd do 5s. do	407	18	2			
4th do 2s. do	203	6	6			
Petty Balances	128	7	11			
	£	1343	8	6		
ASSETS.						
Corporation Bonds	200	0	0			
Loans upon Real and Personal Security outstanding, considered good	1522	9	3			
Cash in Banks	1195	12	5			
			2918	1	8	
Estimated surplus after paying Depositors 18s. in the pound, and which, when collected, will enable the Trustees to de- clare another Dividend of a small amount			£	1574	13	2
Number of Depositors paid 18s. in the Pound, in full			1735			
do unpaid in whole or in part			115			
do to whom petty balances (amounting in total to £128 7 11) are due			325			
			2175			

We, James Ferrier and John Torrance, a majority of the 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. FERRIER, }
J. TORRANCE. } *Trustees.*

JAMES COURT,
Actuary.

MONTREAL, 31st August, 1852.

No. 12.—DETAILED ACCOUNT of the TRANSACTIONS of the NORTHUMBERLAND and DURHAM SAVINGS BANK, from its Establishment, 8th June, 1850, to 1st June, 1852.

RECEIPTS.	Amount.		
	£	s.	d.
Total Receipts from Depositors, from 8th June, 1850, to 1st June, 1852, including Interest at 4 per Cent. per annum, credited to their accounts to 1st June, 1852	3095	17	2
Total Amount withdrawn to 1st June, 1852	1433	4	10
Balance at credit of 75 Depositors	£ 1662	12	4
Balance of accrued Interest on Investments	50	4	7
Total	£ 1712	16	11
DISPOSAL OF FUNDS.			
Deposited in Montreal Bank Agency, Cobourg	111	10	0
Invested in City of Toronto Bills	132	15	0
do in City of Hamilton Bills	16	15	0
do in Debentures of the Corporation of the Town of Cobourg	261	0	0
do in Debentures of the Corporation of the Town of Port Hope	830	0	0
Amount at Debit of "Expense Account"	590	3	0
	31	13	11
	£ 1712	16	11
Total Expenses of management, including Office Rent, Books, and Salary to Actuary, from 8th June, 1850, to 1st June, 1852	£ 68	7	2

EXPLANATORY NOTE.—The Account of the transactions of the Bank, for the year ending 1st June, 1851, was not transmitted to the Government, owing to the circumstance of the Bank not having completed a year of its existence at the time of the meeting of the Legislature in 1851.

David Burn, Actuary of the Northumberland and Durham Savings Bank, maketh oath and saith, that the prefixed Account of the transactions of the Northumberland and Durham Savings Bank is a true and correct Account of the same.

DAVID BURN.

Sworn before me at Cobourg, C.W.,
this 25th day of August, in the year of our Lord, 1852.

W. G. STRONG, J.P.

Andrew Jeffrey, Esquire, Mayor of Cobourg, and President of the Northumberland and Durham Savings Bank, maketh oath and saith, that the prefixed Account of the transactions of the said Savings Bank, is a true and correct Account of the same to the best of his knowledge and belief.

A. JEFFREY.

Sworn before me, at Cobourg, C.W.,
this 25th day of August, in the year of our Lord, 1852.

W. G. STRONG, J.P.

No. 13.—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 Victoria, cap. 32, section 13, for the year ending the 1st day of March, 1852, being the day fixed upon by the Regulations for the Annual Statement.

	£	s.	d.	£	s.	d.
Invested in Bank Stock, viz :—						
Quebec Bank	3575	0	0			
City Bank	3018	15	0			
Banque du Peuple	1900	0	0			
Commercial Bank	1000	0	0			
				9493	15	0
Deposited, at Interest, in Québec Bank				6956	16	1
Secured by Bank Stock, viz. —						
Montreal Bank, City Bank, Banque du Peuple, British Bank, and Public Securities				6582	9	9
Vested in, or Loaned on, Public Securities, viz :—						
Montreal Corporation Water Works Debentures	7400	0	0			
Quebec Turnpike Trust Debentures	3400	0	0			
Quebec Fire Debentures	12680	0	0			
Provincial Debentures	7219	2	0			
Quebec Corporation Debentures	9300	0	0			
Trinity House Certificates	6000	0	0			
				45999	2	0
Number of Depositors	1,512					
Total Amount of Deposits				84360	9	3
Accrued Interest for the year				2560	6	5
Expenses of the Bank for the year				460	10	0

We, the undersigned, do make oath and say, that the above Return is just and true, to the best of our knowledge and belief.

GEO. VEASEY, *Cashier.*

CHRISTIAN WURTELE, *Trustee.*

L. MASSUE, “

A. LAURIE, “

A. C. BUCHANAN, “

JEFFERY HALE, “

J. MUSSON, “

HENRY S. SCOTT, “

Sworn before me, this 23rd day of August,
in the year of our Lord 1852.

R. G. BELLEAU, *J.P.*

BRITISH AMERICA FIRE AND LIFE ASSURANCE COMPANY.—(Continued.)

FIRE ASSURANCE,		NAVIGATION.		£	s.	d.
Amount of Property Insured during the year ending 30th June, 1852.....	917580	Amount of Property Insured	0	240062	0	0
Amount of Premium received for the same	8062	Amount of Premium received for the same	4	8698	0	5
Amount of Losses paid during the same period.....	4658	Amount of Losses paid	17	1495	7	11
Present liability under 1810 Policies	956726	Present Liability under 21 Policies.....	0	10508	0	0

NO LIVES INSURED.

We, the undersigned, do make oath and say, that the above is a full and true account of the Funds and Property of the British America Fire and Life Assurance Company, to the best of our knowledge and belief.

W. ALLAN, *Governor.*
 WM. PROUDFOOT, *Trustee.*
 THOS. D. HARRIS, “
 [Third Trustee Absent.]

Sworn before me, in the City of Toronto, this 3rd day of September, 1852.

C. GAMBLE,

A Commissioner for taking Affidavits in Queen's Bench, in and for the United Counties of York, Ontario, and Peel.

LIST of the STOCKHOLDERS in the BRITISH AMERICA FIRE and
LIFE ASSURANCE COMPANY, 30th June, 1852.

NAME.	Number of Shares.	NAME.	Number of Shares.	NAME.	Number of Shares.
William Allan	132	John Macaulay	16	Isabella Cooper	81
John S. Baldwin	20	John Counter	4	John Wilson	8
Thomas Kirby	8	William Wilson	4	John A. Smith	50
George P. Ridout	20	Henry Gilderslieve	4	Alexander McDonell	18
Robert G. Anderson	20	Peter Grant	3	Ann Scott	8
Francis Ermatinger	21	James Weir	8	William Hepburn	249
William Proudfoot	20	George S. Tiffany	8	Jesse Ketchum	73
Ann Stow	10	Henry J. Boulton	10	James Richardson	2
Joseph Henderson	9	Thomas Bell	2	John Gilmour	98
Thomas Fitzpatrick	11	James Lesslie	20	Domnick E. Blake	17
Alexander Burnside	44	William L. Perrin	27	Robert Sparke	257
Andrew Mercer	10	Paul F. Whitney	2	Alexander V. Stuart	14
William Musson	20	Robert Hawke	8	Emily Atkinson	50
John Armstrong	10	Catharine Hawke	24	Mary Moore	10
Thomas Moore	4	George Duggan, junior	32	Robert D. Cartwright	27
Thomas Clarke	80	Margaret Robson	5	James S. Cartwright	13
Samuel Street	80	Thomas T. Preston	2	Anson Green	12
Alexander Rennie	2	Thomas Bright	10	Charles Mathews	102
Alexander N. Bethune	10	Charlotte Dunn	80	George Wilgress	9
Daniel Morrison	1	John H. Dunn	650	Hugh C. Baker	4
John Ewart	20	Alexander Wood	10	John D. Birchall	1
George McKay	2	Louisa B. Macaulay	20	Edward Q. Sewell	9
Thomas W. Birchall	20	John Harris	10	Judith Falls	12
Edward Robson	2	Joseph Beckett	120	Christopher Elliott	16
Corry Coulson	12	John S. Macaulay	85	Samuel S. Junkin	20
John Wilson	8	Zaccheus Burnham	24	D. E. and W. H. Blake	10
William Leslie	2	Thomas D. Harris	80	Jane Sewell	12
John Stinson	8	George S. Jarvis	40	John R. Dunn	80
John P. Carey	1	John Paul	1	Burns and Mowatt	4
Thomas Platt	4	Samuel Gardiner	1	Benjamin Slight	13
Duncan Macdonell	2	Daniel MacNab	1	Andrew Steven	92
Thomas Helliwell	20	George T. Denison	20	Archibald Geikie	80
John Leige	2	Lawrence Heyden	1	Robert Alger	17
George Dunnington	2	D. B. Stevenson	2	William Leeming	20
Christopher Widmer	120	Catharine Purcell	18	Thomas S. Birchall	2
Joseph Bloor	5	John S. Cartwright	10	Henry S. Rowsell	3
Richard Northcote	1	Robert D. Cartwright	40	Alexander Macnabb	25
William McCracken	1	Thomas Ridout	2	James Hamilton	2
Peter Diehl	72	John Rothwell	8	Fetherstone L. Osler	47
William Woodruff	20	Ellen B. Murray	20	Henry Cawthara	103
Richard Woodruff	50	Ann Logie	20	Fredrick P. Stow	11
Henry Ruttan	20	John Millar	68	Church Society	100
Jonathan Dunn	10	Angus Bethune	20	Mary Ann H. Street	3
Jonathan Scott	10	Fredrick Huddlestone	133	Jane Porter	17
Joseph Rogers	10	John Murray	80	John Armstrong, junior	31
Robert Cathcart	1	Thomas Talbot	40	John C. Moulton	21
Peter Milne	40	Jacob E. Irving	137	St. George's Society	26

LIST of the STOCKHOLDERS in the BRITISH AMERICA FIRE and LIFE ASSURANCE COMPANY.—(Continued.)

NAME.	Number of Shares.	NAME.	Number of Shares.	NAME.	Number of Shares.
Robert Bethune	46	George W. Allan	20	Mary Dickinson	13
Anne Stow (in Trust)	77	J. R. Macgeorge	6	James McClelland.....	7
Robert R. Loring	356	Arch. McLean, } Trustees.	22	George Faulkner	7
William B. Hamilton	8	and } Trustees.	22	Isaiah Faulkner	14
Anna Hill	12	Jos. D. Ridout, } Trustees.	22	Daniel Lizars.....	54
Archibald Ward	46	Jane C. McPherson	4	Andrew M. Chisholm	54
Alexander Gaviller	24	Jacob J. S. Mountain	77	James L. Robinson	121
James Gordon	20	David Paterson	20	Charlotte Sherwood	339
Edward McMahan	20	Edward Hooper	25	John Kirkpatrick	22
John M. Dixon	290	J. S. Mountain, } Trustees.	228	John H. Cameron.....	171
Jane Mussen	12	A. Miller, and } Trustees.	228	George W. Bristow and } ..	50
Finlay McCallum	4	Thos. G. Ridout, } Trustees.	347	Charles A. Sadlier, .. } ..	72
Dinah George	11	G. Blenkins, } Trustees.	347	William H. Beresford	20
Thomas Brunskill	59	Thos. G. Ridout, } Trustees.	347	Archibald McFaul and } ..	31
William Morrison	21	And W.H. Miller } Trustees.	28	Patrick McMahan, .. } ..	2
Frederick W. Coate	9	John Snarr	20	William Miller	20
Charles B Turner	30	Jas. A. Woodruff } Trustees.	20	Charles Baker	20
Robert Stewart	8	and } Trustees.	20	Ann Badenach	33
Johanna Carfrae	9	Henry Sullivan, } Trustees.	44	Samuel B. Harmon and } ..	129
John Bell	11	Edward C. Hancock	2	John H. Cameron, .. } ..	19
Francis Hall	64	George Michie	27	Ann Loring	9
William H. Ripley	30	Peter Paterson	9	George M. Jarvis	
William Workman	20	Harriet E. Lindsay			
				Total No. of Shares	8000

No. 15.—GENERAL ABSTRACT of the ESTIMATED LIABILITIES and ASSETS of the CANADA LIFE ASSURANCE COMPANY, on the 30th April, 1852.

LIABILITIES.	Amount.			ASSETS.	Amount.			
	£	s.	d.		£	s.	d.	
To 6½ per cent. paid on Capital Stock of £50,000	3250	0	0	By Cash at Bankers	2717	8	3	
To Balance of Moneys lodged for accumulation, with Interest, at 30th April, 1852	3105	14	11	By Cash in Agents' hands	210	0	0	
To Claims matured in course of settlement	3275	6	5	By Bank Stock, at par value	2445	1	0	
To present value of Capital Sums Assured, under 746 Policies for life, including vested Additions, say £321,523 19s. 10d.	81035	14	5	By Municipal Corporation Debentures, par value	14725	10	2	
To present value of Capital Sums Assured, under 22 Policies of a limited period, say £5,052	845	5	3	By Provincial Government Debenture	25	0	0	
To present value of One Life Annuity,	1476	14	0	By Terminable Annuity, secured on Real Estate, present value	922	1	5	
To do One Deferred Annuity,	£100			By Bills Receivable	153	8	7	
To Balance, being Surplus	£			By Interest, to 30th April, on above Securities	248	2	0	
				By Half-yearly, &c., Premiums, credited and secured on Policies	4440	10	11	
				By Leasehold Property, Company's Offices	782	19	4	
				By Office Furniture	142	1	6	
				By present value of Income of £8,801 14s. 8d., from Life Premiums	104215	10	10	
				By present value of Income of £510 14s. 2d., from Life Premiums for a limited period	2514	13	2	
	£	132948	13	8	£	132948	13	8

GENERAL ABSTRACT of the Estimated LIABILITIES and ASSETS of the CANADA LIFE ASSURANCE COMPANY, on the 30th April, 1851.

LIABILITIES.	Amount.			ASSETS.			Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.
To 4½ per cent. paid on Capital Stock of £50,000.....							946	14	0
To Balance of moneys lodged for accumulation, with Interest to 30th April, 1851.....	2375	0	0	By Cash at Bankers.....			610	0	0
To present value of Capital Sums assured under 644 Policies for Life, including vested additions, say £268,427 2s. 2d.....	3037	0	5	By do in Agents' hands.....			1759	5	11
To present value of Capital Sums assured under 21 Policies for a limited period, say £6,440.....	66981	9	4	By Bank Stock, at par value.....			11904	8	6
To present value of 1 Life Annuity.....£62 }	1104	9	1	By Mortgages, Real Estate, par value.....					
To do do 1 Deferred do.....£100 }	1456	9	0	By Municipal Corporation Debentures, par value.....					
To do do 1 Endowment Bond.....	35	1	2	By Terminable Annuity, secured on Real Estate, present value.....			855	4	2
To Balance being Surplus.....£	74989	9	0	By Bills Receivable.....			111	0	2
	38579	5	1	By Premiums secured on Policies.....			3624	2	1
				By Leasehold Property, Company's Offices.....			641	10	10
				By Office Furniture.....			132	1	8
				By Interest to 30th April, 1851, on preceding Securities.....			177	1	9
				By present value of income of £7605 17s. 8d. from Life Premiums.....			90631	4	11
				By present value of income of £394 14s. 2d. from Life Premiums of a limited period.....			2776	5	0
	£	113568	14	1			113568	14	1

No. 17.—RETURN or STATEMENT of the AFFAIRS of the KINGSTON FIRE and MARINE INSURANCE COMPANY for the year ending the 31st day of March, 1852, as required by the Act of Incorporation.

	£	s.	d.	£	s.	d.
Capital Stock per Act of Incorporation				50000	0	0
Subscribed Stock, 1698 Shares of £25 each.....				42450	0	0
Paid thereon one Instalment of 2½ per cent				1061	5	0
Amount of Property Insured, Fire Risks	176234	0	0			
do do Marine Risks	20767	0	0			
				197001	0	0
Premiums received on Fire Risks	1664	11	10			
do do on Marine Risks	290	13	8			
				1955	5	6
Amount of Losses paid				1869	5	11

THOMAS ASKEW,

President.

WM. IRELAND,

Secretary.

OFFICE OF THE KINGSTON
FIRE AND MARINE INSURANCE COMPANY,
Kingston, 31st August, 1852.

No. 18.—RETURN of the ONTARIO MARINE and FIRE INSURANCE COMPANY, to the 9th February, (the day appointed for the Annual Meeting,) as required by the 20th section of the Act of Incorporation.

	£	s.	d.
Capital Stock subscribed	24562	10	0
Funds and Property, being one per cent paid on the above	245	12	6
Property Insured during previous year.....			
Amount of Insurance charges on same			
Amount of Losses			
			NIL.*

* The Company was only just organized at the date of the above Return, and no business had been transacted.

E. CARTWRIGHT THOMAS,

President.

C. HORATIO GATES,

Secretary.

ONTARIO MARINE AND FIRE INSURANCE COMPANY,
Hamilton, 16th September, 1852.

No. 19.—RETURN to Parliament, by the SAINT LAWRENCE INLAND MARINE ASSURANCE COMPANY for the year 1851.

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 Stock in the Commercial Bank, Midland District	5000	0	0			
480 do do Gore Bank	4800	0	0			
80 do do City Bank of Montreal	1500	0	0			
88 do do Bank of Upper Canada	1100	0	0			
18 do do Montreal Bank	900	0	0			
Say Total of Bank Stock, at par value.....			£	13300	0	0
75 Shares in the Brockville and Prescott Joint Stock Road Company				375	0	0
50 do do Canada Trust and Loan Company				192	14	10
5 do do Montreal Telegraph Company ..				80	0	0
Making Total Investments			£	13947	14	10
Bills Receivable	4094	13	10			
Less amount of Bills Payable	46	15	3			
				4047	18	7
Cash on hand				528	2	3
Estimated value of this Institution's Boats, &c., made use of in recovering damaged property				338	14	0
			£	18862	9	8
The Property Insured during the year amounted to				342113	6	11
The Premium charged on said Property amounted to (say £3,042 14s. 4d.).....				3042	14	4
The amount of Losses paid during the year was				1587	15	8

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 and Treasurer.

Sworn before me at Prescott, in the United Counties of Leeds and Grenville, Canada West, this 4th day of September, 1852.

The following having been first interlined in the above, viz. :—

Say, £3,042 14s. 4d.

BARTHOLOMEW WHITE, *Mayor.*

PRINTED BY ROLLO CAMPBELL, GARDEN STREET, QUEBEC.

RETURN of the average Amount of LIABILITIES and ASSETS of the BANK of MONTREAL, from 1st September, 1852, to 28th February, 1853.

	30th September 1852.			31st October, 1852.			30th November 1852.			31st December, 1852.			31st January, 1853.			28th February, 1853.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
LIABILITIES.																			
Promissory Notes in circulation not bearing Interest	671752	0	0	732279	0	0	717930	15	0	718296	0	0	716642	0	0	749566	15	0	
Bills of Exchange in circulation not bearing Interest	18147	12	8	87751	4	11	13299	2	4	12468	13	4	26547	18	9	18661	10	8	
Bills and Notes in circulation bearing Interest	289569	11	6	331071	11	10	304362	15	8	319026	15	2	309565	0	6	322067	16	3	
Balances due to other Banks	222413	0	10	208201	4	5	218006	3	8	210163	13	9	200377	19	4	200862	14	11	
Cash Deposits not bearing Interest	1201882	5	0	1310903	1	2	1253398	16	3	1239895	2	3	1253132	18	7	1291158	16	10	
Cash Deposits bearing Interest																			
Total average Liabilities £																			
ASSETS.																			
Coin and Bullion	144822	4	3	159162	7	4	181963	3	10	171147	14	4	219791	18	10	196388	3	11	
Landed and other Property of the Bank	39400	0	0	39450	0	0	38950	0	0	38950	0	0	38950	0	0	38950	0	0	
Government Securities																			
Promissory Notes and Bills of other Banks	44251	17	2	42087	15	5	47742	12	0	32954	17	7	53784	14	9	30285	5	10	
Balances due from other Banks	259935	0	7	341711	0	8	233410	6	2	206606	16	6	167722	15	3	164971	6	0	
Notes and Bills discounted and other Debts due to the Bank not included under the foregoing heads	1587096	9	10	1647488	13	5	1664715	19	4	1710924	16	8	1708203	19	11	1784498	19	4	
Total average Assets £	2075505	11	10	2229899	16	10	2166782	1	4	2160584	5	1	2188453	8	9	2215088	15	1	

R. KNIGHT,

Assistant Cashier.

BANK OF MONTREAL,
Montreal, 14th March, 1853.

STATEMENT of BOOKS, FUNDS and EFFECTS of the LONDON SAVINGS BANK, on Monday, 28th February, 1853.

ASSETS.		£	s.	d.	LIABILITIES.		£	s.	d.
Toronto Corporation Notes	17	15	0	0	Balance due to 26½ Depositors, with Interest to date.	8174	0	0	
Hamilton Corporation Notes	61	10	0	0	Rest. Account, being Surplus on hand after payment of				
Gore Bank Stock	240	0	0	0	Interest to date on all Deposits	587	4	0	
Bank of Upper Canada Stock	325	0	0	0	MEMORANDUM.				
Secured on Real Estate.....	100	17	0	0	Total Interest accrued during the year ending this				
Town of London Municipal Debentures.....	1115	0	0	0	day.....	£003	11	0	
Township of Adelaide Municipal Debentures.....	25	0	0	0	Total Expenses same period.....	95	12	0	
County of Middlesex and United Counties of Middlesex and									
Elgin Municipal Debentures.....	2740	12	0	0					
Township of London Municipal Debentures	340	0	0	0					
Township of Blanchard do	400	0	0	0					
Deposited in Gore Bank Agency, at 3 per cent. Interest.....	3302	16	4	4					
Suspense Account, being Interest accrued to this date on									
Investments, but not yet payable	92	13	8	8					
	£8701	5	3	3		£8701	5	3	

LONDON SAVINGS' BANK,
London, 28th February, 1853.

W. W. STREET,
Actuary or Treasurer.

William Warren Street, of the Town of London, Gentleman, Actuary or Treasurer of the London Savings Bank, maketh Oath and saith, that the above return is just and true.

Sworn before me, at London, this 23rd March, 1853.
ALEX. ANDERSON, J.P.

We, the undersigned, being a majority of the Trustees of the London Savings Bank, make Oath and say, that the above return is just and true to the best of our knowledge and belief.

LAWRENCE LAWRENCE,
ADAM HOPE,
F. WILSON,
S. MORRICE,
WILLIAM BEGG,
E. LEONARD.

Sworn before me, at London, this 26th day of March, 1853.
ALEX. ANDERSON, J.P.

AGRICULTURAL REPORTS.

LOWER CANADA.

- No. 1.—County of BERTHIER, for 1851.
 2.—County of BERTHIER, for 1852.
 3.—County of BELLECHASSE, for 1851-2.
 4.—County of CHAMBLY, for 1851.
 5.—County of CHAMPLAIN, for 1852.
 6.—County of DORCHESTER, No. 1, for 1851.
 7.—County of DORCHESTER, No. 2, for 1851-2.
 8.—County of DRUMMOND, for 1851.
 9.—County of GASPE', No. 1, for 1850-1.
 10.—County of GASPE', No. 1, for 1851-2.
 11.—County of HUNTINGDON, No. 2, for 1851-2.
 12.—County of LEINSTER, for 1851.
 13.—County of NICOLET, for 1851-2.
 14.—County of NICOLET, for 1852-3.
 15.—County of RICHELIEU, No. 2, for 1851-2.
 16.—County of ROUVILLE, No. 1, for 1851.
 17.—County of ROUVILLE, No. 2, for 1851.
 18.—County of ST. HYACINTHE, for 1851-2.
 19.—County of SHERBROOKE, No. 1, for 1852.
 20.—County of TWO MOUNTAINS, for 1851.
 21.—County of VAUDREUIL, for 1851.
 22.—County of VERCHERES, No. 2, for 1852.
 23.—County of YAMASKA, for 1851.

No. 1.—ABSTRACT of the RECEIPTS and EXPENDITURE of the BERTHIER COUNTY AGRICULTURAL SOCIETY, for the year 1851.

RECEIPTS.			
	£	s.	d.
By Balance in the hands of the Treasurer as by Report of the 4th June, 1851....	23	18	4
By Amount of Subscriptions for the same year.....	41	12	6
By Moneys from the public chest.....	124	17	6
	£	190	8 4
EXPENDITURE.			
	£	s.	d.
To Premiums paid at the Exhibition held at Berthier, the 9th October, 1851....	80	13	9
To Premiums paid at the St. Elizabeth Exhibition, 19th February, 1852.....	46	3	9
To Subscription to the Agricultural Journal.....	3	10	0
To Expenses attendant on these two Exhibitions, as for Secretary, Notices, Printing, Letter, &c.....	23	2	9
To Balance in the hands of the Treasurer.....	36	18	1
	£	190	8 4

P. E. DOSTALER, *President.*

F. R. TRANCHEMONTAGNE, *Treasurer.*

BERTHIER, 25th August, 1852.

No. 2.—ABSTRACT of the RECEIPTS and EXPENDITURE of the BERTHIER COUNTY AGRICULTURAL SOCIETY, DISTRICT of MONTREAL, for the year 1852.

RECEIPTS.			
	£	s.	d.
By Balance in hand at the time of the last Report	23	18	4
By Amount received by Subscription.....	44	0	0
By Amount received from the Legislature.....	132	5	0
	£ 200	3	4

EXPENDITURE.			
	£	s.	d.
To Paid for Clover Seed, and Prizes granted on the 30th October, 1852.....	156	18	9
To Purchase of three Wethers.....	14	7	4
To Commission to the Secretary.....	5	12	11
To Printing, Stationery, Letter Postage, Expenses of the Judges, &c.....	9	15	10
To Balance in the hands of the Treasurer, this 1st March, 1853.....	13	8	6
	£ 200	3	4

PIERRE E. DOSTALER, *President.*

1st March, 1853.

No. 3.—ABSTRACT of the RECEIPTS and EXPENDITURE of the BELLE-CHASSE COUNTY AGRICULTURAL SOCIETY, for the year 1851-52.

RECEIPTS.			
	£	s.	d.
By Balance in the hands of Treasurer, in 1851.....	5	16	7
By Subscriptions of 1851.....	31	15	0
By Surplus received after the return made to the Government.....	0	10	0
By Legislative Grant.....	95	5	0
	£ 133	6	7

EXPENDITURE.			
	£	s.	d.
To Premiums at the Agricultural Exhibition of the 16th October, 1851.....	43	0	0
To Premiums at the Agricultural Exhibition of the 24th February, 1852.....	58	12	6
To Commission on Government Draught.....	1	10	0
To Percentage of the Secretary.....	5	1	0
To Printing.....	9	10	0
To Contingent Expenses.....	4	9	9
To Balance in the hands of the Treasurer.....	11	3	4
	£ 133	6	7

O. C. FORTIER, *P. B. A.-S.*

GEO. TANGUAY, *Secretary.*

St. GERVAIS, 25th August, 1852.

No. 4.—The TREASURER in Account with the AGRICULTURAL SOCIETY of the COUNTY of CHAMBLY, No. 2.

DR.		£	s.	d.
June, 1851.....	To Cash on hand from last year, (1851)	6	6	2
	To Cash received of John Yule, Esq., President, being the amount of subscription for 1851.....	31	15	0
	To Cash received of John Yule, Esq., President, being amount of grant from Provincial Government, £75 less discount and agency at Toronto.....	74	5	4
	To Cash received of John Yule, Esq., President, for Prizes awarded and refunded.....	2	15	0
	Balance due to.....	13	0	11
	£	128	2	4
CR.		£	s.	d.
September 30, 1851..	By Cash paid to Joseph Laporte, Moise Brassard, and John Doody, three Judges of Grain for 1851.....	9	0	0
October 4, do ..	To Cash to J. Bte. Joidoin, to pay the Prizes awarded the 30th September, 1851, in the Parish of Boucherville..	20	6	1½
	To Cash to A. Demers, Esq., for the above purpose for the Parish of Chambly.....	34	15	10½
	To Cash for Prizes in the Parish of Longueuil	33	16	10½
	To Cash Jos. Charron, fils, for the Judges' dinner.....	0	17	6
	To Cash Ludgar Duvernay, as per account for writing notices and publications.....	10	4	3
	To J. Baptiste Lassande, for hire of Horse and vehicle for the Judges of Grain during 6 months at 5s. per day..	1	10	0
	To P. Hurteau, Secretary, for his per centage on the amount of Prizes at 5 per cent.....	4	9	0
	To P. Hurteau, for paper and other effects	0	13	0
	To paid Criers of Longueuil, Chambly, St. Bruno, and Boucherville.....	0	10	10½
	To amount due to Charles G. Scheffer, for his services and costs of Court.....	11	18	10
	£	128	2	4

No. 5.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY for the COUNTY of CHAMPLAIN.

RECEIPTS.		£	s.	d.
Amount of Subscriptions.....		19	10	0
Entries at Exhibition.....		0	10	0
Amount of Government Grant.....		58	10	0
	£	78	10	0
EXPENDITURE.		£	s.	d.
Premiums paid.....		24	16	3
Printing.....		2	0	0
Contingencies.....		0	7	6
To Secretary.....		1	5	11
Balance in hand.....		49	0	4
	£	78	10	0

No. 6.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 1, for the COUNTY of DORCHESTER.

RECEIPTS.		£	s.	d.
None.				
EXPENDITURE.		£	s.	d.
Amount of premiums.....		535	7	6

No. 7.—ABSTRACT of the RECEIPTS and EXPENDITURE of the DORCHESTER COUNTY AGRICULTURAL SOCIETY, No. 2, for the year 1851–52.

RECEIPTS.		£	s.	d.
By Subscriptions Received.....		25	2	6
By Received from the Public Chest.....		75	0	0
	£	100	2	6
EXPENDITURE.		£	s.	d.
To Paid Liabilities on the preceding Years.....		7	5	9
To Printing, Notices, per centage of Secretary, and other expenses.....		18	4	7½
To Expended for Premiums.....		72	12	6
To Balance in hand.....		1	19	7½
	£	100	2	6

CHARLES ROBERTSON,

President.

POINT LEVY, 23rd August, 1852.

No. 8.—REPORT of the COUNTY of DRUMMOND AGRICULTURAL SOCIETY, from 1st February, 1851, to 31st January, 1852.—In accordance with 8th Vic. cap. 53, sec. 5.

APPROPRIATIONS.		£	s.	d.
1851.....	To Contingent Fund.....	16	6	7
	Fund for purchase of Animals, Seeds, &c.....	91	1	2
	Premiums.....	96	7	6
	£	203	15	3

No. 8.—REPORT of the COUNTY of DRUMMOND AGRICULTURAL SOCIETY, &c.—(Continued.)

RECEIPTS.		£	s.	d.
1851.....	Annual Subscriptions:—			
	Township of Grantham	26	17	9
	do Wickham	5	10	3
	do Durham	13	18	6
	do Kingsey	5	7	6
	do Wendover	2	1	3
	Government Grant	150	0	0
		£	203	15 3

WILLIAM SHEPPARD,
President Agricultural Society, Drummond.

DRUMMONDVILLE, COUNTY OF DRUMMOND,
19th August, 1852.

Examined. R. MILLAR,
Secretary, Agricultural Society.

No. 9.—ABSTRACT of the RECEIPTS and EXPENDITURE of the GASPE' COUNTY AGRICULTURAL SOCIETY, No. 1, for the year 1850-51.

RECEIPTS.		£	s.	d.
By Subscriptions received.....		19	0	0
By Received from the public chest.....		58	10	0
	£	77	10	0
EXPENDITURE.		£	s.	d.
To Premiums granted.....		11	10	0
To Sundry expenses.....		6	10	0
Balance in the hands of the Treasurer.....		59	10	0
	£	77	10	0

JOHN T. MORIARTY,
President.

PERCE', 8th January, 1852.

No. 10.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 1, for the COUNTY of GASPE'.

RECEIPTS.		£	s.	d.
Amount of Subscriptions.....		23	15	0
Government Grant		71	5	0
Balance in hand.....		57	6	8
	£	152	6	8

No. 10.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 1, for the COUNTY of GASPE?—(Continued.)

EXPENDITURE.	£	s.	d.
Purchase of Grain for Seed.....	120	0	0
Balance.....	32	6	8
	£	152	6 8

No. 11.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY, No. 2, for the COUNTY of HUNTINGDON, for the year 1851-2.

RECEIPTS.	£	s.	d.
Balance in hand since last year.....	4	2	3
Amount of Subscriptions.....	48	15	0
Government Grant.....	75	0	0
Extra Subscriptions.....	8	12	6
	£	136	9 9

EXPENDITURE.	£	s.	d.
Paid in Premiums.....	94	0	0
Ploughing Match.....	11	5	0
Premium Plough.....	5	15	0
Printing.....	8	4	6
Secretary.....	5	0	0
Contingencies.....	9	8	7
Balance in hand.....	2	16	8
	£	136	9 9

No. 12.—ABSTRACT of the RECEIPTS and EXPENDITURE of the LEINSTER COUNTY AGRICULTURAL SOCIETY, for the year 1851.

RECEIPTS.	£	s.	d.
By Balance over from 1850.....	1	5	6
By Subscriptions Received.....	43	10	0
By Government Grant.....	133	10	0
	£	178	5 6

EXPENDITURE.	£	s.	d.
To Prizes awarded in April, 1851.....	36	15	0
To Paid to the Judges for their Expenses.....	6	0	0
To Allowance to the Secretary.....	6	0	0
To Exhibition at St. Jacques, 13th October, 1851.....	48	15	0
To Prizes for Ploughing, 20th October, 1851.....	5	18	9
To Exhibition at Repentigny.....	50	17	6
To Printing, and Contingent Expenses.....	13	10	3
To Balance in hand.....	10	9	0
	£	178	5 6

AMABLE ARCHAMBEAULT, *President.*

L'ASSOMPTION, 5th August, 1852.

No. 13.—ABSTRACT of the RECEIPTS and EXPENDITURE of the NICOLET COUNTY AGRICULTURAL SOCIETY, for the year 1851–52.

RECEIPTS.			
	£	s.	d.
By Subscriptions	26	5	0
Received from Government	78	15	0
Due by the Society	0	7	7
	£	105	7 7

EXPENDITURE.			
	£	s.	d.
To paid for Printing, and Notices in the "Three Rivers Gazette"	3	0	0
do Expenses of Correspondence	0	6	2
do Purchase of Paper and Pasteboard	0	1	8
do Expenses of the Judges on the day of Exhibition	0	7	6
do House Rent, and other Expenses, on the day of the Exhibition	2	8	6
do Room Rent for two Meetings of the Committee of Management	1	0	0
do Amount of Premiums	78	15	0
do Commission to the Secretary	3	18	9
do Purchase of Red Clover Seed, Mangel Wurtzel, and Carrot	15	10	0
	£	105	7 7

JOS. DIONNE,

President.

BECANCOUR, 25th August, 1852.

No. 14.—ABSTRACT of the RECEIPTS and EXPENDITURE of the NICOLET COUNTY AGRICULTURAL SOCIETY, for the year 1852–53.

RECEIPTS.			
	£	s.	d.
By Subscriptions	26	15	0
Received from Government	80	5	0
	£	107	0 0

EXPENDITURE.			
	£	s.	d.
Paid for clover and other seed	15	10	0
Printing and Advertising in the Gazette of Three Rivers	2	10	0
To Purchase of paper and pasteboard	0	2	4½
To Letter postage	0	9	4
To Expenses of Exhibition	5	11	0
To Amount of premiums	76	1	3
To Commission to the Secretary	3	16	1
To Room hire for Committee Meeting	0	10	0
To Balance in Treasurer's hands, this 12th March, 1853	2	10	0
	£	107	0 0

JOS. DIONNE,

President of the Agricultural Society of the County of Nicolet.

No. 15.—ABSTRACT of the RECEIPTS and EXPENDITURE of the RICHELIEU COUNTY AGRICULTURAL SOCIETY, No. 2, for the year 1851-52.

RECEIPTS.			
	£	s.	d.
By Balance to the Credit of the Society, as per Report of last year.....	10	7	11
By Amount of Subscription in the year 1851.....	53	0	0
By Amount Received from the Public Chest in 1851.....	75	0	0
By Balance due by the Society.....	6	12	6½
£	145	0	5½

EXPENDITURE.			
	£	s.	d.
To Premiums awarded by the Society.....	50	1	3
To Allowance of 5 per cent. to the Secretary on the Premiums.....	2	10	0½
To Amount appropriated for the purchase of Seed.....	72	4	0
To Stationery, Letter Postage, Printing and other Contingencies.....	20	5	2
£	145	0	5½

ALPHEREY NELSON,

President.

SOREL, 31st August, 1852.

No. 16.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY, No. 1, for the COUNTY of ROUVILLE, for 1851.

RECEIPTS.			
	£	s.	d.
Amount received by Subscriptions in the course of the year.....	51	10	0
Amount received out of the Public Chest.....	75	0	0
£	126	10	0

EXPENDITURE.			
	£	s.	d.
Paid in Premiums.....	110	17	0
Expenses of the Society.....	13	17	0
Remaining in the hands of Treasurer.....	1	16	0
£	126	10	0

No. 17.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, of the COUNTY of ROUVILLE.

RECEIPTS.			
	£	s.	d.
Amount of Subscriptions.....	37	13	9
Government Grant.....	75	0	0
Balance from last year.....	1	6	9
£	114	0	6

No. 17.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, of the COUNTY of ROUVILLE.—(Continued.)

EXPENDITURE.	£	s.	d.
Amount of Premiums	98	17	6
Paid Judges	6	0	0
Secretary's Allowance	3	15	0
Advertising and Stationery	4	5	9
Balance on hand	1	2	3
£	114	0	6

No. 18.—ABSTRACT of the RECEIPTS and EXPENDITURE of the ST. HYACINTHE COUNTY AGRICULTURAL SOCIETY, for the year 1851-52.

RECEIPTS.	£	s.	d.
By Subscriptions of Members	106	7	0
By Government Allowance	150	0	0
By Interest on Moneys deposited	3	18	4
By Sale of Clover Seed remaining in the hands of the Treasurer, and not distributed	1	18	2½
By Sale of Barrels belonging to the Society	0	2	6
£	262	6	0½

EXPENDITURE.	£	s.	d.
To paid for Stationery	1	2	7½
To Letter Postage	0	1	1½
To Subscription to the Agricultural Journal	3	0	0
To Clover Seed purchased of Mr. Prefontaine	2	9	6
do do Mr. Sheppard	110	14	8
To ten Barrels to contain it	1	0	0
To Freight of this clover seed, and Travelling Expences for its purchase	3	4	6
To the Secretary, purchase of Account Books	0	3	2
To Commission of the Secretary	10	0	0
To the Crier, for Notices	0	5	0
To the President, for Disbursements	0	18	9
To the "Minerve" and "Herald," for Notices of the Exhibition	9	0	0
To Nails for the Exhibition, and Letter Postage	0	2	9
To Prizes distributed at the Exhibition of the 14th October	71	15	0
To Prizes distributed on the 15th October, 1851	17	10	0
Balance in hand	30	18	11½
£	262	6	0½

P. E. LECLERC,

President.

St. HYACINTHE, 6th September, 1852.

No. 19.—STATEMENT of the RECEIPTS and DISBURSEMENTS of AGRICULTURAL SOCIETY, No. 1, for SHERBROOKE COUNTY, for year 1852.

RECEIPTS.			
	£	s.	d.
Amount of Government Grant	75	0	0
Amount of Subscriptions	29	10	0
Total.....£	104	10	0
DISBURSEMENTS.			
	£	s.	d.
Amount paid out for Premiums.....	65	15	0
Amount of Incidental Expenses.....	14	0	10
Amount paid towards Seed Horse.....	24	14	2
Total.....£	104	10	0

I hereby certify the above to be a true statement of the Receipts and Disbursements of Sherbrooke County Agricultural Society, No. 1, for year 1852.

BENJN. LEBOURVEAU,

President.

EATON, February, 1853.

No. 20.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, for the COUNTY of TWO MOUNTAINS.

RECEIPTS.			
	£	s.	d.
Balance from last year	0	11	1
Government Grant	75	0	0
Amount of Subscriptions	46	6	6
£	121	17	7
EXPENDITURE.			
	£	s.	d.
Amount of Premiums	104	0	0
Printing and Advertizing	1	2	6
Inspecting Judges	8	12	6
Secretary's Allowance.....	5	2	6
Balance in hand	3	0	1
£	121	17	7

No. 21.—ANNUAL REPORT of the PROCEEDINGS of the AGRICULTURAL SOCIETY for the COUNTY of VAUDREUIL, for 1851.

RECEIPTS.			
	£	s.	d.
Amount of Subscriptions	26	6	1½
Amount received out of the Public Chest.....	78	16	9
	£	105	2 10½
EXPENDITURE.			
	£	s.	d.
Paid Premiums	108	17	6
Printing	5	0	0
Postages	0	7	7
Paid Judges	6	16	5½
	£	121	1 6½

No. 22.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, for the COUNTY of VERCHERES.

RECEIPTS.			
	£	s.	d.
Balance in hand from 1851	44	11	0
Subscriptions for 1852	66	10	0
Government Grant, deducting expenses, discount, &c., £1 2s. 6d.....	73	17	6
G. E. Cartier, Esquire.....	2	10	0
The Honorable James Leslie	2	10	0
Pierre Lambert	0	5	0
Interest.....	3	8	4
	£	193	11 10
EXPENDITURE.			
	£	s.	d.
Clover Seed	88	15	9
Printing	3	2	6
Purchase of Ribbons	0	7	0
Premiums.....	82	13	7½
Agricultural Journal	2	10	0
Secretary	4	3	4
Extra Premiums	1	8	1
Postage.....	0	0	10
Balance.....	10	10	8½
	£	193	11 10

No. 23.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY of the COUNTY of YAMASKA.

RECEIPTS.			
	£	s.	d.
Amount of Subscriptions	33	0	0
Government Grant	99	0	0
Balance in hand	22	5	0
	£	154	5 0
EXPENDITURE.			
	£	s.	d.
Amount of Premiums	93	11	9
Secretary's Allowance	10	0	0
Allowance to Judges	5	17	6
Printing, Postage, and other incidental expenses	8	15	0
Costs of procuration	0	7	6
Discount on Government Grant	0	5	0
Paid for use of house during exhibition	0	5	0
For Ferriage of Stock brought to said exhibition	0	8	9
Balance in hand	34	14	6
	£	154	5 0

FIRST ANNUAL REPORT
OF THE
BOARD OF AGRICULTURE
OF
UPPER CANADA,
FOR
1851-52.

To His Excellency the Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,

The Board of Agriculture of Upper Canada, established by Act 13 and 14 Vic., cap. 73, have the honor to lay before Your Excellency a brief Report of their proceedings.

The first meeting of the Board was called agreeably to statute, by the Provincial Secretary in the City of Toronto, July 2nd, 1851, and three days were spent in deliberation. Three meetings have been subsequently held, viz: on November 4th, 1851, April 20th, 21st, 22nd and August 14th, 1852.

The Board being constituted by statute, the Council of the Agricultural Association of Upper Canada, and are thereby invested with full powers to conduct the affairs of that institution during the interval of its annual meetings. Much time has been spent in the consideration and disposal of numerous details of business, which need not be here introduced, as they would not be regarded with much interest in a Report of this nature. Condensed statements of the proceedings taken from the Secretary's minutes have been regularly published in the Upper Canadian Agricultural Journal.

Among the first things that engaged the attention of the Board, not immediately connected with matters arising out of current business of the Provincial Association, was the consideration of the draft of a new and improved Agricultural Bill, which passed into a Law during the last Session of Parliament—much time and consideration were bestowed upon the maturing of this measure, previous to its introduction to Parliament, not only by the Board, but also by several individuals who possess a practical knowledge of the state and wants of the Country, and feel a deep interest in working out their proper and adequate supply. Under the previous Act a large number of Agricultural Societies have been organized in this section of the Province, several of which continued in successful operation, and the result beyond a doubt has been a considerable improvement to the Agriculture of the Country. It was felt, however, by the Board, as well as by others whom they consulted on the subject, that there existed under the old Act a great want of system and unity of action among Agricultural Societies, with no adequate provision for giving due publicity

to Reports of their proceedings. In these important respects the new statute applies an efficient remedy, and notwithstanding a few alterations in that Act, which the Board is desirous of recommending to the consideration of the Legislature, they are strongly of opinion that the main principles and features of the Law are sound and salutary.

With a view of giving publicity to their proceedings, and whatever reports or essays might be prepared under their jurisdiction, the Board found it expedient, before the close of last year, to make suitable arrangements with the Proprietor of the "Canadian Agriculturist," a monthly journal published in Toronto; which object, by their arrangements, has so far been satisfactorily attained. Much useful and interesting matter has thus been speedily brought under the notice of farmers and others, in all parts of the country. Two prize reports, one of the County of Wellington, and the other of Hastings, with several Agricultural essays—among the latter those of Messrs. Hutton and Lynch may be specially mentioned—have been published in the journal during the present year, and they cannot have failed in producing a beneficial influence on the Agricultural mind of the country. Although the arrangement with the "Canadian Agriculturist" is only for the current year, the Board confidently hopes that increased facilities for the future will be extended to the cheap publication, and wide dissemination, of agricultural knowledge and improvements among the entire farming community of this young and rapidly advancing portion of the British dominions. The frequent periodical publication, at the lowest possible charge, of whatever is interesting and suggestive to the Agriculturists of the Province, so as to reach the remotest settler where a Post Office is established, must be regarded as an object of primary importance, and as essential to the progressive development of the Agricultural resources of the country.

The Board has much satisfaction in being able to report favorably of the steady progress of the Provincial Association, an institution which every year possesses more and more the best wishes and confidence of the country. An Annual Exhibition has now been held under its management for six years, which, taking place in different and sometimes widely-separated parts of this section of the United Province, will necessarily vary, more or less, according to local circumstances, both in the number and quality of stock and articles shown, and the amount of visitors in attendance. Still it must be apparent, even to the most superficial observer, that a *progressive advance* has been made almost from the first meeting of the Association to the present time, when the seventh Exhibition is about to take place in this city. These Exhibitions, while they have been successful in stimulating talent, ingenuity and industry in the Province, not only in Agriculture, but, more or less, in all the industrial and civilizing arts practised among us, have also wakened up attention abroad, particularly in the Mother Country, to the immense resources of Canada, and its advantages as a field for emigration, and the profitable employment and investment of capital. The Parliamentary grant, voted the two past years, has enabled the Directors to increase very materially the ordinary prize list, to offer liberal premiums for new objects, and to keep the Association free from debt.

With reference to the Agricultural statute, passed last Session of Parliament, the Board would respectfully recommend a few modifications, such as the rendering of each County belonging to United Counties, "distinct and independent for Agricultural purposes under the said Act, whenever desired." Several "United Counties" have already experienced difficulty for want of independent action in each County of such union. The sum of £17 10s required under the present Act, to be raised by Township Societies before they can legally organize and receive Parliamentary aid, might be advantageously reduced to £10, as the present amount prevents the formation of Agricultural Societies in remote and thinly peopled Townships.

Agriculture having at length been recognized as of sufficient importance to entitle it to a distinct Department in the Government of this Province, a fact most significant and encouraging to all patriotic minds, who look to the advancement of Agriculture as the permanent source of wealth and the basis of a nation's strength and prosperity,

it is here most respectfully suggested, that the statute under which the Board of Agriculture is constituted, should be so far amended as to include the Minister of Agriculture and the President of the Provincial Association for the time being as Ex-officio members of the Board of Agriculture.

The Board have given their earnest and best attention to the important object defined by the statute under which they were appointed, 13 and 14 Vic., cap. 73., clause 12th. "Be it enacted, That it shall be the duty of the said Board to prepare as soon as practicable and present to the Legislature, a plan for establishing an Experimental or Illustrative Farm in connection with the chair of Agriculture in the University of Toronto, or in connection with the Normal School, or otherwise, as they may deem best, and to make any recommendation they may think expedient for extending Agricultural education throughout the Province."

The senate of the University of Toronto, in a statute establishing a chair of Agriculture in that seat of learning, have provided for grounds for an Experimental Farm, which it is proposed shall be placed under the control of, and supported by the Board of Agriculture.

The University Statute provides, that not less than fifty acres of the Park ground shall be granted the Board, free of charge, for a term of ten years, and if at the termination of that period, it should be deemed expedient to dissolve the connection, the University engages to take all buildings erected by the Board of brick or stone, at a price to be determined by valuation.

Soon after the appointment last spring, of the Secretary of the Board to the Chair of Agriculture, it was deemed expedient, as the University Grounds were about to be put under a course of improvement, that the Board should take some introductory steps for securing, and bringing into a proper state of cultivation that portion which had been assigned for the purposes of Experimental Agriculture, in connection with scientific, united with practical teaching in the University by the newly appointed Professor. About 25 acres have accordingly been brought into cultivation, and the Board are of opinion, that the grounds are very suitable for the purposes of Agricultural Education, and the testing of new and improved varieties of plants. But in accordance with the before mentioned clause in the Act 13 and 14 Vic. cap. 73, they have refrained from making final arrangements with the authorities of the University, till they had submitted their plans for the consideration and approval of Your Excellency and Council, and the other branches of the Legislature.

The objects which the Board recommend in establishing an Experimental Farm on the University Ground may be thus briefly stated ;—First, to afford the Professor of Agriculture a ready means of giving practical illustration and effect to his class lectures in the University,—Second, to import from abroad new and improved kinds of seeds, plants and implements, chiefly with a view of testing, by experiments carefully conducted on the farm, their adaptation to the climate, soil, wants and markets of this country, and in all cases of a favorable result, to distribute such productions on easy terms throughout the Province. An occasional importation of improved breeds of animals, the offspring being sold and distributed through the Province, would be an efficient means of advancing this very important department of husbandry, and would tend to increase materially the wealth and progress of the country. It is believed that in thus connecting the science and practice of Agriculture in their various bearings on each other, in our Provincial University, that important and valuable Institution will be made more subservient to the public good.

The Board are desirous that these fifty or sixty acres for experimental and illustrative purposes, should not be mistaken for a Model Farm, which should consist of a larger area and which would consequently involve a much greater outlay and risk. Whether Model Farms, strictly so called, are adapted to the present wants of this young country, fairly admits of a question. But something should at once be done to correct the leading facts and principles of Agriculture with the routine of instruction given in all the schools and colleges of the Province ; and if small portions of

land could be set apart for such purposes, the instruction would prove far more practical and efficient.

The Board will feel much pleasure should the plan of an experimental farm on an inexpensive scale meet the approval of the Legislature, so that they may feel authorised in taking final steps for the carrying out of the same. The principal difficulty lies in the necessary outlay for the commencement. A grant of £500 would enable them to do so with every prospect of success; and it is believed that the ordinary amount of funds placed at their disposal, would after the necessary preliminary expenditure had been made, nearly or quite meet all exigencies hereafter.

Annexed is a statement of receipts and disbursements for the past year.

All which is most respectfully submitted.

E. W. THOMPSON,
Chairman, Board of Agriculture.

Toronto, 10th September, 1852.

RECEIPTS AND EXPENDITURE of the Board of Agriculture of Upper Canada for the year 1851-2.

1851.		RECEIPTS.	£	s.	d.
June 10	.....	Balance in hand	227	13	0
" "	.....	Donation from Agricultural Society of Frontenac, Lennox and Addington	25	0	0
" "	.....	R. L. Denison, Life Member Subscription	2	10	0
" "	.....	J. Gamble, " "	2	10	0
" 14	.....	Cash from Dinner Stewards at Niagara	13	18	9
September 6	.....	Canada Company's Grant	25	0	0
" 13	.....	Parliamentary	1000	0	0
" 15	.....	County of Middlesex Agricultural Society	25	0	0
" 23	.....	Northumberland, " "	12	10	0
" "	.....	Simcoe, " "	10	0	0
" "	.....	Carleton, " "	25	0	0
" "	.....	Norfolk, " "	20	0	0
" 24	.....	Billa Flint, Life Member Subscription	2	10	0
" 26	.....	John S. McDonald, " "	2	10	0
" 27	.....	625 Badges sold at Brockville Exhibition	156	5	0
" "	.....	9075 Single admission Tickets	283	11	10½
" "	.....	12 Horsemen's Tickets, 15s. Carriage, do 17s. 6d.	1	12	6
		Extra Entries	4	19	4½
		Cash of J. Masson	10	12	0
October 2	.....	County of York Agricultural Society	30	0	0
" "	.....	" Hastings, " "	24	9	9
1852.					
March 4	.....	Treasurer of Brockville Local Committee	165	16	1
May 9	.....	" " " " .....	46	6	9
		Lanark and Renfrew Agricultural Society	10	0	0
			2127	15	1
1851.		DISBURSEMENTS.			
September 25	.....	Geo. Crawford, Treasurer of Local Committee, Brockville, for Fencing, Buildings and local expenses	400	0	0
" "	.....	Premiums at Brockville Exhibition	883	13	0
" "	.....	E. Williams, Rochester, hire of Tents	50	0	0
		Printing Premium Lists, Badges, Cards, Ribbons, &c.	65	14	6
		Clerks at show	26	12	6
		B. Willson's Bill Refreshments for Judges, &c.	33	10	6
1852.					
January 10	.....	H. Y. Hind, Lectures for distribution	12	2	8
June 7	.....	John Harland, (Prize Report)	20	0	0
" "	.....	Wm. Hutton, " "	15	0	0
" "	.....	John Lynch, " (Gold Medal)	5	0	0
September 3	.....	W. McDougall, Printing Transactions, &c.	112	10	0
" "	.....	Board of Agriculture, 1 year's expenses as allowed per Statute.	70	0	0
" "	.....	Secretary's Salary 1 year	100	0	0
" "	.....	Treasurer's " "	50	0	0
" "	.....	Books for Library	50	0	0
" "	.....	Work on Experimental Farms, Seeds, &c.	46	3	7
" "	.....	Sundries	11	14	8½
			1952	1	5½
Receipt brought down			2127	15	1
Balance in hand, September 10th, 1852			175	13	7½

E. W. THOMPSON, Chairman, }
 GEO. BUCKLAND, Secretary, } Auditors.
 ALEX. SHAW, }

R. L. DENISON, Treasurer.

Quebec :

PRINTED AT JOHN LOVELL'S STEAM PRINTING ESTABLISHMENT,

MOUNTAIN STREET.

RETURN

To an Address from the Legislative Assembly, to His Excellency, the Governor General, dated the 1st instant, praying that His Excellency would be pleased to cause to be laid before the House "Copies of all Correspondence which may have taken place between Her Majesty's Government in Canada, or any Member thereof, and the Imperial Government, on the subject of the Clergy Reserves, since the 1st June, 1851."

By Command,

A. N. MORIN,
Secretary.

Provincial Secretary's Office,
Quebec, 3rd September, 1852.

(Copy.)

No. 12.

DOWNING STREET,
22nd April, 1852.

MY LORD,—By a Despatch of my predecessor, Earl Grey, of the 11th July last, you were informed that Her Majesty's then Servants found themselves compelled to postpone to another Session the introduction into Parliament of a Bill giving to the Canadian Legislature authority to alter the existing arrangement with regard to the Clergy Reserves.

2. With reference to that intimation, I have now to inform you, that it is not the intention of Her Majesty's present Advisers to propose such a measure to Parliament this Session.

3. They have in the first place taken into consideration that since any opinion upon this difficult subject was expressed by the Legislature of Canada, a general election has taken place in the Province, and it is as yet uncertain what the views of the new Assembly, as to the disposal of the Clergy Reserves, may be.

4. But independently of that circumstance, Her Majesty's Government feel serious doubts, how far they would be able to give their consent and support to an arrangement, the result of which would too probably be the diversion to other purposes of the only public fund, except that devoted to the endowment of the Roman Catholic Church, which now exists for the support of Divine worship and Religious instruction in the Colony.

5. While it appears to Her Majesty's Government that under the distribution, authorized by the Clergy Reserve Act, 3 and 4 Vic., chap. 78, of the proceeds of the sales of the reserved lands, no ground is left for reasonable jealousy or complaint of undue favour to particular Religious Denominations, they think it may possibly be desirable, on account of the changes which may be effected in the character of the population through extensive immigration or other causes, that the distribution in question should, from time to time, be reconsidered.

6. Any proposals of such a nature, Her Majesty's Government would be willing to entertain. But they are of opinion, that they could only regard any measure which would place it in the power of an accidental majority of the Colonial Legislature, however small, to divert forever from its sacred object the fund arising from that portion of the public lands of Canada, which almost from the period of the British conquest of that Province has been set apart for the Religious instruction of the people, with the most serious doubt and hesitation how far they should be justified in advising Her Majesty to give Her consent to such an enactment.

7. These views on the part of Her Majesty's Government with respect to a proposal so deeply and permanently affecting the interests of Canada, cannot but derive additional strength from the numerous petitions, having many thousand signatures, which have been addressed both to the Queen and to the Parliament of the United Kingdom, praying that the existing Act, relating to the Clergy Reserves may continue in force.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

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

INSPECTOR GENERAL'S OFFICE,
QUEBEC, 21st June, 1852.

The undersigned has the honour to submit to the Governor General copies of a correspondence which took place between the Right Honorable the Secretary of State for the Colonies and himself, on the subject of the Clergy Reserves, during his recent visit to England.

(Signed,)

F. HINCKS.

MORLEY'S HOTEL,
LONDON, 3rd May, 1852.

SIR,—I have the honour to enclose a copy of an approved Report of the Committee of the Executive Council of Canada, dated the 7th ultimo, which I received by the last mail.

I have learned through the medium of the public journals that Her Majesty's Government has determined to take no action on the question of the Clergy Reserves during the present Session of Parliament, and however much I may regret that decision, I am well aware that under the circumstances it is irrevocable. I have already had an opportunity of urging, during the interview with which you were good enough to honour me, the importance of settling this long vexed question, as speedily as possible. It was my duty to state that the number of those who insist on the present settlement is very small, and I may now add that one of the leading opposition newspapers in Upper Canada, and in the interests of the Church of England has come out distinctly for a new scheme of distribution. I would press on Her Majesty's Government more formally, what I have already urged in my conversation with you, that if as has been alleged, the present Canadian Parliament is favorable to the views of the Church of England, it is surely the best time for that Church to procure a settlement that will be regarded as constitutional. I can assure Her Majesty's Government with the utmost sincerity that there will be no end

to agitation in Canada, if the attempt be made to settle this question permanently according to the public opinion of England, instead of that of the Province itself; and I may add, that it is well known that many who are opponents of the secularization of the Clergy Reserves are, on constitutional grounds, in favour of a settlement by the Provincial Parliament. I believe that after the assurances given by the late Government it will be found impossible to protract very long, the repeal of the Imperial Act, and I have no hesitation in affirming that no interests will suffer more by the delay than those of the Church of England. If Her Majesty's Government desire, before determining on their line of action on this question to ascertain the views of the present Canadian Parliament, I would respectfully beg to be informed of their decision.

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

The Right Honorable (Signed,) F. HINCK
Sir J. S. Pakington,
H. M. Secretary of State for the Colonies.

EXTRACT from a Report of a Committee of the Honorable the Executive Council on matters of State, dated 7th April, 1852, approved by His Excellency the Governor General in Council, on the 7th April, 1852.

The Committee have had under consideration the memorandum of the President of the Committees of Council, on the propriety of instructing the Honourable the Inspector General, to ascertain the views of Her Majesty's Government, on the subject of a repeal of the Imperial Act, 3 and 4 Vict., cap. 78, in conformity with the Address to Her Most Gracious Majesty, from both branches of the Canadian Legislature, at its last Session, on the subject of the Clergy Reserves.

The assurances of Her Majesty's late Government, that such action would be taken, had prepared the people of Canada to expect that no further delay would take place in meeting their just wishes upon a question of such paramount importance to them; the Committee therefore recommend that their colleague, the Inspector General, while in England, be requested by the Provincial Secretary, to seek an interview with Her Majesty's Ministers, and represent to them the importance of carrying out the pledges of their predecessors on the subject of the Clergy Reserves, and thus empower the Colonial Legislature to deal with the question in accordance with the well understood wishes of the people of Canada.

Certified.

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

MEMORANDUM.

The President of the Committees of Council being of opinion, that the recent changes in the Administration of affairs in England render it of importance to the interests of this country that the Honourable the Inspector General, now in England, should be instructed to seek an interview with Her Majesty's Ministers for the purpose of definitely ascertaining whether Her Majesty's Government are prepared to carry out the assurances of their predecessors on the subject of the Clergy Reserves, by repealing the 3 and 4 Vict; cap. 78, and empowering the Colonial Legislature

to deal with this question in accordance with the wishes of the people of Canada. He therefore suggests that the Inspector General be requested to act in this matter by letter from the Honourable Provincial Secretary.

(Signed,)

MALCOLM CAMERON.

7th April, 1852.

Certified,

WM. H. LEE,
Acting C. E. C.COLONIAL OFFICE,
7th May 1852.

SIR,—I am directed by Secretary Sir John Pakington, to acknowledge your letter of the 3rd instant, transmitting an extract from an approved Report of a Committee of the Executive Council of Canada, dated 7th April, instructing you to represent to Her Majesty's Ministers the importance of carrying out the pledges of their predecessors on the subject of the Clergy Reserves.

Sir John Pakington desires me to inform you that until the receipt of your communication he was not aware of the existence of the Report of which you now send him a copy, Lord Elgin not having as yet transmitted it to this Department. Being thus without any information that you were officially instructed to communicate with Her Majesty's Government on that particular subject, Sir J. Pakington did not think it necessary to announce to you their decision upon it, as he unquestionably would have done, if he had been aware that your mission to this country was connected with it. I am now directed by Sir J. Pakington to enclose to you a copy of the Despatch which he addressed to Lord Elgin on the 22nd ult., communicating the decision of Her Majesty's Government.

I am, Sir,

Your most obedient humble servant,

(Signed,) DESART.

F. Hincks, Esq.,
Morley's Hotel.MORLEY'S HOTEL,
LONDON, 16th May, 1852.

SIR,—I have the honour to acknowledge the receipt of a letter from the Earl of Desart, dated the 7th instant, enclosing a copy of your Despatch to the Earl of Elgin and Kincardine, dated the 22nd ultimo, communicating the decision of Her Majesty's Government on the subject of the Canada Clergy Reserves, and I have to express my grateful acknowledgments therefor. It is probable that as the approved Report of the Committee of the Executive Council of Canada was sent to me for the purpose of being delivered to Her Majesty's Government, it was deemed unnecessary, by His Excellency the Governor General, to transmit another copy; but you will, I think, find on enquiry that His Excellency has communicated to you a copy of a memorandum agreed to at a meeting of the members of the Council, on the 25th February, prior to my departure, by which I was instructed "to press upon the consideration of Her Majesty's Government the importance of procuring the assent, as soon as possible, of the Imperial Government, to a Bill for repealing the Imperial Act, 3 and 4 Vic., cap. 78, providing for the sale of the Clergy Reserves in Canada, and for the distribution of the proceeds thereof, as prayed for by the Ad-

“dresses from both Houses of the Provincial Parliament, and for authorizing the Provincial Parliament to legislate on the subject of those Reserves.”

I trust that the existence of those instructions, followed up as they have been by the approved Report of Council, which I had the honour to transmit in my letter of the 3rd instant, will be a sufficient apology for my offering some remarks on your Despatch of the 22nd ultimo, which shall be made in a spirit of the highest respect to Her Majesty's Government. Had the Addresses from the two Houses of the Canadian Legislature prayed for any particular distribution of the income arising from the Clergy Reserves Fund, there most unquestionably would have been grave objections to any Imperial action to be founded on the opinions of a Parliament which had ceased to exist; but I would respectfully urge that there can be no reasonable ground for doubt that the great majority of the people of Canada desire that this question, which is one of local interest, should be disposed of by their own Parliament. I need not, however, press this point further, because I am well aware that legislation during the present Session of the Imperial Parliament is now out of the question; that, before any further action could be taken by Her Majesty's Government, the new Canadian Parliament will have had an opportunity of expressing its views on the subject. But I am bound by a sense of duty to Her Majesty to express to Her Confidential Advisers that it is with the most serious alarm that I have read the concluding portion of your despatch. Most devotedly attached as I am to the maintenance of the subsisting connexion between the Mother Country and the British American Colonies, I cannot view without grave apprehension the prospect of collision between Her Majesty's Government and the Parliament of Canada on a question regarding which such strong feelings prevail among the great mass of the population, such a difficulty is the more to be regretted because this question of the Clergy Reserves is the only one, so far as I am aware, at all likely to lead to collision. It happens most unfortunately that public opinion in England differs very widely from that in Canada on questions at all partaking of a religious character, and as the people of Canada are convinced that they are better judges than any parties in England can be, of what measures will best conduce to the peace and welfare of the Province, Her Majesty's Government will, I trust, perceive that the danger which I apprehend, is at least deserving of most grave consideration. I cannot have the slightest doubt that the members of Her Majesty's Government are actuated by the most earnest desire to promote the best interests of Canada, and that if they could be brought to believe that I have given a faithful account of the state of public opinion there, they would be disposed to yield their own wishes for the sake of the peace of the Colony. I am quite ready to acknowledge the high respectability of the petitions against the repeal of the Clergy Reserve Act. The Bishops and Clergy, and an influential portion of the Laity of the Church of England, the Clergy and a portion of the Laity of the Church of Scotland, are doubtless in favour of the present settlement, which indeed confers on the Church of Scotland an income wholly beyond its requirements in Canada, while the majority of the Presbyterian population, neither receive any share of the endowment, nor desire to participate in it. While, however, I admit the respectability of the petitioners, I think that I am justified in affirming that they do not represent any thing like a majority of the population of Canada; indeed, the very fact that they on all occasions, endeavour to accomplish their wishes by appealing not to their own representatives in Parliament, but to the Imperial Parliament, is conclusive proof that they are themselves conscious that their views are not in accordance with public opinion in Canada. I forbear from entering into the consideration of the probable action of the Canadian Legislature on the Clergy Reserve question, because I am anxious to impress upon Her Majesty's Government, that although there may be wide difference of opinion among the opponents of the present arrangement as to the best mode of settling the question, a vast majority of the people are agreed as to the necessity

of its being effected by Provincial Legislation, and I am aware that some of the best friends of the Church of England, question the soundness of the policy which has influenced the promoters of the petitions latterly presented to Parliament, to look for support to their views in England, instead of using their legitimate influence over public opinion in Canada. I do not by any means desire to conceal from Her Majesty's Government, that saving always the rights of existing incumbents, a very strong feeling prevails, especially in Upper Canada, in favour of the secularization of the Clergy Reserves; but I ought not to omit reminding them that although it is true that the portion of public lands known as Clergy Reserves, was set apart for the religious instruction of the people at a very early period, and when there were very few inhabitants in the Colony, it is likewise true that power was expressly given to the Provincial Legislature to "vary or repeal" the clauses in the Act, 31 Geo. III, setting apart these lands, that successive Houses of Assembly remonstrated against them, and that so firmly were the advisers of His late Majesty King Wm. IV, impressed with the necessity of getting rid of this most perplexing question, that Secretary Viscount Goderich, in a despatch dated 21st November, 1831, communicated the Royal instruction, that a Bill framed in England should be submitted to the Provincial Legislature for the purpose of getting rid entirely of the endowment. The people of Canada know well the cause of the failure in carrying out the gracious intentions of His late Majesty, as well as their own repeatedly expressed wishes. The opinions of the mass of the people have never wavered during the last twenty-five years, although circumstances have, from time to time, induced them to pause in their efforts in order to concentrate public opinion on questions more deeply affecting their constitutional rights. I cannot therefore conceive that any action which the Canadian Parliament may take, of the nature referred to in the despatch, could be correctly designated as the result of an accidental majority. All the great questions which have been settled in England during the last fifty years might be said with equal justice to be carried by accidental majorities, and if a supposition on the part of Her Majesty's Government, that any majority in the Canadian Parliament, expressing views antagonistic to their own, was an accidental one, were deemed a sufficient ground for resisting that majority, I would most respectfully submit that there would be no security whatever for constitutional government. I am well convinced that Her Majesty's advisers have every disposition to attach due weight to the clearly expressed opinions of the people of Canada, and I am therefore anxious to remind them of, and to urge upon their consideration the past history of the Clergy Reserves question, which I have endeavoured to glance at as briefly as possible. There is a passage in the despatch to the Earl of Elgin, which seems to me calculated to lead to some misconception, I refer to the paragraph describing the Clergy Reserves as the only public fund except that devoted to the endowment of the Roman Catholic Church. I am not aware that any public fund has ever been devoted to the endowment of the Roman Catholic Church of Canada, whatever property may be in possession of Roman Catholics has been attained principally by private donations or bequest, although in some cases there were additional grants from the French Crown, which were secured to the possessors at the Conquest. These grants were made to communities consisting of Ecclesiastics or Religious Ladies, either for Charitable or Educational purposes, or for the conversion of the Indians. If I am correct in this statement, as I believe that I am, I must respectfully submit that such grants as those to which I have referred, bear no analogy to the Clergy Reserves, and can scarcely be considered as a public fund, devoted to the endowment of the Roman Catholic Church.

I should not discharge my duty to Her Majesty's Government were I not to state to them with perfect frankness, my views on another paragraph in the Despatch. I refer to that in which it is intimated that Her Majesty's Government would be willing to entertain a proposal for reconsidering the mode of distributing the income

of the Clergy Reserves. I have no hesitation in stating it as my conviction, that the Canadian Parliament will not invite the legislation of the Imperial Parliament regarding the distribution of a local fund. Any such proposition would be received as one for the violation of the most sacred constitutional rights of the people. I am therefore fully convinced that the future action of the Canadian Parliament will be essentially of the same character with that which has been already taken. I can assure you, Sir, that it is with deep regret that I find myself compelled by a sense of public duty, to urge upon you, views which I fear will not meet the approbation of Her Majesty's Government, but I trust that I have succeeded in doing so in a respectful manner, and I feel assured that they will receive the consideration, which the importance of the subject demands, and that Her Majesty's Advisers will be guided in their final decision by what they believe to be for the best interests of Canada.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

F. HINCKS.

The Right Honorable

Sir John S. Pakington,

H. M. Secretary of State for the Colonies.

COLONIAL OFFICE,

17th May, 1852.

SIR,—I am directed by Secretary, Sir John Pakington, to acknowledge your letter of the 10th of this month, on the subject of the decision of Her Majesty's Government as to the Clergy Reserves question, and to thank you for the representations which you have made to them on this and other subjects affecting the views and interests of the people of Canada, on which they are fully sensible of the value of your opinion.

2. I am to add that Sir J. Pakington has not been able to find in the records of this Department any trace of the Memorandum agreed to by the Executive Council, on the 25th July last, to which your letter refers, having been communicated to his predecessor or himself.

I am, Sir,

Your most obedient humble servant,

(Signed,)

DESART.

Francis Hincks, Esq.,

Morley's Hotel.

Quebec :

PRINTED AT JOHN LOVELL'S STEAM PRINTING ESTABLISHMENT,

MOUNTAIN STREET.

RETURN

To an Address from the Legislative Assembly to 'His Excellency the Governor General, dated the 31st ultimo ; praying that His Excellency would be pleased to cause to be laid before the House, "Copies of all "Correspondence between the Government of this Province and the "Authorities of Trinity College, Toronto, in regard to a Royal Charter "for the said College."

By Command.

A. N. MORIN,

Provincial Secretary's Office,

Secretary.

Quebec, 7th September, 1852.

(Copy.)

TORONTO, 3rd February, 1852.

My Lord,—It has been publicly stated, and I believe correctly, that the Victoria College has declined becoming affiliated with the University of Toronto on the terms of surrendering the privilege which they enjoy under their Charter of conferring Degrees in the Arts and Sciences; that the Methodist Conference which governs the College have passed a Resolution to that effect, and have determined to retain their Charter, and continue on their present footing.

The only other College similarly situated—viz., Queen's College, has never, as I believe, shewn any disposition to become affiliated.

This being so, I am encouraged to believe that the time has now come when Your Excellency will feel yourself no longer called upon to interpose any obstacle to the granting the reasonable request which the Members of the Church of England have preferred to Her Majesty's Government, that they may be put on as favorable a footing as the Methodists and Presbyterians in this Province, by being allowed to have a College supported by themselves, in which their youth can be educated, without reserve, according to the Doctrines of their Church, and which should enjoy the privilege of conferring Degrees in the Arts and Sciences.

The tenor of Your Excellency's correspondence with the Secretary of State on the subject, which has been published, seems to warrant me in assuming that the negotiations with the two other Colleges having terminated as I have stated; there remains no fair ground for desiring to oppose the expressed willingness of Her Majesty's Government, to deal as justly with the Members of the Church of England as with others.

I should have addressed Your Excellency earlier on this subject, but thought it better to defer it until Trinity College should be opened, and its Professors actually engaged in the discharge of their duties. This event occurred on Thursday, the 15th ultimo; and we have already between fifty and sixty students in the several Departments, of whom twenty are regularly matriculated and employed in a course of studies, which, when it is successfully prosecuted, ought, in fairness, to entitle them to the same advantages and honors as the youth belonging to other denominations can obtain in their respective Colleges. I beg leave, therefore, to express my hope that Your Excellency will take such steps as may appear to you to be proper, for facilitating the obtaining a Royal Charter to Trinity College, granting to it the privilege of conferring Degrees.

I have the honor to be, &c.,

(Signed) JOHN TORONTO.

His Excellency The Right Honorable
The Earl of ELGIN and KINCARDINE,
Governor General of B. N. America,
&c., &c., &c.

SECRETARY'S OFFICE,

Quebec, 1st March, 1852.

My Lord,—I am directed by the Governor General to acknowledge the receipt of Your Lordship's letter to His Excellency of the 3rd ultimo, and to inform you that the subject of that communication has engaged the best consideration of His Excellency and his advisers.

From the tenor of the correspondence which passed some time ago between Your Lordship and my Predecessor, in reference to the application addressed by you to Her Majesty's Imperial Government for a Royal Charter for Trinity College, you are, no doubt, aware, that while deprecating the multiplication of Colleges, having authority to grant Degrees in Arts in Upper Canada, at the present stage of its growth in wealth and population, as being likely to detract from the value of such degrees, His Excellency has throughout held the opinion, that the policy of confining the privilege to a single Provincial Institution ought not to be pressed in such a manner, as to bear with unequal severity on any one denomination of Christians in the Province.

Looking, then, to the amount of support which Your Lordship has met with in your zealous endeavours to establish a College in connection with the Church of England, and to the reluctance evinced by other denominational Colleges to surrender privileges conceded to them at a time when the Provincial University had a more exclusive character than it now possesses, His Excellency considers that it would not be advisable that this Government should any longer insist on the objections to the issue of a Royal Charter in favour of Trinity College, which it felt it a duty to raise at an earlier period.

I am to add that His Excellency will transmit to the Secretary of State by the next mail a copy of this letter, and of the communication from Your Lordship, to which it is a reply.

I have the honor to be, &c.,

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

The Right Reverend and Honorable
The LORD BISHOP OF TORONTO,
&c., &c., &c.

SECRETARY'S OFFICE,

Quebec, 1st March, 1852.

My Lord,—With reference to my letter of this day's date, on the subject of a Royal Charter for Trinity College, I have the honor to state that His Excellency is advised that there is a discrepancy between the Draft Charter submitted to Your Lordship and the Act incorporating the College, passed during the last Session of the Provincial Legislature, inasmuch as the latter limits the property which the Corporation can hold to £5,000 currency per annum, while the former limits it to £15,000 sterling.

His Excellency will feel it to be his duty to call Earl Grey's attention to this circumstance, in order that the Royal Charter may be made to harmonize in this particular with the Act in question.

I have the honor to be, &c.,

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

The Right Reverend and Honorable
The LORD BISHOP OF TORONTO,
&c., &c., &c.

TORONTO, Canada, 25th March, 1852.

Sir,—I have the honor to acknowledge your two letters of the 1st instant, which I had much pleasure in communicating to the Council of Trinity College.

The course which His Excellency has now taken will, I trust, remove any difficulty in the way of our obtaining the desired privilege of conferring Degrees.

There can be no room for any question about the limitation of property to be held, because the Act of the Legislature which has been passed since the Draft of the proposed Charter was submitted by me, is what must now govern in that respect, and for any alteration upon that point which may seem necessary we must depend upon the Legislature. At present the restriction will occasion no inconvenience.

On comparing the Draft of a Charter which I had formerly prepared with the Act of the Legislature 14 & 15 Vic. cap. 32, since passed, I find that the latter has supplied all that is necessary for the Government of the College by the authority which it gives to the Council, and that the Charter which we desire may be confined to the single object of enabling the College to confer Degrees.

I have taken the provisions for that purpose from the precedent of King's College Charter, which will be found recited in the Statute Book of Upper Canada, 7 Wm. 4, cap. 16.

And I now beg leave to transmit for His Excellency's perusal, the Draft of the Charter which we solicit, accompanied by a short explanation, a petition to Our Most Gracious Sovereign the Queen, and a letter to Her Majesty's Secretary of State for the Colonies, with such other documents as may give a full elucidation of the subject; all which I take the liberty of requesting may be forwarded to England.

I have the honor to be, &c.,

(Signed,) JOHN TORONTO.

The Honorable A. N. MORIN,
Secretary of the Province of Canada.

GOVERNMENT HOUSE,

Quebec, 23rd April, 1852.

My Lord,—I am directed by the Governor General to inform you, that His Excellency has received a communication from Her Majesty's Secretary of State for the Colonies, acknowledging the receipt of a Despatch, in which His Excellency states "that, looking to the amount of support which the Bishop of Toronto has met with in his endeavours to establish a College in connection with the Church of England, and to other circumstances, the Canadian Government do not deem it advisable to offer further opposition to the grant of the Royal Charter in favor of Trinity University." Sir John Pakington proceeds to observe:—"In accordance with these views, the necessary steps for preparing the Charter will be taken; but some person in this Country should be deputed to superintend its progress, and to defray the expenses attending the passing of the Instrument. On this point, I would suggest that Your Lordship would confer with the Bishop of Toronto."

His Excellency desires me to state that, in compliance with the above intimation, he will be happy to communicate to the Secretary of State the name of any individual whom Your Lordship may designate for this service.

I have, &c.,

(Signed,) R. BRUCE.

THE LORD BISHOP OF TORONTO.

(Copy.)

TORONTO, 29th April, 1852.

Sir,—I have the honor to acknowledge your letter of the 23rd instant, and to tender my best thanks to His Excellency, the Governor General, for the communication of his correspondence with Her Majesty's Principal Secretary of State, Sir John Pakington, on the subject of granting a Royal Charter to Trinity College.

I am grateful to my Lord Elgin for his further kindness in proposing to recommend to the Secretary of State the name of any individual I might designate to defray the expenses, and attend to the passing of the Instrument.

I hasten to avail myself of this condescending offer, and beg leave to name the Reverend Ernest Hawkins, B.D., Secretary of the Society for the Propagation of the Gospel in Foreign Parts, whom I shall enable to discharge this important duty.

On the 25th ultimo I had the honor to transmit to the Honorable Mr. Secretary Morin, for the information of His Excellency the Governor General, a fresh draft of the Royal Charter, which we solicit, as being more in accordance with the Provincial Statute to Incorporate Trinity College (now the law of the land) than the former draft submitted to Government before that Statute was passed.

I ventured in the same letter to request that, should His Excellency see no objection to the draft thus altered to harmonize with the Provincial Statute, he would be pleased to forward the same, with the documents with which it was accompanied, to Her Majesty's Principal Secretary of State for the Colonies.

May I beg of you the favor of informing me whether the draft and the documents

have been received and forwarded to England, as I have not heard from the Honorable Mr. Morin of their arrival, and feel somewhat anxious on the subject.

I have, &c.,

(Signed,) JOHN TORONTO.

Lieutenant-Colonel The Honorable R. BRUCE,
Governor General's Secretary,
&c., &c., &c.

GOVERNMENT HOUSE,

Quebec, 5th May, 1852.

My Lord,—I am directed by the Governor General to state, in reply to your letter to me of the 29th ultimo, that His Excellency forwarded to Her Majesty's Secretary of State, without delay, the documents transmitted by Your Lordship through Mr. Morin for that purpose, under date the 25th March.

I am to add that His Excellency will, by the next mail, apprise Sir J. Pakington that the Reverend Ernest Hawkins is deputed to superintend the progress of the Charter, and to defray the expenses attending the passing of the Instrument.

I have, &c.,

(Signed,) R. BRUCE.

The LORD BISHOP OF TORONTO.

GOVERNMENT HOUSE,

Quebec, 7th June, 1852.

My Lord,—I am directed by the Governor General to inform you, that His Excellency has received a Despatch from Her Majesty's Secretary of State, acknowledging the receipt of a letter addressed to him by Your Lordship, covering a Draft Charter for Trinity College, together with a petition to the Queen from the Corporation of the College, praying that the right of granting Degrees in the Arts and Faculties may be conferred upon that body.

Sir J. Pakington instructs His Excellency to inform you, that the Charter is in course of preparation, and to acquaint the petitioners that, as the Instrument containing a provision for granting Degrees in Arts and Faculties has obtained His Excellency's sanction, which he assumes to be the case from the correspondence which has passed between His Excellency and Your Lordship, and from the fact in forwarding the Draft, His Excellency has not raised any objection to it in its present state, the wishes they have expressed upon the subject will be complied with.

I have, &c.,

(Signed,) AUGT. J. HAMILTON,
Capt. 71st Regt., A.D.C.

The LORD BISHOP OF TORONTO,
&c., &c., &c.

ANNUAL REPORT

OF THE

POSTMASTER GENERAL.

YEAR ENDING 5TH APRIL,

1852.

Printed by Order of the Legislative Assembly.



QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,
MOUNTAIN STREET.

1852.



ANNUAL REPORT.

To His Excellency the Right Honorable JAMES, EARL OF ELGIN AND KINCARDINE, K. T., Governor General of British North America, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

In obedience to the 12th Section of the Post Office Act of last Session, enacting that it shall be the duty of the Postmaster General to make to the Governor General of this Province, annually, for the purpose of being laid before the Provincial Parliament, at each Session thereof, certain specified Reports, I have the honor to place before Your Excellency the several accompanying Reports required by the Act, numbered from 1 to 9 inclusive, and I beg leave at the same time, to offer the following observations with regard to the operations, during the past year of the Department under my charge.

Upon the transfer of the control of the Post Office Department in this Province, by the Imperial Post Office Authorities to the Provincial Government, on the 6th April, 1851, the number of Post Offices in operation was found to be 601—the number of miles of established Post Route, 7595—over which the annual transportation of the Mails was 2,487,000 miles—and the Gross Revenue raised under the authority of the Imperial Post Office, at the high tariff of rates then prevailing, had been for the year preceding the transfer £93,802 currency, including in that sum the collections in Canada of British Packet Postage, estimated to have amounted to £10,000 sterling.

The Provincial Act of the 12th and 13th Vic., cap. 66, providing for the management of the Department after the transfer, reduced the Postage charges in Canada upon all letters passing between places within the Province, or within British North America generally, to a uniform rate of 3d per $\frac{1}{2}$ oz. ; whereas under the tariff in force previous to the transfer, the average charge on each letter was computed to have been as nearly as possible 9d. per $\frac{1}{2}$ oz. ; the reduction therefore consequent upon the introduction of the uniform 3d. rate was equivalent to $\frac{2}{3}$, or 66 and $\frac{2}{3}$ per cent. on the former average letter Postage charge.

The Postage charge on Box or Drop Letters, and the additional charge on letters delivered in the Cities by Letter Carriers, have in each case been reduced to one half penny, being one half the former rates.

With regard to newspapers, the Postage charge has been altogether taken off upon several important branches of newspaper circulation, and papers to and from the other British North American Provinces, papers sent to the United States, and Editors' exchange papers, pass free of all Postage charge whatever. The rates on printed papers, circulars, pamphlets, books, &c., have also been modified and reduced.

With these material reductions in the Postage rates, a considerable diminution in the receipts upon the first year's operations was certain ; it was, however, anticipated that the stimulus to increased correspondence and transmission through the Post, flowing from the abatement in the Postage charges, would probably double the number of chargeable letters, and thus maintain the Gross Revenue at about two-thirds of the previous amount ; this expectation has been fully realised ; the

Gross Receipts for the fiscal year ended the 5th April, 1852, including Imperial Packet Postage, having amounted to £71,788 18s. 5d. currency, and the further sum required, to meet the expenditure of the Department, which amounted to £69,047 18s. 11d., and to provide for the payment of £11,887 1s. 5d., currency, due to the Imperial Post Office for Packet Postage, collected in Canada within the said year, and for the payment of £1,154 11s. 8d. currency, to the former administration of the Department, being the value of the letters remaining on hand, and balances due from Postmasters on the day of the transfer, has been amply covered by the appropriation of £15,000 made last Session for this purpose.*

There is satisfactory evidence in the collections of the Quarter which has elapsed since the 5th April, 1852, that the business and revenue of the Department, are in a rapidly progressive state, and it is estimated that the gross receipts of Postage for the year ending 5th April, 1853, will produce £81,000 currency, whilst the disbursements, including the Packet Postage balance on the year, to be paid to the Imperial Post Office, will not, it is calculated, exceed £84,000 currency; and it is therefore estimated that an appropriation of £4000 will be found sufficient to enable the Department to meet the engagements of the current year.

An account was taken in each Post Office throughout the Province, of the number of letters, newspapers, &c., received for delivery during the week ending Saturday, the 3rd April, 1852; the result was as follows:—

Number of Letters,	86,051
Number of Newspapers,	101,000

From previous Returns of this description on the records of the Department, the number of letters, &c., passing through the Post Office in a week of 1851, immediately preceding the transfer, is computed to have been:—

Number of Letters,	41,000
Number of Newspapers,	90,000

During the fiscal year ended the 5th April, 1852, 243 new Post Offices, and 1023 miles of Post route have been added to the establishment, and the rate of annual transportation of the Mail has been increased to 2,931,373 miles being an augmentation of 444,360 miles. The additional accommodation thus afforded to the circulation of correspondence has, no doubt, materially aided to sustain the Revenue of the Department.

To follow and encourage, by the establishment of new Post routes and Offices, and of improved facilities upon the older routes, the rapid growth and settlement of the Province, is one of the most useful and pleasing functions of the Department, and no exertions have been spared to give energy and efficiency to this branch of its duties.

New Offices have been established throughout the Province, wherever the additional accommodation appeared to be required; Mail routes have been opened to the shores of Lake Huron, at Kincardine and Saugeen; and the line of Posts on the Banks of the St. Lawrence, below Quebec, has been prolonged towards the Gulf, by the addition of 48 miles of new Post route on the North Shore, and of 80 miles on the South. Daily Mails have been established on the important routes from Quebec to Rimouski and Metis, from London to Goderich and Port Sarnia, and from Bytown to Prescott—all previously served by tri-weekly Posts; and the frequency of the Mail travel has also been increased on numerous other routes in different sections of the Province.

* NOTE—The exact amount of the deficiency in the Postage Revenue of the year ending 5th April, 1852, has within the last few days, upon the final completion of the year's Accounts, been ascertained to be £11,390 9s. 9½d., subject, however, to the charge for Premium on the amount due to the British Post Office, if the Department is required to make payment by Sterling Bill.

The Post communication between Canada and the Provinces of New Brunswick and Nova Scotia, by land route, *via* Quebec and Temiscouata, has, with the co-operation of those Provinces, been increased from twice to three times a week.

An agreement was concluded with the Postmaster General of the United States, which has continued in satisfactory operation since April, 1851, under which letters pass between any place in Canada, and any place in the United States, at a Postage rate of 6d. currency, per half oz., except to and from California or Oregon, when, the distance being over 3000 miles, the rate is 9d. per half oz. Letters are posted on either side, paid or unpaid, at the option of the sender. The Postage on the letters passing between the two Countries during the past year, has been as follows :—

For collection in Canada,	\$43,031 77
For collection in United States,	42,605 20
Total,	<u>\$85,636 97</u>

By the terms of the agreement, each Country retains the postage it collects. Dead letters are mutually returned unopened to the Post Office Department of the Country whence the letters originated.

Several new points of inter-communication have been established on the Frontier, for the exchange of Mails between the two Countries, and much has been done to accelerate and improve the communication between the principal Towns in Canada and the Cities of the United States. To all these measures the most cordial co-operation has been given by the Postmaster General and Department of the United States.

The attention of the Department was early directed to the advantage which would be derived by that portion of the Province, west of Kingston, from a separate transmission of the English Mails, for and from the Royal Mail Steamers, by the direct routes through the United States, instead of depending upon the closed Mails *via* Montreal, which had hitherto included the whole correspondence with the United Kingdom.

After some correspondence and delay generally unavoidable in effecting a change of system, regarded as of an important nature, and which, it may be observed, had been pressed upon the consideration of the General Post Office, London, by the late Deputy Postmaster General, this desirable alteration has been assented to by the Imperial Authorities, and commenced upon on both sides of the Atlantic, and Mails are now assorted and made up weekly in England upon Kingston and Toronto respectively, for the section of the Province from Brockville westward inclusive, and *vice versa* at Kingston and Toronto for England. Closed bags containing these Mails are forwarded in the custody of the United States Post Office, over the American Post routes direct, between Kingston and Toronto, and the Royal Mail Steamers at Boston and New York; and should the service be performed in this way, with the regularity hoped for, the very considerable expense of maintaining conductors to accompany these Mails will be avoided. The postage rate remains the same as *via* Montreal.

Public attention, both in Great Britain and in the Colonies and United States, has of late been greatly attracted to the expediency of reducing the present comparatively high rates of Postage charged for the Packet conveyance of letters between England and America, and it is to be hoped that the measure will ere long be favorably entertained by the Imperial Government; for no doubt the existing scale of charge operates severely to check correspondence, and bears with peculiar force in this country upon the poorer classes of emigrants in the first years after their arrival in the Province, and whilst naturally most desirous to maintain an intercourse with their relatives and connections left behind. If such a consideration were deemed to be of importance, it may be stated, with perfect confidence, that, as regards

Canada, the present amount of Packet Postage collection might be maintained at a much lower rate of Postage charge.

Postage Stamps for the pre-payment of letters of the respective values of 3d., 6d. and 1s. were procured and issued immediately after the transfer, and have been kept for sale to the public at all the principal Post Offices in the Province; the demand, however, has not been great, as will be seen by the following statement, and the sales of the last quarter of the year would seem to demonstrate that the use of these Stamps in pre-payment of letters, is rather diminishing than gaining ground in the community. There were procured from the manufacturers, Messrs. Rawdon, Wright, Hatch & Co., of New York, during the year ended 5th April, 1852.

	VALUE.
250,200.....3d. Stamps.....	£3127 10 0
100,400.....6d. do.	2510 0 0
51,000.....1s. do.	2550 0 0
401,600	£8187 10 0

Of these have been issued to Postmasters for sale, to the same date :—

	VALUE.
217,300.....3d. Stamps.....	£2716 5 0
63,400.....6d. do.	1585 0 0
820.....1s. do.	41 0 0
281,520	£4342 5 0

As will be seen by the accompanying Reports of new Mail Contracts and of offers received for the conveyance of the Mails, many routes have been submitted to public competition during the year, and the new services have generally been contracted for at moderate rates. A reduction of cost has been effected on some of the Stage routes, where an increase of passenger travel enabled the Contractors to carry the Mails at a less proportionate cost

The total expenditure of the Department for Mail service performed during the year ended 5th April, 1852, was £41,315 14s. 8d.

Since the commencement of the present season of navigation, the transit of the principal Mails from Western Canada to Quebec has been considerably accelerated, by an arrangement with what is called the "Through Line of Steamers" from the head of Lake Ontario to Montreal, arriving at that City in time to connect with the evening Mail Steamers to Quebec, thus obviating the delay heretofore suffered at Montreal. To secure the fulfilment of this understanding, payment is only to be made by the Department for the trips in which this junction at Montreal has been effected. This delay at Montreal was not to be overcome under the provisions of the existing Contracts with the ordinary lines of Mail Steamers, between Kingston and Montreal, and between Montreal and Quebec, made in 1850, for a term of four years each, as by those agreements the Kingston Contractor is only bound to deliver the Downward Mail at Montreal at 9 o'clock, P. M., and that but from 15th May to 31st August, in each season; for the remainder of the period, the hour is 8 o'clock, A. M., on the following day, whilst the hour for the despatch of the Quebec Steamer from Montreal is fixed at 7 o'clock, P. M. The Contractors declare themselves to be unable, without a ruinous sacrifice of their business, to modify the above hours of arrival and departure, so as to form the desired junction.

It has been found that some clauses of the Act of last Session, requiring the advertisements during a fixed period at the Seat of Government, of all Contracts for Mail routes, involving an annual expenditure of more than £50, in whatever part

of the Province situated, have in operation been productive of inconvenience and unnecessary expense, and it may therefore be desirable to alter these provisions of the Law during the present Session.

As the reduction of the Postage rates induced a large increase of correspondence within the Province, thus augmenting the labors of Postmasters, whilst the diminished amount of the Postage collected, threatened a corresponding diminution of emolument in the shape of commission or per centage, by which Postmasters have, with but few exceptions, been paid for their services, and as moreover the scale of commission charge in force, previous to the transfer, was universally admitted to fall below an equitable remuneration for the duties performed, it was considered just to grant a higher scale of commission than that hitherto enjoyed, and also to provide for the compensation of such Postmasters as might, in the arrangements necessary for the proper transmission and distribution of correspondence, have allotted to them extra duties; and to fulfil these objects, the following rates of commission on the net Postage collected, and extra allowances for extra work where performed, have been paid to Postmasters from the 6th July, 1851 :—

Upon any sum not exceeding £50 collected in a quarter.....25 per cent.
 And upon any amount over and above the first £50.....20 per cent.

Where Mails arrive, or are despatched between the hours of 9 P. M., and 5 A. M. 33 and $\frac{1}{2}$ per cent. in lieu of 25 on the first £50 collected in a quarter.

Forward Offices, where the duties of forwarding and re-mailing letters for other Offices, and similar extra duties are performed to an extent meriting extra compensation, are divided into eight classes, and receive compensation accordingly, as follows :—

	If the extra duty is performed by day.	If by Night.
Class No. 1, in addition to the ordinary Commission..	£4 per annum	£6 per annum
Class No. 2, ditto	8 "	12 "
Class No. 3, ditto	12 "	18 "
Class No. 4, ditto	15 "	22 "
Class No. 5, ditto	18 "	27 "
Class No. 6, ditto	24 "	36 "
Class No. 7, ditto	32 "	50 "
Class No. 8, ditto	40 "	60 "

The regulation introducing the above scale of payment, superseded the former rates of commission, salaries, compensation for loss of franking privilege, and all other allowances and compensations enjoyed by Postmasters of the nature of a salary or commission in remuneration of their services.

The amount disbursed by the Department for salaries and compensation to Postmasters, and other Officers of the Department, was, for the year ending the 5th April, 1852, £22,667 16s. 10d. ; and for the year ending the 5th April, 1851; £23,840 6s. 8 $\frac{1}{2}$ d. That the disbursements under this head have not augmented with the increased rate of payment to Postmasters, and the great addition to the number of Post Offices, arises from the large saving in other branches of this item of expenditure, which took place upon the transfer.

The Printing work and supply of Blank Forms for the use of the Department were advertised for public competition, and the lowest tender selected from the proposals received. The rates paid are as follows:—

Composition,	{ per 1000 ems, English.....	1s. 3d.
	{ per 1000 ems, French	1s.
Press Work, per Token of 250 Impressions,.....		1s. 2d.
Fine Blue wove Letter Paper, 8 lbs. to the Ream,		5d. per quire.
Ditto Folio Post, 18 lbs. to the Ream,		10d. “
Ditto Foolscap, 14 lbs. to the Ream,		8½d. “
Demy, 18 lbs. to the Ream,		7d. “
Fine Demy Cartridge, 36 lbs. to the Ream,.....		1s. “

The Contractor at the above prices is Mr. John Lovell, of Montreal.

The accompanying Report of the cases of abstraction or loss of Money Letters during the past year, shows that such violations of trust on the part of persons employed in the Post Office service are extremely rare, when the very great number of letters containing valuable enclosures, passing through the Post is taken into consideration. It would be difficult to form an estimate of what the annual number might be throughout the Province; but, to afford some indication of the extent of this branch of the operations of the Department, it may be stated that about 37,000 were registered on the books of the Montreal Post Office alone, as having passed through that Office during the year ended the 5th April, 1852.

It should be observed, moreover, that in some of the cases included in the Report of losses of Money Letters, the letters were transmitted either to or from places without the Province, and therefore, during part of their transit, beyond the control of this Department; that in others, there was a want of certain proof as to the reality of the alleged loss or abstraction whilst in the custody of the Post Office; and in a third class of such cases, the parties posting the letters have neglected or omitted to mark, or post their letters as containing money, thus leaving them to pass as ordinary letters without registration, and depriving the Department of the means of tracing their passage through the Mails, or of ascertaining in fact whether such letters ever were received into or delivered from the Post Office at all; so that, on these grounds, the Department may fairly claim to be exonerated from the responsibility attaching to many of the abstractions or losses embraced in this Return.

Under the system of Money Letter Registration in operation, to ensure as far as possible the safe transmission of a Money Letter, a record is preserved by the Post Office at which the letter is posted, of the name of the party posting the same, and of the address or destination of the letter, and of the Post Office to which it is forwarded for delivery; an entry of the letter is also made on the Letter Bill or account of the Mail by which it is forwarded; and a similar record is further made by the receiving Post Office, where, on the delivery of the letter, a receipt is taken and placed on file from the party addressed; and should a Money Letter, in the course of transmission, be remailed or subject to examination at any intermediate Post Office, a record of the address and transmission of the letter is also kept there; nothing beyond the ordinary Postage is taken for the conveyance of a registered Money Letter, for it has been thought that any additional charge, however moderate or equitably due for the additional services performed for this class of letters, might influence parties posting letters containing money, to withhold all information of the fact, and thus expose the Department to the demoralizing effect likely to follow upon any considerable augmentation of the number of letters containing remittances passed undistinguished, and without the protection of a record through the Mails.

The number of Dead Letters sent in from the various Post Offices for the last year has been :

Provincial,.....	46,959
Originating in the United Kingdom,.....	7,604
Originating in the United States,.....	12,299
Total,.....	66,862

The Dead Letters originating in the United Kingdom and United States have been returned unopened to London and Washington. Those originating in the Province are opened here, and as far as practicable, returned to the writers on payment of whatever unpaid Postage may remain due upon the letters, with one penny additional as authorised by Law to cover the cost of advertising, opening, &c., &c.,

A Register is kept in the Dead Letter Office, of all letters found to contain money or enclosures of value, and a receipt is taken and kept on file, on delivering such letters to the writers—a return is annexed of the letters so found, and returned from the Dead Letter Office to the address of the writers.

For the better accommodation of such portions of the Cities of Quebec, Montreal and Toronto, as lie more or less remote from the Post Office in each City respectively, Receiving Offices have been established in each City, at convenient points, from whence letters are taken at certain stated hours, and conveyed, without charge, to the City Post Office, by Carriers employed by the Department.

The accommodation afforded by the tenement occupied by the Post Office at Toronto, appeared to be so entirely inadequate to the requirements of the City, that it was deemed expedient to secure, by the erection of a public building, expressly planned and adapted to the purpose, the convenience and improvements urgently required by the increasing correspondence passing through the Toronto Post Office, where the Mail matter is concentrated in its transit to and from a large and important section of the Country. As opportunity offers the same policy will probably be found to be judicious with regard to such of the other principal Cities of the Province as may appear to need the improvement.

The amount of Revenue belonging to the year ended 5th April, 1852, remaining uncollected from Postmasters, from whom accounts have not yet been received, is estimated not to exceed £50. Of this nearly all will eventually be realized. A Book of Regulations and Instructions for the guidance of Postmasters, and other Officers of the Department in the performance of their duties, has recently been compiled and issued to the Department. A copy of these instructions accompanies this Report.

The great increase of business and labor in correspondence, supervision, examination of accounts, &c., which has followed upon the expansion and increased activity given to the Department by the operations of the last year, and the improvements and changes constantly required, may render it necessary, in order to make due provision for the full and accurate discharge of the duties, to increase the staff of the Department at the seat of Government.

It is incumbent on me to state that the Postmasters and Mail Contractors throughout the Province have, with very few exceptions, discharged their obligations in a satisfactory manner.

The satisfactory result as regards the Post Office Revenue, which has attended the first year's trial of a reduced rate of Letter Postage in this Province, has led me to the conviction that the time is not far distant, when a yet further reduction may be entered upon, without incurring the risk of a heavier deficit than was anticipated and provided for last year, previous to the introduction of the existing 3d. rate.

The advantages to the public welfare attendant upon the transmission of correspondence at the lowest self-sustaining Postal charge are so obvious, and have been so ably noticed in the various publications of late years, devoted to this subject, that it can scarcely be necessary to dwell here upon the beneficial influences which, in

various ways, the measure might be expected to exert, as well upon the moral and social as upon the commercial progress of the inhabitants of this Province; and it is therefore with much satisfaction that I express the opinion, that the financial condition and prospects of the Department at the close of another year, will be such as to induce Your Excellency at the next Session of the Legislature, to recommend the adoption of a Penny Rate, with a full assurance that the improvement may be sanctioned without requiring, as I have already stated, more than a moderate aid from the General Revenue to sustain the operations of the Department, until the Post Office receipts should recover from the immediate effects of the reduction.

I cannot conclude without expressing my thanks to the Chief Officers and Clerks of the Department, for the untiring zeal which they have exhibited in the discharge of their important duties, and for the able assistance which they have on all occasions cheerfully extended to me. To the Inspectors also, I am under obligations for the prompt and efficient discharge of the varied and arduous duties devolving on them, and for the valuable information regarding their respective Postal Districts which they have communicated to me.

Respectfully submitted, by

Your Excellency's most obedient

and very humble servant,

JAMES MORRIS,

Postmaster General.

Post Office Department,
Quebec, 1st Sept., 1852.

SCHEDULE.

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J. M.,

P. M. G.

REPORT No. 2.

(C. IN REPORT No. 1.)

DETAIL of all payments made, and charges incurred for Mail transportation during the said year.

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Acton and Esquesing	James Walters	3 Months.	Mode not specified.	1	1	12	6
Acton and Stewartown	Robert Swan	6 do	do	1	3	5	0
Acton and Thompson's Corner.....	Jno. Simmerman	3 do	do	2	2	10	0
Addison and West Port	Samuel Wiltze	11 do	do	3	102	10	0
Addison and West Port	Mathew Gallinger.....	1 do	do	3	19	3	4
Adelaide and Bosanquet & Pine Hill.	John Hoare.....	9 do	do	1	8	2	6
Allansville and Hollin.....	Joseph Rogers	1 do	do	1	0	8	4
Allansville and St. Jacobs.....	Joseph Rogers	2 do	do	2	5	16	8
Allansville and Waterloo	James Isenhower.....	1 do	do	2	3	15	0
Alawick and Cobourg.....	Wm. Case	9 do	do	1	9	7	6
Amherstburgh and Rondeau Harbor.	James Harvie.....	Year.	Stage Waggon.	3	281	15	8
Amherstburgh and Sandwich.....	Thomas M. Taylor.....	do	do	7	156	5	0
Amherst Island, Bath	Thomas Murray.....	do	Mode not specified.	2	25	6	8
Amiens, Napier	Thomas Winter.....	5 Months.	do	2	12	1	8
Ashton to meet the Franktown and Pakenham Mail.....	John Sykes.....	9 do	do	3	14	11	10½
Atherley and Orillia	Wm. C. McMullin.....	6 do	do	2	3	5	0
Athol and Martintown.....	John Campbell	9 do	do	2	14	12	6
Ayr and Galt.....	Samuel McLeod.....	3 do	Stage.	3	7	3	9
Ayr and Galt.....	James Gamble.....	6 do	do	3	14	7	6
Ayr and Wolverton.....	Thos. Davidson	4 do	Mode not specified.	1	2	1	8
Across the River at Douglas Town.	Alex. McRea.....	Year.	Ferry.	2	8	0	0
Bagot and Madawaska Bridge.....	Jno. Halliday.....	9 Months.	Mode not specified.	2	9	7	6
Bagot and Mount St. Patrick.....	Thomas Brady	2 do	do	1	1	13	4
Bagot and White Lake.....	John Halliday	3 do	do	1	3	2	6
Barrie and Bradford.....	Thos. McCausland	6 do	Stage Waggon.	7	63	10	0
Barrie and Holland Landing	Thos. McCausland	6 do	do	3	63	10	0
Barrie and Owen's Sound	John Hunter	Year.	Mode not specified.	1	120	0	0
Barrie and Penetanguishene.....	François Dusaume	do	Stage Waggon.	3	110	0	0
Barton's Corner and Osgoode.....	Daniel Cameron	do	Mode not specified.	3	28	0	0
Batiscan Bridge, St. Stanislaus	J. Laguerre	do	do	3	30	0	0
Bayfield and Goderich.....	James O'Bryan	do	do	1	8	19	0
Bayham and Simcoe.....	Isaac Draper	3 Months.	do	3	41	5	0
Bayham and Simcoe.....	} George Babeock.....	9 do	Stage	} 2	391	5	0
Brantford and Simcoe.....								} 6
Beachville and Embro.....	William Middleton	3 do	Mode not specified.	2	3	12	6
Beachville and Embro.....	Thomas Stoney	9 do	do	2	10	17	6
Beauharnois and Lachine	George Pringle	6 do	Steambont.	6	59	13	9
Beauharnois and St. Martin.....	George Pringle	4½ do	Mode not specified.	3	8	19	8½
Beauharnois and St. Timothé	Celestin Boyer.....	4 do	do	3	9	11	8
Beaumont and St. Gervais.....	C. Turgeon.....	Year.	do	2	18	0	8
	Carried forward				1677	16	3

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Brought forward					1677	16	3
			Mode not specified.				
Beaverton and Holland Landing.....	M. Ford	Year.	do	3	105	13	8
Beaverton and Mara.....	Michael McDonough.....	9 Months.	do	2	7	10	0
Beaverton and Mariposa.....	Israel Ferguson.....	8 do	do	3	38	6	8
Beaverton and Mariposa.....	Benjamin Samis.....	4 do	do	2	12	1	8
Beaverton and Orillia.....	John Cameron.....	3 do	do	2	11	15	0
Bellamy's Mills and Ramsay.....	James Coulter.....	3 do	do	2	3	15	0
Bellamy's Mills and Perth.....	James Coulter.....	9 do	do	2	30	0	0
Belleville and Hillier.....	Thomas Flagler.....	3 do	do	2	9	7	6
Belleville and Picton.....	Wm. H. Alexander.....	4 do	do	3	18	0	0
Belleville and Rawdon.....	Samuel Harper.....	Year.	do	2	37	10	0
Belle River and St. Columbine.....	M. Phelan.....	9 Months.	do	2	6	0	0
Bell's Corner and North Gower.....	U. Beman.....	7 do	do	3	28	0	0
Bell's Corner and Bytown.....	Wm. Flegg.....	7 do	do	3	14	11	3
Belœil and St. Hilaire.....	Frs. Charland.....	8 do	do	6	6	0	0
Benitnick and Proton.....	Geo. Armstrong.....	2 do	do	1	4	3	4
Berlin and Petersburgh.....	John Ernst.....	Year.	do	2	13	0	0
Berlin and Woolwich.....	Jacob Whiteman.....	2 Months.	do	3	5	0	0
Berthier and St. Barthelemy.....	C. Gelinas.....	Year.	do	2	8	0	0
Berthier and St. Cuthbert.....	Frs. Gagnon.....	7 Months.	do	2	8	5	0
Berthier and Ste. Elizabeth.....	Dominique Rivard.....	Year.	do	3	22	10	0
Berthier and William Henry.....	A. Forcière.....	do	Ferry.	7	40	0	0
			Mode not specified.				
Beverley and Lyndhurst.....	Henry Mott.....	1 Month.	do	1	1	5	0
Beverley and Lyndhurst.....	Robert Lee.....	½ do	do	1	0	10	0
Beverley and Seeley's Bay.....	Dan. Berry.....	2 do	do	1	5	8	4
Beverley and Seeley's Bay.....	} Dan. Berry.....	1 do	do	} 1	} 3	} 0	} 0
Beverley and Whitefish.....							
Beverley and Whitefish.....	A. M. Ward.....	1 do	do	2	1	17	2
Binbrooke and Stoney Creek.....	Robert Pew.....	Year.	do	2	17	10	0
Black Rock and Fort Erie.....	Thos. Rainsford.....	do	Ferry.	6	40	0	0
			Mode not specified.				
Bond Head and Cookstown.....	A. St. Clair.....	8 Months.	do	1	8	6	8
Bongards Corner and Stone Mills.....	Jno. Bongard.....	Year.	do	2	9	0	0
Bosanquet and Pine Hill.....	Edw. Whiteford.....	3 Weeks.	do	1	0	7	2
			Stage Waggon.				
Bradford and Toronto.....	Geo. Taylor.....	9 Months.	do	3	156	15	0
			Stage Coach.				
Bradford and Toronto.....	Charles Thompson.....	6 do	do	6	95	0	0
Brantford and Galt.....	} Geo. Babcock.....	9 do	do	} 6	} 93	} 15	} 0
Paris and Princeton.....							
			Mode not specified.				
Brantford and St. George.....	Geo. Stanton.....	Year.	do	3	40	0	0
			Stage Coach.				
Brantford and Vittoria.....	Geo. Babcock.....	3 Months.	do	6	81	5	0
			Stage Waggon.				
Brighton and Kingston.....	Geo. Mink.....	Year.	do	6	496	10	0
			Mode not specified.				
Brighton and Peterboro.....	Jno. Mabey.....	3 Months.	do	2	36	0	0
Brighton and Peterboro.....	Wm H. Sanford.....	9 do	do	2	109	2	4
Brockville and Escott.....	Ths. Vanston.....	7 do	do	2	24	0	0
Brockville and Morristown.....	L. Parish.....	Year.	Ferry.	6	12	10	0
			Mode not specified.				
Brockville and North Augusta.....	Jas. Wilcox.....	3 Months.	do	3	8	15	0
			Stage Waggon.				
Brockville and Perth.....	Wm. Glascott.....	2 do	do	6	56	13	4
Brockville and Perth.....	Wm H. Willson.....	10 do	do	6	283	6	8
			Mode not specified.				
Bromley and Renfrew.....	Jno. Smith.....	2 do	do	1	2	5	8
Bromley and Renfrew.....	Henry Groves.....	10 do	do	2	16	13	4
Bronte and Oakville.....	James Cosoloro.....	7 do	do	3	6	3	3
Carried forward					3713	4	8

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
	Brought forward				3713	4	8
Brooke and Warwick.....	John Kelly	4 Months.	Mode not specified.	1	3	0	0
Brougham and Claremont.....	Richard Faun.....	3 do	do	2	2	9	6
Brougham and Pickering.....	Richard Faun	9 do	do	3	9	15	0
Buckingham and Cumberland.....	G. G. Dunning	7 do	Ferry.	1	6	17	6
Buckingham and Dinning's	James Wilson	Year.	Mode not specified.	12	35	0	0
Burford and Norwich	} William K. Kerby.....	do	Stage.	} 3	325	0	0
Burford and St. Thomas							
Burritt's Rapids and Kemptville ...	Henry Hurd	do	Mode not specified.	3	25	0	0
Burritt's Rapids and Smith's Falls.	Jas. Armstrong	do	do	3	60	0	0
Buttonville and Thornhill	William Morrison	1 Month.	do	2	0	10	5
Bytown and Chelsea	Josephus Hudson.....	Year.	do	3	20	0	0
Bytown and Franktown	Robert Stanley.....	2 Months.	do	3	18	13	10
Bytown and Grenville	Jos. Beauchamp.....	½ do	Stage Winter.	6	20	3	10
Bytown and McWhinnic's Tavern...	William Flegg.....	10 do	Mode not specified.	3	43	6	8
Bytown and Aylmer	} Robert Conroy	Year.	Stage and Steamboat.	} 3	160	0	0
Bytown and Onslow.....							
Bytown and Pakenham	Adam Currie.....	2 Months.	Mode not specified.	3	19	15	11½
Bytown and Point Fortune	Jos. Beauchamp.....	1½ do	Stage Winter.	6	233	9	1
Bytown Prescott	Samuel Wilson.....	Year.	Stage.	3	206	7	2
Bytown and Richmond	Robert Stanley	4 Months.	Mode not specified.	3	17	10	0
Bytown and Templeton	Jas. Hagan.....	do	do	3	12	0	0
Caledonia and L'Original	A. St. Julian.....	7½ Months	Stage.	3	15	17	4
Caledonia and Plantagenet	Kenneth McPhee.....	6 do	Mode not specified.	2	10	0	0
Calumet Island and Portage du Fort	Louis Bressard.....	Year.	do	3	30	0	0
Camden East and Tamworth.....	Samuel Hicks	9 Months.	do	1	9	3	9
Campbell's Cross and Chinguacousey.....	Jos. Snyder.....	Year.	do	1	7	5	0
Campbelltown and Metis	George Dickson.....	do	Horseback in summer. Foot in winter.	1	250	0	0
Canboro and Chippawa.....	Adam Crysler	10 Months.	Mode not specified.	2	86	13	4
Cannington and Eldon	E. S. Calkin	4 do	do	2	4	6	8
Canning and Richwood	J. R. Hill.....	6 do	do	2	3	15	0
Canning and Paris	} F. Cowles.....	2 do	do	} 1	5	4	2
Canning and Wolverson							
Canning and Richwood							
Cape Vincent and Kingston	George Mink	Year.	Ferry.	6	91	11	3
Caradoc and Kilworth	Edwd. Mihell, jr.....	4½ Months.	Mode not specified.	1	3	13	6
Carillon and Grenville	David Williamson	4½ do	do	6	42	15	0
Carillon and Lachine	P. E. Deschamps	5 do	do	3	50	0	4½
Carillon and L'Original	C. Johnson, jr.....	3 do	do	6	4	6	3
Carillon and Montreal.....	Maxime Roeré	3 do	do	6	65	0	0
Carillon and St. Andrews	A. Ladouceur.....	do	do	6	10	10	0
Carleton Place, Innisville.....	James Murphy.....	1 do	do	1	0	15	0
Carlisle and Waterdown.....	Samuel Lister.....	6 do	do	2	1	17	6
Cartwright and Darlington	Wm. Vance	11 do	do	1	10	18	4
	Carried forward				5635	16	1

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Brought forward					5635	16	1
Cartwright and Darlington	Richard Welch	1 Month.	Mode not specified.	2	1	18	6
Castleford and Hubbell's Falls.....	Thos. O'Neill.....	2 do	do	3	6	13	4
Castleford and Hubbell's Falls.....	Thos. O'Neill.....	10 do	do	3	37	10	0
Castleford and Ross.....	Thos. O'Neill.....	Year.	do	3	40	0	0
Cavan and South Monaghan	Wm. Scott	$\frac{1}{2}$ do	do	3	13	0	0
Cedars and Coteau Landing.....	J. B. St. Marseille.....	$7\frac{1}{2}$ Months.	do	6	27	3	0
Chambly and St. Hilaire	Amable Adam	Year.	do	6	65	0	0
Chambly and St. Johns	F. Lefebvre.....	do	do	3	58	17	6
Champlain, Laprairie	Robert Phillips	do	do	3	110	0	0
Chatham and Harwich	Thos. M. Taylor	9 Months.	do	1	9	7	6
Chatham and Port Sarnia	Jno. McDougall.....	9 do	do	2	105	0	0
Chatham and Rondeau	Thos. M. Taylor	9 do	Stage Waggon.	6	49	14	6
Chelsea and Wakefield.....	James McLaren	Year.	Mode not specified.	1	12	10	0
Chesterfield and Wilmot	Andrew Dalgleish.....	4 Months.	do	1	1	10	4
Chicoutimi, Murray Bay	John McLaren	9 do	Foot.	} once a week, fortnight.	} 58	} 10	} 0
Chicoutimi and Murray Bay	L. Gendrault	3 do	do				
Chiniquacousy, Edmonton	Jos. Snyder.....	3 do	Mode not specified.	1	0	12	5 $\frac{1}{2}$
Chippawa and Port Robinson.....	M. Donahue	2 do	do	3	6	10	0
Chippawa and Queenston	} D. Haynes	Year.	Stage.	} 6	} 145	} 0	} 0
Chippawa and Fort Erie							
Claremont and Pickering	Richard Faun.....	3 Months.	Mode not specified.	3	6	1	4
Clarence and Lochaber.....	R. Woodley	Year.	Ferry.	3	19	10	0
Clarenceville, Pike River	W. J. Clarke	do	Mode not specified.	6	50	0	0
Coaticooke and Compton	} Geo. Thomas	do	Stage	} 1	} 72	} 10	} 0
Coaticooke and Hereford							
Coaticooke and Stanstead							
Coaticooke and Stanstead			Waggon.	3			
Cobden and Stafford.....	Robt. Childerhose	2 Months.	Mode not specified.	1	1	13	4
Cobourg and Gore's Landing	} William Weller.....	Year.	Stage.	} S. 6	} 10	} 0	} 0
Cobourg and Peterboro							
Cobourg and Peterboro	Wm. Bletcher.....	9 Months.	do	6	146	5	0
Coldwater and Medonte.....	Jas. Shaw	4 do	Mode not specified.	2	5	0	0
Coldwater and Millikin's House	Thos. Millikin	Year.	do	2	13	0	0
Columbus and Whitby	Wm. Thomas	do	do	3	15	0	0
Cookstown and Mulmur	Geo. Taylor	9 Months.	do	1	20	12	6
Cornwall and Lancaster	P. Jarveau.....	7 do	do	3	33	7	6
Cornwall and L'Orignal	D. McDonald.....	11 do	Stage Waggon.	3	206	5	0
Cornwall and St. Andrews	Jno. McLennan.....	1 do	Mode not specified.	3	1	12	6
Coteau du Lac and St. Clot	André Lafond	8 do	do	1	4	0	0
Coteau Landing, North Lancaster	Alex. McDonald	11 do	do	3	36	13	4
Cowansville and Pike River.....	} Nelson Mott	Year.	Stage	} 6	} 300	} 0	} 0
Cowansville and Stanstead.....							
Cowansville and Waterloo.....	John Rinter	Year.	Waggon.	3			
			Mode not specified.	1	22	5	0
Carried forward					7374	8	8 $\frac{1}{2}$

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Brought forward					7374	8	8½
Credit and Stanley's Mills.....	Jabez Lewis	Year.	Mode not specified.	3	119	0	0
Cremore Mills and Nottawasaga...	Jos. Honeyford	5 Months.	do	1	3	19	2
Cross Point and Percé	Archibald Kerr	Year.	do	1	330	0	0
Cumminsville and Nelson.....	Frs Baker	Year.	do	1	6	5	0
Daillebout and St. Elizabeth	Pierre Ribardy	10 Months	do	2	6	5	0
Daillebout and St. Elizabeth via St Felix.....	Pierre Ribardy	3 do	do	3	5	12	6
Danville and Richmond	L. Thomas	9 do	do	3	25	18	6
Danville and Richmond	L. Thomas	6 do	Stage Waggon.	3	17	10	0
Danville and Richmond	L. Thomas	6 do	do	6	27	9	6
Danville and St. Giles	Antoine Vallio	Year.	Mode not specified.	1	73	2	4
Dawn Mills and Thamesville.....	Wm. Mayhew.....	do	do	1	22	15	0
Derby line and Stanstead.....	Oliver Durocher	do	do	6	20	0	0
Detroit and Windsor	Victor Ouillette.....	6 Months.	Ferry.	6	3	2	6
Detroit and Windsor	G. S. Thebo	6 do	do	6	3	2	6
Dickinson's Landing, Finch.....	Jno. Cockburn	Year.	Mode not specified.	1	16	5	0
Dickinson's Landing, Oznabruock.....	John Boeckus	8 Months.	do	6	8	5	0
Drayton, Elora.....	Lewis Adams.....	7 do	do	1	7	11	8
Drummondville, River David and Yamaska.....	Charles Richette	Year.	do	{ 3	30	0	0
Dundee, Montreal.....	George Pringle	do	Stage.	1	260	0	0
Dunville, Hamilton.....	Milton Davis	do	do	3	187	0	0
Dunville and Port Dover.....	Wm. Pollock	do	Stage.	6	63	15	0
Dunville and St. Catherines.....	Field & Vanderberg.....	2 Months.	do	3	67	0	0
Easton's Corner and Kilmarnock	Jos. Dallabough.....	Year.	Mode not specified.	6	50	0	0
East Frampton and St. Claire.....	G. H. Smyth.....	3 Months.	do	3	10	0	0
East Holland and Mono Mills.....	Geo. Snider	9 do	do	2	6	15	0
Eaton and Lennoxville.....	C. Warner	6 do	do	1	91	9	10½
Eaton and Lennoxville.....	H. H. French	6 do	do	3	17	0	0
Eaton and Robinson.....	Nathaniel Ebbs	6 do	do	6	33	15	0
Eden Mills and Guelph	John A. Davidson.....	Year.	do	2	18	10	0
Edmonton and Chinguacousey	Jos. Snyder	9 mths.	do	1	3	15	0
Edwardsburg and Matilda.....	Wm. S. Akin.....	6 do	do	1	1	4	11
Elgin and Philippsville.....	J. Mitchell	7½ do	do	3	14	14	0
Embro and Stratford.....	Thos. Stoney	10 do	do	2	5	4	2
Erin and Hillsburg.....	H. P. Thompson.....	Year.	do	2	50	0	0
Erin and Mono Mills	Wm. Clarke.....	9 Months.	do	1	7	6	3
Esquesing and Guelph	A. McKinnon.....	Year.	do	1	27	0	0
Esquesing and Guelph	H. P. Thompson.....	3 Months.	do	1	11	5	0
Esquesing, Georgetown and Oakville.....	H. P. Thompson.....	9 do	do	1	33	15	0
Esquesing and Scotch Block.....	A. McPherson.....	Year.	do	3	54	0	0
Etobicoke and Hollant Landing.....	Geo. Taylor.....	2 Months.	do	1	0	16	8
Serving Vaughan Office.....	Geo. Taylor.....	3 do	Stage.	2	37	5	0
Fenelon Falls and Lindsay.....	Jas. Cook.....	Year.	do	3	9	15	0
Fenelon Falls and Lindsay.....	Alex. Humphrey.....	2 Months.	Mode not specified.	1	3	6	8
Fenelon Falls and Mariposa.....	Jas. Cook.....	2 do	do	1	3	11	8
Fergus and Garafraxa.....	Jno. Watt.....	8 do	do	7	14	13	4
Fergus and Guelph.....	Jno Thorpe.....	11 do	do	2	14	13	4
Fergus and Guelph and Owen's Sound.....	Jno Thorpe.....	3 do	Stage.	3	3	3	4
Fergus and Guelph and Owen's Sound.....	Jno Thorpe.....	10 do	do	{ 6	183	6	8
Fergus and Guelph and Owen's Sound.....	Jno Thorpe.....	10 do	do	{ 2			
Fitzroy Harbor and Franktown.....	Duncan Ferguson.....	Year.	Mode not specified.	3	26	4	2
Fitzroy Harbor and Pakenham.....	John Kirby	2 do	do	3	32	10	0
Fort Erie and Port Colborne.....	Wm. Robertson.....	10 do	do	3	32	10	0
Fort William and Pembroke.....	David Porteous.....	Year.	do	2	33	10	0
Fort William and Pembroke.....	David Porteous.....	9 Months.	do	2	15	0	0
Fort William and Pembroke.....	Aaron Sunzey	3 do	do	2	5	0	0
Carried forward					9423	12	5

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Brought forward					9423	12	5
Frampton La Beauce and Quebec.	J. N. Chassé	Year.	Mode not specified.	2	115	0	0
Frankford and River Trent	Alex. Macauley	do	do	1	13	0	0
Franktown and Pakenham	Duncan Ferguson	10 Months.	do	3	96	13	4
Franktown and Richmond	Jas. Burrows	do	do	3	40	0	0
Franktown and Smithsfalls	Jas. Burrows	2 do	do	3	6	0	0
Franktown and Smithsfalls	James Armstrong	10 do	do	3	43	6	8
Fredericksburg and Napanee.	Edw. Howard	6 do	do	1	11	18	0
Frelighsburg and South Potton.	II. Ingall	Year.	do	1	29	0	0
Frelighsburg and Stanbridge East.	Patrick Martin	do	do	3	29	5	0
Freiburg and Preston	A. Ebb	5 Months.	do	1	2	1	8
Gaspe Basin and Grand Greve.	Wm. Shaw	3 do	do	1	3	12	1½
Gaspe Basin and Perce	Abraham Patterson	Year.	do	1	65	0	0
Gentilly and Stanfold	Gustavus Gers	do	do	1	25	16	8
Glen Morris and Cale's Inn.	Robert Shiel	3 Months.	do	3	4	17	6
Goderich and Kincardine	M. Campbell	8 do	do	1	31	0	0
Goderich and London	B. Miller	3 do	Stage.	3	37	5	0
Goderich and London	B. Miller	9 do	do	6	131	5	0
Goderich and Preston	Milton Davis	Year.	do	6	224	0	0
Mode not specified.							
Gould and Robinson	Jno. Baxter	6 Months.	do	1	3	0	0
Granby and St. Hyacinthe	E. H. Willard	Year.	do	1	22	0	0
Grandfalls N. B. and Lake Temiscouata	Francis Rice	do	do	2	286	0	0
Grenville and Hawkesbury	Pierre Ossin	A fortnight.	Ferry.	3	1	3	4
Mode not specified.							
Grenville and Montreal	M. Rocré	do	do	6	13	7	10
Grimsbay and Smithville	Alex. Meredith	Year.	do	3	26	16	3
Gormley's Corner and Richmond Hill	E. Dally	10 Months.	do	1	12	16	8
Grovesend and Vienna	J. C. Tomlinson	do	do	2	1	1	10
Guelph and Hamilton	J. B. Mathews	Year.	Stage.	7	170	15	0
Guelph and Hamilton	Hiram Weeks	do	do	7	10	0	0
Stage Coach.							
Hamilton and Sandwich	Geo. Babcock	do	do	7	1202	5	0
Hamilton Post Office, Steamboat Landing.	E. Brown	Summer.	Mode not specified.	12	8	15	0
Hawksville and St. Jacobs	G. Hawk	2 Months.	do	2	2	10	0
Heck's Corner and Kemptville	Thomas Adams	Year.	do	6	45	0	0
Hemmingford and Laprairie	Jacques Marotte	do	do	2	50	0	0
Hillier and Rednersville	Thos. Flagler	9 Months.	do	2	20	6	3
Stage Coach.							
Holland Landing, Toronto	Chs. Thompson	6 do	do	6	100	0	0
Mode not specified.							
Howick and North Georgetown	J. Sproul	7 do	do	3	5	13	2
Hungerford and West Huntingdon.	Jas. Downing	Year.	do	2	42	18	4
Hunterstown and River du Loup.	Wm. Parker	3 Months.	do	3	4	3	4
Huntingdon Laguerre St. Anicet.	Richard Higgins	Year.	do	2	22	15	0
Huntingdon and South Hinchinbrooke	Jno. Massam	do	do	1	9	10	0
Huntley and Richmond	Sam. Stewart	3 Months.	do	2	4	10	0
Huntley and Richmond	Andrew Graham	2 do	do	1	1	13	4
Huntley and Swamp Tavern	Thos. Graham	11 do	do	3	41	13	4
Industry and Kildare	Jacques Turgeon	Year.	do	2	10	0	6
Industry and St. Elizabeth	J. B. Desmarais	do	do	3	22	10	0
Industry and St. Paul d'Industry.	P. Guilbault	11 Months.	do	3	9	0	0
Ile aux Noix, Lacolle, St. Johns	F. Lefebvre	Year.	do	3	60	0	0
Jerseyville and Lynden	W. C. Vansikle	2 Months.	do	2	1	17	11
Kamouraska, St. Paschal	Antoine Blondeau	7 do	do	2	8	6	8
Kenyon and McDonnell's Inn	D. Cattanach	Year.	do	2	9	0	0
Kilworth and London	Charles Cook	5 Months.	do	3	6	12	1
Kingsey and Richmond	J. W. Wilson	Year.	do	3	26	0	0
Carried forward					12594	13	8½

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount..		
					£	s.	d.
	Carried forward				12594	13	8½
Kingston and Montreal	Wm. Weller	6½ Months.	Winter Stage. Mode not specified.	7	2052	8	3
Kingston and Storrington	Hugh Spring	Year.	Stage Coach.	2	25	0	0
Kingston and Toronto	Wm. Weller	do	Mode not specified.	7	2625	0	0
Kingston Post Office, Steamboat Landing	John Kearney	Season of Navigation.	do	6	12	10	0
Kingston and White Fish	Chs. Greenwood	2 Months.	do	2	12	10	0
Lake Temiscouata, River du Loup.	Thos. Jones	3 Months.	do	2	31	5	0
L'Assomption and St. Jacques	J. M. A. Raymond	Year.	do	3	40	0	0
Do. and St. Roch de l'Achigan	L. Archambault	9 Months.	do	1	7	16	0
Do. and St. Roch de l'Achigan	L. Archambault	3 do	do	3	5	0	0
L'Assomption and St. Sulpice	Amable Robillard	Year.	do	6	30	0	0
La Baie and Wm. Henry	Lucie Peloquin	do	do	3	76	0	0
La Beauce and St. George	Jas. Calway	11 Months.	do	1	26	17	4
Do. St. François and St. George.	Jas. Calway	1½ do	do	1	5	4	5
Lachine, Pointe Claire and St. Genevieve	Frs. Lanthier	Year.	do	2	16	9	2
Lachute and St. Andrews	Augustin Ladouceur	do	do	6	36	0	0
Lanark and Perth	M. W. Stanley	do	do	3	36	0	0
Lancaster and Martintown	James Dunlop	2 Months.	do	3	2	9	0
Lancaster and Williamstown	John McLennan	11 do	do	3	14	13	4
Lancaster and L'Original	P. O'Brien	1 do	Stage Waggon. Mode not specified.	3	11	17	6
Laprairie and Manningville	Jacques Marotte	Year.	Foot.	2	85	0	0
Les Bergeronnes and Murray Bay.	Sebastien Desbiens	1 Month.	Ferry.	2	11	5	0
Lewiston and Queenston	G. McMichen	Year.	do	7	29	3	4
Lochaber and Petite Nation Post Office	Richard Jones	7 Months.	Stage Waggon.	12	35	13	0
London and Port Sarnia	M. Segar	3 do	do	3	56	5	0
London and Errol	} M. Segar	} 9 do	} do	} 2	} 143	} 15	} 0
and Port Sarnia .....								6
London and Port Stanley	M. Segar	Year.	Stage. Mode not specified.	7	143	15	0
Longueuil and St. Ours	A. Prefontaine	6 Months.	do	3	45	0	0
Longueuil and St. Ours	André Ste. Marie	6 do	do	3	45	0	0
Loughboro and Wilton	Wm. Phillips	Year.	do	3	21	17	5½
L'Original Post Office, Steamboat Landing	C. Johnson	Season of Navigation.	do	12	17	10	0
McDonald's Corner, North Lancaster	D. McGillis	1 Month.	do	6	2	1	8
McGillivray and Williams	D. McIntosh	9 do	do	1	7	10	0
Madoc and Rawdon	James O'Hara	9 do	do	2	21	0	0
Madoc and Rawdon	R. Dimond	3 do	do	2	8	15	0
Maitland and North Augusta	James Wilson	9 do	do	1	9	0	0
Manvers and Newcastle	D. Gardner	11 do	do	1	12	0	0
March and South March	Nicholas Hedley	Year.	do	3	20	0	0
Mariposa and Oshawa	Wm. Thomas	do	do	2	64	0	0
Mariposa and Scarboro	Jacob Brooks	3 Months.	do	2	28	15	0
Mariposa and Peterboro	R. W. Shaw	Year.	do	2	104	0	0
Mariposa and Staffville	Jacob Brooks	9 Months.	do	2	45	0	0
Marmora and Rawdon	John Fidler	Year.	do	1	20	0	0
Markham and Thornhill	J. Miller	10 Months.	do	2	25	0	0
Mascouche and Terrebonne	Pierre Lauzon	Year.	do	4	14	0	0
Maskinonge and St. Ursule	A. Bellefeuille	4 Months.	do	1	2	0	1
	Carried forward				18678	10	3

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of trips per week.	Amount.		
					£	s.	d.
	Brought forward				18678	10	3
Matane and Metis	Henry Page	10 Months.	Mode not specified.	1	21	13	4
Melancthon and Osprey	Jas. Beachell.....	4 do	do	1	6	13	4
Melbourne and { Railroad Depot Richmond, Sherbrooke.	L. Thomas	3 do	do	6	20	10	0
Melbourne and North Stukely ...	E. Lawrence	5 do	do	1	21	0	0
Melbourne and Richmond	L. Thomas	Year.	do	12	25	0	0
Melrose and Shannonville	Joseph Morden	3 Months.	do	1	1	19	0
Melrose and Shannonville	E. H. Lewis	9 do	do	1	9	15	0
Merrickville and North Augusta...	Wm. Walker	3 do	do	3	7	10	0
Metis and River du Loup	Thos. Jones	9 do	do	3	225	0	0
Metis and River du Loup	F. X. Boucher.....	3 do	do	6	122	10	0
Milford and Pieton	R. McCaw	6 do	do	2	5	0	0
Milford and Pieton	James Gelman	6 do	do	2	7	13	4
Millbank and Waterloo	Wm. Rutherford	2 do	do	1	2	1	8
Millcreek and Newburg	P. Timmerman	Year.	do	3	44	0	0
Mono Mills and Mulmur	Geo. Taylor	do	do	1	15	0	0
Mono Mills and Orangeville	Geo. Taylor	9 Months.	do	1	6	11	3
Montreal and Quebec	Hamelin & Lacompte ...	Year.	Charrette or Calèche Summer. P. O. Sleigh Winter.	3 7	919	8	10
Montreal and St. Eustache	M. Rocre	9 Months.	Mode not specified.	6	97	14	3½
Montreal and St. Hyacinthe	{ St. Lawrence & Atlantic Railroad Company. Champlain & St. Lawrence Railroad Co.....	{ Year. do	Railroad. do	6 7	150 1076	0 15	0 0
Montreal, Waterloo and Sherbrooke.....	Page & Grant	do	Stage Waggon.	6 3	620	0	0
Montreal and Terrebonne	Edw. Ranson	do	Mode not specified.	2	41	0	0
Morrisburg and North Williamsburg	Wm. Casselman.....	9 Months.	do	3	21	0	0
Mount Pleasant, South Monaghan..	Wm. Scott	6 do	do	3	19	10	0
Murray Bay and Quebec	Eloi Boilie	Year.	do	2	115	0	0
Nassagaweya and Nelson	J. Easterbrook	do	do	1	14	0	0
Nelson and Waterdown	Robt. Lottridge	do	do	6	22	10	0
New Glasgow and Terrebonne	Thomas Akin.....	do	do	2	30	0	0
Newboro and Whitefish	Jno. Mitchell	2 Months.	do	2	4	6	8
Niagara and St. Catherines	Robert Warren	3 do	do	6	10	5	0
Niagara and Toronto	H. Weeks	Year.	Stage.	7	627	10	0
Niagara and Youngstown	F. A. B. Clench	do	Ferry.	3	15	0	0
Niagara and Steamboat Landing ...	James Elliott	do	Mode not specified.	12	19	5	0
Nicolet and Quebec.....	A. Beauchemin	do	do	3	308	9	6
Nicolet and St. Monique.....	Pierre Comeau	3 Months.	do	1	1	12	6
North Port and Richmond	David Barrows	5 do	do	1	2	14	2
North Port and Pieton	Isaac Demill	Year.	do	3	30	0	0
North Williamsburg and West Williamsburg	Wm. Casselman.....	3 Months.	do	3	7	0	0
North Williamsburg and Winchester	J. P. Fetterley	Year.	do	3	20	0	0
Ogdensburg and Prescott	J. Plumb	do	Ferry.	6	12	10	0
	Carried forward				23405	18	1½

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Brought forward					23405	18	1½
Onondaga and Seneca.....	Geo. Youill	18 Days.	Mode not specified.	6	1	10	0
Onslow and Portage du Fort.....	Joseph Wyman	Year.	do	3	82	0	0
Orillia and White's Corner.....	James White	6 Months.	do	3	30	0	0
Orillia and White's Corner.....	John Harvie	6 do	do	3	42	18	0
Osgoode and Russell.....	Wm. Duncan	Year.	do	1	6	10	0
Owen's Sound and Saugeen.....	John Peck	9 Months.	do	1	23	0	0
Oxford and Thamesford.....	Edwin Doty	10 do	do	2	8	15	0
Oxford and Vienna.....	Edwin Doty	9 do	do	6	56	5	0
Pakenham and Swamp Tavern.....	C. Armstrong.....	10 do	do	3	22	18	4
Pakenham and White Lake.....	Adam Currie.....	2 do	do	3	6	0	0
Pakenham and White Lake.....	J. Paris.....	10 do	do	3	32	10	0
Peel and Waterloo.....	Jas. Isenhorn.....	9 do	do	2	33	15	0
Pembroke and South West Meath.....	A. Taylor.....	3 do	do	3	11	0	0
Pembroke and South West Meath.....	Dan. Pennock.....	9 do	do	3	35	5	0
Percy and Rawdon.....	Allan Maybee.....	Year.	do	2	70	0	0
Perrytown and Port Hope.....	Wm. Boyd.....	6 Months.	do	1	7	10	0
Peterboro and Warsaw.....	R. Wm. Shaw.....	Year.	do	1	20	0	0
Phillipsburg and Pigeonhill.....	Wm. Hickok.....	6 Months.	do	1	3	5	0
Phillipsburg and St. Johns.....	Nelson Mott.....	9 do	Stage.	6	177	7	6
Pointe aux Trembles, River des Prairies.....	Pierre Dubrueil.....	9 do	Mode not specified.	2	7	10	0
Point Levi and Quebec.....	Pierre Lacour dit Barras.....	Year.	Ferry.	12	50	0	0
Port Colborne and Port Robinson.....	Wm. Robertson.....	2 Months.	Mode not specified.	6	12	6	8
Port Dalhousie, Port Maitland.....	E. W. Stephenson.....	10 do	do	7	307	13	4
Port Dalhousie, St. Catherine's.....	G. A. Clark.....	2 do	do	6	8	5	9
Port Huron, Port Sarnia.....	Orin Davenport.....	3 do	Ferry.	6	2	8	1
Port Robinson, Welland Port.....	Robert Thompson.....	2 do	Mode not specified.	3	12	19	10
Port Sarnia, Raleigh.....	Jno. McDougall.....	3 do	do	2	35	0	0
Portage du Fort, Ross.....	Thos. Carey.....	Year.	do	3	25	0	0
Preston and Woolwich.....	E. Zeiglar.....	5 Months.	do	3	25	0	0
Preston, Waterloo and Woolwich.....	Francis Lowell.....	7 do	do	6 } 3 }	32	5	10
Preeceville and Proton.....	George Armstrong.....	A fortnight.	do	1	0	15	0
Province Line, St. Johns.....	Champlain Transportation Company.....	6 Months.	Steamboat	6	62	10	0
Port Credit and Steamer.....	James Cotton.....	Year.	Mode not specified.	12	10	0	0
Penetanguishene, Sault St. Marie.....	Chas. Thompson.....	do	Steamboat, in summer, Foot in winter.	12	553	15	0
Quebec and Island of Orleans.....	François Paradis.....	1 Month.	Mode not specified.	1	3	3	4
Quebec and { Lake Temiscouata and River du Loup.....	Thos. Jones.....	9 do	do	2 } 1 }	495	0	0
Quebec and River du Loup.....	Thos. Jones.....	3 do	do	6	250	0	0
Quebec and Sherbrooke.....	Louis Lepeen.....	Year.	do	1	175	0	0
Quebec and St. Raymond.....	J. Plamondon.....	do	do	1	40	0	0
Raleigh and Rondeau.....	Thos. M. Taylor.....	3 Months.	Stage.	3	16	11	6
Rawdon and St. Jacques.....	George Harkness.....	Year.	Mode not specified.	3	30	0	0
Riceville and Vankleekhill.....	Alfred F. Chesser.....	6 Months.	do	1	7	15	0
Rignaud Wharf, to the Post Office.....	B. Gingras.....	Season of Navigation.	do	6	14	18	4
Rignaud, Vankleekhill.....	R. Thistlewater.....	6 Months.	do	3	22	10	0
Carried forward					26276	14	7½

DETAIL of all payments made, &c.—(Continued.)

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
Brought forward					26276	14	7½
River du Loup, St. Leon	J. Deguise	Year.	Mode not specified.	2	15	0	0
Renfrew, White Lake.....	Jno. Smith	2 Months.	do	3	5	5	0
Renfrew, White Lake.....	H. Groves.....	7 do	do	3	23	6	8
Renfrew, White Lake.....	Gabriel Manard.....	3 do	do	3	12	16	6
Rondeau, St. Thomas.....	James Hurvie.....	Year.	Stage.	3	191	19	4
Ross, West Meath.....	Charles Wright.....	6 Months.	Mode not specified.	3	24	7	6
Ross, West Meath.....	Thomas Collins.....	6 do	do	3	21	7	6
Rupert, Richmond Hill.....	Jos. Gordon.....	8 do	do	1	5	8	4
Sand Hill and Toronto.....	Geo. Taylor.....	Year.	Stage Waggon.	3	157	10	0
Simcoe and Windham Centre.....	R. M. House.....	8 Months.	Mode not specified.		6	13	4
Stanstead and Three Rivers.....	Isaac Cutter.....	Year.	Stage.	6	950	0	0
Stanstead and Waterloo.....	Warren Page.....	9 Months.	do	3	78	15	0
Stouffville and Toronto.....	Jacob Brooks.....	9 do	do	6	60	0	0
Silver Hill and Vittoria.....	Wm. Gordon.....	6 do	Mode not specified.	1	4	0	0
Smithville and St. Anns, C. W.....	Emery Dean.....	6 do	do	2	1	12	6
St. Andrews and St. Hermas.....	A. Ladoceure.....	during the summer.	do	1	2	10	0
St. Anns and Vandreuil.....	Adolphe Chauvin.....	Season of Navigation.	do	6	22	15	0
St. Antoine and St. Denis.....	Antoine St. Jacques.....	6 Months.	do	13	3	10	0
St. Augustin and St. Scholastique.....	D. Mitchell.....	3 do	do	2	6	17	6
St. Benoit and St. Scholastique.....	D. Mitchell.....	9 do	do	2	23	14	3
St. Charles and St. Hilaire.....	Antoine Dusseault.....	Year.	do	6	60	0	0
St. Charles and William Henry.....	Antoine Dusseault.....	do	do	3	65	0	0
St. Charles and William Henry.....	Alexis Crepeau.....	do	do	3	65	0	0
St. Denis and St. Jude.....	Jos. Laplante.....	6 Months.	do	1	3	15	0
St. Gabriel and St. Felix Valois.....	J. B. Magnant.....	6 do	do	1	7	0	0
St. Hyacinthe and Yamaska.....	Jos. Hebert.....	Year.	do	2	47	0	0
St. Hyacinthe R. Road Station and Post Office.....	Alexis Gamash.....	6 Months.	do	6	2	10	7½
St. Jacobs and Waterloo.....	G. Roy.....	2 do	do	2	3	6	8
St. Jean Baptiste, St. Mathias.....	Amable Adam.....	Year.	do	3	30	0	0
St. Jérôme and St. Thérèse.....	F. Desrochers.....	do	do	3	35	0	0
St. Joachim and St. Philomene.....	Paul Duquette.....	4½ Months.	do	3	1	4	2
St. Johns and Philipsburg.....	Nelson Mott.....	3 do	Stage.	6	54	2	6
St. Johns and West Farnham.....	Wm. Pearson.....	Year.	Mode not specified.	2	22	0	0
St. Louis de Gonzague, St. Timothé.....	John Symons.....	7 Months.	do	1	4	13	4
St. Martin and St. Thérèse.....	James Park.....	Year.	do	3	25	0	0
St. Thomas and Sparta.....	M. Seger.....	do	do	2	26	0	0
Toronto and Yorkville.....	J. Dobson.....	7 Months.	do	6	5	13	9
Villanova and Waterford.....	Jno. McLaren.....	4 do	do	2	1	1	8
Waterloo and Wellesley.....	Wm. Brown.....	7 do	do	1	8	15	0
Sundry Payments for Express and	Extra trips during the year.		do		76	3	2½
Carried forward					28447	8	11½

DETAIL of all Payments made, &c.—(Continued.)

Payments made for Steamboat Service.

Name of Route.	Name of Contractor or party receiving payment.	Period. Year ending 5th April, 1852.	Mode of conveyance.	No. of Trips per week.	Amount.		
					£	s.	d.
	Brought forward				28447	8	11½
Bradford and Orilla	Charles Thompson	6 Months. Summer season.	Steamboat	6	62	10	0
Bytown and Montreal	Sir G. Simpson	do	do	6	650	0	0
Cobourg and Rochester	D. Bethune	do	do	3	116	5	0
Hamilton and Kingston	D. Bethune	do	do	6	3120	0	0
Hamilton and Kingston	Jas. Sutherland	3 Trips.	do	0	60	0	0
Hamilton and Lewiston	Jno. Masson	3 Months. Season of Navigation.	do	6	35	0	0
Hamilton and Toronto	D. Bethune	1½ Month.	do	6	237	10	0
Hamilton, Toronto and Kingston ..	D. Bethune	Season of Navigation.	do	6	77½	0	0
Kingston and Montreal	Jno. Hamilton	do	do	7	3040	1	3
Montreal and Quebec	John Torrance	do	do	6	3710	0	0
Queenston and Toronto	Andrew Heron	do	do	6	309	0	0
Queenston and Toronto	Thos. Dick	do	do	6	84	2	6
St. Catharines and Toronto	Wm. Donaldson	4 Months.	do	6	17	1	3
					12215	10	0
			Total		40662	18	11½

E. J. KING,
Accountant.

JAMES MORRIS,
Postmaster General.

REPORT showing in detail all payments made for making and repairing Mail Bags, Mail Locks, &c., during the year ended 5th April, 1852.

Tradesman's Name.	Particulars of Disbursements.	Amount.	
		£ s. d.	£ s. d.
Thos. Jones	Repairing a Mail Bag	0 1 3	
George Lightley	Do. do.	0 2 9	
John Heney	Do. do.	0 11 3	
William Thackeray	Do. do.	1 3 9	
A. Lewis	Do. do.	0 1 8	
Robert Campbell	Repairing the chain of a Mail Bag	0 0 7½	
William Piper	Do. Mail Bags	0 8 0	
J. Wilton	Making do	29 2 6	
Wm. Wilkinson	Repairing do.	0 3 9	
Robert Morris	Making do.	63 8 2	
John C. Masson	Repairing do.	0 2 6	
M. M. Drew	Do. do.	0 3 9	
Thos. Keating	Do. do.	0 1 6½	
F. Bettmann	Do. do.	0 5 7½	
Wm. Atkinson	Making and repairing Mail Bags	20 8 9	16 6 8½
John Murphy	Repairing Mail Bags	0 4 6	
Alex. Neal	Do. do.	0 5 0	
James Paul	Do. do.	0 0 6	
James Smith	Do. do.	0 3 9	
John G. Rogers	Do. do.	0 1 6	
Field and Davidson	Do. do.	10 10 6	
Charles Wathe	Do. do.	0 4 0	
Robert Morris	Making and Repairing Mail Bags	86 8 6	
Hiram Kilbourne	Repairing Mail Bags	0 7 6	
Thos. Murphy	Do. do.	0 10 0	
D. Berry	For a Canvas Bag and a Lock	0 1 6	
J. W. Snow	For Repairing Mail Bags	0 1 3	
John Ramsay	Do. do.	0 2 6	
Wm. Atkinson	Making Mail Bags	12 10 0	
Hiram Piper	Furnishing Brass Labels for Mail Bags	7 5 2	10 5 2
John Sheran	Repairing Mail Bags	0 12 6	
D. Cameron	Two Mail Locks	0 3 4	
John Heney	Repairing Mail Bags	0 13 9	
P. Bertrad	Do. do.	0 0 7½	
George Goff	Do. do.	0 1 6	
D. Cardwell	Two Canvas Mail Bags	0 1 8	
Field and Davidson	Repairing Mail Bags	2 11 3	
Martin Moore	Do. do.	0 6 3	
John Rodgers	Do. do.	0 1 3	
Theodore Gilbert	Do. do.	0 4 2	
Jean Emeline	Do. do.	0 1 11	
Alex. Campbell	Do. do.	0 3 3	
John Calderwood	Do. do.	0 2 6	
John McKenzie	Do. do.	0 2 2½	
F. Bittman	Do. do.	0 2 6	
M. C. Brown	Do. do.	0 5 0	
Wm. Gardner	Do. do.	0 1 10½	
Wm. Atkinson	Making do	46 8 3	
House of Industry, Toronto	Making Canvas Mail Bags	4 0 3	56 4 0½
H. C. Jones	Padlocks and Keys	230 5 7	
Thos. Murphy	Repairing Mail Bags	5 5 0	
Robert Morris	Making Mail Bags	79 14 0	
G. Bent	Freight and Charges on Mail Lock and Keys	3 17 6	
Wm. Atkinson	Making Mail Bags	21 16 2	
Angus McLeod	Linen Mail Bags	1 10 0	
John Dewe	Rings for Canvas Mail Bags	0 15 2	
Andrew Dunlop	Repairing Mail Bags	0 1 10½	
Jos. Humphrey	Do. do.	0 3 9	
			343 9 0½
	Carried forward		385 4 11½

REPORT showing in detail all payments made, &c.—(Continued.)

Tradesman's Name.	Particulars of Disbursements.	Amount.					
		£ s. d.			£ s. d.		
	Brought forward.....				635	4	11½
Thomas Jones.....	Repairing Mail Bags.....	0	0	7½			
John Hency.....	Do. do.....	0	3	1½			
Field and Davidson.....	Do. do.....	9	3	9			
Richard Squires.....	Do. do.....	0	2	6			
Mitchell Taylor.....	Do. do.....	0	1	3			
J. H. Latham.....	Do. do.....	0	1	3			
Wm. Haines.....	Do. do.....	0	5	9			
John Wright.....	Do. do.....	0	8	6			
Stephen Tucker.....	Do. do.....	0	5	0			
J. Gilmore.....	Do. do.....	0	1	10½			
John Wright.....	Do. do.....	0	4	0			
M. Drew & Co.....	Do. do.....	0	1	3			
F. Bittman.....	Do. do.....	0	7	6			
David Morrow.....	Do. do.....	0	0	7½			
James Taylor.....	Do. do.....	0	5	0			
S. W. Snow.....	Do. do.....	0	1	3			
J. M. Burke.....	Do. do.....	0	6	3			
F. Hancein.....	Half cost of repairing the Mail Sleighs.....	5	11	3			
					17	10	9
					652	15	8½

E. J. KING,
Accountant.

JAMES MORRIS,
Postmaster General.

REPORT No. 3.

A.

A REPORT in detail of all charges for Salaries and Commissions, showing in each case the name of the persons, the service or duty performed, and the amount paid.

NAME.	SERVICE OR DUTY PERFORMED.	YEAR.		
		£	s.	d.
POST OFFICE DEPARTMENT.				
W. H. Griffin.....	Secretary	400	0	0
G. E. Griffin.....	Chief Clerk.....	300	0	0
T. S. Stayner.....	2nd "	200	0	0
E. F. King.....	3rd "	137	10	0
C. R. Griffin.....	4th "	125	0	0
Edwin J. King.....	Accountant.....	350	0	0
H. A. Wicksteed.....	1st Clerk to 5th August.....	60	0	0
J. Ashworth.....	1st do from 6th August.....	160	0	0
R. M. Julyan.....	2nd "	140	0	0
E. C. Hayden.....	3rd "	140	0	0
J. Davison.....	4th "	125	0	0
J. T. McCuaig.....	5th "	125	0	0
Smith Allen.....	Messenger.....	75	0	0
Jerry Mullin.....	Laborer.....	18	15	0
E. S. Freer.....	Inspector Canada East.....	300	0	0
N. H. Harrington.....	Clerk, to 5th October.....	150	0	0
A. W. McDougall.....	"	3	15	0
C. W. Hayden.....	"	32	5	0
John Dewe.....	Inspector Canada West.....	300	0	0
P. P. Warburton.....	Clerk, to 5th October.....	150	0	0
W. Brown.....	"	75	6	10
H. A. Wicksteed.....	Inspector Central Canada from 6th Aug..	200	0	0
F. W. Stayner.....	Clerk, of 5th October.....	150	19	9
J. H. Oakes.....	"	18	12	6
C. W. Hayden.....	Mail Conductor.....	50	0	0
A. Drysdale.....	"	50	0	0
W. Brown.....	"	50	0	0
J. McNamee.....	"	50	0	0
M. Malone.....	"	50	0	0
T. Doody.....	"	50	0	0
A. Carruthers.....	"	50	0	0
R. McGillivray.....	"	41	10	5
D. Heffernan.....	"	8	9	7
POST OFFICE, QUEBEC.				
J. Sewell.....	Postmaster.....	400	0	0
D. Logie.....	1st Clerk.....	150	0	0
D. M. Wright.....	2nd "	120	0	0
C. Cazeau.....	3rd "	22	10	0
W. Turner.....	3rd "	60	0	0
F. M. Becot.....	4th "	83	6	8
V. Cazeau.....	5th "	74	18	5
G. Pendergast.....	6th "	25	0	0
J. Watt.....	1st Letter Carrier.....	76	0	0
R. G. Patton.....	2nd "	62	8	0
R. Glover.....	3rd "	62	8	0
J. Chipchase.....	Temporary "	6	5	0
POST OFFICE, MONTREAL.				
J. Porteous.....	Postmaster	400	0	0
P. W. Cooper.....	1st Clerk.....	170	0	0

A REPORT in Detail of all charges for Salaries and Commissions, &c.—(Continued.)

NAME.	SERVICE OR DUTY PERFORMED.	YEAR.		
		£	s.	d.
G. E. Laughlin.....	2nd Clerk.....	150	0	0
R. Oliver.....	3rd ".....	140	0	0
B. McEvenue.....	4th ".....	117	10	0
C. R. Huddell.....	5th ".....	100	0	0
J. C. Lilly.....	6th ".....	100	0	0
R. Terroux.....	7th ".....	42	11	1
J. Stevenson.....	7th ".....	90	0	0
M. Emery.....	8th ".....	41	6	8
T. Porteous.....	Temporary ".....	37	10	0
J. Simpson.....	1st Letter Carrier.....	60	0	0
M. Murphy.....	2nd ".....	60	0	0
H. A. R. Huddell.....	3rd ".....	30	0	0
C. Loofs.....	Messenger.....	50	0	0
C. Laparle.....	Porter.....	13	10	0
POST OFFICE, KINGSTON.				
R. Deacon.....	Postmaster.....	400	0	0
D. Delany.....	1st Clerk.....	80	0	0
A. Magnus.....	2nd do.....	70	0	0
J. Comerford.....	Letter Carrier.....	30	0	0
POST OFFICE, TORONTO				
C. Bercezy.....	Postmaster.....	400	0	0
L. Lawless.....	1st Clerk.....	150	0	0
C. Walsh.....	2nd ".....	125	0	0
W. Pearson.....	3rd ".....	75	0	0
R. Backas.....	4th ".....	75	0	0
H. A. Johnson.....	5th ".....	71	5	0
J. Collar.....	6th ".....	10	14	9
T. Brennan.....	7th ".....	45	1	2
J. McClosky.....	Letter Carrier.....	30	0	0
R. McGillivray.....	Temporary Clerk.....	25	0	0
POST OFFICE, HAMILTON.				
E. Ritchie.....	Postmaster.....	400	0	0
F. E. Ritchie.....	1st Clerk.....	100	0	0
C. Howard.....	2nd ".....	85	0	0
A. Crisp.....	3rd ".....	70	0	0
J. C. Ritchie.....	4th ".....	37	10	0
Total carried to No. 1.....		9,161	18	10

E. J. KING,
Accountant.

JAMES MORRIS,
Postmaster General.

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Abbotsford	Postmaster	11	10	6 $\frac{1}{2}$
Abercorn	do	0	10	0 $\frac{1}{2}$
Aberfoyle	do	3	3	1
Actonvale	do	0	14	2
Acton	do	8	5	1
Adamsville (account not received)				
Addison	do	13	6	4 $\frac{1}{2}$
Adelaide	do	12	7	5
Adjala	do	6	14	11 $\frac{1}{2}$
Admaston	do	2	18	7 $\frac{1}{2}$
Adolphustown	do	2	9	10 $\frac{1}{2}$
Albion	do	20	13	9 $\frac{1}{2}$
Aldboro	do	7	16	4
Alexandria	do	12	8	11
Allanburg	do	9	5	1 $\frac{1}{2}$
Allanville	do	6	4	6
Allisonville	do	0	16	2 $\frac{1}{2}$
Alnwick	do	4	8	9 $\frac{1}{2}$
Ameliasburg	do	6	7	3
Amherstburg	do	75	17	10
Amherst Island	do	9	15	11 $\frac{1}{2}$
Amiens	do	4	17	5 $\frac{1}{2}$
Ancaster	do	46	9	7
Arnprior	do	0	18	1
Artemesia	do	1	0	1 $\frac{1}{2}$
Arthabaska	do	1	6	10 $\frac{1}{2}$
Arthur	do	3	18	10 $\frac{1}{2}$
Ashgrove	do	0	3	7
Ashton	do	3	0	6 $\frac{1}{2}$
Asphodel	do	7	16	6
Atherley	do	1	11	2
Athol	do	2	14	6
Aylmer, E.	do	53	9	3
Aylmer, W.	do	32	8	7
Ayr	do	31	12	11
Babyville	do	4	11	3
Bagot	do	4	9	3 $\frac{1}{2}$
Ballinafad	do	2	12	6 $\frac{1}{2}$
Balmoral	do	1	9	9
Baltimore	do	1	18	11 $\frac{1}{2}$
Barnston	do	9	18	4 $\frac{1}{2}$
Barrie	do	83	12	6
Bath	do	23	18	14 $\frac{1}{2}$
Batiscan	do	6	7	8
Batiscan Bridge	do	8	4	5 $\frac{1}{2}$
Bayfield	do	11	12	9
Bayham	do	12	4	11
Beachville	do	24	2	9
Beamsville	do	34	2	8
Beauharnois	do	26	18	2
Beaumont	do	0	5	11 $\frac{1}{2}$
Beaverton	do	15	5	4 $\frac{1}{2}$
Becancour	do	9	3	8
Bedford	do	14	7	3
Bellamy's Mills	do	4	5	10
Belleville	do	216	8	10

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Bell's Corners, Wilmot.....	Postmaster.....	12	19	5 ¹ / ₂
Bell's Corners, Nepean	do	2	14	8
Belœil	do	3	12	2 ¹ / ₂
Bentinck	do	16	5	9 ¹ / ₂
Berlin	do	23	2	10 ¹ / ₂
Berthier, en bas.....	do	3	17	1
Berthier, en haut	do	68	3	4 ¹ / ₂
Beverly	do	10	7	3 ¹ / ₂
Bic	do	7	2	8 ¹ / ₂
Binbrook	do	7	2	9 ¹ / ₂
Birmingham	do	0	1	5
Blandford	do	0	7	5 ¹ / ₂
Bloomfield	do	7	3	11
Bond Head	do	18	1	8 ¹ / ₂
Bongard's Corners.....	do	2	13	8 ¹ / ₂
Bosanquet	do	6	14	8
Bradford	do	34	13	1 ¹ / ₂
Brantford	do	226	3	5 ¹ / ₂
Brewer's Mills	do	0	3	9 ¹ / ₂
Brighton.....	do	96	1	7 ¹ / ₂
Bristol	do	3	14	6 ¹ / ₂
Brock	do	8	8	5 ¹ / ₂
Brockville	do	240	13	2
Brooke	do	1	11	6 ¹ / ₂
Brome	do	6	4	10 ¹ / ₂
Bromley	do	8	10	4 ¹ / ₂
Brompton	do	5	18	8
Bronté.....	do	8	0	10
Brooklin.....	do	29	19	7
Brougham.....	do	18	0	10
Brucefield	do	3	8	10
Bruce Mines.....	do	19	8	7
Buckingham	do	17	7	5
Burford	do	49	0	9 ¹ / ₂
Burrit's Rapids.....	do	11	18	1
Buttonville.....	do	3	9	1 ¹ / ₂
Buxton.....	do	1	14	8 ¹ / ₂
Bytown.....	do	288	1	7
Cacona.....	do	4	16	10
Caledon.....	do	5	6	1 ¹ / ₂
Caledon East.....	do	2	3	6 ¹ / ₂
Caledonia Flats.....	do	0	4	0
Caledonia Springs.....	do	4	3	9
Calumet.....	do	6	9	10 ¹ / ₂
Camden, East	do	10	16	10
Campbell's Cross.....	do	6	0	6 ¹ / ₂
Campbellville.....	do	0	5	7
Canboro.....	do	14	6	5
Conestaga	do	0	14	9
Canning	do	4	6	0 ¹ / ₂
Cannington	do	8	14	3
Cape Cove.....	do	3	18	7 ¹ / ₂
Cape St. Ignace.....	do	5	5	11
Cap Santé	do	9	12	10 ¹ / ₂
Caradoc	do	0	10	10
Carillon	do	13	10	2
Carleton	do	29	3	5
Carleton Place	do	26	5	8 ¹ / ₂
Carlisle	do	1	5	1 ¹ / ₂
Cartwright.....	do	5	0	3

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Castleford	Postmaster	4	9	6½
Cavan	do	14	14	1½
Cayuga	do	28	10	1½
Cedars	do	6	10	7
Centreville	do	8	2	8½
Chambly	do	57	7	4½
Champlain	do	6	10	5½
Chateauguay	do	6	14	2
Chateau Richer	do	1	5	11½
Chatham, East	do	19	10	9½
Chatham, West	do	133	1	9
Cheltenham	do	1	2	8
Chelsea	do	9	7	3
Cherry Valley	do	1	19	10½
Chesterfield	do	1	13	2½
Chicoutimi	do	6	19	5
Chinguacousy	do	36	10	8½
Chippawa	do	70	4	10
Churchville	do	15	8	5
Clapham	do	0	5	0
Claremont	do	1	17	8
Clarence	do	5	7	6
Clarenceville	do	9	17	11
Clarendon	do	4	16	8½
Clarke	do	20	0	4½
Clearville	do	10	1	1½
Coaticook	do	3	15	8
Cobden	do	3	0	8½
Cobourg	do	272	19	10
Colborne	do	48	19	2
Colchester	do	9	8	5
Coldsprings	do	0	17	9
Coldwater	do	0	19	6½
Colebrook	do	3	2	3
Columbus	do	13	10	11
Comber	do	1	7	0
Compton	do	21	15	11
Consecon	do	15	18	4½
Contreccœur	do	2	17	5
Cookshire	do	2	10	4½
Cookstown	do	4	3	5
Cooksville	do	38	17	5½
Copetown	do	10	4	1
Cornwall	do	132	14	4½
Coteau du Lac	do	8	13	0
Coteau Landing	do	18	6	11½
Cowansville	do	17	7	4½
Credit	do	18	8	3
Creemore Mills	do	10	9	4
Crosby's Corner	do	2	1	3½
Cross Point	do	5	7	4
Crowland	do	4	18	2½
Cumberland	do	7	12	1
Cumminsville	do	2	17	7½
Daillebout	do	4	14	3½
Danville	do	18	9	8½
Darlington	do	88	16	3½
Dawn Mills	do	11	11	6½
Decewsville	do	2	8	4½

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Delaware	Postmaster.....	31	16	8½
Demorestville.....	do	11	18	4
Dereham.....	do	19	2	7½
Derry, West.....	do	2	1	0
Deschambault	do	7	10	3½
Dewittville.....	do	4	2	0½
Dickinson's Landing	do	24	2	9
Dixon's Corners.....	do	0	1	5½
Doon	do	4	1	5½
Dorchester.....	do	4	1	2
Douglastown.....	do	2	3	11½
Drayton	do	1	0	3½
Drummondville, East	do	18	11	8½
Drummondville, West	do	46	10	7½
Dudswell	do	3	16	7
Dundas	do	141	8	7
Dundee	do	17	16	9
Dunham.....	do	15	15	7
Dunville.....	do	88	13	1
Durham	do	14	4	0
East Farnham	do	5	1	8
East Frampton	do	0	8	2
East Glenelg	do	0	9	5
East Holland	do	0	14	2½
East Williamsburg.....	do	12	0	6½
Easton's Corner.....	do	6	10	5
East Hawkesbury.....	do	1	0	8
Eaton.....	do	15	16	5
Edmonton.....	do	1	6	0
Eden Mills.....	do	1	16	0
Edwardsburgh	do	13	16	5
Ekfrid.....	do	7	0	7
Eldon.....	do	6	6	0½
Elgin	do	3	11	10½
Elginfield.....	do	3	15	1½
Elora	do	33	15	3
Embro	do	18	16	10½
Emily	do	10	7	3½
Enniskillen.....	do	1	18	9½
Eramosa.....	do	2	10	3½
Erin	do	14	16	5½
Errol	do	5	18	3½
Escott.....	do	3	19	7½
Esquesing	do	18	2	6½
Etobicoke.....	do	34	18	2½
Euphrasia.....	do	3	5	6
Farmersville.....	do	15	16	8½
Fenelon Falls.....	do	1	15	3
Fergus	do	36	4	2
Finch	do	5	4	9
Fingal.....	do	29	2	11½
Fitzroy Harbour.....	do	17	13	2
Flos.....	do	5	7	3½
Forestville.....	do	0	12	11
Fort Erie.....	do	14	4	5½
Fort William.....	do	8	3	2½
Frampton.....	do	6	11	8
Frankford.....	do	7	15	1
Franktown	do	26	0	4

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Fredericksburg.....	Postmaster	8	17	8
Freiburg	do	0	11	0 $\frac{1}{2}$
Frelighsburg	do	7	13	1 $\frac{1}{2}$
Frost Village.....	do	8	12	10 $\frac{1}{2}$
Galt	do	103	18	3 $\frac{1}{2}$
Gananoque.....	do	43	0	7 $\frac{1}{2}$
Garafraxa.....	do	1	13	6
Gaspé Basin.....	do	13	6	3 $\frac{1}{2}$
Gentilly	do	7	15	10
Georgetown	do	15	4	11 $\frac{1}{2}$
Georgeville.....	do	8	4	6 $\frac{1}{2}$
Georgina	do	11	10	9 $\frac{1}{2}$
Glenford.....	do	7	15	6
Glen Morris.....	do	4	1	6
Goderich	do	93	12	4
Gores Landing..	do	6	3	7
Gorniley's Corners.....	do	1	13	11
Gosfield	do	15	13	9 $\frac{1}{2}$
Gould	do	1	11	4 $\frac{1}{2}$
Grahamsville	do	0	4	5 $\frac{1}{2}$
Granby	do	27	6	2
Grande Baie	do	5	1	5
Grand Greve	do	0	16	11 $\frac{1}{2}$
Grassy Point, (account not received,)	do	33	5	9
Grenville	do	1	6	7 $\frac{1}{2}$
Greenwood.....	do	32	13	5 $\frac{1}{2}$
Grimsby	do	2	13	8
Gronclines	do	0	4	1 $\frac{1}{2}$
Grovesend	do	148	14	11 $\frac{1}{2}$
Guelph	do	0	16	5
Hagersville.....	do	39	18	7 $\frac{1}{2}$
Haldimand	do	0	6	0 $\frac{1}{2}$
Hamburg.....	do			
Hamilton	(Vide A.)			
Hampton.....	do	3	0	10
Harlem	do	0	14	1
Harwich	do	0	13	10
Hatley	do	16	8	10 $\frac{1}{2}$
Hawkesbury	do	31	4	9
Hawkesville	do	0	9	10 $\frac{1}{2}$
Hay	do	13	17	3
Neck's Corner	do	9	18	10
Henningford.....	do	12	4	9 $\frac{1}{2}$
Henryville	do	12	10	7 $\frac{1}{2}$
Hereford	do	1	4	1 $\frac{1}{2}$
Hillier	do	9	10	3
Hillsburg.....	do	1	8	9
Holland Landing.....	do	37	10	6
Hollen	do	0	2	2 $\frac{1}{2}$
Hornby	do	9	9	0
Horning's Mills.....	do	0	2	7
Houghton	do	13	2	7
Howick	do	2	11	31
Hubbell's Falls	do	5	13	10
Hull.....	do	9	16	1
Humber.....	do	7	15	6
Humberstone.....	do	5	2	0
Hungerford	do	8	10	9
Hunterstown	do	0	19	1

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Huntingdon	Postmaster	27	2	4
Huntley	do	6	3	1½
Indiana	do	17	12	1
Industry	do	12	15	9½
Innisfil	do	6	11	8½
Innisville	do	1	15	6
Inverness	do	3	15	4½
Isle Aux Noix	do	9	10	4½
Isle Verte	do	15	2	6
Jarvis	do	8	16	2½
Jerseyville	do	0	8	2
Jordan	do	19	5	2
Kamouraska	do	17	19	8
Katesville	do	7	12	11½
Kemptville	do	48	18	7½
Kenyon	do	2	15	8½
Keswick	do	4	0	5
Kettleby Mills	do	1	19	8½
Kildare	do	3	11	11
Kilmarnock	do	6	12	3
Kilworth	do	2	14	3
Kincardine	do	5	14	8½
King	do	10	1	2½
Kingsey	do	9	13	3
Kingsey Falls	do	2	8	10
Kingston	do			
Kirkwall	do	0	15	0
Kitley	do	15	6	4½
Knowlton	do	2	3	5
Knowlton Falls	do	0	3	4½
LaBaie	do	10	19	1
LaBeauce	do	10	11	6
L'Acadie	do	5	3	5½
Lachine	do	32	16	2
Lachute	do	20	14	0½
Lacolle	do	15	1	5½
Laguerre	do	2	18	8½
Lakefield	do	0	1	5½
Lanark	do	19	7	3
Lancaster	do	17	5	11½
Lanoraie	do	0	17	4½
Laprairie	do	50	1	9
L'Assomption	do	20	0	7
Latta's Mills	do	0	5	3½
Lavaltrie	do	0	12	1
Laurenceville	do	0	9	0
Leeds	do	11	4	2
LeFoulon	do	0	8	5
Lennox	do	0	3	0
Lennoxville	do	26	4	0½
LesBergeronnes	do	1	6	7
LesEboulemens	do	5	7	8
Lindsay	do	15	15	9
L'Islet	do	14	12	3½
Litchfield	do	2	15	8
Lloyd Town	do	29	17	2½
Lobo	do	8	10	3½
Lochabar	do	4	12	3
Lochiel	do	5	10	11

(Vide A.)

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
London	Postmaster	378	12	8
Long Point	do	0	17	11
Longueuil	do	14	8	6½
Lonsdale	do	1	1	3
Lorette	do	0	14	9½
L'Orignal	do	24	9	10
Lotbiniere	do	8	8	8
Loughboro	do	8	7	6
Lower Ireland	do	3	12	2
Lowville	do	4	14	8
Lyn	do	3	12	11½
Lynden	do	0	12	0
Lyndhurst	do	1	14	6½
McGillivray	do	12	7	4
McKillop	do	19	0	5
McNab	do	8	15	6
Madoc	do	13	4	7½
Magog	do	6	0	4½
Maidstone	do	1	18	0½
Maitland	do	12	8	6
Maitland River	do	0	0	0
Manitowaning	do	3	3	6
Manningsville	do	7	5	3
Manvers	do	5	5	6
Mara	do	2	8	4½
March	do	4	8	1½
Mariposa	do	18	19	3
Markham	do	30	17	9
Marmora	do	4	10	9½
Marshville	do	8	4	9½
Martintown	do	13	16	8
Marysville	do	0	19	3
Mascouche	do	5	16	10½
Maskinonge	do	17	6	2½
Massawippi	do	2	16	4
Matane	do	2	6	9½
Matilda	do	24	7	6½
Medonte	do	3	4	11½
Melancthon	do	0	14	5
Melbourne	do	49	5	5½
Melrose	do	3	15	2
Melville	do	1	15	3½
Merrickville	do	29	16	6
Merrittsville	do	11	4	0
Mersea	do	4	10	4
Merton	do	1	3	8½
Metis	do	11	16	1
Middleton	do	9	6	7
Milford	do	7	12	5½
Millbank	do	0	3	2
Millbrook	do	13	4	6
Mill Creek	do	25	3	7½
Millhaven	do	0	4	0
Millpoint	do	3	7	10½
Milton, East	do	4	0	6
Milton, West	do	18	0	0½
Mitchell	do	21	6	1½
Mohawk	do	16	18	10
Moirs	do	3	6	2½
Mono Centre	do	0	17	4½

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Mono Mills.....	Postmaster.....	10	9	10
Montreal.....	do (Vide A.)			
Moore.....	do	12	7	9
Morpeth.....	do	26	18	0½
Morrisburg.....	do	35	4	8
Morven.....	do	6	1	7
Mosa.....	do	27	5	6½
Moulinette.....	do	13	4	5½
Mount Elgin.....	do	2	9	10
Mount Johnson.....	do	2	13	2½
Mount Pleasant.....	do	1	13	0
Mount St. Patrick.....	do	0	6	9½
Mount Vernon.....	do	4	3	5½
Mulmer.....	do	3	6	7
Murray.....	do	10	16	5
Murray Bay.....	do	9	3	3½
Nanticoke.....	do	6	11	2½
Napanee.....	do	62	5	1
Napier.....	do	1	8	0½
Napierville.....	do	13	3	3
Nassagiveya.....	do	7	2	6½
Nelson.....	do	26	1	0
New Aberdeen.....	do	6	15	9
Newboro.....	do	13	14	4
Newburg.....	do	15	8	9½
New Carlisle.....	do	13	2	11
Newcastle.....	do	49	8	11½
New Durham.....	do	2	3	5½
New Glasgow.....	do	11	4	8
New Hamburg.....	do	8	16	4
New Hope.....	do	5	8	0
New Ireland.....	do	6	0	3½
New Liverpool.....	do	1	1	8
Newmarket.....	do	35	14	11½
New Richmond (Accounts not received) .				
Niagara.....	do	152	18	4
Nicolet.....	do	31	8	8
Nileston.....	do	1	14	11½
Nobleton.....	do	2	9	3
Normanby.....	do	4	1	5½
Normandale.....	do	4	0	1
North Adjala.....	do	0	16	6
North Augusta.....	do	8	2	9
North Brompton (Account not received) .				
North Georgetown.....	do	6	19	2½
North Gower.....	do	7	13	10½
North Huntley.....	do	2	13	6½
North Lancaster.....	do	6	1	9
North Port.....	do	7	16	4
North Stukeley.....	do	3	0	10½
North Williamsburg.....	do	11	6	4½
Norton Creek.....	do	8	19	1½
Norval.....	do	16	4	10½
Norwich.....	do	32	6	10
Norwood.....	do	10	18	0½
Mottawasaga.....	do	9	10	0
Oakland.....	do	21	2	2
Oak Ridges.....	do	4	13	5½
Oakville.....	do	40	14	9½
Oakwood.....	do	10	4	4

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Onondaga	Postmaster	2	16	10
Onslow	do	5	1	8½
Ontario	do	1	15	5
Orangeville	do	2	16	2½
Orillia	do	31	9	8
Ormstown	do	15	4	4½
Oro	do	2	19	5
Osgoode	do	9	7	7½
Oshawa	do	86	0	0½
Osprey, (Account not received)				
Otanabee	do	18	10	7½
Otterville	do	18	14	9
Owens' Sound	do	35	4	9
Oxford	do	68	5	6½
Oznsbruck	do	8	2	9
Pakenham	do	49	10	11½
Palermo	do	22	4	7
Paris	do	79	1	7½
Pefferlaw	do	1	9	0½
Pelham	do	24	4	6½
Pembroke	do	24	7	6
Penetanguishene	do	30	8	10
Percé	do	9	12	0½
Percy	do	18	5	5½
Perth	do	93	9	8
Perrytown	do	0	16	9½
Petersboro	do	120	1	11½
Petersburg	do	9	5	9½
Petite Nation	do	11	7	5½
Philipsburg, East	do	13	1	1
Philipsville	do	1	13	0½
Pickering	do	34	14	1½
Picton	do	82	7	8
Pigeon Hill	do	0	11	9
Pike River	do	9	16	9
Pine Hill	do	0	5	8½
Plantagenet	do	3	12	3
Plympton	do	2	3	8
Point Abino	do	4	7	11½
Pointe à Cavagnol	do	9	17	2½
Pointe aux Trembles, Quebec	do	4	10	9½
Pointe aux Trembles, Montreal	do	1	17	6
Pointe Claire	do	2	1	10½
Point Fortune	do	2	13	7½
Point Levi	do	16	11	2½
Point Platon	do	13	0	8½
Point St. Peter	do	7	5	10
Portage du Fort	do	17	6	4½
Port Albert	do	1	7	9
Port Burwell	do	13	3	5
Port Colborne	do	10	18	2½
Port Credit	do	10	9	5
Port Dalhousie	do	12	3	6
Port Daniel	do	5	13	11
Port Dover	do	42	19	6
Port Hope	do	166	10	7½
Port Maitland	do	13	3	4½
Port Robinson	do	26	4	5½
Port Rowan	do	29	15	1½
Port Royal	do	2	0	4

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Port St. Francis	Postmaster	19	18	8½
Port Sarnia	do	76	14	6
Port Stanley	do	32	7	4½
Portland	do	5	10	4½
Portneuf	do	11	3	1½
Port Talbot	do	3	12	5
Prescott	do	136	15	2
Preston	do	80	12	6½
Priceville	do	0	0	11½
Princeton	do	12	0	10½
Proton	do	1	3	5½
Puslinch	do	12	2	9
Quebec	do (Vide A.)			
Queenston	do	279	15	8½
Queensville	do	3	1	0
Rainham	do	6	7	2
Rainham, Centre	do	2	5	6
Ramsay	do	29	4	4½
Rawdon, East	do	10	7	6½
Reach	do	23	8	6½
Rednersville	do	4	2	6
Renfrew	do	16	9	5
Repentigny	do	2	11	4
Riceville	do	0	9	4
Richmond, East	do	28	19	3½
Richmond, West	do	16	7	8
Richmond Hill	do	31	6	1
Richview	do	0	5	5
Richwood	do	1	14	4½
Rigaud	do	13	10	11
Rimouski	do	15	4	10½
River aux Canards	do	0	9	0
River David	do	7	7	4½
River Maitland	do	3	14	9
River Trent	do	58	14	11
River du Loup, en bas	do	34	9	7
River du Loup, en haut	do	12	9	6½
River des Prairies	do	1	3	10
River Ouelle	do	11	8	0
Robinson	do	5	16	9½
Rockton	do	3	7	6½
Romney	do	2	15	8½
Rondeau	do	1	9	6
Ross	do	1	18	9½
Roslin	do	0	19	5½
Rouge Hill	do	0	10	9
Rupert	do	1	19	1
Roxton Falls	do	0	14	5
Russell	do	2	2	2½
Russeltown	do	1	19	11
Sandhill	do	10	7	7
Sandpoint	do	5	16	10½
Sandwich	do	65	5	3
Saugeen	do	3	18	4
Sault au Re collet	do	2	8	8
Sault Ste. Marie	do	13	3	0½
Scarboro	do	23	1	7
Scotch Block	do	0	3	3½
Seeley's Bay	do	0	15	10½
Seneca	do	61	15	3

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Seymour, East	do	12	14	2½
Seymour, West	do	13	0	0½
Shannonville	do	16	13	3½
Sharon	do	10	15	2
Sheffield	do	12	5	9½
Sherbrooke	do	106	6	2
Sherrington	do	0	16	6½
Silver Hill	do	1	1	1
Simcoe	do	119	2	3
Smith's Falls	do	79	1	1
Smithville, Hastings	do	0	13	3½
Smithville, Lincoln	do	20	1	7½
Sombra	do	1	13	10½
Somerset	do	2	4	7½
South Bolton	do	0	16	6
South Ely	do	0	9	9½
South Gloucester	do	5	9	6
South Gower	do	3	9	1½
South Hinchinbrooke	do	2	2	11
South March	do	3	12	9
South Monaghan	do	12	12	11½
South Mountain	do	2	14	8
South Potton	do	1	4	2
South Westmeath	do	3	10	11
Sparta	do	14	11	10½
Spencerville	do	8	10	5
Spike's Corner	do	3	19	8
Springford	do	1	5	0
Springville	do	1	3	6
Stafford	do	0	0	9½
Stanbridge, East	do	11	18	6
Stanford	do	4	1	11
Stanley's Mills	do	9	15	8
Stanstead	do	57	15	11
Stevensville	do	2	17	2
Sterling	do	22	16	7
Stoco	do	0	16	6
Stoney Creek	do	21	8	7½
Storrington	do	3	16	1½
Stouffville	do	19	11	5
Strabane	do	7	1	0½
Straffordville	do	3	8	6
Stratford	do	57	15	11
Strathroy	do	1	11	6½
Streetsville	do	27	5	6
Stukely	do	3	6	6½
Sullivan	do	3	5	10
Summerstown	do	0	17	5½
Summerville	do	3	18	1
Sunnidale	do	2	4	4½
Sutton	do	2	11	11
St. Adèle, (Account not received)				
St. Aimé	do	4	6	3½
St. André	do	5	5	3½
St. Andrews, East	do	42	15	9
St. Andrews, West	do	2	13	3
St. Anicet	do	2	11	8½
St. Anne, bout de l'Isle	do	4	19	3½
Ste. Anne de la Pêrade	do	10	17	9½
Ste. Anne la Pocatière	do	11	4	11

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
St. Ann's, Lincoln	Postmaster	1	8	0 $\frac{1}{2}$
St. Anselme	do	1	4	4 $\frac{1}{2}$
St. Antoine, Lotbinière	do	4	0	6 $\frac{1}{2}$
St. Antoine, Verchères	do	1	14	6
St. Arsène	do	1	9	10 $\frac{1}{2}$
St. Athanase	do	5	7	2 $\frac{1}{2}$
St. Augustin	do	0	7	10 $\frac{1}{2}$
St. Barthelemi	do	3	15	8 $\frac{1}{2}$
St. Bazile	do	0	1	6
St. Benoît	do	5	17	3
St. Barnabé	do	0	1	9 $\frac{1}{2}$
St. Brigide	do	3	13	11 $\frac{1}{2}$
St. Casimir	do	0	2	6
St. Catherines, East	do	1	5	10
St. Catherines, West	do	201	8	2 $\frac{1}{2}$
St. Césaire	do	14	9	6
St. Charles, Bellechasse	do	1	1	1
St. Charles, Richelieu	do	10	10	4
St. Christophe	do	0	17	3
St. Claire	do	2	18	9
St. Clet	do	0	7	3 $\frac{1}{2}$
St. Columbin	do	1	9	6
St. Croix	do	5	9	4
St. Cuthbert	do	1	13	7 $\frac{1}{2}$
St. Denis	do	16	13	2 $\frac{1}{2}$
St. Denis de la Bouteillerie	do	4	13	6
St. Edouard	do	3	11	2 $\frac{1}{2}$
St. Elizabeth	do	4	12	0
St. Eustache	do	22	19	11
St. Famille	do	0	1	4
St. Felix	do	1	15	1 $\frac{1}{2}$
St. Flavie	do	1	8	1
St. Francis	do	12	11	9
St. François	do	0	2	5
St. Gabriel	do	1	2	5 $\frac{1}{2}$
St. Geneviève	do	2	1	2 $\frac{1}{2}$
St. George, Dorchester	do	1	13	11
St. George, Huntingdon	do	1	6	8 $\frac{1}{2}$
St. George, Halton	do	23	13	10 $\frac{1}{2}$
St. Gervais	do	3	7	0 $\frac{1}{2}$
St. Giles	do	2	15	1 $\frac{1}{2}$
St. Grégoire	do	6	5	4 $\frac{1}{2}$
St. Henri	do	3	7	7
St. Hermas	do	1	19	6
St. Hilaire	do	12	16	5 $\frac{1}{2}$
St. Hugues	do	4	3	8
St. Hyacinthe	do	70	7	5 $\frac{1}{2}$
St. Jacobs	do	0	2	2
St. Jacques	do	6	14	11 $\frac{1}{2}$
St. Jacques le Mineur	do	0	16	6 $\frac{1}{2}$
St. Janvier	do	0	6	1 $\frac{1}{2}$
St. Jean Baptiste	do	2	6	3 $\frac{1}{2}$
St. Jean Chrysostôme	do	4	1	0 $\frac{1}{2}$
St. Jean des Chaillons	do	2	12	2
St. Jean d'Orléans	do	0	1	1 $\frac{1}{2}$
St. Jean Port Joli	do	7	19	10 $\frac{1}{2}$
St. Jérôme	do	5	12	1
St. Johns, East	do	145	2	4 $\frac{1}{2}$
St. Johns, West	do	2	8	0 $\frac{1}{2}$
St. Joseph	do	3	7	7 $\frac{1}{2}$

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
St. Jude	Postmaster	0	16	8½
St. Laurent	do	6	14	5½
St. Laurent, Orleans	do	0	0	9
St. Léon	do	4	12	9
St. Louis de Gonzague	do	2	3	10½
St. Luce	do	5	1	11
St. Marie	do	5	10	6½
St. Martin	do	10	15	5
St. Martine	do	7	18	11
St. Marthe	do	0	14	8
St. Marys, Blanchard	do	22	16	5½
St. Mathias	do	4	18	4
St. Michel	do	6	0	11
St. Monique	do	0	17	0
St. Nicholas	do	2	11	6
St. Ours	do	18	9	3
St. Paschal	do	4	1	10½
St. Paul's Bay	do	5	19	6½
St. Paul d'Industrie	do	2	5	6½
St. Philomène	do	2	2	11
St. Pie	do	8	17	7
St. Pierre d'Orléans	do	0	0	8
St. Pierre les Becquets	do	7	4	0½
St. Polycarpe	do	8	8	6
St. Raphael	do	3	0	1
St. Raymond	do	2	5	9
St. Rémi	do	6	11	3½
St. Roch des Aulnais	do	6	4	2½
St. Roch l'Achigan	do	4	1	2½
St. Rose	do	3	0	0
St. Scholastique	do	6	17	0½
St. Simon de Rimouski	do	2	18	11
St. Simon, en haut	do	2	18	4
St. Stanislaus	do	4	6	9½
St. Sylvester	do	7	7	0
St. Sylvester, East	do	0	0	3
St. Thérèse	do	14	4	8
St. Thomas, East	do	3	14	11
St. Thomas, West	do	96	4	6½
St. Timothé	do	3	9	2½
St. Ursule	do	0	10	7½
St. Valentine	do	3	4	1
St. Valier	do	0	9	0
St. Vincent	do	13	1	7½
St. Vincent de Paul	do	4	18	9
St. Zéphirin	do	0	5	2
Tadousac	do	0	9	11
Tamworth	do	7	18	11½
Tecumseth	do	4	2	4½
Temperanceville	do	8	19	6½
Templeton	do	5	10	8½
Terrebonne	do	12	13	0½
Thamesford	do	4	17	2
Thamesville	do	5	2	6½
Thistletown	do	1	12	4½
Thornhill	do	33	17	6½
Thorold	do	43	14	11
Three Rivers	do	145	0	10½
Thurlow	do	0	7	5
Tilbury East	do	1	17	10

A REPORT in detail of all charges for Salaries and Commissions, &c—.(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Toronto	Postmaster (Vide A.)	0	0	0
Trafalgar	do	15	4	10
Trois Pistoles.....	do	8	9	2½
Tuckersmith	do	11	13	7
Tullamore	do	2	0	5½
Tuscarora	do	2	2	0
Tyrconnell	do	6	7	1½
Tyrone	do	0	7	9
Union	do	3	6	8
Unionville	do	5	6	8½
Upton	do	2	7	3½
Uxbridge	do	11	12	6
Valcartier	do	3	6	10
Vankleekhill.....	do	23	5	1
Varenes	do	4	15	4½
Vaudreuil	do	9	3	9½
Vaughan.....	do	20	3	5½
Verchères	do	6	5	5
Vienna	do	55	2	4½
Villanova	do	2	4	11½
Vittoria	do	26	15	4½
Wakefield	do	4	19	1
Wallaceburg.....	do	15	8	5
Walpole	do	10	15	4
Walsingham	do	7	9	8
Warsaw	do	5	11	9½
Warwick.....	do	12	13	4½
Washington	do	0	9	9½
Waterdown.....	do	20	2	8
Waterford.....	do	32	18	2½
Waterloo, East	do	25	0	11½
Waterloo, West.....	do	26	10	0½
Waterloo, Kingston	do	1	10	11
Welland Port.....	do	8	13	2½
Wellesley	do	1	14	0½
Wellington	do	34	6	9½
Wellington Square	do	29	0	2
West Essa	do	1	0	2
West Farnham	do	7	5	8½
West Flambro	do	44	5	6½
West Huntingdon.....	do	4	12	9½
Westmeath.....	do	11	1	10
Westminster.....	do	9	12	2
Weston	do	26	18	10½
West Brome, (Account not received)	do	10	7	6½
West Port	do	1	16	2
West Shefford	do	2	3	7
West Woolwich.....	do	77	13	4½
Whitby	do	15	14	0½
Whitchurch	do	0	5	10½
Whitefish	do	4	12	5½
White Lake	do	80	1	9½
William Henry	do	5	17	10½
Williams	do	14	8	3½
Williamstown.....	do	15	8	10
Wilmot	do	8	6	8
Wilton	do	4	17	1½
Winchester.....	do	1	10	0½
Windham Centre	do	50	14	8
Windsor	do			

A REPORT in detail of all charges for Salaries and Commissions, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Wolfe Island	Postmaster.....	7	19	10
Wolverton	do	0	18	4
Woodstock	do	135	13	6
Woolwich	do	5	12	6½
Yamachiche	do	14	3	9
Yamaska.....	do	17	10	2½
Yonge	do	3	11	10½
York	do	16	11	0½
Yorkville.....	do	9	16	0½
York Mills	do	22	16	4½
Zone Mills	do	10	1	11
		13505	18	0
	Brought forward from No. 1.....	9161	18	10
		£ 22667	16	10

E. J. KING,
Accountant.

JAMES MORRIS,
Postmaster General.

REPORT No. 4.

DETAIL OF EXPENDITURE for Printing and Advertising, and all Incidental and Miscellaneous items of Disbursement for the said year.

(D. IN REPORT No. 1.)

ACCOUNT of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Canada, for the year ended 5th April, 1852.

Name.	Particulars.	Amount.			Amount.			
		£	s.	d.	£	s.	d.	
Rawdon, Wright & Co.,	For Engraving Postage Stamps,							
V. & W. Parkes.,	Making Brass	22	10	0				
V. & W. Parkes.,	"	3	15	0				
J. Ellis,	Engraving " Seals	12	10	0				
S. J. Shaw,	For Twine for Post Office, Quebec,	3	11	3				
R. Davis & Co.,	Sundries supplied Post Office Department, Toronto,	5	18	8				
E. Hetherington,	Candles for Post Office, Quebec,	3	0	0 1/2				
J. McGee,	Tinsmiths' Work, Toronto,	2	4	7				
E. Overall,	Carpenters' Work, Quebec,	4	5	0				
J. W. Cook,	Fitting up Post Office, Buttonville,	1	10	0				
Wm. Johnson,	" " Pefferlaw,	1	10	0				
J. Eilbeck,	" " Manvers,	0	2	6				
Quarter ended 5th July, 1851,								
S. J. Shaw,	Twine, &c., for Post Office, Quebec,	8	10	0	92	5	2 1/2	
L. Paton,	Carpenters' Work Post Office, Montreal,	3	12	11				
Holland, Brothers & Co.,	Twine, &c., for Post Office, Kingston,	1	8	6				
T. Wheeler,	Brass and Steel Stamps, Post Office Department,	141	11	0				
H. Burnett,	Carpenters' Work, Post Office Toronto,	11	7	0 1/2				
J. Barker,	Twine supplied Post Office Department,	2	3	6				
J. H. Dodsworth,	Letter Case for Post Office, Hamilton,	6	1	3				
T. Gray,	Candles for	0	11	3				
Fadden & Laing,	Sign Board and Pigeon Holes, Post Office, Ashton,	1	7	6				
A. McDonald,	" " Atherly,	1	8	0				
S. McBean,	" " Athol,	1	6	3				
W. Hovey,	" " Cartwright,	1	8	9				
J. Mercier,	" " Chateau Richer,	0	5	6				
A. Burrell,	" " Knowlton,	0	17	6				
J. Ledgerwood,	" " Oakridge,	1	10	0				
M. Taylor,	" " Queensville,	1	10	0				
D. Berney,	" " Seely's Bay,	1	7	6				
A. Racine,	" " St. Pie,	1	10	0				
M. Judge,	" " Woodstock,	0	6	3				
Quarter ended 5th Oct., 1851.								
S. J. Shaw,	Sundries furnished Post Office Quebec,	3	13	2	187	2	8 1/2	
J. Overall & Son,	Carpenters' Work,	2	9	6				
E. Hetherington,	Candles, &c.,	2	0	0				
J. Robe,	Cleaning Stove and Pipes,	0	7	6				
J. Gillespie,	Tinsmiths' Work, Post Office, Montreal,	7	15	5 1/2				
J. & W. Hilton,	Covering a Chair,	2	9	10				
J. McWaters,	Smiths' Work, Post Office of Montreal,	1	7	6				
J. Lovell,	Copy of Canada Directory,	0	15	0				
J. Ellis & Co.,	Brass Seals for Post Office Department,	18	2	6				
J. Ellis & Co.,	Engraving ditto,	11	14	0				
H. McIntosh,	Sign Board &c., Post Office Brucefield,	0	15	0				
W. Jenkins,	" " Crosbys Corners,	1	7	6				
A. Benedict,	" " Point Fortune,	0	7	6				
J. Goodhue,	" " St. Christophe,	0	7	6				
J. LaRoque,	" " St. Jerome,	0	5	0				
Post Master, Yamaska,	Allowance for purchase of Scales,	0	5	0				
Quarter ended 5th January, 1852,								
H. A. Wickstead,	Office Furniture,	14	11	0	54	1	11 1/2	
Rawdon, Wright & Co.,	Engraving Postage Stamps,	12	12	6				
J. Erskine,	Carpenters' Work, Post Office Inspector Canada West,	6	15	0				
J. Foley,	" " Quebec,	6	0	0				
R. G. Fatton,	Sundries furnished Post Office Department,	4	14	11				
A. Chown,	Tinsmiths' Work, Post Office, Kingston,	5	5	9				
C. Vale,	Repairing Padlocks,	1	15	0				
E. Williams,	Office Fittings, Post Office, Bronte,	1	10	0				
J. Mercier,	" " Chateau Richer,	0	6	0				
J. Watkins,	Sundries for Post Office, Kingston,	1	7	6				
W. Miller,	" " Montreal,	59	9	1				
G. Overall & Son,	Carpenters' Work, Post Office, Quebec,	26	15	9				
S. J. Shaw,	Sundries furnished	5	10	4				
E. Hetherington,	" " " "	2	0	0				
W. Booth,	Glass furnished	0	19	1 1/2				
Anderson, Auldjo & Co.,	Letter Balance, Post Office St. Jacques,	0	5	6				
J. Gordon,	Sign Board, Post Office, Tuckersmith,	0	5	0				
Quarter ended 5th April, 1852,								
						148	2	5 1/2
						481	12	4

(F. IN REPORT No. 1.)

A REPORT in detail of the Expenditure of the Department, for Stationary, Printing and Advertising during the year ended the 5th of April, 1852.

Name and Service.	Amount.	Name and Service.	Amount.
	£ s. d.		£ s. d.
George Brown, for Printing	53 14 7	Brought forward.....	291 6 9½
George Brown, do	41 4 7	Quebec, Stationary.....	6 6 0
A.Côté & Co., for Advertising.....	4 12 0	Sheffield, Advertising Dead Letters..	0 14 8
J. M. Creighton, for Printing.....	1 10 0	Simcoe, do	1 3 7
Derbshire & Co., Stationary and do...	39 3 3	Stratford, do	0 12 5
T. Devine, for a Section Map of the		St. Catherines. do	2 15 1
Country	2 10 0	St. Thomas, W. do	0 16 6
To the <i>Mirror</i> , Advertising	1 8 6	Toronto, for Stationary	7 10 0
Russell & Thompson, do	1 12 7	Toronto, Advertising Dead Letters ...	4 18 5
H. Scobie, Stationary	20 17 6	Toronto, do	4 18 5
H. Scobie, do	49 16 6	Toronto, do	0 17 6
H. Rowsell, for Printing Checks.....	1 0 0	Thorold, do	0 4 8
Ancaster, Advertising Dead Letters..	0 10 8	Victoria, do	0 6 1
Aylmer, do	1 10 0	Waterloo, do	1 0 1
Ayr, do	0 12 4	West Flamboro, do	0 17 1
Belleville, do	2 6 1	Woodstock, do	2 5 8
Berlin, do	0 5 5		
Brantford, do	1 4 11	OCTOBER QUARTER.	
Brockville, do	2 12 1	John Lovell, Printing.....	311 15 5
Burford, do	0 17 3	John Lovell, do	152 13 6
Bytown, do	1 2 9	R. Campbell, do	9 5 0
Carleton Place, do	0 8 11	W. Middleton, do	32 16 0
Cavan, do	0 12 1	E. R. Frechette, do	3 15 0
Chatham, do	0 14 4	G. Brown, do	69 10 0
Chippawa, do	0 9 2	H. Scobie, Stationary	13 7 10
Cobourg, do	0 10 10	H. A. Wicksteed. do	5 8 10
Cornwall, do	1 0 4	J. Duff, do	1 13 6
Darlington, do	1 4 3	E. J. Barker, Printing	0 15 0
Dorchester do	0 5 4	Ancaster, Advertising.....	0 13 4
Drummondville W. do	0 8 9	Aylmer, do	0 19 9
Dundas, do	1 4 3	Ayr, do	0 6 0
Fergus, do	0 8 11	Belleville, do	2 11 3
Galt, do	0 11 0	Brantford, do	1 4 6
Galt, do	1 3 11	Brantford, do	0 10 0
Guelph, do	1 3 11	Burford, do	0 16 5
Hamilton, Stationary	6 11 6	Bytown, do	2 12 6
Hamilton, Advertising	4 12 9	Bytown, do	1 6 10
Hamilton, do	3 14 9	Carleton Place, do	0 5 7½
Hamilton, Coarse Twine	1 7 6	Cavan, do	0 10 0
Isle aux Noix, Advt. Dead Letters	0 1 4	Cayuga, do	0 11 1
Kingston, for Stationary	6 3 0	Chatham, do	0 12 0
Kingston, for Advertising	2 2 6½	Chippawa, do	0 8 9
Kingston, do	1 10 0½	Cobourg, do	2 12 6
Kingston, do	0 17 10	Cobourg, do	0 13 8
Lanark, do	0 12 8	Cornwall, do	0 15 6½
London, do	4 12 7	Darlington, do	0 18 0
Milbrook, do	0 1 11	Drummondville, W., Advertising	0 8 7½
Napanee, do	1 8 6	Dundas, do	1 7 0
Newcastle, do	0 13 1	Dunnville, do	0 5 9
Niagara, do	1 12 6	Fergus, do	0 7 7½
Oxford, do	0 19 7	Galt, do	1 11 2
Paris, do	1 3 9½	Guelph, do	1 16 8
Perth, do	1 10 8	Hamilton, Stationary	10 1 11
Peterboro, do	0 14 5	Hamilton, Printing and Advertising...	8 2 9
Petersburg, do	0 7 9	Hamilton, Advertising	5 15 10
Phillipsburgh, do	0 7 8	Hamilton, do	1 1 0
Pictou, do	0 18 10	Hamilton, Stationary	0 10 0
Port Hope, do	2 2 8	Kingston, do	3 3 2
Prescott, do	0 18 2	Kingston, Advertising	2 13 9½
Preston, do	0 13 9	Kingston, do	2 13 9½
Quebec, Stationary.....	6 10 0	Kingston, Printing	2 12 6
Carried forward.....	291 6 9½	Carried forward.....	988 12 4½

A REPORT in detail of the Expenditure of the Department, &c.—(Continued.)

Name and Service.	Amount.	Name and Service.	Amount.
	£ s. d.		£ s. d.
Brought forward.....	988 12 4½	Brought forward.....	1596 8 1
Lanark, Advertising	0 14 7	Barrie, Advertising.....	0 5 7½
London, do	3 17 6	Berlin, do	0 3 0
Millbrook, do	0 3 9	Brantford, do	1 5 3
Montreal, Wrapping Paper	39 11 1	Brockville, Printing	7 10 6
Montreal, Advertising	15 5 11	Brockville, Advertising	2 8 7
Montreal, do	12 8 6	Burford, do	0 11 8
Montreal, Stationary	2 19 4	Bytown, do	1 0 0½
Napanee, Advertising	1 6 6	Cavan, do	0 4 7½
Newcastle, do	0 8 9	Carleton Place, do	0 5 2½
New Hope, do	0 1 6	Chippawa, do	0 6 10½
Niagara, do	1 11 6	Cobourg, do	0 10 6
Oshawa, do	0 10 9	Darlington, do	0 12 0
Owen's Sound, do	0 10 6½	Drummondville W., do	0 6 10½
Oxford, do	0 12 9	Dundas, do	0 16 11
Paris, do	0 18 8	Dunnville, do	0 3 4
Perth, do	1 11 11	Galt, do	1 1 4½
Peterboro, do	0 17 11	Goderich, do	0 10 10½
Petersburg, do	0 8 5	Guelp, do	0 19 0
Philipsburgh E. do	0 2 8	Hamilton, Stationary	5 10 10
Pictou, do	2 7 2	Hamilton, Advertising.....	4 9 5
Port Hope, do	2 7 10	Hamilton, do	4 9 5
Prescott, do	1 5 5	Hamilton, Stationary	1 8 6
Preston, do	0 15 6	Kingston, Printing and Advertising...	4 12 3½
Preston, do	0 10 0	Kingston, Advertising	2 16 8
Queenston, do	0 11 7	Kingston, Stationary	3 5 11
Sheffield, do	1 2 7	Kingston, Advertising	2 8 9½
Simcoe, do	1 2 2	Lanark, do	0 11 7
Stanstead, do	0 18 10	London, do	4 2 6
Stratford, do	0 15 6	London, do	2 5 0
Streetsville, do	0 5 10	Millbrook, do	0 3 2
St. Catherines W. do	2 8 5	Napanee, do	1 1 0
St. Johns, E. do	0 12 10	Newcastle, do	0 3 3
St. Thomas, W. do	0 19 7	New Hope, do	0 3 4
Thorold, do	0 7 9	Niagara, do	1 12 6
Three Rivers, do	0 8 8	Oxford, do	0 16 10½
Toronto, do	6 1 10½	Paris, do	1 18 11
Toronto, do	6 1 10½	Perth, do	1 2 5
Toronto, do	1 5 5½	Peterboro, do	2 10 7
Toronto, do	1 5 5½	Petersburg, do	0 4 1½
Toronto, Stationary	7 10 0	Pictou, do	2 19 3
Vittoria, Advertising.....	0 5 11	Pictou, do	0 5 6
Waterloo, W. do	0 16 10	Port Hope, do	3 18 0
West Flamboro, do	1 2 1	Prescott, do	0 17 2
Whitby, do	0 9 0	Preston, do	0 9 6
Woodstock, do	2 9 10	Quebec, Stationary.....	13 9 0
		Quebec, do	5 12 6
		Quebec, do	0 12 6
JANUARY QUARTER.		Simcoe, Advertising	1 0 4
Kirkwall, Advertising.....	0 2 6	Stratford, do	0 16 2
Ontario, do	0 2 6	St. Catharines, W., Advertising.....	1 14 2
Osprey, do	0 2 6	St. Catharines, W., do	0 15 0
Bainbridge & Co., Stationary	74 14 2	St. Thomas, W., do	0 13 9
John Lovell, Printing.....	219 8 2	Thorold, do	0 6 1½
John Lovell, do	105 1 6	Three Rivers, do	0 11 0
John Lovell, do	31 8 3	Toronto, Stationary	7 10 0
Derbshire & Co., Stationary.....	28 7 5	Toronto, Advertising.....	4 10 5
Chalmers & Co., do	0 7 3	Toronto, do	4 10 5
H. Scobie, Printing & do	7 15 0	Toronto, Stationary	3 7 6
J. Duff, Stationary	3 16 6	Vittoria, Advertising	0 2 4½
Armour & Co., do	4 5 11	Waterloo, W. do	0 14 1½
Ancaster, Advertising.....	0 5 7½	Wilmot, do	0 16 3
Aylmer, E. do	1 5 9	West Flamboro, do	0 18 11
Ayr, do	0 4 8½	Woodstock, do	1 15 9
Belleville, do	1 17 5		
Carried forward.....	1596 8 1	Carried forward.....	1719 13 1½

A REPORT in detail of the Expenditure of the Department, &c.—(Continued.)

Name of Service.	Amount.	Name of Service.	Amount.
	£ s. d.		£ s. d.
Brought forward.....	1719 13 1½	Brought forward.....	2239 11 7
APRIL QUARTER.		Kingston, Stationary	2 11 1
John Lovell, for Printing	339 16 1½	Lanark, Advertising	0 11 9
John Lovell, do	22 17 7	London, do	3 19 10½
John Lovell, do	14 4 4½	Napanee, do	1 11 7½
Ro'lo Campbell, Advertising.....	26 8 9	Newcastle, do	0 5 6
L. Duverney, do	11 5 9½	New Hamburg, do	0 12 7
Chambers & Co., Stationary.....	7 2 9	New Hope, do	0 3 5
McDonald & Logan, do	11 5 0	Niagara, do	1 12 9
John Duff, do	3 10 3	Oshawa, do	0 18 0
H. Scobie, do	10 16 5½	Owen's Sound, do	0 6 7½
Brewer, McPhail & Co. do	6 5 0	Oxford, do	1 2 11½
Taylor & Brothers, do	2 17 0	Paris, do	1 15 10
David Wylie, Advertising	3 0 1	Perth, do	1 4 6
Amherstburgh, do	0 14 3½	Peterboro, do	0 15 6
Ancaster, do	0 10 0	Petersburgh, do	0 10 6
Aylmer, E. do	0 16 3	Pictou, do	5 11 6
Ayr, do	0 6 0	Port Hope, do	2 12 2½
Belleville, do	1 14 3	Port Sarnia, do	1 4 3
Frankford, do	1 7 5	Prescott, do	0 19 11
Brockville, Printing and Advertising..	7 17 11	Preston, do	0 12 11
Brockville, do	3 6 6	Preston, do	0 5 0
Bytown, Advertising.....	1 14 0	Quebec, Stationary.....	13 2 6
Canning, do	0 0 2	Quebec, Printing.....	0 10 0
Carleton Place, do	0 5 10½	Sheffield, Advertising.....	0 7 9½
Javan, do	0 6 11	Simcoe, do	1 9 6
Chatham, C. W., do	2 5 5	Smithville, do	0 4 6
Chippawa, do	0 9 0½	Smithville, do	0 4 11
Cobourg, do	0 9 0½	Stanstead, do	0 10 1½
Cornwall, do	2 16 9	Stratford, do	0 13 1½
Darlington, do	1 0 2	St. Catharines, W., Advertising.....	2 2 9
Drummondville. W., do	0 6 2	St. Catharines, W., do	1 12 8
Dundas, do	0 18 4½	St. Catharines, W., do	1 0 5
Dunnville, do	0 12 9	St. Johns, E., do	0 11 6
Elora, do	1 5 4	Three Rivers, do	0 15 0
Fergus, do	0 13 10½	Toronto, Stationary	7 1 6
Galt, do	1 6 0½	Toronto, Advertising	4 13 4½
Guelph, do	0 18 11	Toronto, do	4 13 4½
Hamilton, Stationary.....	7 3 0	Victoria, do	0 5 6½
Hamilton, Advertising	4 6 6	Waterloo, W., do	0 16 8
Hamilton, do	4 6 6	West Flamboro, do	0 14 9½
Kingston, do	6 0 2	Whitby, do	0 2 8
King-ton, do	3 10 2	Woodstock, do	2 6 0
Kingston, do	3 1 6		
Carried forward.....	2239 11 7		2312 18 7

E. J. KING,
Accountant.

JAMES MORRIS,
Postmaster General.

(G. IN REPORT No. 1.)

A REPORT in detail of the Allowances granted to Postmasters, for the purchase of Stationary during the year ended the 5th April, 1852.

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Abbotsford	Postmaster	1	10	0
Abercorn	do	0	10	0
Aberfoyle	do	0	5	10
Acton Vale.....	do	0	2	6
Acton	do	0	10	0
Adamsville (Account not received).....	.....	.....	.....	.....
Addison	do	0	15	0
Adelaide.....	do	0	15	0
Adjala	do	0	10	0
Admaston	do	0	10	0
Adolphustown.....	do	0	5	0
Albion	do	1	0	0
Aldboro	do	0	10	0
Alexandria	do	0	15	0
Allanburg	do	0	10	0
Allanville	do	0	10	0
Allisonville.....	do	0	5	10
Alnwick	do	0	10	0
Ameliasburg	do	0	10	0
Amherstburg	do	10	0	0
Amherst Island.....	do	0	10	0
Amiens	do	0	10	0
Ancaster	do	2	0	0
Arnprior	do	0	7	6
Artemesia	do	0	7	6
Arthabaska	do	0	10	0
Arthur	do	0	9	2
Ashgrove.....	do	0	1	8
Ashton	do	0	7	6
Asphodel	do	0	10	0
Atherley.....	do	0	7	6
Athol.....	do	0	7	6
Aymer, E.....	do	2	0	0
Aylmer, W.....	do	1	10	0
Ayr	do	1	10	0
Babyville	do	0	10	0
Bagot.....	do	0	10	0
Ballinafad.....	do	0	10	0
Balmoral.....	do	0	7	6
Baltimore	do	0	5	0
Barnston.....	do	0	10	0
Barrie.....	do	2	10	0
Bath	do	3	0	0
Batiscan.....	do	0	10	0
Batiscan Bridge.....	do	1	0	0
Bayfield.....	do	0	10	0
Bayham.....	do	2	0	0
Beachville.....	do	1	10	0
Beamsville.....	do	1	10	0
Beauharnois.....	do	3	0	0
Beaumont.....	do	0	1	8
Beaverton.....	do	1	0	0
Becancour.....	do	0	10	0
Bedford.....	do	2	0	0
Bellamy's Mills.....	do	0	10	0
Belleville	do	6	0	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d
Bell's Corners	Postmaster	0	6	8
Bell's Corners, Wilmot.....	do	0	10	0
Belœil	do	0	15	0
Bentinck	do	0	10	0
Berlin	do	1	10	0
Berthier, en bas.....	do	1	0	0
Berthier, en haut	do	3	0	0
Beverly	do	2	0	0
Bic	do	0	10	0
Binbrook	do	0	10	0
Birmingham	do	0	1	8
Blandford	do	0	10	0
Bloomfield	do	0	15	0
Bond Head	do	2	0	0
Bongard's Corners.....	do	0	10	0
Bosanquet	do	0	7	6
Bradford	do	1	0	0
Brantford	do	10	0	0
Brewer's Mills	do	0	2	6
Brighton.....	do	3	0	0
Bristol	do	0	10	0
Brock	do	0	10	0
Brockville	do	8	0	0
Brooke	do	0	7	6
Brome	do	1	0	0
Bronley	do	0	10	0
Brompton	do	0	10	0
Bronté.....	do	0	8	4
Brooklin.....	do	0	10	0
Brougham.....	do	0	10	0
Brucefield	do	0	6	8
Bruce Mines.....	do	0	10	0
Buckingham	do	1	10	0
Burford	do	3	0	0
Burri's Rapids.....	do	0	10	0
Buttonville.....	do	0	9	2
Buxton.....	do	0	6	9
Bytown.....	do	5	0	0
Cacona.....	do	0	15	0
Caledon.....	do	0	10	0
Caledon East.....	do	0	7	6
Caledonia Flats.....	do	0	5	0
Caledonia Springs.....	do	1	0	0
Calumet Island	do	0	10	0
Camden, East	do	1	0	0
Campbell's Cross.....	do	0	10	0
Campbellville.....	do	0	1	8
Canboro.....	do	1	10	0
Conestaga	do	0	2	6
Canning	do	0	9	2
Cannington	do	0	10	0
Cape Cove.....	do	0	15	0
Cape St. Ignace.....	do	0	10	0
Cap Santé	do	2	0	0
Caradoc	do	0	5	0
Carillon	do	4	0	0
Carleton	do	3	0	0
Carleton Place	do	1	0	0
Carlisle	do	0	5	0
Cartwright	do	0	9	2

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Castleford	Postmaster	1	0	0
Cavan	do	1	0	0
Cayuga	do	0	9	2
Cedars	do	1	0	0
Centreville	do	0	10	0
Chambly	do	8	4	0
Champlain	do	0	10	0
Chateauguay	do	1	10	0
Chateau Richer	do	0	7	6
Chatham, East	do	0	10	0
Chatham, West	do	7	0	0
Cheltenham	do	0	1	8
Chelsea	do	0	15	0
Cherry Valley	do	0	10	0
Chesterfield	do	0	5	0
Chicoutimi	do	0	10	0
Chinguacousy	do	1	0	0
Chippawa	do	3	0	0
Churchville	do	1	0	0
Clapham	do	0	5	0
Claremont	do	0	5	10
Clarence	do	0	10	0
Clarenceville	do	1	0	0
Clarendon	do	0	10	0
Clarke	do	1	0	0
Clearville	do	0	10	0
Coaticook	do	0	10	0
Cobden	do	0	8	4
Cobourg	do	12	0	0
Colborne	do	1	0	0
Colchester	do	0	15	0
Coldsprings	do	0	5	0
Coldwater	do	0	6	8
Colebrook	do	0	6	8
Columbus	do	0	10	0
Comber	do	0	7	6
Compton	do	1	0	0
Consecon	do	1	0	0
Contrecoeur	do	0	10	0
Cookshire	do	0	5	0
Cookstown	do	0	8	4
Cooksville	do	2	0	0
Copetown	do	0	6	8
Cornwall	do	8	0	0
Coteau du Lac	do	2	0	0
Coteau Landing	do	1	0	0
Cowansville	do	1	10	0
Credit	do	2	0	0
Creemore Mills	do	0	5	0
Crosby's Corner	do	0	7	6
Cross Point	do	0	10	0
Crowland	do	0	10	0
Cumberland	do	0	15	0
Cumminsville	do	0	8	4
Daillebout	do	0	10	0
Danville	do	1	0	0
Darlington	do	1	10	0
Dawn Mills	do	0	10	0
Decewsville	do	0	7	6

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Delaware	Postmaster	4	0	0
Demorestville.....	do	0	10	0
Dercham.....	do	0	15	0
Derry, West.....	do	0	6	8
Deschambault	do	0	10	0
Dewittville	do	0	10	0
Dickinson's Landing.....	do	1	0	0
Dixoa's Corners.....	do	0	0	10
Doon	do	0	5	10
Dorchester	do	0	10	0
Douglstown.....	do	0	10	0
Drayton	do	0	5	10
Drummondville, East	do	1	10	0
Drummondville, West	do	2	0	0
Dudswell	do	0	10	0
Dundas	do	1	0	0
Dundee	do	1	0	0
Dunham.....	do	1	0	0
Dunville	do	4	0	0
Durham	do	0	15	0
East Farnham	do	0	10	0
East Frampton	do	0	2	0
East Glencelg	do	0	7	6
East Holland	do	0	5	5
East Williamsburg.....	do	1	0	0
Easton's Corner.....	do	0	10	0
East Hawkesbury.....	do	0	5	0
Eaton.....	do	0	10	0
Edmonton.....	do	0	7	6
Eden Mills.....	do	0	7	6
Edwardsburgh	do	1	0	0
Ekfrid.....	do	0	15	0
Eldon.....	do	0	10	0
Elgin	do	0	10	0
Elginfield	do	0	10	0
Elora	do	0	15	0
Embroy	do	0	15	0
Emily	do	1	0	0
Enniskillen.....	do	0	5	0
Erarnosa.....	do	0	10	0
Erin	do	0	15	0
Errol	do	1	0	0
Escott.....	do	0	10	0
Esquesing.....	do	1	0	0
Etobicoke.....	do	1	10	0
Euphrasia	do	0	10	0
Farmersville.....	do	1	0	0
Fenelon Falls.....	do	0	10	0
Fergus	do	1	10	0
Finch	do	0	10	0
Fingal.....	do	0	10	0
Fitzroy Harbour.....	do	2	0	0
Flos	do	0	10	0
Forestville.....	do	0	6	3
Fort Erie.....	do	1	10	0
Fort William.....	do	0	10	0
Frampton.....	do	0	15	0
Frankford.....	do	0	10	0
Franktown	do	2	0	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Fredericksburg.....	Postmaster	0	17	6
Frelighsburg	do	1	5	0
Freiburg	do	0	10	0
Frost Village.....	do	1	0	0
Galt	do	4	0	0
Gananoque.....	do	2	0	0
Garafraxa.....	do	0	9	2
Gaspé Basin.....	do	2	0	0
Gentilly	do	1	10	0
Georgetown	do	0	9	2
Georgeville.....	do	0	15	0
Georgina	do	0	15	0
Glanford.....	do	0	10	0
Glen Morris.....	do	0	8	4
Goderich	do	4	0	0
Gores Landing..	do	0	10	0
Gormley's Corners.....	do	0	8	4
Gosfield	do	0	15	0
Gould	do	0	5	0
Grahamsville	do	0	1	8
Granby	do	1	10	0
Grande Baie	do	0	10	0
Grand Greve	do	0	2	6
Grassy Point, (not yet established,).....	do	10	0	0
Greenville	do	0	2	6
Greenwood.....	do	2	0	0
Grimsby	do	0	10	0
Grondines	do	0	1	8
Grovesend	do	4	0	0
Guelph	do	0	2	6
Hagersville.....	do	1	0	0
Haldimand	do	0	5	0
Hamburg	do	0	5	10
Hamilton	(Vide F.).....	0	5	10
Hampton	do	0	5	10
Harlem	do	0	7	6
Harwich	do	1	0	0
Hatley	do	3	0	0
Hawkesbury	do	0	1	8
Hawkesville	do	0	10	0
Hay	do	0	10	0
Heck's Corner	do	0	10	0
Hemmingford	do	0	10	0
Henryville	do	2	0	0
Hereford	do	0	10	0
Hillier	do	1	10	0
Hillsburg.....	do	0	7	6
Holland Landing.....	do	4	0	0
Hollen	do	0	0	10
Hornby	do	1	0	0
Horning's Mills.....	do	0	3	4
Houghton	do	0	10	0
Howick	do	0	5	10
Hubbell's Falls	do	0	10	0
Hull	do	1	0	0
Humber.....	do	0	10	0
Humberstone.....	do	0	6	8
Hungerford	do	0	10	0
Hunterstown.....	do	0	1	8

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Huntingdon	Postmaster	2	10	0
Huntley	do	0	15	0
Indiana	do	1	10	0
Industry	do	0	15	0
Innisfil	do	0	10	0
Innisville	do	0	8	4
Inverness	do	0	10	0
Isle Aux Noix	do	4	0	0
Isle Verte	do	0	15	0
Jarvis	do	0	8	4
Jerseyville	do	0	2	6
Jordan	do	1	0	0
Kamouraska	do	1	0	0
Katesville	do	0	10	0
Kemptville	do	1	10	0
Kenyon	do	0	10	0
Keswick	do	0	10	0
Kettleby Mills	do	0	6	8
Kildare	do	0	10	0
Kilmarnock	do	0	13	9
Kilworth	do	0	5	0
Kincardine	do	0	7	6
King	do	1	0	0
Kingsey	do	1	0	0
Kingsy Falls	do	0	10	0
Kingston	(Vide F.)			
Kirkwall	do	0	2	6
Kitley	do	1	0	0
Knowlton	do	0	7	6
Knowlton Falls	do	0	5	0
LaBaie	do	2	0	0
LaBeauce	do	1	10	0
L'Acadie	do	2	0	0
Lachine	do	2	0	0
Lachute	do	1	0	0
Lacolie	do	0	15	0
Laguerre	do	0	10	0
Lakefield	do	0	0	10
Lanark	do	2	0	0
Lancaster	do	2	0	0
Lanoraie	do	0	2	6
Laprairie	do	2	0	0
L'Assomption	do	2	12	6
Latta's Mills	do	0	5	10
Lavaltrie	do	0	2	6
Laurenceville	do	0	5	0
Leeds	do	1	0	0
LeFoulon	do	0	5	0
Lennox	do	0	5	0
Lennoxville	do	1	10	0
Les Bergeronnes	do	0	3	4
Les Eboulemens	do	0	10	0
Lindsay	do	0	10	0
L'Islet	do	1	0	0
Litchfield	do	1	0	0
Lloyd Town	do	0	15	0
Lobo	do	0	10	0
Lochabar	do	0	15	0
Lochiel	do	0	15	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
London	Postmaster	8	0	0
Longue Point	do	0	7	6
Longueuil	do	1	0	0
Lonsdale	do	0	5	10
Lorette	do	0	10	0
L'Original	do	3	0	0
Lotbinière	do	0	15	0
Loughboro.	do	0	15	0
Lower Ireland.	do	0	10	0
Lowville	do	0	10	0
Lyn	do	0	3	0
Lynden	do	0	1	8
Lyndhurst	do	0	8	4
McGillivray	do	1	0	0
McKillop	do	0	10	0
McNab	do	0	15	0
Madoc	do	0	10	9
Magog	do	0	10	0
Maidstone	do	0	7	6
Maitland	do	0	15	0
Maitland River	(Vide River Maitland.)			
Manitowaning	do	0	10	0
Manningville	do	0	10	0
Manvers	do	0	9	2
Mara	do	0	10	0
March	do	1	0	0
Mariposa	do	1	10	0
Markham	do	1	2	6
Marmora	do	0	10	0
Marshville	do	1	5	0
Martintown	do	1	0	0
Marysville	do	0	7	6
Mascouche	do	0	10	0
Maskinongé	do	0	15	0
Massawippi	do	0	5	0
Matane	do	0	8	4
Matilda	do	1	2	6
Medonté	do	1	0	0
Melancthon	do	0	7	6
Melbourne	do	2	5	0
Melrose	do	0	10	0
Melville	do	0	10	0
Merrickville	do	1	10	0
Merrittsville	do	0	10	0
Mersea	do	0	10	0
Merton	do	0	1	8
Metis	do	1	0	0
Middleton	do	0	10	0
Milford	do	0	10	0
Millbank	do	0	1	8
Millbrook	do	0	10	0
Mill Creek	do	1	0	0
Millhaven	do	0	1	8
Millpoint	do	0	7	6
Milton, C. E.	do	0	10	0
Milton, C. W.	do	0	15	0
Mitchell	do	0	15	0
Mohawk	do	0	15	0
Moira	do	0	10	0
Mono Centre	do	0	7	6

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Mono Mills	Postmaster	0	10	0
Montreal.....	do (Vide F)			
Moore.....	do	1	7	6
Morpeth	do	1	0	0
Morrisburg.....	do	1	10	0
Morven	do	0	15	0
Mosa	do	1	2	6
Moulinette	do	1	0	0
Mount Elgin	do	0	7	6
Mount Johnson	do	0	10	0
Mount Pleasant	do	0	5	0
Mount St. Patrick.....	do	0	1	8
Mount Vernon	do	0	5	0
Mulmur	do	0	10	0
Murray	do	1	0	0
Murray Bay	do	1	10	0
Nanticoke	do	0	10	0
Napanee.....	do	3	0	0
Napier.....	do	0	5	0
Napierville	do	0	15	0
Nassagaweya	do	0	10	0
Nelson	do	4	0	0
New Aberdeen	do	0	10	0
Newboro	do	0	15	0
Newburg.....	do	0	15	0
New Carlisle	do	2	10	0
Newcastle	do	0	15	0
New Durham	do	0	8	4
New Glasgow.....	do	0	10	0
New Hamburg	do	0	9	2
New Hope	do	0	9	2
New Ireland	do	0	10	0
New Liverpool	do	0	2	6
New Market	do	1	10	0
New Richmond	do			
Niagara	do	8	0	0
Nicolet	do	2	10	0
Nileston	do	0	5	0
Nobleton.....	do	0	9	2
Normanby	do	0	10	0
Normandale	do	0	15	0
North Adjala	do	0	6	8
North Augusta	do	0	10	0
North Brompton (Account not received).				
North Georgetown.....	do	1	0	0
North Gower	do	0	10	0
North Huntley	do	0	10	0
North Lancaster	do	0	10	0
North Port.....	do	0	12	6
North Stukeley	do	0	10	0
North Williamsburg	do	0	10	0
Norton Creek.....	do	0	10	0
Norval.....	do	1	0	0
Norwich	do	1	10	0
Norwood.....	do	0	15	0
Nottawasaga	do	0	10	0
Oakland	do	0	15	0
Oak Ridges.....	do	0	7	6
Oakville	do	1	10	0
Oakwood.....	do	0	10	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	d.	s.
Onondaga	Postmaster	0	7	6
Onslow	do	0	10	0
Ontario	do	0	2	6
Orangeville	do	0	7	6
Orillia	do	1	10	0
Ormstown	do	1	0	0
Oro	do	0	10	0
Osgoode	do	0	15	0
Oshawa	do	4	10	0
Osprey, (Account not received)	do			
Otanabee	do	0	15	0
Oterville	do	0	15	0
Owens' Sound	do	1	10	0
Oxford	do	2	10	0
Oznabruck	do	1	0	0
Pakenham	do	2	0	0
Palermo	do	1	10	0
Paris	do	1	10	0
Pefferlaw	do	0	9	2
Pelham	do	1	0	0
Pembroke	do	1	0	0
Penetanguishene	do	6	0	0
Percé	do	2	0	0
Percy	do	1	0	0
Perth	do	9	0	0
Perrytown	do	0	5	10
Peterboro	do	4	0	0
Petersburg	do	0	15	0
Petite Nation	do	0	10	0
Philipsburg,	do	4	0	0
Phillipsville	do	0	5	10
Pickering	do	2	0	0
Picton	do	5	0	0
Pigeon Hill	do	0	5	0
Pike River	do	1	10	0
Pine Hill	do	0	1	8
Plantagenet	do	0	10	0
Plympton	do	0	7	6
Point Abino	do	0	10	0
Pointe à Cavagnol	do	0	10	0
Pointe aux Trembles, Quebec	do	0	10	0
Pointe aux Trembles, Montreal	do	0	7	6
Pointe Claire	do	0	10	0
Pointe Fortune	do	0	7	6
Pointe Levi	do	0	10	0
Point Platon	do	0	10	0
Point St. Peter	do	4	0	0
Portage du Fort	do	2	0	0
Port Albert	do	0	5	0
Port Burwell	do	0	15	0
Port Colborne	do	1	0	0
Port Credit	do	0	10	0
Port Dalhousie	do	0	15	0
Port Daniel	do	0	10	0
Port Dover	do	1	10	0
Port Hope	do	2	0	0
Port Maitland	do	1	0	0
Port Robinson	do	1	10	0
Port Rowan	do	1	0	0
Port Royal	do	0	5	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Port St. Francis	Postmaster	0	15	0
Port Sarnia	do	2	0	0
Port Stanley	do	1	10	0
Portland	do	0	10	0
Portneuf	do	1	0	0
Port Talbot	do	0	15	0
Prescott	do	6	0	0
Preston	do	4	0	0
Priceville	do	0	2	6
Princeton	do	0	15	0
Proton	do	0	7	6
Puslinch	do	0	10	0
Quebec	(Vide, F.)			
Queenston	do	20	0	0
Queensville	do	0	9	2
Rainham	do	0	10	0
Rainham, Centre	do	0	7	6
Ramsay	do	0	15	0
Rawdon, East	do	0	10	0
Reach	do	0	10	0
Rednersville	do	0	10	0
Renfrew	do	0	12	6
Repentigny	do	1	0	0
Riceville	do	0	5	0
Richmond, East	do	1	0	0
Richmond, West	do	1	10	0
Richmond Hill	do	1	10	0
Richview	do	0	1	8
Richwood	do	0	5	0
Rigaud	do	0	10	0
Rimouski	do	1	0	0
Rivière aux Canards	do	0	3	4
Rivière David	do	0	10	0
River Maitland	do	0	10	0
River Trent	do	2	10	0
Rivière du Loup, en bas	do	4	0	0
Rivière du Loup, en haut	do	1	10	0
Rivière des Prairies	do	0	7	6
Rivière Ouelle	do	0	15	0
Robinson	do	0	10	0
Rockton	do	0	6	8
Romney	do	0	10	0
Rondeau	do	0	5	0
Ross	do	0	7	6
Roslin	do	0	7	6
Rouge Hill	do	0	1	8
Rupert	do	0	6	8
Roxton Falls	do	0	2	6
Russell	do	0	10	0
Russeltown	do	0	5	0
Sandhill	do	1	0	0
Sandpoint	do	0	10	0
Sandwich	do	10	0	0
Saugeen	do	0	7	6
Sault au Récollet	do	0	10	0
Sault Ste. Marie	do	1	0	0
Scarboro	do	1	10	0
Scotch Block	do	0	1	3
Seeley's Bay	do	0	6	8
Seneca	do	0	17	6

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
			s.	d
Seymour, East	Postmaster	1	0	0
Seymour, West	do	1	0	0
Shannonville	do	0	15	0
Sharon	do	0	10	0
Sheffield	do	0	18	0
Sherbrooke	do	8	0	0
Sherrington	do	0	2	6
Silver Hill	do	0	5	0
Simcoe	do	8	0	0
Smith's Falls	do	3	0	0
Smithville, County Hastings	do	0	8	9
Smithville, County Lincoln	do	0	17	6
Sombra	do	0	5	0
Somerset	do	0	7	6
South Bolton	do	0	5	0
South Ely	do	0	5	0
South Gloucester	do	0	15	0
South Gower	do	0	13	9
South Hinchinbrooke	do	0	10	0
South March	do	0	10	0
South Monaghan	do	0	10	0
South Mountain	do	0	7	6
South Potton	do	0	7	6
South Westmeath	do	0	10	0
Sparta	do	1	0	0
Spencerville	do	0	10	0
Spike's Corners	do	0	10	0
Springford	do	0	2	6
Springville	do	0	5	0
Stafford	do	0	1	8
Stambridge, East	do	1	0	0
Stanford	do	0	10	0
Stanley's Mills	do	1	0	0
Stanstead	do	6	0	0
Stevensville	do	0	10	0
Sterling	do	0	15	0
Stoco	do	0	5	10
Stoney Creek	do	2	0	0
Storrington	do	0	10	0
Stouffville	do	0	10	0
Strabane	do	0	8	4
Straffordville	do	0	7	6
Stratford	do	2	0	0
Strathroy	do	0	5	0
Streetsville	do	1	10	0
Stukely	do	0	10	0
Sullivan	do	0	10	0
Summerstown	do	0	2	6
Summerville	do	0	7	6
Sunnidale	do	0	10	0
Sutton	do	0	10	0
St. Adèle, (Account not received)				
St. Aimé	do	0	10	0
St. André	do	0	10	0
St. Andrews, East	do	1	10	0
St. Andrews, West	do	0	6	8
St. Anicet	do	0	7	6
St. Anne, bout de l'Isle	do	1	0	0
Ste. Anne de la Pérade	do	1	0	0
Ste. Anne la Pocatière	do	1	0	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
St. Ann's,	Postmaster	0	5	0
St. Anselme	do	0	10	0
St. Antoine, Lotbinière	do	0	5	0
St. Antoine, Verchères	do	0	10	0
St. Arsène	do	0	7	6
St. Athanase	do	0	5	0
St. Augustin	do	0	2	6
St. Barthelemi	do	0	10	0
St. Bazile	do	0	1	8
St. Benoit	do	0	10	0
St. Barnabé	do	0	2	6
St. Brigide	do	0	10	0
St. Casimir	do	0	0	10
St. Catherines, East	do	0	10	0
St. Catherines, West	do	4	0	0
St. Césaire	do	1	0	0
St. Charles, Bellechasse	do	0	7	6
St. Charles, Richelieu	do	1	0	0
St. Christophe d'Arthabaska,	do	0	5	0
St. Claire	do	0	10	0
St. Clet	do	0	6	8
St. Colombin	do	0	7	6
St. Croix	do	0	10	0
St. Cuthbert	do	0	7	6
St. Denis	do	1	0	0
St. Denis de la Bouteillerie	do	0	10	0
St. Edouard	do	0	10	0
St. Elizabeth	do	0	15	0
St. Eustache	do	2	0	0
St. Famille	do	0	0	10
St. Félix de Valois	do	0	9	2
St. Flavie	do	0	8	4
St. François	do	0	2	6
St. Francis	do	0	10	0
St. Gabrie. de Brandon,	do	0	7	6
St. Geneviève	do	0	10	0
St. George, Dorchester	do	0	7	6
St. George, Huntingdon	do	0	7	6
St. George, Halton	do	0	15	0
St. Gervais	do	0	10	0
St. Giles	do	1	0	0
St. Grégoire	do	0	10	0
St. Henri	do	0	10	0
St. Hermas	do	0	7	6
St. Hilaire	do	1	10	0
St. Hugues	do	0	10	0
St. Hyacinthe	do	3	0	0
St. Jacobs,	do	0	1	8
St. Jacques	do	0	10	0
St. Jacques le Mineur	do	0	7	6
St. Janvier	do	0	2	6
St. Jean Baptiste	do	0	10	0
St. Jean Chrysostôme	do	0	7	6
St. Jean des Chaillons	do	0	10	0
St. Jean d'Orleans	do	0	0	10
St. Jean Port Joli	do	1	0	0
St. Jérôme	do	0	10	0
St. John's, East	do	10	0	0
St. John's, West	do	0	5	10
St. Joseph	do	0	10	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
St. Jude	Postmaster	0	5	0
St. Laurent.....	do	0	10	0
St. Laurent, Orléans.....	do	0	0	10
St. Léon	do	0	10	0
St. Louis de Gonzague.....	do	0	5	10
St. Luce	do	0	10	0
St. Marie de Manoir,	do	0	10	0
St. Martin	do	1	5	0
St. Martine.....	do	0	10	0
St. Marthe	do	0	4	2
St. Mary's, (Blanchard)	do	0	10	0
St. Mathias	do	0	10	0
St. Michel	do	0	10	0
St. Monique	do	0	2	6
St. Nicholas	do	0	8	4
St. Ours	do	1	0	0
St. Paschal	do	0	8	4
St. Paul's Bay	do	0	10	0
St. Paul d'Industrie	do	0	10	0
St. Philoméne	do	0	7	6
St. Pie.....	do	1	0	0
St. Pierre d'Orleans	do	0	0	10
St. Pierre les Becquets.....	do	0	15	0
St. Polycarpe.....	do	0	15	0
St. Raphael	do	0	10	0
St. Raymond	do	0	10	0
St. Rémi.....	do	0	10	0
St. Roch des Aulnais	do	1	0	0
St. Roch l'Achigan	do	0	10	0
St. Rose	do	0	10	0
Ste. Scholaslique.....	do	0	10	0
St. Simon de Rimouski.....	do	0	12	6
St. Simon, en haut.....	do	0	10	0
St. Stanislaus.....	do	0	10	0
St. Sylvester	do	0	10	0
St. Sylvester, East.....	do	0	0	0
St. Thérèse de Blainville	do	1	0	0
St. Thomas, East.....	do	0	7	6
St. Thomas, West.....	do	8	0	0
St. Timothé	do	0	7	6
St. Ursule.....	do	0	5	0
St. Valentine	do	0	7	6
St. Vallier	do	0	2	6
St. Vincent.....	do	1	10	0
St. Vincent de Paul	do	0	10	0
St. Zéphirin	do	0	0	10
Tadousac	do	0	5	0
Tamworth	do	0	10	0
Tecumseth.....	do	0	10	0
Temperanceville	do	0	10	0
Templeton.....	do	0	10	0
Terrebonne.....	do	0	15	0
Thamesford	do	0	8	4
Thamesville	do	0	10	0
Thistleton	do	0	6	8
Thornhill.....	do	1	0	0
Thorold	do	2	0	0
Three Rivers	do	9	0	0
Thurlow	do	0	2	6
Tilbury, East	do	0	7	6

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Toronto	Postmaster (Vide first part No. 6) ...			
Trafalgar	do	1	10	0
Trois Pistoles	do	0	10	0
Tuckersmith	do	0	10	0
Tullamore	do	0	6	8
Tuscarora	do	0	7	6
Tyrconnell	do	0	10	0
Tyrone	do	0	2	6
Union	do	0	5	0
Unionville	do	0	8	4
Upton.....	do	0	10	0
Uxbridge	do	1	0	0
Valcartier	do	0	10	0
Vankleek Hill	do	1	0	0
Varenes	do	0	10	0
Vaudreuil	do	1	0	0
Vaughan	do	0	15	0
Verchères	do	0	10	0
Vienna	do	1	0	0
Villanova	do	0	5	10
Vittoria	do	1	12	6
Wakefield	do	0	10	0
Wallaceburg	do	0	10	0
Walpole	do	0	10	0
Walsingham	do	0	15	0
Warsaw	do	0	10	0
Warwick	do	1	0	0
Washington	do	0	2	6
Waterdown	do	0	10	0
Waterford	do	2	0	0
Waterloo, East	do	2	0	0
Waterloo, West.....	do	1	10	0
Waterloo, Kingston	do	0	5	0
Welland Port	do	0	10	0
Wellesley	do	0	8	4
Wellington.....	do	1	10	0
Wellington Square	do	1	0	0
West Essa	do	0	6	8
West Farnham	do	0	10	0
West Flamboro	do	1	0	0
West Huntingdon.....	do	0	10	0
Westmeath	do	0	15	0
Westminster	do	0	10	0
Weston	do	0	10	0
West Brome (Account not received).....				
West Port	do	0	10	0
West Shefford	do	0	10	0
West Woolwich	do	0	10	0
Whitby	do	5	0	0
Whitechurch	do	0	15	0
Whitefish	do	0	2	6
White Lake	do	0	10	0
William Henry	do	3	0	0
Williams	do	0	10	0
Williamstown	do	1	0	0
Wilmot	do	0	10	0
Wilton	do	0	10	0
Winchester	do	0	10	0
Windham Centre	do	0	6	8
Windsor.....	do	4	0	0

A REPORT in detail of the Allowances granted to Postmasters, &c.—(Continued.)

OFFICE.	NAME.	YEAR.		
		£	s.	d.
Wolfe Island	Postmaster	0	15	0
Wolverton	do	0	5	0
Woodstock.....	do	5	0	0
Woolwich.....	do	0	10	0
Yamachiche.....	do	0	10	0
Yamaska	do	2		0
Yonge.....	do	0	8	4
York	do	1	0	0
Yorkville	do	0	5	10
York Mills.....	do	0	10	0
Zone Mills.....	do	0	10	0
	Total from first part brought forward ...	850	18	9
		2312	1	7
	Total.....	3163	17	4

JAMES MORRIS,
Postmaster General.

E. J. KING,
Accountant.

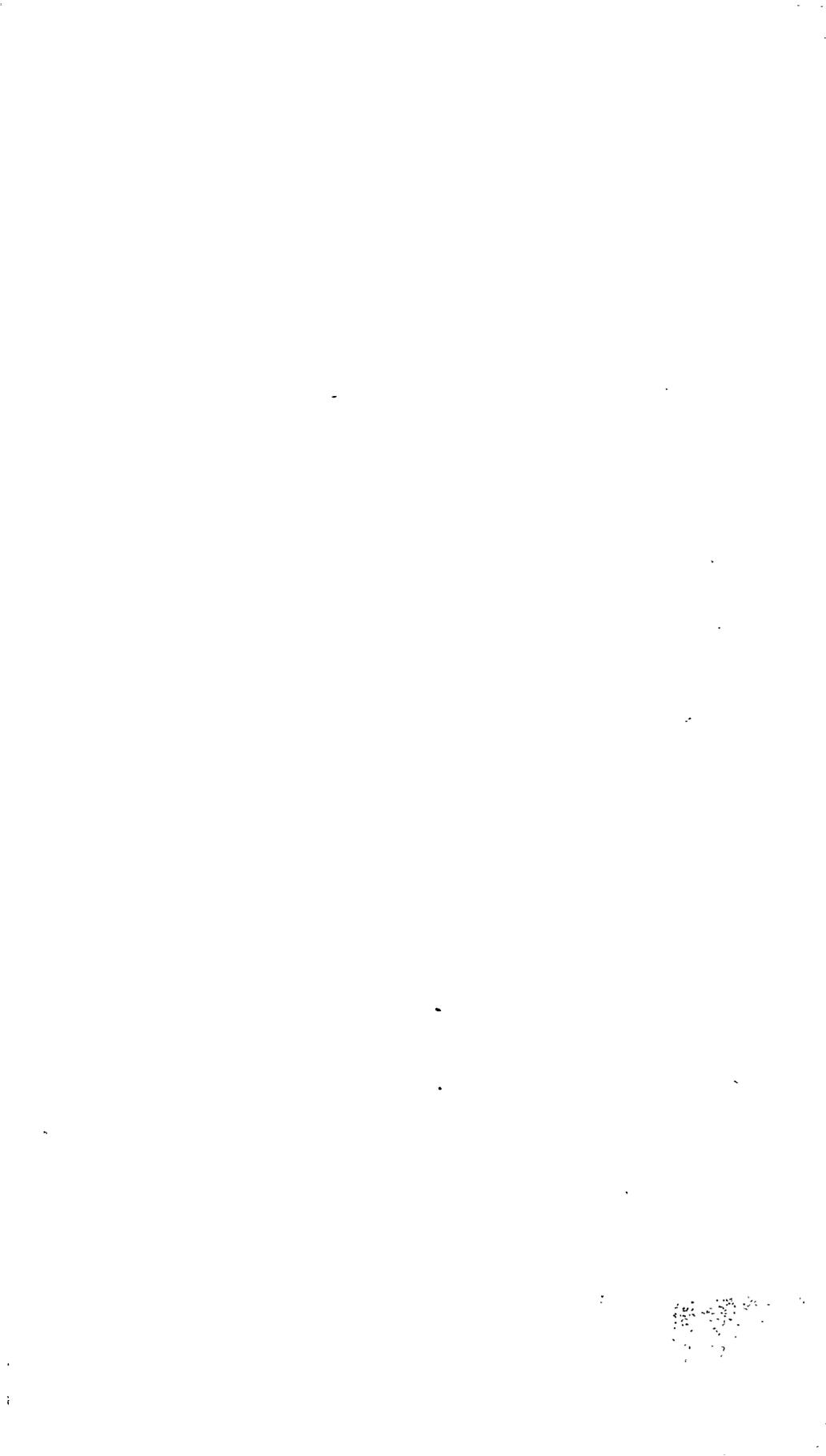
REPORT No. 4.—(Continued.)

(I IN REPORT No. 1.)

ACCOUNT of Sums paid for Miscellaneous Disbursements, on account of the Post Office Department in Canada, for the year ended the 5th April, 1852.

Names.	Particulars.	Amount.	Amount.
Hon. J. Morris, P. M. G.,	Telegraphic Expenses,	0 18 3	
Montreal Telegraph Company, ..	Telegraphic Messages,	0 10 1	
Louise Lahluss,	Washing and Cleaning, P. O. Quebec,	1 10 4	
W. H. Griffin,	Petty Expenses,	9 10 6	
	Quarter ended 5th July, 1851,		12 9 2
R. Carney,	For drawing out a Bond for conveyance of Mail between Owen's Sound and Southampton, ..	0 5 0	
A. McLeod,	Extra Service to P. O. Inspector, C. W.,	2 0 0	
A. McLeod,	For Mapping,	15 15 0	
Post Office Department,	Telegraphic Messages,	2 4 6	
"	Petty Expenses,	10 11 4	
	Quarter ended 5th Oct., 1851,		30 15 10
R. Carney,	For drawing out a Courier's Bond,	0 7 6	
J. W. Taylor,	Customs charges on Stationery,	4 9 5	
William Brown,	Expenses incurred as Mail Conductor,	34 0 0	
T. D. Harrington,	Telegraphic Messages,	8 10 1	
E. S. Freer,	"	0 7 0	
H. A. Wicksteed,	"	0 11 6	
J. Dewe,	"	0 13 4	
W. H. Griffin,	Cartage, &c., of Office Furniture,	7 4 0	
	Quarter ended 5th January, 1852,		56 2 10
T. D. Harrington,	Telegraphic Messages,	10 17 8	
John Dewe, P. O. L.,	"	1 12 3	
H. A. Wicksteed,	"	0 19 1	
E. S. Freer,	"	0 14 9	
A. McLeod,	Writer to Post Office Inspector, C. W.,	5 0 0	
A. McLeod,	Map of Western Postal Division,	2 5 3	
E. Allan,	Removing Snow, Post Office Department, } during Winter months of 1851 and 1852, }	4 0 0	
J. Wylie, Bruce Mines,	Expenses incurred in searching for Courier, ..	6 3 8	
G. S. Hickie,	Telegraphic Messages,	0 6 6	
M. Techan,	Cleaning Post Office, Hamilton,	3 0 0	
F. Lacomppe,	Removing Snow, Post Office, Montreal,	4 0 0	
G. H. Smith,	Telegraphic Messages	0 2 0	
H. P. Dwight,	"	0 18 0	
	Quarter ended 5th April, 1852,		39 19 2
	Year ended 5th April, 1852,		139 7 0

E. J. KING,
Accountant.JAMES MORRIS,
Postmaster General



REPORT No. 4.

(H IN REPORT No. 1.)

Account of sums paid for Fuel and Light for the use of the Post Office Department in Canada, for the year ended 5th April, 1852.

Names.	Particulars.	Amount.			Amount.		
		£	s.	d.	£	s.	d.
D. Logie,	Fuel, Wood, Post Office Quebec,	9	2	6			
T. Lacompte,	" " Montreal,	28	19	2			
H. McMillan,	" " Hamilton,	0	15	0			
Hamilton Gas Company,	Gas supplied " "	2	5	0			
	Quarter ended 5th July, 1851.....				41	1	8
Montreal Gas Company,	Gas supplied Post Office Montreal,	2	13	9			
Kingston "	" " Kingston,	0	17	4½			
Hamilton " "	" " Hamilton,	4	11	0			
H. McMillan,	Fuel, Wood " "	3	10	7			
	Quarter ended 5th April, 1851.....				11	12	8½
T. D. Harrington,	Fuel, Wood, Post Office Department,	33	0	0			
C. Poston,	Coals supplied " "	8	5	0			
M. Plamondon,	Sawing Wood for " "	1	16	7			
T. Hart,	Coals supplied Post Office Montreal,	6	8	6			
Montreal Gas Company,	Gas " " "	2	18	9			
J. Moses,	Fuel, Wood, Kingston,	2	1	9			
Kingston Gas Company,	Gas supplied Post Office Kingston,	3	12	6			
Toronto " "	" " Toronto,	6	17	7			
John Dewe, P.O.L.,	Fuel, Wood for use of Office,	8	2	7			
Hamilton Gas Company,	Gas supplied Post Office, Hamilton,	6	13	6			
Geo. Davis,	Fuel Wood, " "	4	8	9			
	Quarter ended 5th January, 1852.....				84	5	6
T. Baby,	Fuel, Wood, Post Office Department,	14	6	0			
Wm. Rusk,	" " Quebec,	5	2	6			
Wm. Rusk,	" " "	4	17	6			
John Dewe,	" " Inspectors Office,	3	13	1½			
T. LeCompte,	" " Montreal,	6	12	6			
Montreal Gas Company,	Gas supplied " "	7	11	3			
" " "	" " "	1	6	0			
Kingston " "	" " Kingston,	3	12	6			
" " "	" " "	3	6	4			
J. Moses,	Gas fittings " "	2	10	9			
J. Davies,	Fuel, Wood, supplied Post Office Kingston,	7	2	0			
J. Osborne,	" " Hamilton,	1	19	5			
Hamilton Gas Company,	Candles " "	4	0	9			
C. Berezy,	Gas " "	1	18	1½			
Toronto Gas Company,	Candles " " Toronto,	4	8	11			
C. Berezy,	Gas " "	15	8	1½			
	Fuel, Wood " " "				87	10	9½
	Quarter ended 5th April, 1852.....						
	Year ended 5th April, 1852.....				224	10	8

E. J. KING,
Accountant.

JAMES MORRIS,
Postmaster General.

REPORT

REPORT of all Contracts made for the Transportation of the Mails in the Province of date and intended duration,—the name of the Contractor,—the Routes embraced of each Route,—the mode of Transportation contracted for, and the price

ROUTE		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From.	To				Days.	Hours
Bytown,.....	Montreal,.....	Sir George Simpson,.....	120	6	Montreal.	
		Messrs. McPherson & Crane.			Daily.	Bytown.	8 A.M.
Industrie,.....	St. Paul d'Industrie,	Paul Gilbault,.....	4	3	Daily.	Bytown.
					St. Paul.	5 A.M.
Kamouraska,.....	St. Paschal,.....	Antoine Blondeau,.....	4½	2	Mon. Wed. & Fri.	7 A.M.
					Industry.	
Matane,.....	Metis,.....	Henry Page,.....	33	1	Same Days.	1 P.M.
					St. Pascal.	A. M.
St. Columbin,.....	St. Scholastique,...	M. J. Phelan,.....	9	1	Wed. and Frid.	10,30
					Kamouraska.	Noon.
St. Andrews,.....	St. Hermas,.....	Augustin Ladouceur,.....	8	2	Same Days.	12
					Metis.	
Chateauguay,.....	St. Philoméne,	Pierre Duquette,.....	5	6	Friday.	1 P.M.
					Matane.	7 P.M.
Laguerre,.....	St. Anicet,.....	Richard Higgins,.....	5	2	Saturday.	7 P.M.
					St. Columbin.	1 P.M.
Napierville,.....	St. Jacques le Mineur	Ephraim Bouchard,.....	8	1	Tuesday.	P. M.
					St. Scholastique.	P. M.
Point Aux Trembles,...	Rivière des Prairies,	Pierre Dubreuil,.....	6	2	Same Day.	5,30
					St. Andrews.	2 P.M.
Beloil,.....	St. Hilaire,.....	F. Charland,.....	1	7	St. Hermas.	P. M.
					St. Hermas.	4,41
Coteau du Lac,.....	St. Clet,.....	André Lafond,.....	6	1	Same Days.	A. M.
					Chateauguay.	A. M.
Rigaud,.....	Ste. Marthe,.....	Alex. Lalonde,.....	9	1	Mon. Wed. & Fri.	11
					Laguerre.	
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	Mon. and Friday.	9 A.M.
					St. Anicet.	
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	Same Days.	1 P.M.
					St. Jacques.	Noon.
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	Saturday.	12
					Napierville.	
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	Same Day.	2 P.M.
					Pointe Aux Trembles.	
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	Tues. and Frid.	7 A.M.
					Rivière des Prairies.	
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	Bélocil.	8 A.M.
					Bélocil.	8 A.M.
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	Daily.	9,30
					Daily.	9,30
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	Daily.	9,30
					Coteau du Lac.	
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	Friday.	7 A.M.
					St. Clet.	A. M.
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	Same Day.	8,30
					St. Clet.	A. M.
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	St. Louis de Gonzague.	
					Tues. Thur. & Sat.	2 P.M.
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	St. Timothé.	P. M.
					St. Timothé.	5,30
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	St. Gabriel.	A. M.
					St. Gabriel.	10
St. Felix de Valois,...	St. Gabriel de } Brandon,	J. Bte. Magnant,.....	12	1	Wednesday.	10
					St. Felix.	
St. Louis de Gonzague,	St. Timothé,.....	John Symons, Junr.,.....	6	3	Same Day.	1 P.M.
					St. Gabriel.	A. M.

No. 5.

Canada, within the year ended 5th April, 1852—Stating in each case of Contract, its in the Contract, with the length of each,—the time of Arrival and Departure at the end stipulated to be paid by the Department.

ARRIVAL		Mode of Transportation.	Stipulated Price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Bytown.			£ s. d.	For Season of	Navigation.
Daily the same evening.		Steamboat,.....	650 0 0		
Daily ditto ditto.					
Industrie.				1851.	1855.
Same Days.	7, 5	Vehicle or Horseback,.	1s 3d per double trip	May 6th	May 5th
St. Paul.					
Same Days.	1,45				
Kamouraska.	A. M.				
Same Days.	11,30	Vehicle or Horseback,.	10 0 0	June 6th	June 5th
St. Paschal.					
Same Days.	1 P. M.				
Matane.					
Saturday.	11 A.M.	Vehicle or Horseback,.	26 0 0	June 6th	June 5th
Metis.					
Monday.	10 A.M.				
St. Scholastique.					
Tuesday.	4 P. M.	Vehicle or Horseback,.	8 0 0	July 6th	July 5th
St. Columbin.	P. M.				
Same Day.	8,30				
St. Hermas.					
Same Days.	4 P. M.	Vehicle or Horseback,.	2s 6d per double trip during Summer.	July 6th	July 5th
St. Andrews.	P. M.				
Same Days.	6,15				
St. Philomine.					
Same Days.	Noon.	Horseback or on Foot,.	1s 3d per week during Summer only.	July 6th	July 5th
St. Anicet.	A. M.				
Monday and Friday.	10½	Vehicle or Horseback,.	13 0 0	July 6th	July 5th
Laguerre.	P. M.				
Same Days.	2,10				
Napierville.	P. M.				
Saturday.	1,30	Vehicle or Horseback,.	6 0 0	July 6th	July 5th
St. Jacques.	P. M.				
Same Day.	3,30				
Rivière des Prairies.	A. M.				
Tuesday and Friday.	8,30	Vehicle or Horseback,.	10 0 0	July 6th	July 5th
Pointe Aux Trembles.					
St. Hilaire.	A. M.				
Daily.	8,30	Ferry,.....	9 0 0	Aug. 6th	Aug. 5th
Bélocil.					
Daily.	10 A.M.				
St. Clet.					
Friday.	8 A.M.	Vehicle or Horseback,.	6 10 0	Aug. 6th	Aug. 5th
Coteau du Lac.	A. M.				
Same Day.	9,30				
St. Timothé.					
Tues. Thur. and Sat.	3 P. M.	Vehicle or Horseback,.	8 0 0	Sept. 6th	Sept. 5th
St. Louis de Gonzague.	P. M.				
Same Days.	7,30				
St. Félix.	P. M.				
Wednesday.	12,30	Vehicle or Horseback,.	12 0 0	Sept. 6th	Sept. 5th
St. Gabriel.	P. M.				
Same Days.	3,30				

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTE.		Name of Contractor.	Distance.	Time per Week.	DEPARTURE.	
From.	To				Days.	Hours
Howick,	North Georgetown,	John Sproul,	2	3	North Georgetown Mon. Wed. & Fri. Howick.	2 P.M.
					Same Days.	3,30
Longueuil,	St. Ours,	André Ste. Marie,	33	3	Longueuil. Mon. Wed. & Fri. St. Ours.	8 A.M.
					Tues. Thu. & Sat. St. Antoine.	7 A.M.
St. Antoine,	St. Denis,	Antoine St. Jacques,	1	13	Twice per Day. St. Denis.	7 6
					Same.	8 7
St. Denis,	St. Jude,	Joseph Laplante,	12	1	St. Jude. Thursday.	6 A.M.
					Same Days.	9 A.M.
Berthier en Haut,	St. Cuthbert,	François Gagnon,	9	2	Berthier. Wed. and Sat.	8 A.M.
					Same Days.	12 noon
Philipsburg,	Pigeon Hill,	William Hickoke,	7	1	Philipsburg. Wednesday.	9 A.M.
					Same.	1 P.M.
Gould	Robinson,	John Baxter,	12	1	Gould. Monday.	9 A.M.
					Same.	1 P.M.
Melbourne,	North Stukely,	Erastus Lawrence,	24	1	North Stukely. Monday.	10 A.M.
					Same.	9 A.M.
Coolidge,	South Bolton,	Alfred M. Bulluck,	2	2	Melbourne. Tuesday.	10
					South Bolton. Wed. and Thur.	11,15
Carillon,	Lachine,	Paul E. Deschamps,	42	3	Coolidge. Wed. and Thur.	1 P.M.
					Lachine. Mon. Wed. & Fri.	9 A.M.
Beauharnois,	St. Timothé,	Celestin Boyer,	9	3	Carillon. Tues. Thur. & Sat.	Noon
					Beauharnois. Mon. Wed. & Fri.	12
Maskinongé,	St. Ursule,	A. Bellefeuille,	7	1	St. Timothé. Mon. Wed. & Fri.	2 P.M.
					Maskinongé. Wednesday.	8 A.M.
Murray Bay,	Les Bergeronnes,	C. Pentland,	48	semi mo'y	St. Ursule. Wednesday.	10
					Les Bergeronnes. Saturday.	Morn.
Melbourne,	Richmond R. R. Stations, Sherbrooke,	Leonard Thomas,	24	6	Murray Bay. Monday.	Aft'n
					Sherbrooke. Daily.	A. M. 7,30
Montreal	Richmond,	St. Lawrence and Atlantic R. R. Company,	74	6	Melbourne. Daily.	P. M. 4,30
					Richmond. Daily.	6 A.M.
St. Hyacinthe P. O., ..	Railroad Station, ..	Alexis Lamarche,	4	12	Montreal. Daily.	3 P.M.
					St. Hyacinthe P.O. Daily.	A. M. 7,45
					Railroad Station. Daily.	5 P.M.

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ARRIVAL.		Mode of Transportation	Stipulated Price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Howick. Mon. Wed. and Frid.	3 P. M.	Vehicle or Horseback...	£ s. d. 9 15 0 1s 3d per double trip.	1851 Sept. 6th	1855 Sept. 5th
North Georgetown. Same Days.	4,30				
St. Ours. Mon. Wed. and Frid.	3 P. M.	Vehicle or Horseback...	90 0 0	Oct. 6th	Oct. 5th.
Longueuil. Same Days.	2 P. M.				
St. Denis. Twice per Day.	A. M. P. M. 7,30 6,30	Ferry	7 0 0	Oct. 6th	Oct. 5th
St. Antoine. Same.	8,30 7,30				
St. Denis. Thursday.	8,30	Vehicle or Horseback...	7 10 0	Oct. 6th	Oct. 5th
St. Jude. Same.	12 noon.				
St. Cuthbert. Wed. and Saturday.	10 A.M.	Vehicle or Horseback...	15 0 0	Oct. 6th	Oct. 5th.
Berthier. Same Days.	2 P. M.				
Pigeon Hill. Wednesday.	11 A.M.	Vehicle or Horseback, ..	6 10 0	Oct. 6th	Oct. 5th
Philipsburg. Same.	3 P. M.				
Robinson. Monday.	12 noon.	Vehicle or Horseback...	6 0 0	Oct. 6th	Oct. 5th
Gould. Same.	4. P. M.				
Melbourne. Monday.	6 P. M.	Vehicle or Horseback...	45 10 0	Oct. 27th	Oct ' h
North Stukely. Tuesday.	4 P. M.				
Coolidge. Wednesday and Thur.	11 A.M. P. M.	Vehicle or Horseback...	13 0 0	Nov. 6th	Nov. 5th
South Bolton. Wednesday and Thur.	12,15				
Carillon. Tues. Thur. and Sat.	9 A.M.	Vehicle or Horseback...	119 10 0	Nov. 22nd	November 6th
Lachine. Tues. Thur. and Sat.	7 P. M.				
St. Timothé. Mon. Wed. and Friday	1,30	Vehicle or Horseback...	3s. 4d. per double trip in winter only.	Nov. 24th	Nov. 5th
Beauharnois. Mon. Wed. and Friday	3,30 A. M.				
St. Ursule. Wednesday.	9,30	Vehicle or Horseback...	8 0 0	Dec. 6th	.....
Maskinongé. Wednesday.	11,30				
Murray Bay. Monday.	Morn'g	Foot	2 10 0 per month.	Dec. 6th	Dec. 5th
Les Bergeronnes. Wednesday.	Even'g				
Melbourne. Daily.	A. M. 11,30	Vehicle	5s. per trip.	1852. Jan. 1st	1853. Jan. 1st
Sherbrooke. Daily.	9 P. M.				
Montreal. Daily.	A. M. 10,30	Railroad.....	460 0 0	Jan. 1st	.....
Richmond. Daily.	7 P. M.				
Railroad Station. Daily.	8 A.M.	On Foot	15s. per month.	Jan. 1st	Jan. 1st
St. Hyacinthe P. O. Daily.	P. M. 5,15				

REPORT of all Contracts made for the Transportation of the Mails in the

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ROUTR.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From.	To.				Days.	Hours.
Nicolet,	St. Monique,	Pierre Comeau,	8	1	Nicolet. Saturday.	8 A.M.
St. Sylvester,	St. Sylvester, East,	G. McCrae,	5	1	St. Monique. Saturday.	4 P.M.
Quebec,	Riviere du Loup,	Thomas Jones,	114	6	St. Sylvester East. Friday.	6 A.M.
Hunter's Town,	Riviere du Loup en haut,	William Parker,	15	3	St. Sylvester. Friday.	8 A.M.
St. Adele,	St. Jérôme,	Pierre R. T. Montigny,	16	1	Quebec. Daily.	4 P.M.
Portneuf,	St. Basile,	L. Norrault,	8	1	Riviere du Loup. Daily.	9 A.M.
Riviere du Loup,	St. Ursule,	Marcellin Mayrand,	6	2	Hunter's Town. Sun. Wed. & Fri.	9 A.M.
Ste. Barnabé,	Yamachiche,	Lue Bellemare,	10	1	Riviere du Loup. Sun. Wed. & Fri.	3 P.M.
LaChute	Lakefield,	George Rogers,	9	1	St. Jérôme. Tuesday.	8 A.M.
Brome,	West Brome,	Peter Church,	5	3	St. Adele. Tuesday.	2,30 P.M.
Island of Orleans,	Quebec,	François Paradis, jun.,	27	1	St. Basile. Saturday.	8 A.M.
Ste. Anne la Pérade,	St. Casimir,	Hubert Grandbois,	9	1	Port Neuf. Saturday.	9,30
Napierville,	Stottville,	Augustin Fournier,	7	6	Riviere du Loup. Wed. & Saturday.	8
Isle Aux Noix,	Stotville,	David Scott,	3½	6	St. Ursule. Wed. & Saturday.	10
Lacolle,	Railroad Station,	Stephen Ennis,	1½	12	St. Barnabé. Saturday.	1 P.M.

ARRIVAL.		Mode of Transportation.	Stipulated Price to be paid.	Commence- of Contract.	Termination of Contract.
Days.	Hours.				
St. Monique. Saturday.	10 A.M.	Vehicle or Horseback...	£ s. d. 6 10 0	1852. Jan. 6th	1856. Jan. 5th
Nicolet. Saturday.	6 P.M.	Horseback or on Foot...	5 0 0	Jan. 6th	Jan. 5th
St. Sylvester. Friday.	7 A.M.	In light Mail carts or two-horse Stage-wag-gons in summer, and in Carioles during winter.	1000 0 0	Jan. 6th	1854. Jan. 5th
St. Sylvester East. Friday.	9 A.M.				
Riviere du Loup. Daily.	4 P.M. next day.				
Quebec. Daily.	8 A.M. next day.				
Riviere du Loup. Sun. Wed. and Friday.	12 noon	Vehicle or Horseback...	25 0 0	Feb. 6th	1856. Feb. 5th
Hunter's Town. Sun. Wed. and Friday.	6 P.M.				
St. Adele. Tuesday.	12 noon	Vehicle or Horseback...	6 10 0	Feb. 6th	Feb. 5th
St. Jérôme. Tuesday.	P. M. 6,30				
Port Neuf. Saturday.	A. M. 9,15	Vehicle or Horseback...	10 0 0	Feb. 6th.	Feb. 5th
St. Basile. Saturday.	11 A.M.				
Riviere du Loup. Wed. and Saturday.	A. M. 9,30	Vehicle or Horseback...	10 0 0	March 6th	March 5th
St. Ursule. Saturday.	11,30 P. M. 3,30	Vehicle or Horseback...	10 0 0	March 6th	March 5th
Yamachiche. Saturday.	7 P.M.				
St. Barnabé. Friday.	11 A.M.	Vehicle or Horseback...	6 0 0	March 6th	March 5th
LaChute. Friday.	3 P.M. A.M. 8,30	Vehicle or Horseback...	10 0 0	March 6th	March 5th
Lakefield. Friday.	10,30				
Brome. Mon. Wed. and Friday.	12 noon	By boat and in a calèche	38 0 0	March 6th	March 5th
West Brome. Mon. Wed. and Friday.	8 A.M.				
St. Francois d'Orleans. Friday.	12 noon	Vehicle or Horseback...	6 0 0	March 6th	March 5th
Quebec. Saturday.	8 A.M.				
St. Casimir. Saturday.	12 noon	Vehicle or Horseback...	3s. 4d. per doub. trip	April 6th	April 5th
St. Anne. Saturday.	6 P.M.				
Stottville. Daily.	4,30	Vehicle or Horseback...		April 6th	April 5th
Napierville. Daily.	6,30				
Isle aux Noix. Daily.	6,15	Vehicle or Horseback...		April 6th	April 5th
Stottville. Daily.	7,30				
R. R. Station. Daily.	A.M.P.M. 8,20 7,20	Vehicle or Horseback...	1s. 3d. per doub. trip	April 6th	April 5th
Lacolle. Daily.	9 a.m. 8 p.m.				

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From.	To.					
Huntingdon,	Manningville,	John McNider,	15	1	Huntingdon Thursday	8 A. M.
Barrie,	Bradford,	During Winter.	22	6	Manningville Thursday	2 P. M.
Barrie,	Innisfil,	Thomas McAusland, During Winter.	9	2	Daily Daily on arrival of Toronto	5 A. M.
Beachville,	Embro,	D. Mathison,	7	3	Tuesday Friday	8 A. M. 11 A. M.
Beaverton,	Georgina,	Joseph Sheppard,	20	3	Mon. Wed. Fri. Same days Beaverton	10 A. M. 8 A. M.
Beaverton,	Mariposa,	Benj. Samis,	15	2	Tues. Th. & Sat. Tues. Th. & Sat. Monday	3 P. M. 6 A. M. 1 P. M.
Beaverton,	Orillia,	Jos Cameron,	22	2	Thursday Beaverton	6 P. M.
Bells Corners,	Woodstock,	C. Robertson,	18	6	Tues. & Friday Wed. & Saturd. Daily	9 A. M. 7 A. M. 10 A. M.
Bells Corners,	Nithburg,	James Brown,	7	1	Daily	8 A. M.
Bentinck,	Proton,	George Armstrong,	21	1	Tuesday	Noon
Berlin,	Woolwich,	A. Whitman,	10	3	Tuesday Saturday Friday	9 A. M. 7 A. M. 7 A. M.
Bosanquet,	Pine Hill,	E. W. Whitfield,	6	1	Monday & Wed. and Friday. Bosanquet	10 A. M. Noon
Bond Head,	Cookstown,	André St. Clair,	7	1	Wednesday Wednesday Tuesday	1 P. M. 10 A. M. 10 A. M.
Industry,	Kildare,	Narcisse Corneillier,	9	3	Tuesday Tuesday Kildare	1 P. M. 1 P. M.
Lambton,	Tring,	Remi Boldue,	37	1	Mon. Wed. & Fri. Industry Mon. Wed. & Fri. Tring	6 A. M. 1 P. M. 1 P. M.
Becancour,	St. Gertrude,	Moise Lavigno,	10	1	Monday Lambton Wednesday St. Gertrude	Noon Morn'g
Montreal St. Johns,	Rouses Point,	Champlain & St. Lawrence R. R. Co.,	47	6	Saturday Becancour Saturday	5 A. M. A. M. 9,30
Metis,	Rivière du Loup en Bas,	F. X. Boucher,	93	6	Metis Daily exc. Sun. Rivière du Loup	Noon P. M.
Chicoutimi,	Murray Bay,	Léon Goudreault,	85		Daily exc. Mon. Chicoutimi Thurs. 4 h. after arrival Murray Bay	4,30
Murray Bay,	Quebec,	Michel Boillie,	90	2	Mon. arr. of Mailfr. Murray Bay Tues. & Saturd. Quebec	Quebec Noon
Adamsville,	Weston,	C. Lindsay,	4	1	Wed. & Saturd. Adamsville Saturday Weston	1 P. M. 5 P. M. P. M.

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ARRIVAL.		Mode of Transportation.	Stipulated price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Manningville Thursday	11 A. M.	Vehicle or horseback.	£ s. d. 17 0 0	1851. April 6th	1856 April 5th
Huntingdon Thursday	5 P. M.	On horseback or in a wagon or cutter in winter.	127 0 0	May 6, 1851	May 5, '55
Daily in	5 hours				
Daily	10 A. M.				
Daily	1 P. M.	On horseback or in a cutter.	21 0 0	April 6, 1852	April 5, 1856
Friday	10 A. M.				
Monday, Wed. & Fri. Same	9,30 A. M. 11,30 A. M.				
Beaverton Tues. Thurs. & Sat.	11 A. M.	On horseback or in a wagon during Summer.	40 0 0	April 6, do	April 5, do
Tues. Thurs. & Sat.	8 P. M.	Sleigh or cutter in Winter.	26 5 0	Dec. 6, 1851	Dec. 5, '55
Monday	10 P. M.	On horseback or in a wagon during Summer—sleigh or cutter in Winter.			
Thursday	5 P. M.	do do			
Beaverton Wednesday & Saturd.	3 P. M.	do do	47 0 0	Jan. 6, 1852	Jan. 5, '56
Tuesday & Friday	5 P. M.	do do	50 0 0	April 6, do	April 5, '56
Daily	11 A. M.	do do			
Daily	1 P. M.	do do			
Tuesday	10,30 A. M.	do do	6 10 0	April 6, do	April 5, '56
Tuesday	1,30 P. M.	On horseback or on foot, or in a cutter in Winter.			
Friday	6,30 P. M.	do do			
Saturday	6,30	On horseback or in a cutter,	25 0 0	Feb. 6, do	Feb. 5, do
Monday & Wednesd. and Friday	2 P. M. noon.	On horseback or on foot.	30 0 0	Feb. 6, do	Feb. 5, do
Bosanquet Wednesday	noon.	On horseback or on foot.	6 0 0	March 17, do	Mar. 16, do
Wednesday	3 P. M.	On horseback or in a cutter.	10 0 0	June 6, 1851	June 5, '55
Tuesday	3 P. M.	Vehicle or horseback.	20 0 0	April 6, 1852	April 5, '56
Tuesday	noon.	Horseback or on foot.	30 0 0	April 6, do	April 5, do
Industry Mon. Wed. & Friday	8 A. M.	Vehicle or horseback,	6 5 0	April 6, do	April 5, do
Kildare Mon. Wed. & Friday	3 P. M.	do	7,30 A. M.	April 6, do	April 5, do
Lambton Thursday	night.	do			
Tring Thursday	night.	do			
Becancour Saturday	7,30 A. M.	Vehicle or horseback,	12 noon.	April 6, do	April 5, do
Ste. Gertrude Saturday	12 noon.	do			
Rivière du Loup Daily excepted Mond.	8 A. M.	Light cart or carriole.	5s Township Mail. 17s 6d American Mail. £5 English Mail. £15 Exp. Engl. Mail. 490 0 0	Jan. 6, do	Jan. 5, '54
Métis Daily excepted Tuesd.	noon.	On foot	104 0 0	Jan. 6, do	Jan. 5, '56
Murray Bay Three days after departure from Chicoutimi.		Vehicle.	150 0 0	Oct. 6, do	Oct. 5, '53.
Three days after departure from Murray Bay. Quebec	noon.	On horseback or foot.	4 0 0	Feb. 6, 1852	Feb. 5, '56
Monday & Thursday Murray Bay	noon.				
Monday & Friday Weston	noon.				
Saturday Adamsville	7, 15 P. M.				
Saturday Adamsville	6 P. M.				

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTES.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Adelaide,.....	Bosanquet,.....	John Hoare,.....	10	1	Adelaide. Wednesday.	9 A.M.
Allansville,.....	St. Jacobs,.....	J. Rodgers,.....	14	2	Bosanquet. Wednesday.	1½ P.M.
Allansville,.....	Wallace,.....	J. Rodgers,.....	12	1	Allansville. Tues. and Fri.	8 P.M.
Amiens,.....	Napier,.....	G. B. Winter,.....	19	2	St. Jacobs. Tues. and Fri.	1 P.M.
Chippawa,.....	Port Robinson,.....	During Summer,..... M. Donoghue,.....	9	3	Allansville. Thursday.	9 A.M.
Chippawa,.....	Port Robinson,.....		During Winter,.....	9	3	Wallace. Thursday.	12½ P.M.
Claremont,.....	Pickering,.....	Richard Taun,.....	13	3	Amiens. Tues. and Sat.	1 P.M.
Coldwater,.....	Medonte,.....	James Shaw,.....	6	2	Napier. Tues. and Sat.	8 A.M.
Cookstown,.....	Mulmur,.....	Geo. Taylor,.....	22	1	Tues. and Sat. Tues. and Sat.	8 A.M. 2 P.M.
Creemore Mills,.....	Nottawasga,.....	J. Honeyford,.....	9½	1	Tues., Thur. and Saturday.	7 A.M. 1 P.M.
Cumminsville,.....	Nelson,.....	Fras. Baker,.....	6½	2	Tues. Thur. and Saturday.	8 A.M. 8 A.M.
Drayton,.....	Elora,.....	Lewis Adams,.....	15	1	Tues. Thur. and Saturday.	1 P.M. 1 P.M.
Dunnville,.....	Port Dover,.....	Wm. Pollock,.....	35	3	Wednesday. Saturday.	8 A.M. 10 A.M.
Dunnville,.....	St. Catherine,.....	During Summer,..... Field & Vanderburg,.....	40	6	Thursday. Tues. Thur. Sat.	7 A.M. 8 A.M.
Dunnville,.....	St. Catherine,.....		During Winter,.....	40	6	Mon. Wed. Fri. Daily.	4,30 A.M. noon.
East Holland,.....	Mono Mills,.....	George Snider,.....	66	1	Daily. Daily.	6 A.M. 8 A.M.
Bradford,.....	Mono Mills,.....	George Taylor,.....	30	3	Saturday. Wednesday.	1 P.M. 7 A.M.
and Mono Mills,.....	Toronto,.....		30	3	Tues. Thu. & Sat. Mon. Wed. Fri.	3 P.M. 7 A.M.
Bradford,.....	Toronto,.....	Chas. Thompson,.....	38	6	Monday. Monday.	10 A.M. 10 A.M.
Brantford,.....	Galt,.....	Geo. Babcock,.....	25	6	Friday. Friday.	9 A.M. 1 P.M.
and Paris,.....	Woodstock,.....		25	6	Wednesday. Saturday.	8 A.M. 2 P.M.
Brooke,.....	Warwick,.....	John Kelley,.....	9	1	Daily. Daily.	5 P.M. 2 P.M.
Brantford,.....	Seneca,.....	Captain M'Swain,.....	18	3	Wednesday. Wednesday.	11 A.M. 7 A.M.
Cannington,.....	Eldon,.....	Benj. Samis,.....	5	2	Tues. Thur. and Saturday.	7 A.M. 1 P.M.
					Monday. Thursday.	7 P.M. 2 P.M.

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ARRIVAL.		Mode of Transportation	Stipulated Price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Bosanquet. Wednesday.	3½ P.M.	On horseback or in a cutter.	£ s. d. 10 0 0	1851 July 6th	1855 July 5th
Adelaide. Wednesday.	11 A.M.		35 0 0	1852 Feb. 6th	1852 Feb. 5th
St. Jacob's. Tuesday and Friday.	4 P.M.	On horseback or in a cutter.	10 0 0	April 6th.	April 5th
Allansville. Tuesday and Friday.	11 A.M.		10 0 0	1851 Nov. 6th	1855 Nov. 5th
Wallace. Thursday.	3½ P.M.	On horseback or in a cutter.	29 0 0	1852 Feb. 6th	1856 Feb. 5th
Allansville. Thursday.	noon.		26 0 0	1851 Dec. 6th	1855 Dec. 5th
Napier. Tues. and Saturday.	noon.	On horseback or in a cutter.	15 0 0	Aug. 6th	Aug. 5th
Amiens. Tues. and Saturday.	5 P.M.		27 10 0	Nov. 6th	Nov. 5th
Tues. Thursday and Saturday.	4 P.M. 10 A.M.	On Horseback, in a Wagon, Cutter, or Sleigh in Winter.	9 10 0	June 6th	June 5th
Tuesday, Thurs., and Saturday.	8 P.M. 9 A.M.		7 10 0	Sept. 6th	Sept. 5th
Tuesday, Thursday and Saturday.	3 P.M. 11 A.M.	On Horseback or on foot or Cutter.	13 6 0	July 6th	July 5th
Tuesday and Thursday.	6 P.M. 4 P.M.		70 0 0	Feb. 6th	Feb. 5th
Monday. Monday.	6 P.M. 6 P.M.	do	180 0 0	May 6th	May 5th
Monday. Friday.	3 P.M. 11 A.M.		300 0 0	July 23rd	July 5th
Friday. Friday.	1 P.M. 11 A.M.	do	200 0 0	May 6th	May 5th
Wednesday. Saturday.	8 A.M. 10 A.M.		180 0 0	1852 Feb. 6th	1856 Feb. 5th
Thursday. Thursday.	6 P.M. noon.	do	209 0 0	1851 July 16th	1855 July 5th
Thursday. Thursday.	noon. noon.		200 0 0	1852 Feb. 6th	1856 Feb. 5th
Mon. Wed. and Fri. Tues., Thur. and Sat.	6 P.M. 5 P.M.	On Horseback or in a Wagon or Cutter.	125 0 0	1851 July 6th	1855 July 5th
Daily. Daily.	9 P.M. 1½ P.M.		200 0 0	1852 Feb. 6th	1856 Feb. 5th
Daily. Daily.	5 P.M. 3 P.M.	In a one-horse Wagon or Sleigh, or a Passenger Stage drawn by not less than two Horses.	200 0 0	1852 Feb. 6th	1856 Feb. 5th
Daily. Daily.	3 P.M. 1½ P.M.		180 0 0	1851 July 6th	1855 July 5th
Friday. Friday.	noon. noon.	On Horseback or in a Cutter.	180 0 0	1852 Feb. 6th	1856 Feb. 5th
Friday. Tuesday.	noon. 5 P.M.		209 0 0	1851 July 6th	1855 July 5th
Tuesday. Mon. Wed. and Fri.	5 P.M. 3 P.M.	On Horseback or in a Cutter.	209 0 0	1852 Feb. 6th	1856 Feb. 5th
Tues. Thur. and Sat. Tues. Thur. and Sat.	7 A.M. 7 A.M.		180 0 0	1851 July 6th	1855 July 5th
Tues. Thur. and Sat. Mon. Wed. and Fri.	8 P.M. 5 P.M.	In Stage or Sleigh drawn by not less than two horses.	200 0 0	1852 Feb. 6th	1856 Feb. 5th
Daily. Daily.	2½ P.M. 4½ P.M.		125 0 0	1851 July 6th	1855 July 5th
Daily. Daily.	7 P.M. 1 P.M.	do	125 0 0	1852 Feb. 6th	1856 Feb. 5th
Daily. Daily.	6 P.M. 9 P.M.		200 0 0	1851 July 6th	1855 July 5th
Daily. Daily.	9 P.M. 10 A.M.	On Horseback or in a Cutter.	8 0 0	1852 Feb. 6th	1856 Feb. 5th
Wednesday. Wednesday.	10 A.M. 2 P.M.		200 0 0	1851 July 6th	1855 July 5th
Tuesday, Thursday and Saturday.	6 P.M. noon.	By Steamboat on Grand River.	1s 3d per trip.	1852 July 6th	1856 Close of Navigation.
Monday. Thursday.	3 P.M. 8 P.M.		18 0 0	1851 Dec. 6th	1855 Dec. 5th

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Carlisle,	Waterdown,	L. R. Lister,	6	2	Tuesday.	8 A.M.
					Tuesday.	10,30 "
Carradoc,	Kilworth,	E. Mihel, Junr.,	8½	1	Wednesday.	9 A.M.
					Wednesday.	1 P.M.
Cayuga,	Jarvis,	C. W. Shannon,	14	2	Wednesday.	3 P.M.
					Saturday.	11½ A.M.
Chatham,	Harwich,	T. M. Taylor,	12	1	Friday.	1 P.M.
					Friday.	8 A.M.
Eden Mills,	Guelph,	John Davidson,	7	1	Saturday	8 A.M.
					Saturday	Noon.
Elginfield,	Williams,	Colin McKenzie,	10	1	Tuesday	Noon.
					Tuesday	8 A.M.
Erin,	Hillsburg,	H. P. Thompson,	5	1	Friday	Noon.
					Friday	2 P.M.
Esquesing,	Erin,	H. P. Thompson, ..	14	3	Monday Wed.	7 A.M.
			and Friday	4 P.M.		
Erin,	Guelph,	John Watt,	18	1	Thursday	6 A.M.
			Thursday	2 P.M.		
Fergus,	Garrafraxa,		8	2	Tuesday	8 A.M.
					and Friday	10,30
Georgetown,	Norval,	William Harris,	4	6	Daily	5 A.M.
					Daily	9,30 p.m.
Georgetown,	Oakville,	H. P. Thompson,	10	3	Tues. Thursday	4,30 a.m.
					and Saturday	4 P.M.
Georgina,	Holland Landing,	Joseph Sheppard,	20	3	Monday Wed.	7 A.M.
					and Friday	4 P.M.
Glenmorris,	Ayr and Galt Road,	Robert Shiel,	3	3	Tuesday Thurs.	11 A.M.
					and Saturday	1 P.M.
Goderich,	Kincardine,	M. Campbell,	35	1	Tuesday	2 P.M.
					Monday	6 A.M.
Gormley's Corners,	Richmond Hill,	Francis Dalby,	12	1	Friday	3 P.M.
					Friday	Noon.
Grovesend,	Vienna,	W. B. Lyon,	8	1	Tuesday	10 A.M.
					Tuesday	1 P.M.
Guelph,	Hamilton,	W. B. Mathews,	40	7	Daily	6 A.M.
					Daily	9 A.M.
Hamilton,	Lewiston, U. S.,	Capt. Masson,	42	6	Daily	7 A.M.
					Daily	1 P.M.
Hamilton P. O.,	American Steamer,	William Brown,	1	6	Daily	6,45 a.m.
					Daily	5 P.M.
Hamilton,	Paris [via G. Road]	Hiran Weeks,	28	6	Daily	9 A.M.
					Daily	4 P.M.
Hawksville,	St. Jacob's,	Gabriel Hawke,	6	2	Tuesday	11 A.M.
					and Friday	1 P.M.
Jerseyville,	Lynden,	C. Vansickle,	4	2	Wednesday	12,30
					and Saturday	1,45
Kettleby Mills,	Whitchurch, .....	.....	6	2	Wednesday	Noon
					and Saturday	2,10 p.m.
Kilworth,	London,	W. Hodgman,	9	2	Wednesday	9 A.M.
					and Saturday	3 P.M.

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ARRIVAL.		Mode of Transportation	Stipulated price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Tuesday	noon.	On Horseback or in a Cutter.	£ s. d. 3 15 0	1851 Oct. 6th.	1855 Oct. 5th.
Tuesday	9½ A.M.				
Caradoc	3 P.M.	do	9 2 0	Nov. 6th	Nov. 5th
Wednesday	11 A.M.	do	27 10 0	July 6th	July 5th
Wednesday	2½ P.M.	do	12 10 0	July 6th	July 5th
Friday	6 P.M.	do	12 10 0	July 6th	July 5th
Friday	11 A.M.	do	12 10 0	July 6th	July 5th
Friday	4 P.M.	do	5 0 0	July 5th	July 5th
Saturday	2 P.M.	On Horseback or in a Cutter.	5 0 0	July 5th	July 5th
Saturday	10 A.M.	do	10 0 0	1852 April 6th	1856 April 5th
Tuesday	11 A.M.	do	9 15 0	1851 July 6th	1855 July 5th
Tuesday	3 P.M.	do	9 15 0	1851 July 6th	1855 July 5th
Friday	3 P.M.	do	5 0 0	July 6th	July 5th
Friday	1 P.M.	do	16 0 0	May 6th	May 5th
Monday, Wednesday	7 P.M.	do	16 0 0	May 6th	May 5th
and Friday	10,30 a.m.	do	5 0 0	1852 January 6th	1852 Septem'r 5th
Thursday	7 P.M.	Passenger Stage drawn by not less than 2 horses	39 0 0	July 6th	Septem'r 5th
Thursday	11 A.M.	do	40 0 0	1852 April 6th	1856 April 5th
Thursday	12,30 p.m.	do	19 10 0	1852 April 6th	1856 April 5th
and Friday	10 A.M.	do	19 10 0	1852 April 6th	1856 April 5th
Daily	10 P.M.	On Horseback, in Waggon, or cutter, or in a passenger stage	50 0 0	1851 October 6th	1855 October 5th
Daily	5,30 A.M.	do	16 0 0	1851 July 6th	1855 July 5th
Tuesday, Thursday	8,30 P.M.	do	9 15 0	1852 February 6th	1856 February 5th
and Saturday	8 A.M.	do	19 10 0	1851 September 8th	1852 Close of Navig'n
Monday, Wednesday	8 P.M.	On Horseback, in Waggon, or cutter, or in a passenger stage	19 10 0	1851 September 8th	1852 Close of Navig'n
and Friday	11 A.M.	do	19 10 0	1851 September 8th	1852 Close of Navig'n
Tuesday, Thursday	2 P.M.	On Horseback or Cutter	19 10 0	1851 September 8th	1852 Close of Navig'n
and Saturday	Noon.	do	19 10 0	1851 September 8th	1852 Close of Navig'n
Tuesday	Noon	On Horseback or Foot.	50 0 0	1851 October 6th	1855 October 5th
Wednesday	8 P.M.	do	16 0 0	1851 July 6th	1855 July 5th
Friday	2,30 P.M.	do	9 15 0	1852 February 6th	1856 February 5th
Friday	5,30 P.M.	do	9 15 0	1852 February 6th	1856 February 5th
Tuesday	3 P.M.	On Horseback or cutter	9 15 0	1852 February 6th	1856 February 5th
Tuesday	Noon	In a stage drawn by not less than two horses.	9 15 0	1852 February 6th	1856 February 5th
Daily	5 P.M.	do	9 15 0	1852 February 6th	1856 February 5th
Daily	2 P.M.	do	9 15 0	1852 February 6th	1856 February 5th
Daily	5 P.M.	By Steamboat Rochester	10s. per trip.	1851 September 8th	1852 Close of Navig'n
Daily	11 A.M.	do	10s. per trip.	1851 September 8th	1852 Close of Navig'n
Daily	5,15 P.M.	In a light Waggon.	2s. 6d. per trip.	1851 September 8th	1852 Close of Navig'n
Daily	7 A.M.	do	2s. 6d. per trip.	1851 September 8th	1852 Close of Navig'n
Daily	10 P.M.	By Stage drawn by not less than two horses.	15 0 0	1851 August 6th	1855 August 5th
Daily	3 P.M.	do	15 0 0	1851 August 6th	1855 August 5th
Tuesday	2 P.M.	On Horseback or Foot.	15 0 0	1852 February 6th	1856 February 5th
and Friday	Noon	do	15 0 0	1852 February 6th	1856 February 5th
Wednesday	2,45 P.M.	On Horseback or Cutter	11 7 6	1852 February 6th	1856 February 5th
and Saturday	1,30 P.M.	do	11 7 6	1852 February 6th	1856 February 5th
Wednesday	3,10 P.M.	do	12 10 0	1851 August 6th	1855 August 5th
and Saturday	1 P.M.	do	12 10 0	1851 August 6th	1855 August 5th
Wednesday	6 P.M.	do	13 0 0	1851 January 6th	1855 January 5th
and Saturday	Noon	do	13 0 0	1851 January 6th	1855 January 5th

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTES.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Kirkwall,	Rockton,	Robert Chambers,	4	2	Monday and Thursday	8 A. M. 11 A. M.
Lynedoch, now Colinville	Moore,	Archibald McDiarmid,	9	1	Tuesday Tuesday	8 A. M. 1 P. M.
Lewiston, U. S.,	Toronto,	Capt. Thomas Dick, ...	43	6	Daily Daily	8 A. M. 2 P. M.
Mariposa,	Stouffville,	Jacob Brooks,	36	2	Tues. & Friday Mon. and Thurs.	8 A. M. 8 A. M.
Markham,	Thornhill,	Isaac Miller,	13	2	Tuesday and Friday	3 P. M. 11 A. M.
Melancthon,	Osprey,	James Beachell,	16	1	Thursday and Friday	8 A. M. 8 A. M.
Mill Bank,	Waterloo,	William Rutherford, ..	19	1	Friday Friday	8 A. M. 2 P. M.
Mono Mills,	Orangeville,	George Taylor,	7	1	Wednesday Wednesday	7 A. M. 10 A. M.
New Aberdeen,	New Dundee,	F. G. Miller,	5	2	Wednesday and Saturday	3 P. M. 5 P. M.
New Hamburg,	Philipsburg,	G. C. Doran,	43	2	Wednesday and Saturday	Noon. 10 A. M.
Niagara,	St. Catherine's,	Robert Warren,	11	3	Mon. Wednes. and Thursday	11 A. M. 3 P. M.
Oakville P. O.,	Wharf,	R. K. Chisholm,	12		Daily	On arriv of steam from Ha milton & Toronto.
Onondago,	Seneca,	John Merrill,	10	2	Tuesday and Friday	9 A. M. 2 P. M.
Orillia,	White's Corners,	John Harvie,	18	3	Mon. Wed. Fri. Tues. Thur. Sat.	Noon. 8 A. M.
Owens' Sound,	Saugeen,	John Peck,	27	1	Tuesday and Monday	7 A. M. 7 A. M.
Oxford,	Thamesford,	Edwin Doty,	9	2	Tuesday and Friday	10 A. M. 1 P. M.
Oxford,	Vienna,	Edwin Doty,	30	6	Daily Daily	9 A. M. 9 A. M.
Paris Tollgate,	Canning,		3	3		Paris Toll-gate on Tuesdays, Thursdays, and Saturdays, about 11 A. M. On Satur- days goes to Wolverton, via Canning & Richwood. On Thursdays to Canning only, & on Tues. to Richwood, via Canning, return same day.
Canning,	Richwood,	F. Cows,	3	2		
Richwood,	Wolverton,		3	1		
Preston,	Waterloo,	F. Lowell,	10	6	Daily Daily Daily	8 A. M. 2 P. M. 7 A. M.
Port Colborne,	Port Robinson,	During summer,			Daily	7 A. M.
Port Colborne,	Port Robinson,	William Robertson,			Daily	2 P. M.
Port Colborne,	Port Robinson,	During winter,	12	6	Daily Daily	6 A. M. 1 P. M.

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ARRIVAL.		Mode of Transportation	Stipulated price to paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Monday and Thursday	1 P. M. 10 A. M.	On Horseback or Cutter	£ s. d. 6 5 0	1851. December 6th	1855. December 5th
Tuesday Tuesday	4 P. M. 11 A. M.	do	13 0 0	1852 April 6th	1856 April 5th
Daily Daily	6 P. M. Noon	By Steamboat	10s. per trip.	1851 July 6th	1852 July 5th
Monday, Thursday Tuesday, Friday	4 P. M. 4 P. M.	On Horseback or Cutter	60 0 0	1851 June 6th	1855 June 5th
Tuesday and Friday	2 P. M. 6 P. M.	do	30 0 0	1851 June 6th	1852 July 5th
Friday and Thursday	5 P. M. 5 P. M.	do	20 0 0	1851 December 6th	1855 December 5th
Friday Friday	7 P. M. 1 P. M.	do	12 10 0	1852 March 6th	1856 March 5th
Wednesday Wednesday	Noon 9 A. M.	do	8 15 0	1851 August 6th	1855 August 5th
Wednesday and Saturday	6,30 P. M. 4,30 P. M.	do	6 10 0	1852 April 6th	1856 April 5th
Wednesday and Saturday	11,30 A. M. 1,30 P. M.	do	9 0 0	1851 Sept'r 6th	1855 Septem'r 5th
Monday, Wednesday, and Friday	5 P. M. 1 P. M.	Stage drawn by two Horses	2s. 6d. per trip.	Decem'r 29th	Dec. 29th—in winter only.
Daily	On arrival of steamer from Toronto	On Foot	5 0 0	1852 March 12th	
		and Hamilton.			
Tuesday and Friday	4,30 P. M. 11,30 A. M.	On Horseback or Cutter	5s. per trip.	1851 Close of Navi	1855 gation.
Tues. Thurs. Saturday Mon. Wed. Friday	Noon 4 P. M.	do	39 10 0	October 8th	October 5th
Monday and Tuesday	6 P. M. 6 P. M.	do	26 0 0	1851 July 6th	1852 January 5th
Tuesday and Friday	3 P. M. Noon	In a Buggy, or Cutter in winter	10 10 0	1851 June 6th	1855 June 5th
Daily Daily	4 P. M. 4 P. M.	In a Stage drawn by two Horses	75 0 0	July 6th	July 5th
		On Horseback or Cutter	31 5 0	1852 February 6th	1856 February 5th
Daily Daily Daily	4 P. M. 10 A. M. 5 P. M. 10 A. M.	In a Passenger Stage drawn by not less than two Horses	97 10 0	1852 February 6th	1856 February 5th
Daily Daily	4 P. M. 9 A. M.	On Horseback or in a Waggon drawn by not less than two Horses	74 0 0	February 6th	February 5th

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTES.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Port Dalhousie,	St. Catherine's,	During summer,.....	5	12	Daily	10 A.M.
		D. C. Haynes,			Daily	3 P. M.
Port Dalhousie,	St. Catherine's,	During winter,	5	6	Daily	8,30am
					Daily	1,30 p.m.
Port Robinson,	Welland Port,	During summer,.....	20	3	Tues. Thursday	2 P. M.
Port Robinson,	Welland Port,	Robert Thompson, ..			and Saturday	5 A. M.
		During winter,			Tues. Thursday,	
					and Saturday	
Queenston	Lewiston, U. S.,	C. Wadsworth	1½	6	Daily	8 A.M.
Richmond Hill	Rupert	Joseph Gordon	4	2	Wednesday	3½ P.M.
					and Saturday	1½ P.M.
St. Ann's	Smithville	Emery Dean	3½	2	Tuesday	3 P. M.
St. Catherine's	Toronto	Capt. Donaldson	36	6	and Saturday	4½ P.M.
					Daily	7 A.M.
					Daily	2 P. M.
St. Jacobs	Waterloo	T. Cook	6	2	Tuesday	12½ pm
St. Mary's	Stratford	R. Stoney	12	3	and Friday	11 A.M.
					Mon. Wednes.	2 P. M.
					and Saturday	9 A. M.
Sault Ste. Marie	American Shore,	William Pérault			On arriv. of Mail	
					from Toronto	
					Previous to dep	
					arture	
					of Mail for To	
Seneca	Simcoe	Milton Davis	32	6	Daily	11 A.M.
					Daily	8 A.M.
Dunnville	Hamilton				Daily	6 A. M.
					Daily	8 A. M.
Silver Hill	Vittoria	William Gordon	11	1	Friday	7 A. M.
Simcoe	Windham Centre	R. M. House	10	1	Friday	2 P. M.
Stouffville	Toronto	Jacob Brooks	28	6	Tuesday	3 P. M.
					Tuesday	8 A. M.
					Daily	5 A. M.
					Daily	3 P. M.
Toronto	Yorkville	H. P. Williams	1½	6	Daily	4 P. M.
					Daily	10 A.M.
Villanova	Waterford	John McLaren	5½	2	Wednesday	9 A. M.
					and Saturday	10½ am
Wellington Square	Wharf	Hiram Smith	12		Daily	On arriv.
					Daily	of steamer
						from Tor.
						& Hamilt.
Wilmot	Wolverton	George Morley	15	1	Saturday	8 A. M.
Brighton	Peterboro'	W. H. Sanford	62	2	Saturday	1 P. M.
					Tuesday	4 A. M.
					Friday	4 A. M.
Bromley	Renfrew	Henry Graves	17	2	Leaves Ross, Monday &	
					Friday, 7 A. M.; ar-	
					rives at Bromley 11½	
					A.M.; on return, leaves	
					Bromley 12½ p. m., at	
					Renfrew, 5 P. M.	

Province of Canada, within the year ended 5th April, 1852, &c.—(Continued.)

ARRIVAL.		Mode of Transportation	Stipulated price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
Daily	9,30 A.M.	On Horseback or Cutter	£ s. d.	1852.	1855.
Daily	2,30 P. M.				
Daily	11 A. M.	do	77 19 0	February 6th	February 5th
Daily	4 P. M.				
Daily	9 A. M.	do	24 0 0	1852	1856
Daily	10,30 A.M.				
Tuesday, Thursday,	10 A. M.	do	77 19 0	February 6th	February 5th
and Saturday	7 P. M.				
Tuesday, Thursday,	9 A. M.	do	24 0 0	1851	1855
and Saturday	6 P. M.				
Daily	8,30 A.M.	do	13 0 0	April 6th	April 5th
Wednesday	3 P. M.				
and Saturday	5 P. M.	do	3 5 0	October 6th	October 5th
Tuesday	5,30 P.M.	By Steamboat	3s. 9d. per trip	July 28th	Close of Nav.
and Saturday	4 P. M.				
Daily	5 P. M.	do	20 0 0	1852	1856
Daily	10 A. M.				
Tuesday	Noon	do	39 0 0	February 6th	February 5th
and Friday	1,30 P.M.				
Monday, Wednesday,	Noon	do	2s. 6d. per trip	April 6th	April 5th
and Saturday	5 P. M.				
		In a Boat or on Foot, according to season	2s. 6d. per trip	1851	1855
Daily	1 P. M.	By Stage drawn by not less than two Horses	187 0 0	Novem'r 17th	Novem'r 17th
Daily	4 P. M.				
Daily	6 P. M.	do	8 0 0	July 6th	July 5th
Daily	4 P. M.				
Friday	6 P. M.	On Horseback or in a Waggon or Cutter	8 0 0	October 6th	October 5th
Friday	11 A. M.				
Friday	11 A. M.	On Horseback or Cutter	10 0 0	August 6th	August 5th
Tuesday	11 A. M.				
Tuesday	6 P. M.	do	80 0 0	June 6th	June 5th
Daily	9 P. M.				
Daily	11 A. M.	Stage drawn by not less than two Horses.	80 0 0	June 6th	June 5th
Daily	10,15 a.m.	do	9 15 0	1852	1856
Daily	4,15 p.m.				
Wednesday	11,30 a.m.	do	3 5 0	April 6th	April 5th
and Saturday	10 a.m.				
	On	do	7 10 0	1851	1855
	arrival of				
Daily	steamer	do	7 10 0	May 12th	
Daily	from To-				
	ronto and	do	15 10 0	1852	1856
	Hamilton				
Saturday	6 P. M.	On Horseback or Cutter	15 10 0	February 6th	February 5th
Saturday	Noon				
Friday	5 P. M.	do	145 0 0	1852	1856
Tuesday					
		do	20 0 0	1851.	1855
		Horseback	20 0 0	June 6th	June 5th

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTE		Names of Contractors.	Distance.	Times per week.	DEPARTURE	
From	To				Days.	Hours.
Cobden	Ross.....	Jason Gould	15	3	Cobden Monday Wednesday Friday	4 A.M.
Manvers	Newcastle	David Gardner	15	1	Saturday Saturday	8 A.M. 1 P.M.
Milford	Picton	James Gilmor	10	2	Wednesday and Saturday Westmeath	9 A.M.
Ross	Westmeath	Thomas Collins	16	3	Tuesday Thursday Saturday Pembroke	7½ A.M.
Pembroke.....	South Westmeath	Daniel Pennoek	18	3	Tuesday Thursday Saturday	5 A.M.
					And return same days.	
Bell's Corners.....	Bytown,	William Flegg,	10	3	Leaves Bytown Tuesday M., and returns before	
Madoe.....	Rawdon,	Ryan Dimond	18	2	Leaves Madoe, Tues- days same days.	
Renfrew.....	White Lake,.....	Gabriel Minard	13	3	Leaves Renfrew, Mon- day 5½ A.M. Returns same	
Alnwick	Cobourg, }	John Fraser	18	3	Leaves Cobourg, Friday & Wednesday for Bal-	
Baltimore.....	Do, }					
Hillier,	Belleville,.....	Thomas Flagler	23	2	Leaves Hillier, Wednes- day arrives at Belleville Evening.	
Cartwright,	Darlington	Richard Welch.....	17	2	Leaves Darlington Tues- day Cartwright noon. Re-	
Bagot.....	Madawaska Bridge,...	John Halliday.....	6	2	Bagot. Tuesday, } 8 A.M. Thursday, }	
Brockville,	Perth,	M. H. Wilson.....	45	3	And returns To leave Brockville Sun- day 12.30 P.M., and arrive Brockville, Mon., Wed. reach Smith's Falls Falls, Tuesday, Thurs- day 8 A.M. Leave Thursday, 1.30 P.M. To Leave Perth Mon- day at Smith's Falls, 6 P.M. at Brockville, 7 A.M.	
Bell's Corners,	North Gower,.....	Uriah Beman	18	3	Leaves North Gower on Tuesdays at 7 A.M., ar- rives at Bell's Corners at arrives at Richmond Gower at 3.30 P.M.	
Fredericksburg.....	Napanee	Edward Howard	25	1	Leaves Fredericksburg Tuesdays at Napanee at 5 on Thursdays at 8 A.M. 1 P.M., same day.	
Vankleek Hill,.....	Rigaud,	Robt. Thistlewaite....	18	3	Leaves Vankleek Hill Saturday at 8 A.M., ar- rives at Rigaud 1 P.M. M., same day.	

Province of Canada, within the year ended 5th April, 1851, &c.—(Continued.)

ARRIVAL		Mode of Transportation	Stipulated price to be paid.	Commencement of Contract.	Termination of Contract.
Days.	Hours.				
and returns.		Stage	£ s. d. 15 0 0	1851 June 6th	1855 June 5th
Saturday Saturday	11 A.M. 4 P.M.	Horseback	18 0 0	1851 May 6th	1852 May 5th
and returns before	2 P.M.	Horseback and Cutter	12 0 0	1851 Septem'r 6th	1856 Septem'r 5th
and returns immedi-ly		do	42 15 0	1851 October 6th	1855 October 5th
South Westmeath Same Days.	9.30 A.M.	do	48 10 0	1851 October 6th	1855 October 5th
Thursday and Saturday at 9 A. 1.30 P.M.		Horseback and Cutter	25 0 0	1851 Sept. 6	1856 Sept. 5
day and Friday, 7 A.M. Re- turns same days.		do.	35 0 0	1852 Jan. 6	1855 Jan. 5
day. Wednesday and Friday, days.		do.	50 0 0	1851 Jan. 6	1855 Jan. 5
for Alnwick, and on Monday timore, returning same days.		do.	20 0 0	1851 Jan. 6	1855 Jan. 5
day and Saturday, at 7 A.M. noon. Returns to Hillier same		do.	37 10 0	1851 Jan. 6	1855 Jan. 5
day and Friday, 8 A. M., reach turns to Darlington same day.		Stage.	25 0 0	1851 Feb. 6	1855 Feby. 5
Madawaska Bridge. Same days, 9.30 A. M.					
immediately, day, Tuesday and Thursday at at Perth in 9 hours. To leave and Friday, 12.30 P. M., and to in 6 hours. To leave Smith's day and Saturday, 5 A.M., reach Perth Sunday, Tuesday and and reach Brockville 10.30 P.M. Wed. and Friday, 3 P.M., arrive Leave S. Falls, 10 P. M., arrive next day.		Stage.	340 0 0	1851 June 6	1855 June 5
Tuesdays, Thursdays and Sa- rives at Richmond at 9 A. M., 11 A.M. Returns at 11.30 A.M. at 1.30 P. M., and at North		Horseback and Cutter	48 0 0	1851 Sept. 6	1855 Sept. 5
every Wednesday at noon, ar- P.M. Returning, leaves Napanee and reaches Fredericksburg at		do.	24 15 0	1851 Oct. 6	1855 Oct. 5
every Tuesday, Thursday and rives at Rigaud at noon. arrives at Vankleek Hill at 5 P.		do.	45 0 0	1851 Do.	1855 Do.

REPORT of all Contracts made for the Transportation of the Mails in the

Province of Canada, within the year ended 5th April, 1851, &c.—(Continued.)

ROUTES.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From.	To				Days.	Hours.
Vankleek Hill,.....	Riceville,.....	Alfred J. Chesser.	18	1	Vankleek Hill. Wednesdays. noon. Riceville. Thursdays. 8 A.M. Seeley's Bay.	
Seeley's Bay,	Beverly,	Daniel Beiney.	15	1	Thursday, 5 A.M. Beverly. Thursdays. 10 A.M.	
Pictou,	Belleville,.....	W. H. Alexander.	23	3	Pictou, Monday, Wed-Belleville at noon.—reach Pictou at 7 P. M. Athol, every Monday & tintown at noon. Re-Athol at 4 P. M., same	
Athol,	Martintown,	John Campbell.	15	2	B. Mills, Mondays and at noon. Leave Perth 8 P. M., same days.	
Bellamy's Mills,.....	Perth,	James Coulter	23	2	Bytown, Monday, Wed-arrive at McWhinnies same days, immediately ham Mail & arrives in Port Hope.	
Bytown,	McWhinnies,	William Flegg.....	19	3	Daily. 9 A.M. (Sundays excepted). Peterboro.	
Port Hope,	Peterboro,.....	William Bletcher	29	6	Daily. 8,30 A.M. Kingston, every Tuesday at White Fish at noon. Saturday at 10 A. M., M., same days.	
Kingston,.....	White Fish,	Charles Greenwood...	30	2	White Fish, every Tues-arrival of Kingston Mail, M. Leaves Newboro' at turday, and arrive at	
White Fish,.....	Newboro',.....	Ira C. Mitchell,.....	13	2	Leaves W. Fish every M., or on arrival of ly at 3 P. M. Leave	
White Fish,	Beverly,	A. U. Ward.....	10	2	Leave Addison, every at 10 A. M., arrive at ing, to leave Westport 6 A.M., and reach Ad-	
Addison,.....	West Port,.....	Mathew Gallinger.....	43	3	Leave Fenelon Falls arrive at Lindsay at 11 Friday at 9 A. M., or on	
Fenelon Falls	Lindsay	W. H. Sanford	13	1	posa, and arrive at Fen- and Thursday at 7 A.M., immediately and arrive	
Amberst Island.....	Bath.....	Thomas Murray	5	2	During winter to leave and Thursday at 8 A.M. and Kingston Mail; to and be in Amherst Is-	
Brockville.....	North Augusta	Ransom Stone	12	3	Leave N. Augusta Tues-at 7 A. M., arrive at 2 P.M., and arrive at N.	
North Augusta	Merrickville	Robert Crozier	11	3	Leave Merrickville Tues at 5 A.M., and arrive at N. Augusta at 4 P.M.	
Shannonville.....	Lonsdale	E. H. Lewis	10	1	Leaves Shannonville at Lonsdale at noon, and same day.	
South Mountain	Heck's Corners	John Morrow	7	1	Leaves South Mountain arrive at Heck's Corners Bytown and Prescott afterwards.	

ARRIVAL.		Mode of Transportation.	Stipulated price to be paid.	Commence-ment of Contract.	Termination of Contract.
Days.	Hours.				
Same day.	Riceville. 4 P.M. Vankleek Hill. noon.	Horseback or Cutter.	15 10 0	1851 Oct. 6	1855 Oct. 5.
Do	Beverly. 8 A.M. Seeley's Bay.	Do.	13 0 0	Aug. 6	Aug. 5
Same day.	Do. 2 P.M. and Friday at 5 A. M., reach Leave Belleville at 3 P. M., same day.	Stage.	18 0 0	Dec. 6	Season.
Friday, 8 A. M., arrive at Mar-tur at 12,30 P.M., and arrive at day.	Friday, 8 A. M., arrive at Mar-tur at 12,30 P.M., and arrive at day.	Horseback or cutter.	19 10 0	July 6	July 5
Fridays at 6 A.M., reach Perth at 2 P. M., arrive at B. Mills at	Fridays at 6 A.M., reach Perth at 2 P. M., arrive at B. Mills at	Do.	40 0 0	Do.	Do.
nesday and Friday at 4 A. M., at 8 A. M. Leaves McWhinnies after the arrival of the Paken-Bytown in 4 hours afterwards.	nesday and Friday at 4 A. M., at 8 A. M. Leaves McWhinnies after the arrival of the Paken-Bytown in 4 hours afterwards.	Do.	52 0 0	June 6.	June 5
Daily.	Peterboro. 3 P.M. Stage.	Stage.	47 10 0	1852 Feb. 6	1856 Feby. 5.
Daily.	Port Hope. 2,30 P. M. and Friday at 6 A. M., arrive Return every Wednesday and and arrive at Kingston at 4 P.	Horseback or cutter.	75 0 0	Do.	Do.
and Friday, 12,35 P.M., or on ar-and arrive at Newboro', 3,30 P. 7 A. M. on Wednesday and Sa-White Fish at 9,30 A. M.	and Friday, 12,35 P.M., or on ar-and arrive at Newboro', 3,30 P. 7 A. M. on Wednesday and Sa-White Fish at 9,30 A. M.	Do.	26 0 0	Do.	Do.
Tuesday and Friday, 12,30 P. Kingston Mail, to reach Bever-Beverly at 4 P. M.	Tuesday and Friday, 12,30 P. Kingston Mail, to reach Bever-Beverly at 4 P. M.	Do.	20 0 0	Do.	Do.
Monday, Wednesday & Friday Westport at 7 P. M. Return-Tues. Thurs. and Saturday's at dison at 3 P. M., same days.	Monday, Wednesday & Friday Westport at 7 P. M. Return-Tues. Thurs. and Saturday's at dison at 3 P. M., same days.	Waggon or cutter.	115 0 0	Do.	Do.
every Thursday at 7 A. M., and A. M. Leave Lindsay every arrival of the Mail from Mar-elon Falls 4 hours afterwards.	every Thursday at 7 A. M., and A. M. Leave Lindsay every arrival of the Mail from Mar-elon Falls 4 hours afterwards.	Horseback or Cutter	21 10 0	February 6th	February 5th
Amherst Island every Monday arrive at Bath 9 A. M.; to return at Amherst Island at 11 A. M. Amherst Island every Monday and arrive in time for Brighton leave after arrival of said Mail land in 2 hours afterwards.	Amherst Island every Monday arrive at Bath 9 A. M.; to return at Amherst Island at 11 A. M. Amherst Island every Monday and arrive in time for Brighton leave after arrival of said Mail land in 2 hours afterwards.	Boat, Foot or Cutter	25 0 0	1851 June 6th	1855 June 5th
days, Thursdays, and Saturdays, Brockville at 9 A. M.; return at Augusta at 4 P. M., same days.	days, Thursdays, and Saturdays, Brockville at 9 A. M.; return at Augusta at 4 P. M., same days.	Horseback or Cutter	35 0 0	1852 January 6th	1856 January 5th
days, Thursdays, and Saturdays, N. Augusta at 6.30 A.M.; leave and arrive at 6 P.M. same days.	days, Thursdays, and Saturdays, N. Augusta at 6.30 A.M.; leave and arrive at 6 P.M. same days.	do	30 0 0	do	do
every Friday at 10 A.M., arrives returns to Shannonville at 2 P.M	every Friday at 10 A.M., arrives returns to Shannonville at 2 P.M	do	13 0 0	1851 July 6th	1855 July 5th
every Wednesday at 11 A.M., to at noon. Leaves after arrival of Mails, and arrive in one hour	every Wednesday at 11 A.M., to at noon. Leaves after arrival of Mails, and arrive in one hour	do	7 10 0	do	do

REPORT of all Contracts made for the Transportation of the Mails in the

ROUTES.		Names of Contractor.	Distance.	Times per week.	DEPARTURE.
From	To				Days.
Ashton	Franktown.....	John Sykes	5½	3	Leaves Ashton Tuesday, A.M., and 3.30 P.M., to and 6.30 P.M., and re-
St. Raphaels	McDonald's Corners ..	J. A. McDonald.....	1		To leave St. Raphael's and winter, to meet the on its arrival from L' turn immediately.
Mount St. Patrick	Bagot	Thomas Brady	12	1	Leave Mount St. Patrick rives at Bagot at 11 A.M. Mount St. Patrick.
Cobden	Stafford	Robert Childerhose ...	10	1	Leave Stafford every Sa-
Dixon's Corners	Matilda	William Wood	7	2	ford at 3 P. M. Leaves Dixon's Corners A.M., arrives at Matilda and reaches Dixon's Cor
Belleville	Latta's Mills	George Ross	12	1	Leaves Latta's Mills— arrives at Belleville 10— arrives at Latta's Mills
Port Hope	Perrytown	Walter Boyd	9	1	Leaves Port Hope every Perrytown at 12 P.M.; at Port Hope at 2 P.M.
Cornwall (during season of Navigation.)	Lancaster	James Dunlop	15	3	To leave Lancaster every at 10.30 A. M. arrives Cornwall at 3 P.M., and
Lancaster	Martintown	James Dunlop.....	13	3	During open navigation Thursdays, and Satur-
North Lancaster	McDonald's Corners, ..	Donald McGillis.....	3		tintown at 8.30 A. M.; 2 P. M., and arrives at winter to leave Lancas-
L'Original	Lancaster	Peter O'Brien	38	3	Fridays, at 10 A. M.; P.M., on return at 2.30 at 5 P.M.
Cornwall	St. Andrews	J. McLennan	7	3	To leave N. Lancaster at winter to meet the stage arrival from L'Original mediately.

W. H. GRIFFIN,
Secretary.

Province of Canada, within the year ended 5th April, 1851, &c.—(Continued.)

ARRIVAL.		Mode of Transportation.	Stipulated Price to be paid.	Commence-ment of Contract.	Termination of Contract.
Days.	Hours.				
Thursday, and Saturday, at 4 meet the Mail Stage at 6.30 A.M. turn immediately.		Horseback or Cutter.	20 0 0	1851 July 6th	1855 July 5th
at a suitable hour during summer Stage at McDonald's Corners, Orignal and Lancaster, and re-		Foot.	11 5 0	1852 March 6th	1856 March 5th
every Saturday at 8 A. M., ar-		Horseback or Cutter.	10 0 0	February 6th	February 5th
leaves at noon, and arrives at		Foot, Horseback and Cutter.	10 0 0	do	do
tuesday at 8 A. M., arrives at return at noon, and reach Staf-		Horseback or Cutter.	10 0 0	March 6th	March 5th
Tuesdays and Saturdays at 8 at 9.30 A.M.; returns at 11 A.M. ners at noon.		ditto	Free	1851 September	1852 September
every Wednesday at 8 A. M., A. M.; returns at noon, and at 2 P.M.		ditto	13 0 0	1851 September 6th	1855 September 5th
Thursday at 10 A.M., arrives at returns at 12.30, and arrives		ditto	20 0 0	1852 March 6th	1856 March 5th
Monday, Wednesday, and Friday at Cornwall at 1.30 P.M.; leaves arrives at Lancaster at 6 P.M. to leave Lancaster Tuesdays, days, at 6 A. M., arrive at Mar-		ditto	24 0 0	do	do
leaves Martintown on return at Lancaster at 4.30 P.M. During ter Mondays, Wednesdays, and arrives at Martintown at 12.30 P. M., and arrives at Lancaster		Foot	25 0 0	do	do
a suitable hour in summer and at McDonald's Corners on its and Lancaster, and return im-		Stage	142 10 0	do	do
Lancaster every Tuesday, Thurs- A.M., arrives at L'Original at L'Original at 4 P.M., and arrives the following day. During win-		Horseback or Cutter	19 10 0	do	do
Mondays, Wednesdays, and Fri- viding at L'Original at 5 P. M. days, Thursdays, and Saturdays, at Lancaster at 5 P. M. Monday, Wednesday, & Friday, Andrews at 8.30 A.M. Leaves and arrives at Cornwall at 12.30					

JAMES MORRIS,
Post Master General.

REPORT No. 6.

REPORT OF ALLOWANCES made to Mail Contractors in Canada, beyond the sum originally stipulated in their respective Contracts, during the Year ended 5th April, 1852, with the reasons for the same, and of all orders made by the Department whereby additional expense is or will be incurred beyond the original Contract price on any land or water route, specifying in such case the route to which the order relates, the name of the Contractor, the original service provided by the Contract, the original price, the date of the order for additional service required, and the additional allowance therefor.

ROUTES.		Names of Contractors.	Original service provided by Contract.	Original Price.		Additional service required.	Additional allowance therefor per annum.		Date of commencement of additional service and allow. anc.
From	To			£	s. d.		£	s. d.	
Hamilton.....	Sandwich,	George Babcock...	Conveyance of Mails daily between Hamilton and Sandwich by Brantford, Woodstock, John St. Chatham, and along the shore of Lake St. Clair,	1000	0 0	Conveyance of Mail between Chatham & Windsor by middle road, serving the new Offices at Comber, Maidstone, Huxton, and Tilbury E., increasing the distance each way 15 miles,	50	0 0	6th July, 1851
Illier	Rednersville,	Thomas Flagler...	Hillier to Rednersville, 13 miles.....	23	15 0	The new P. Office at Allisonville to be served, adding 3 miles to the distance,	7	10 0	6th Sept., "
Hungerford...	W. Huntingdon,	J. G. Downing ...	Hungerford to West Huntingdon, 18 miles,	40	0 0	The service of Stoco, adding 2 1/2 miles to the distance,	5	0 0	" "
Addison ...	Westport,	Samuel Wiltze	Addison to Westport, 39 miles,	120	0 0	The service of Hartem, adding 4 miles to the distance,	6	0 0	" "
Millcreek.....	Newburg,	P. S. Timmerman.	Millcreek to Newburg, 13 miles,.....	40	0 0	The service of Colebrooke, adding 7 miles to the distance,	6	0 0	6th Aug., "
Cavan	South Monaghan,	William Scott.....	South Monaghan to Cavan, 10 miles,	26	0 0	The service of Mount Pleasant, adding 5 miles to the distance,	13	0 0	6th Oct., "
Bytown	Prescott,	Samuel Wilson ...	Three trips per week, equal to 366 miles weekly,	199	0 0	For 6 trips per week, making the distance travelled 732 miles weekly,	75	0 0	1st Mar., 1852
Milford	Pictou,	James Gilmour ...	Two trips per week, equal to 40 miles per week,	12	0 0	Three trips per week, making the distance travelled 60 miles weekly,	8	0 0	6th Mar., "
Beaumont ...	St. Gervais,	C. Turgeon.....	Mail once per week between the two places,	10	0 0	A second Mail per week,	10	0 0	6th June, 1851
St. Eustache ..	St. Scholastique,	David Mitchell ...	Mail twice per week,	33	15 0	Service of St. Augustin, requiring extra Mail travel over bad roads,	5	0 0	6th Jan., 1852
L'Assomption	St. Roch l'Achigan	L. Archambault ...	Mail once per week,	10	0 0	Mail two additional times between the two places,	10	0 0	" "
Nicolet	Quebec,	A. Beauchemin ...	Mail twice per week,	254	7 0	Additional weekly trip, making the service three times per week,	112	3 6	6th July, '51

JAMES MORRIS,
Postmaster General.

W. H. GRIFFIN,
Secretary.

REPORT No. 6—(Continued.)

REPORT OF CURTAILMENTS OF EXPENSES ON EXISTING CONTRACTS EFFECTED BY THE POST OFFICE DEPARTMENT WITHIN THE YEAR ENDED 5TH APRIL, 1852, SPECIFYING IN EACH CASE THE ROUTE TO WHICH THE CURTAILMENT RELATES—THE NAME OF THE CONTRACTOR—THE ORIGINAL SERVICE PROVIDED BY THE CONTRACT—THE ORIGINAL PRICE—THE REASON FOR THE CURTAILMENT—THE AMOUNT OF REDUCTION OF PRICE—AND THE DATE FROM WHICH THE CURTAILMENT TOOK EFFECT.

ROUTES.		Names of Contractors.	Original Service provided by Contract.	Original Price.	Reason for Curtailment.	Reduction made in Allowance per annum.	Date of Commencement of reduction.
From.	To						
Amherstburg,.....	Sandwich,.....	T. M. Taylor,.....	Conveyance of Mail seven times per week,.....	£ 175 0 0	The Passenger travel on these Stage Routes had so far increased in value, that it was considered that the charge against the Department for the conveyance of the Mails in question should be reduced.	25 0 0	6th July—1851.
Hamilton,.....	Sandwich,.....	Geo. Babcock,.....	Conveyance of Mails daily by direct Route,.....	1679 0 0		659 0 0	
*London,.....	Port Sarnia,.....	M. Segar,.....	Conveyance of Mails three times per week,.....	225 0 0		25 0 0	
London,.....	Port Stanley,.....	M. Segar,.....	Conveyance of Mails seven times per week,.....	200 0 0		75 0 0	
Montreal,.....	Grenville,.....	M. Roeré,.....	Conveyance of Mail six times per week in winter direct through from Montreal to Grenville, as portion of the Grand Route from Montreal to Bytown,.....	325 0 0			
					The Land Mail Route between Montreal and Bytown being made to cross from Carillon to Point Fortune (instead of Buckingham,) and continuing thence on the U. C. Bank of the Ottawa, it became necessary that the Montreal and Grenville route should terminate at Carillon,.....	65 0 0	25th Nov., 1851.

* On the 6th November the semi-weekly Mail between Adelaide and Katesville (which service was included in the London and Port Sarnia Contract) was discontinued, and a further reduction of £15 per annum made in the amount paid to the Contractor. He now receives for the Route only £185 per annum.

JAMES MORRIS,
Postmaster General.

W. H. GRIFFIN,
Secretary.

REPORT No. 8.

REPORT of new Post Offices established in Canada during the Year ended 5th April, 1852.

Name of Office.	Township or Seigniori.	County.	Postmaster.	When Established.
Aberfoyle.....	Puslinch,	Wellington	S. Falconbridge	6th September, 1851
Acton Vale,	Acton,	Drummond	C. Beauregard	6th January, 1852
Adamsville,	Etobicoke,	York	C. Lindsay	6th February, " "
Allisonville,	Ameliasburg,	Prince Edward	J. W. Allison	6th September, 1851
Artemesia,	Artemesia,	Simcoe	John Sproule	6th July, " "
Arthur,	Arthur,	Wellington	A. Mitchell	6th May, " "
Ashgrove,	Fsquesing,	Halton	John Hunter	6th February, 1852
Ashton,	Goulburn,	Carleton	John Sumner	6th July, 1851
Atherly,	Mara,	Ontario	W. C. McMillan	" " " "
Athol,	Indian Lands,	Glengary	James McDonnell	" " " "
Balmoral,	Walpole,	Haldimand	John Heasman	" " " "
Baltimore,	Hamilton,	Northumberland	R. Harstone	6th November, " "
Beaumont,	Beaumont,	Bellechasse	Z. Turgeon	6th February, 1852
Bell's Corners, Nepean,	Nepean,	Carleton	George Arnold	6th August, 1851
Belœil,	Belœil,	Verchères	P. Malo	" " " "
Birmingham,	Pittsburgh,	Frontenac	James Birmingham	6th February, 1852
Bosanquet,	Bosanquet,	Lambton	Jos. Hilborn	6th July, 1851
Brewer's Mills,	Pittsburg,	Frontenac	Robert Anglen	6th February, 1852
Bronte,	Trasfalgar,	Halton	E. Williams	6th June, 1851
Brooke,	Brooke,	Lambton	A. McGregor	6th July, " "
Brucefield,	Tuckersmith,	Huron	Donald McMillan	6th August, " "
Buttonville,	Markham,	York	William Morrison	6th May, " "
Buxton,	Raleigh,	Kent	A. McLachlan	6th July, " "
Caledon East,	Caledon,	Peel	James McDougall	" " " "
Caledonia Flats,	Caledonia,	Prescott	William Bradley	6th October, " "
Campbellville,	Nassagaweya,	Halton	James McGriffin	6th February, 1852
Canastota,	Woolwich,	Waterloo	Charles Hendry	" " " "
Canning,	Blenheim,	Oxford	Thomas Allechin	6th June, 1851
Carlisle,	East Flamboro',	Wentworth	G. R. Lister	6th September, " "
Carradoc,	Carradoc,	Middlesex	E. Mihell	6th November, " "
Cartwright,	Cartwright,	Durham	William Vance	6th May, " "
Cayuga,	Cayuga,	Haldimand	D. Campbell	" " " "
Chateau Richer,	Montmorency,	Montmorency	L. O. Rousseau	6th June, " "
Cheltenham,	Chinquacousy,	Peel	William Allan	6th February, 1852
Chesterfield,	Blenheim,	Oxford	George Baird	6th October, 1851
Clapham,	Adolphustown,	Lenox	E. D. Lalanne	" " " "
Claremont,	Pickering,	Ontario	Thomas Noble	6th September, " "
Cobden,	Ross,	Renfrew	Jason Gould	6th June, " "
Coldwater,	Medonte,	Simcoe	James Shaw	6th August, " "
Coldsprings,	Hamilton,	Northumberland	D. McIntosh	6th November, " "
Colebrooke,	Camden,	Addington	Charles Warner	6th August, " "
Comber,	Tilbury West,	Kent	James Gracey	6th July, " "
Cookshire,	Eaton,	Sherbrooke	R. Wilford	6th November, " "
Cookstown,	Tecumseth,	Simcoe	James Harper	6th June, " "
Copetown,	Ancaster,	Wentworth	J. G. Dresser	6th August, " "
Creomore Mills,	Nottawasaga,	Simcoe	W. Webster	" " " "
Crosby's Corners,	Markham,	York	A. Alexander	6th July, " "
Cumminsville,	Nelson,	Halton	William Panton	6th June, " "
DeCewsville,	Cayuga,	Haldimand	William DeCew	6th July, " "
Derry West,	Toronto,	Peel	Thomas McClear	6th August, " "
Dixon's Corners,	Matilda,	Dundas	William Wood	6th March, 1852
Doon,	Waterloo,	Waterloo	Robert Ferrie	6th September, 1851
Drayton,	Peel,	Wellington	Ezra Adams	" " " "
East Frampton,	Frampton,	Dorchester	George A. Smith	6th January, 1852
East Glenelg,	Glenelg,	Grey	Eliza Atkinson	6th July, 1851
East Hawkesbury,	Hawkesbury,	Prescott	James Gamble	6th October, " "
East Holland,	Holland,	Grey	H. Cardwell	6th July, " "
Eden Mills,	Eramosa,	Wellington	A. L. Argo	" " " "
Edmonton,	Chinquacousy,	Peel	Thomas Watson	" " " "
Enniskillen,	Darlington,	Durham	John Ferris	6th November, " "
Forestville,	Charlotteville,	Norfolk	Titus Finch	6th November, 1851
Friburg,	Waterloo,	Waterloo	Ferd. Rombach	" " " "
Garafraxa,	Garafraxa,	Wellington	George Skene	6th May, " "

REPORT of new Post Offices established in Canada during the Year, &c.—(Continued.)

Name of Office.	Township or Seigniori.	County.	Postmaster.	When Established.
Georgetown,.....	Esquesing,	Halton	John Sumpter	6th May, 1851
Glen Morris,.....	Dumfries,	Brant,	Robert Sheil	6th June, " "
Gormley's Corners,	Markham,	York	James Gormley	" " " "
Gould,.....	Lingwick,	Sherbrooke	James Ross	6th October, " "
Grahamsville,.....	Chiniquacousy,	Peel	George Graham	6th February, 1852
Grande Greve,.....	.....	Gaspé	Charles Esnouf	6th January, " "
Greenwood,.....	Pickering,	Ontario	George Begg	6th February, " "
Grovesend,.....	Malahide,	Elgin	Jos. W. Stone	" " " "
Hagersville,	Oneida,	Haldimand	J. G. Haskett	6th January, " "
Hamburg,.....	Fredericksburg,	Addington	Richard Kane	6th October, 1851
Hampton,.....	Darlington,.....	Durham	H. Elliott	6th September, " "
Harlem,.....	Bastard,	Leeds	A. A. Chamberlain	" " " "
Harwich,.....	Harwick,	Kent	Alexander McKay	6th July, " "
Hawksville,	Wellesley,	Waterloo	Gabriel Hawks	6th February, 1852
Hillsburg,.....	Erin,	Wellington	William Gooderham	6th July, 1851
Hollen,.....	Maryboro',	do	J. Hollen	6th March, 1852
Horning's Mills,	Nottawasaga,	Simcoe	J. McGee	6th August, 1851
Howick,.....	S. Georgetown,	Beauharnois	J. Gebbie	6th October, " "
Humberstone,	Humberstone,	Welland	John Thomson	6th August, " "
Hunterstown,	Hunterstown,	St. Maurice	William Parker	6th February, 1852
Innisville,	Drummond,	Lanark	M. Murphy	6th June, 1851
Jarvis,.....	Walpole,.....	Haldimand	C. W. Shannon	" " " "
Jerseyville,	Ancaster,	Wentworth	H. F. Young	6th February, 1852
Kettleby's Mills,	King,	York	James Tipping	6th August, 1851
Kilworth,.....	Delaware,	Middlesex	Charles Cook	" " " "
Kincardine,	Kincardine,	Bruce	D. McKendrick	6th June, " "
Kirkwall, .....	.....	Halton	M. Campbell	6th December, " "
Knowlton,	Brome,	Shelford	A. Kimball	6th July, " "
Knowlton Falls,	do	do	George Brock	6th November, " "
Lakefeld,.....	Gore,	Two Mountains	G. Rogers	6th March, 1852
Lanoraie,	Lanoraie,	Berthier	J. B. Galien	6th January, " "
Latta's Mills,	Thurlow,.....	Hastings	George Ross	6th September, 1851
Lawrenceville,	South Ely,	Shefford	E. Lawrence	6th October, " "
LeFoulon,	E. Hawkesbury,	Prescott	William Jamieson	" " " "
Lenox,.....	Fredericksburg,	Addington	W. J. Forshee	" " " "
Les Bergeronnes,	Bergeronnes,	Saguenay	Charles Pentland	6th December, " "
Long Point,	Island of Montreal,	Montreal	J. B. Morin	6th July, " "
Lonsdale,	Tyendingana,	Hastings	J. Lazier	6th September, " "
Lyn,.....	Elizabethtown,	Leeds	Palmer Lee	6th December, " "
Lynden,.....	Beverly,	Wentworth	John Howard	6th February, 1851
Lynnhurst,	Lansdowne,	Leeds	A. Cameron	6th July, " "
Maidstone,	Maidstone,	Essex	John Murray	" " " "
Manvers,.....	Manvers,.....	Durham	David Gairdner	6th May, " "
Marysville,	Tyendingana,	Hastings	Joseph Dufoe	5th July, " "
Massawippi,	West Hatley,	Stanstead	D. M. Moulton	6th October, " "
Matane,.....	Matane,.....	Rimouski	H. Chepmell	6th June, " "
Melancthon,	Melancthon,	Grey	James Beachall	6th July, " "
Merton,.....	Nelson,	Halton	H. Hurrison	6th February, 1852
Millbank,	Mornington,	Perth	W. Rutherford	6th March, " "
Millhaven,	Freestown,	Addington	Jeremiah Amey	6th February, " "
Millpoint,	Richmond,	Lenox	James Bowen	6th August, 1851
Mono Centre,	Mono,	Simcoe	William Large	6th July, " "
Mount Elgin,	Dereham,	Oxford	D. C. Wood	" " " "
Mount Pleasant,	Cavan,	Durham	S. G. Best	6th November, " "
Mount St. Patrick,	Brougham,	Renfrew	Thomas Brady	6th February, 1852
Mount Vernon,	Brantford,	Wentworth	Thomas Perrin	6th October, 1851
Napier,.....	Metcalfe,	Middlesex	James Keefer	6th November, " "
New Durham,	Burford,	Oxford	Jessie Schooley	6th June, " "
New Hamburg,	Waterloo,	Waterloo	William Scott	6th May, " "
New Hope,	do	do	C. Nahrgang	" " " "
New Liverpool,	Lauzon,	Dorchester	P. Bourassa	6th January, 1852
Nileston,	Dorchester,	Middlesex	Jos. Patterson	6th October, 1851
Nobleton,	King,	York	Thomas Noble	6th May, " "
North Adjala,	Adjala,	Simcoe	Thomas Brown	6th August, " "
Oak Ridges,	Whitchurch,	York	A. McKechnie	6th July, " "

REPORT of new Post Offices established in Canada during the Year, &c.—(Continued.)

Name of Office.	Township or Seigniorly.	County.	Postmaster.	When Established.
Onondaga,	Tuscarora,	Wentworth,	W. D. Soules	6th July, 1851
Ontario,	Saifleet,	do	J. C. Kerr	6th December, "
Orangeville,	Garafraxa,	Wellington	O. Lawrence	6th August, "
Osprey,	Osprey,	Waterloo	Joseph Gibson	6th December, 1851
Pefferlaw,	Georgina,	Ontario	Jean Johnson	6th May, "
Perrytown,	Hope,	Durham	A. Choate	6th September, "
Phillipsburg,	Wilmot,	Waterloo	J. C. Doering	" "
Pigeon Hill,	St. Armand,	Missisquoi	T. E. Brill	6th October, "
Pine Hill,	Bosanquet,	Lambton	U. Chester	6th February, 1852
Plympton,	Plympton,	do	P. McGregor	6th July, 1851
Pointe aux Trembles,	Island of Montreal,	Montreal	P. Dubreuil	" "
Point Fortune,	Rigaud,	Vaudreuil	A. St. Denis	6th August, "
Port Albert,	Ashfield,	Huron	Thomas Longhead	6th November, "
Port Royal,	Walsingham,	Norfolk	H. M. Empey	6th October, "
Priceville,	Egremont,	Grey	William Ferguson	6th February, 1852
Proton,	Proton,	do	George Armstrong	6th July, 1851
Queensville,	E. Gwillimbury,	Simcoe	James Aylward	6th May, "
Rainham Centre,	Rainham,	Haldimand	William Jones	6th July, "
Riceville,	Plantagenet,	Prescott	P. McLaurin	6th October, "
Richview,	Toronto Gore,	Peel	John Davis	6th February, 1852
Richwood,	Blenheim,	Oxford	Calvin Pine	6th October, 1851
Rivière aux Canards,	Island of Montreal,	Saguenay	Thomas Hamilton	6th December, "
Rivière des Prairies,	Beverly,	Wentworth	L. Fontaine	6th July, "
Rockton,	Thurlow,	Hastings	W. W. Barlow	6th August, "
Roslin,	Pickering,	Ontario	J. Howell	6th July, "
Rouge Hill,	Roxton,	Shefford	Emi. Playter	6th February, 1852
Roxt in Falls,	Vaughan,	York	B. Savage	6th January, "
Rupert,	Beauharnois	Beauharnois	J. Noble	6th February, "
Russelltown,	Abercrombie,	Terrebonne	H. Struthers	6th Jan '52, re-open'd
St. Adèle,	Cornwall,	Stormont	J. B. Villeneuve	6th February, 1852
St. Andrews,	Godmanchester,	Beauharnois	Allan Grant	6th Aug '51, re-open'd
St. Anicet,	Gainsboro',	Lincoln	H. Dumesnil	6th July, 1851
St. Ann's, Lincoln,	Verchères	Verchères	Jacob Upper	6th October, "
St. Antoine,	Cacana,	Rimouski	N. Cartier	" "
St. Arsene,	Rouville	Rouville	François Talbot	6th June, "
St. Arthamase,	Two Mountains,	Two Mountains	E. Dufresne	6th October, "
St. Augustin,	Portneuf	Portneuf	Joseph Labelle	6th January, 1852
St. Bazile,	St. Maurice	St. Maurice	Victor Leclerc	6th February, "
St. Barnabé,	Portneuf	Portneuf	L. Bellemare	6th March, "
St. Casimir,	Bellechasse	Bellechasse	N. Parré	" "
St. Charles, River Boyer,	Arthabaska,	Drummond	J. Montminy	6th June, 1851
St. Christophe, } d'Arthabaska,	Vaudreuil,	Vaudreuil	J. Goodhue	6th October, "
St. Cler,	Two Mountains	Two Mountains	J. H. Thisdale	6th August, "
St. Columbin,	Berthier	Berthier	M. J. Phelan	6th July, "
St. Cuthbert,	Island of Orleans,	Montmorency	J. B. Chenevert	6th September, "
St. Famille,	Berthier	Berthier	J. Letourneau	6th March, 1852
St. Felix de Valois,	Rimouski	Rimouski	M. Crepeau	6th May, 1851
St. Flavie,	Island of Orleans,	Montmorency	J. B. Lamontagne	6th June, "
St. François,	Berthier	Berthier	E. Daigneault	6th March, 1852
St. Gabriel de Brandon,	Huntingdon,	Hastings	O. Chabot	6th September, 1851
St. George Hastings,	Two Mountains	Two Mountains	William Francis	6th July, "
St. Hermas,	Waterloo	Waterloo	D. Marcil	" "
St. Jacobs,	Huntingdon	Huntingdon	Joseph Eby	6th February, 1852
St. Jacques le Mineur,	Terrebonne	Terrebonne	E. Bouchard	6th July, 1851
St. Janvier,	Beauharnois	Beauharnois	A. Seguin	6th February, 1852
St. Jean Chrysostome,	Montmorency	Montmorency	A. Lariche	6th July, 1851
St. Jean d'Orleans,	Welland	Welland	F. R. Turcot	6th March, 1852
St. Johns,	Richelieu	Richelieu	Charles Fell	6th Aug '51, re-open'd
St. Jude,	Montmorency	Montmorency	N. Gauthier	6th October, 1851
St. Laurent,	Beauharnois	Beauharnois	Joseph Chabot	6th March, 1852
St. Louis de Gonzague,	Vaudreuil	Vaudreuil	J. Symons	6th September, 1851
St. Marthe,	Nicolet	Nicolet	J. Lalonde	6th August, "
St. Monique,	Dorchester	Dorchester	Pierre Nourri	6th January, 1852
St. Nicholas,	Kamouraska,	Kamouraska	M. Scott	6th June, 1851
St. Paschal,	Antoine Blondeau	Antoine Blondeau	" "	" "

REPORT of new Post Offices established in Canada during the Year, &c.—(Continued.)

Name of Office.	Township or Seigniorly.	County.	Postmaster.	When Established.
St. Paul d'Industrie,		Berthier	N. Desautier	6th May, 1851
St. Philomène,		Huntingdon	A. Couillard	6th July, "
St. Pierre,	Island of Orleans, ...	Montmorency	F. Fortin	6th March, 1852
St. Sylvester East,		Lotbinière	G. McCrae	6th January, "
St. Timothé,		Beauharnois	J. B. Scott	6th September, 1851
St. Ursule,		St. Maurice	L. Lupien	6th December, "
St. Valentine,		Huntingdon	F. B. Laperle	6th July, "
St. Vallier,	St. Vallier,	Bellechasse	F. Belanger	6th February, 1852
St. Zephirin,	Courval,	Yamaska	G. Crepeau	6th March, "
Saugeen,	Saugeen,	Bruce	Robert Reid	6th July, 1851
Scotch Block,	Esquesing,	Halton	Thomas Hume	6th February, 1852
Seeley's Bay,	Leeds,	Leeds	D. Birney	6th August, 1851
Silver Hill,	Charlotteville,	Norfolk	Elizabeth Cole	6th October, "
Sherrington,		Huntingdon	George Busby	6th January, 1852
Smithville,	Thurlow,	Hastings	William Ashley	6th July, 1851
Sombra,	Sombra,	Kent	P. Cattenach	6th August, "
South Bolton,	Bolton,	Stanstead	A. M. Bullock	6th September, "
South Ely,	Ely,	Shefford	F. R. Blanchard	6th October, "
South Mountain,	Mountain,	Dundas	John Morrow	6th July, "
Springford,	Norwich,	Oxford	Sydnor Wright	6th January, 1852
Springville,	N. Monaghan,	Peterboro'	Thomas Eyres	6th November, 1851
Stafford,	Stafford,	Renfrew	R. Childerhose	6th February, 1852
Stoco,	Hungerford,	Hastings	M. McCoy	6th September, 1851
Strabane,	West Flamboro', ...	Wentworth	Matthew Peebles	6th June, "
Straffordville,	Bayham,	Middlesex	William Hatch	6th July, "
Strathroy,	Carradoc,	do	Timothy Cook	6th November, "
Summertown,	Charlottenburg,	Glengary	D. Summers	6th January, 1852
Summersville,	Etobicoke,	York	James Telfer	6th July, 1851
Tadousac,		Saguenay	Joseph Radford	6th December, "
Thamesford,	Nissouri,	Oxford	Rosetta McClelland	6th June, "
Thistleton,	Etobicoke,	York	J. A. Thistle	6th July, "
Thurlow,	Thurlow,	Hastings	John Phillips	6th January, 1852
Tilbury East,	Tilbury East,	Kent	James Smith	6th July, 1851
Tullamore,	Toronto Gore,	Peel	Reid Wright	6th August, "
Tuscarora,	Onondaga,	Brant	George Youell	6th July, "
Tyrone,	Darlington,	Durham	John Gray	6th February, 1852
Union,	Yarmouth,	Middlesex	John Ellison	6th October, 1851
Unionville, Markham, ...	Markham,	York	Andrew Eckhardt	6th June, "
Villanova,	Townsend,	Norfolk	J. McLaren	6th September, "
Washington,	Blenheim,	Oxford	Adam Shark	6th February, 1852
Waterloo (Kingston), ...	Kingston,	Frontenac	Jos. Northmore	6th December, 1851
Wellesley,	Wallaceburg,	Waterloo	William Brown	6th June, "
West Brome,	Brome,	Shefford	E. Keys	6th March, 1852
West Essa,	Essa,	Simcoe	Thomas Drury	6th August, 1851
Windham Centre,	Windham,	Norfolk	Vacant at date of return	" "
Whitefish,	South Crosby,	Leeds	W. A. Schofield	6th February, 1852
Wolverton,	Blenheim,	Oxford	E. Wolverton	6th September, 1851
Yorkville,	York,	York	James Dobson	" "

JAMES MORRIS,
Postmaster General.

W. H. GRIFFIN,
Secretary.

REPORT No. 8.—(Continued.)

REPORT of new Post Routes established during the year ended 5th April, 1852.

ROUTES.		When Established.	Number of Trips per Week.	Distance in Miles.
From.	To.			
Buttonville,.....	Thornhill,	1851.	1	6
Fergus,.....	Garrafraxa,	6th May,	2	8
Cartwright,	Darlington,	ditto	1	15
Manvers,.....	Newcastle,	ditto	1	15
Industry,.....	St. Paul d'Industrie,	ditto	2	4
Cumminsville,	Nelson,	6th June,	2	6 $\frac{1}{2}$
Gormley's Corners,	Richmond Hill,	ditto	1	7 $\frac{1}{2}$
Markham,.....	Thornhill,	ditto	2	13
Oxford,	Thamesford,	ditto	2	9
Waterloo,	Wellesley,	ditto	1	15
Cobden,.....	Ross,	ditto	3	12
Beverley,.....	Lyndhurst,	ditto	1	5
Kamouraska,.....	St. Paschal,	ditto	2	4 $\frac{1}{2}$
Matane,.....	Metis,	ditto	1	33
Adelaide,.....	Bosanquet,	6th July,	1	10
Atherly,.....	Orillia,	ditto	2	34
Brantford (via Glen Morris)	Galt,	ditto	6	23
Paris,.....	Princeton,	ditto	3	12
Brantford,	Seneca,	ditto	3	18
Cayuga,.....	Jarvis,	ditto	2	14
Eden Mills,.....	Guelph,	ditto	1	7
Owen's Sound,	Saugeen,	ditto	1	25
Brooke,.....	Warwick,	ditto	1	9
Chatham,	Harwich,	ditto	1	12
Erin,.....	Hillsburg,	ditto	1	5
Oxford,.....	Vienna,	ditto	6	28 $\frac{1}{2}$
Ashton,	Franktown,	ditto	6	5 $\frac{1}{2}$
Athol,.....	Martintown,	ditto	2	15
South Mountain,.....	Heck's Corners,	ditto	1	7
Lonsdale,	Marysville,	ditto	1	10
St. Columbin,	St. Scholastique,	ditto	1	9
St. Andrews,.....	St. Hermas,	ditto	1	9
Chateauguay,.....	St. Philomène,	ditto	6	5
Laquerrie,.....	St. Anicet,	ditto	2	5
Napierville,.....	St. Jacques le Mineur,	ditto	1	8
Pointe aux Trembles,	Rivière des Prairies,	ditto	2	6
East Holland,	Mono Mills,	23rd July,	1	66
St. Catherine's,.....	Toronto,	25th July,	6	36
Cookstown,.....	Mulmer,	6th August,	1	22
Hamilton (by Gov. Road)	Paris,	ditto	6	28
Kilworth,.....	London,	ditto	3	9
Mono Mills,.....	Orangeville,	ditto	1	7
Richmond Hill,.....	Rupert,	ditto	1	4
Simcoe,.....	Windham Centre,	ditto	1	10
Kettleby Mills,.....	Whitechurch,	ditto	2	6
Lyndhurst,.....	Seeley's Bay,	ditto	1	7
Belœil,.....	St. Hilaire,	ditto	7	1
Coteau du Lac,	St. Clet,	ditto	1	6
Rigaud,.....	Ste. Marthe,	ditto	1	9
Ayr,.....	Wolverton,	6th September,	1	5
Brougham,.....	Claremont,	ditto	2	3 $\frac{1}{2}$
Drayton,.....	Elora,	ditto	1	15
New Hamburg,.....	Phlipsburgh,	ditto	2	5
Villanova,.....	Waterford,	ditto	1	4
Smithville,.....	St. Ann's,	ditto	2	3 $\frac{1}{2}$
Perrytown,.....	Port Hope,	ditto	1	9
Belleville,.....	Latta's Mills,	ditto	1	12
St. Johns,.....	Rouse's Point,	ditto	6	22
St. Louis de Gonzague,	St. Timothé,	ditto	3	6
St. Felix de Valois,	St. Gabriel de Brandon,	ditto	1	12
Howick,.....	North Georgetown,	ditto	3	2
Hamilton,.....	Lewiston,	8th September,	6	42

REPORT of New Post Routes, &c.—(Continued.)

ROUTE.		When Established.	Number of Trips per Week.	Distance in Miles.
From.	To.			
		1851.		
Hamilton, Post Office	Wharf	8th September,	6	1
Canning	Richwood	6th October,	2	3
Carlisle	Waterdown	ditto	2	6
Chesterfield	Wilmot	ditto	1	4
Goderich	Kincardine	ditto	1	35
Vittoria	Silver Hill	ditto	1	11
Rigaud	Vankleek Hill	ditto	3	18
Riceville	Vankleek Hill	ditto	1	18
Fredericksburg	Napance	ditto	1	25
Cavan	Mount Pleasant	ditto	3	5
St. Antoine	St. Denis	ditto	1	13
St. Denis	St. Jude	ditto	1	12
Berthier	St. Cuthbert	ditto	2	9
Philipsburg	Pigeon Hill	ditto	2	7
Gould	Robinson	ditto	1	12
Melbourne	North Stukely	27th October,	1	24
Amiens	Napier	6th November,	2	19
Caradoc	Kilworth	ditto	2	8½
Creemore Mills	Nottawasaga	ditto	1	9½
Freiburg	Preston	ditto	1	10
Coolidge	South Boulton	ditto	2	2
American Shore	Sault St. Marie	17th November,		
Onondaga	Seneca	18th "	2	10
Beauharnois	St. Timothée	24th "	3	9
Philipsburg	Swanton, U. S.	1st December,	6	
Cannington	Eldon	6th December,	2	5
Coldwater	Medonté	ditto	2	6
Beaverton, (via Cannington)	Mariposa	ditto	2	15
Kirkwall	Rockton	ditto	2	4½
Melancthon	Osprey	ditto	1	16
Maskinongé	St. Ursule	ditto	1	7
Murray Bay	Les Bergeronnes	ditto		semi-monthly
Belleville	Picton	8th December,	3	23
Richmond	St. Hyacinthe	1st January, 1852.	6	41
Acton	Thompson's Corners	6th ditto	2	5
Beaverton	Orillia	ditto	2	22
Georgetown	Norval	ditto	6	3½
Glen Morris	Ayr and Galt Road	ditto	3	3
Guelph, (via Galt)	Hamilton	ditto	6	40
Hillier	Belleville	ditto	2	23
Brockville	Merrickville	ditto	3	23
Nicolet	St. Monique	ditto	1	8
St. Sylvester	St. Sylvester, East	ditto	1	5
Proton	Pricerville	16th ditto	1	10½
Adamsville	Weston	6th February, "	1	4
Bentinck	Proton	ditto	1	20½
Berlin	Woolwich	ditto	3	9
Canning	Paris	ditto	3	3
Richwood	Wolverton	ditto	1	3½
Claremont	Pickering	ditto	3	13
Allansville	St. Jacob's	ditto	2	14
Esquesing	Scotch Block	ditto	1	5
Hawksville	St. Jacob's	ditto	2	6
Grovesend	Vienna	ditto	1	8
Jerseyville	Lynden	ditto	2	4
Cheltenham	Churchville	ditto	1	9
St. Jacob's	Waterloo	ditto	2	6
Wilmot	Wolverton	ditto	1	15
Kingston	Whitefish	ditto	2	30
Bagot	Mount St. Patrick	ditto	1	12
Cobden	Stafford	ditto	1	10
Newboro'	Whitefish	ditto	2	13

REPORT of New Post Routes, &c.—(Continued.)

ROUTE.		When Established.	Number of Trips per Week.	Distance in Miles.
From.	To.			
		1852.		
Beverley,	Whitefish,	6th February,	2	10
Hunterstown,	Rivière du Loup,	ditto	3	15
Ste. Adèle,	St Jerome,	ditto	1	16
Portneuf,	St. Bazile,	ditto	1	8
Allansville,	Holien,	6th March,	1	5
Bosanquet,	Pine Hill,	ditto	1	6
Mill Bank,	Waterloo,	ditto	1	9
Dixon's Corners,	Matilda,	ditto	2	7
Lancaster,	Martintown,	ditto	3	13
Lancaster,	L'Original,	ditto	3	38
St. Raphael's,	McDonald's Corners,	ditto	6	1
North Lancaster,	McDonald's Corners,	ditto	6	3
Rivière du Loup,	St. Ursule,	ditto	2	6
St. Barnabé,	Yamachiche,	ditto	1	10
Lachute,	Lakefield,	ditto	1	9
Brome,	West Brome,	ditto	2	7
Island of Orleans,	Quebec,	ditto	1	27
Cartwright, (by way of Tyrone),	Darlington,	9th March,	2	17

W. H. GRIFFIN,
Secretary.

JAMES MORRIS,
Postmaster General.

REPORT

REPORT of Post Offices and Post Routes discontinued or closed within the Year continued or closed, the

Post Office.	County.	When closed.
Nil.	Nil.	Nil.

Post Route.		Distance in Miles.	Service. Times per week.	Date of Discontinuance.
From.	To.			
Acton,	Esquesing,	8	One.	6th January, 1852.
Adelaide,	Katesville,	7	Two.	6th November, 1851.
Ayr,	Wolverton,	5	One.	6th February, 1852.
Beaverton,	Mariposa, <i>via</i> ELDON,	21	Two.	6th December, 1851.
Bronte,	Oakville,	4	Three.	27th December, 1851.
Hawkesbury,	Vankleek Hill,	7	Three.	
Maskinongé,	St. Ursule,	6	Two.	6th March, 1852.
North Lancaster,	St. Polycarpe,	12	Three.	
Waterloo,	Woolwich,	8	Six.	3rd February, 1852.

W. H. GRIFFIN,
Secretary.

No. 8—(Continued.)

ended the 5th April, 1852, shewing in the case of each Office and Post Route dis-reason for the proceeding.

Reasons for Closing.
Nil.

Reasons for Discontinuance.
Superseded by semi-weekly routes between Acton and Thompson's Corners.
Superseded by semi-weekly routes between Amiens and Napier, <i>via</i> Katesville.
Superseded by weekly routes between Wilmot and Wolverton, <i>via</i> Chesterfield and Washington, connecting at Wolverton with Mail from Eldon.
Superseded by semi-weekly route between Beaverton and Mariposa, <i>via</i> Cannington and and twice per week between Cannington and Eldon.
Superseded by Toronto and Hamilton Steamboat, calling at Bronte.
Not considered necessary under the new arrangement connecting Lancaster and L'Orignal. Hawkesbury served by Bytown and Montreal Mail from L'Orignal.
Superseded by route opened from St. Ursule to Rivière du Loup, with service twice per week.
North Lancaster being more conveniently served from Lancaster and L'Orignal route, than from Polycarpe and Coteau landing.
Superseded by tri-weekly route between Berlin and Woolwich.

JAMES MORRIS,
Postmaster General.

REPORT

A REPORT of all Cases occurring within the year ended 5th April, 1852, of the shewing the particulars of each case, and stating the result

PARTICULARS OF EACH CASE.						
No.	BY WHOM MAILED.	WHERE MAILED.	WHEN MAILED.	CONTENTS.	ADDRESS OF LETTER.	
					NAME.	PLACE.
1	George Thompson, . . .	Quebec,	1851. May	£ s. d. 2 10 0	D. Marlow,	Montreal,
2	John Densmore,	Ellicott Creek, U. S.	August 6	5 0 0	John Clark,	Goderich,
3	Alice Baker,	Bath,	" 11	1 5 0	Mrs. Jane Baker,	Oxford, U. C.,
4	John Cook,	Evans, United States,	" 17	Unknown.	Mrs. Jno. Cook,	St. Mary's Blanshard,
5	John Airey	West Troy, U. S. . .	" 18	5 0 0	Mrs. Heffernan,	Quebec,
6	John Acheson,	Mono Mills,	" 23	1 4 4	John Acheson,	Fermanagh, Ireland,
7	Benjamin Thornton, . .	Beachville,	" 29	1 5 0	Hope, Bennett & Co.,	London, U. C.,
8	Not known,	New York,	August or September.	2 10 0	James Kelly,	Industry, L. C., . . .
9	James Philpot,	Fingal,	October 13	2 10 0	Mrs. F. Crane,	Algonquin, U. S., . .
10	Francis Fahey,	Williamstown, U. S.,	" "	2 10 0	Mrs. Fahey,	St. Cesaire, L. C., . .
11	Not known,	Buffalo, United States,	" 20	10 0 0	Alexander Vance,	Houghton, U. C., . .
12	Charles Connors,	Bytown,	November	1 10 0	Mrs. Connors,	St. Columbin,
13	Not known,	Fulton, United States.	" 8	7 10 0	John Roe,	Canning, U. C., . . .
14	James Armstrong,	Berthier,	" 11	7 0 0	Capt. J. D. Armstrong,	Montreal,
15	Miles Burke,	Melina, United States	" 25	3 10 0	Catherine Burke,	Bytown,
16	J. Walsh,	Port Hope,	December 9	2 5 0	Mrs. Walsh,	Quebec,
17	D. Boyd,	Hungerford,	" 30	5 0 0	John Boyd,	Huron—Goderich, . .
18	Not known,	Colebrook, U. States,	" "	Not known	George Montgomery, . . .	St. Sylvester,
19	L. Joncas,	St. Thomas, L. C., . .	1852. January 2	32 0 0	Langevin, Masson & Co.	Quebec,
20	Postmaster,	Jordan,	" 5	8 5 0	D. MacNab,	Hamilton,
21	H. Langevin,	Quebec,	" 10	1 0 0	Jos. Chartier,	Montreal,
22	John Gillis,	Genesee, United States	" 19	12 10 0	Jno. Langton,	Fenelon Falls,
23	James Sellows,	Goderich,	February 8	Unknown.	W. A. Bayley,	New York,
24	A. Shrk,	Humberston,	" 9	4 5 0	Jno. Beardsell,	Canborough,
25	J. L. Carrie,	Bedford,	" 23	15 0 0	Seymour & Whitney,	Montreal,
26	D. L. Eaton,	Toronto,	March 18	12 10 0	Mrs. Eaton,	Albany,
27	Postmaster,	Deansville,	" 18	100 0 0	A. Stevens,	Hamilton,
28	Walter Smith,	Fitzroy Harbor,	" 27	25 0 0	William Dean,	Hubbell's Falls, . . .

W. H. GRIFFIN,
Secretary.

No. 9.

Abstraction or loss of Letters containing Money, sent through the Post in Canada, of the proceedings instituted therein by the Department.

EVIDENCE OF LOSS OR ABSTRACTION.	RESULT OF THE PROCEEDINGS INSTITUTED IN EACH CASE BY THE DEPARTMENT.
I letter delivered—no money found therein,	Could not ascertain where abstraction took place, whether whilst in charge of the Post Office or not.
Letter not received at destination,	No evidence that letter ever reached Canada,
Letter delivered—no money found therein,	No evidence yet obtained implicating any party in suspicion.
Not received at destination,	No evidence that letter ever reached Canada.
	Ditto. Ditto.
	Enquiry not yet completed.
	Mail-Packet from Beachville containing this letter never received at London Post Office, no satisfactory evidence as to cause of failure.
	No evidence that letter ever reached Canada.
	Forwarded to Detroit from Windsor, U. C., no further trace.
	No evidence that letter ever reached Canada.
	Ditto. Ditto.
	No trace and uncertain whether letter was lost whilst passing through the Post.
	Never reached any office in Canada.
	No trace of this letter could be discovered—it had not been posted as a money letter and consequently no means existed of verifying either the receipt or delivery.
	No evidence that this letter ever reached Canada.
	This letter appearing to be accidentally lost in the Kingston Post Office whilst in transit, the amount stated to have been therein contained was made good by the Postmaster of Kingston.
	No evidence could be obtained as to the manner of loss.
	No evidence that letter ever reached Canada.
	No certain evidence could be obtained as to the cause of the loss of this letter—there was irregularity in the treatment of the letter at the St. Thomas Post Office, which rendered it impossible to ascertain whether the letter had ever reached the Quebec Post Office.
	Mail which contained this letter was abstracted before it reached Hamilton, could not be ascertained where.
Not received by Jos. Chartier,	It appeared probable that this letter had been duly delivered at Chartier's Boarding House for him and lost there.
Not received at destination,	No trace of this letter in Canada.
	Forwarded from Hamilton to Buffalo, 10th February, no further trace.
Letter delivered, but no money found therein,	No evidence could be obtained implicating any party.
Not received at destination,	No evidence could be discovered as to the manner of loss.
	No trace at Toronto or Albany. Letter carrier employed at the time in Albany recently in custody charged with stealing letters.
Ditto and Mail-Bags robbed between the two places,	Criminating proof appeared against the stage driver, Franklin Baker, who was tried, convicted and sentenced to imprisonment for life in Provincial Penitentiary.
Letters stolen whilst in the Hubbell's Falls Post Office,	This letter was stolen and the Post Office set on fire. John Steen, Assist. Postm. was tried for the offence, convicted and sentenced to ten years imprisonment in the Penitentiary.

JAMES MORRIS,
Postmaster General.

REPORT
MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering	Residence of Person Tendering.
Bell's Corner and Bytown.....	A service three times per week on the Richmond Road, to commence 6th Sept. 1851. Ordinary mode of conveyance....	July, 29..	1851. Augt., 23	Wm. Flegg.....	Bytown.....
				Wm. Flegg.....	do
				Wm. Corbett	do
				Hugh O'Kelly ...	do
				Danl. Good	do
Bell's Corner and North Gower..	A service three times per week to commence 6th Sept. 1851. Ordinary mode of conveyance.	July, 29..	Augt., 23	Uriah Brennan...	N. Gower
				John Wallace....	do
				David Barrows...	N. Gower, Corner
				Wm. Wallace....	N. Gower
Milford and Picton	Service twice a week <i>via</i> Cherry Valley, to commence 6th Sept. 1851. Ordinary mode of conveyance.	July, 28..		James Gilmour..	.....
				Richard Conch...	Milford.....
				Syl. P. Insley ...	Milford
				Saml. Danard....	do
				Jacob Frelick....	do
				David Vanalstine	do
				Jas. McNamee:..	do
				H. H. Haight ...	do
				Jas. Clapp	do
Preston & Woolwich	From Preston to Waterloo, six times per week. From Waterloo to Woolwich, 3 times. Ordinary mode of conveyance.	See letter of Preston 29th July, 1851.	to P. M., 29th July, August,	Francis Lowell..	Galt
				Syl. Cornell	Preston
				Wm. Robinson...	Galt
Kerrs, in Township of Ross, Westmeath ...	Service 3 times per week, to commence 6th Oct. Ordinary mode of conveyance		Augt. 30,	Thos. Collins....	Westmeath
				N. Laframboise..	do
				Patk. Brin	do
				Geo. R Tucker... S. Westmeath...	
Pembroke and S. Westmeath.	Service 3 times per week, to commence 6th Oct. Ordinary mode of conveyance			Daniel Pennock..	Pembroke.....
				A. Taylor.....	do

No. 10.

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Aug. 15...	Enclosed to P. M. G. in P. O. Inspect.'s Report No. 10, of 25th Aug., 1851.	1	In accordance with stipulations proposed in Advertisement.	Four Years, with usual reservation in favor of P. M. Genl.	£ s. d. 25 0 0	Tender No. 1, accepted.
Aug. 31...		2			28 0 0	
" 9..		3			30 0 0	
" 9..		4			72 0 0	
		5			78 0 0	
Not dated	As above.	1	do do	do	48 0 0	Tender No. 1, accepted.
Aug. 12..		2			48 10 0	
" 12..		3			50 0 0	
" 7..		4			55 0 0	
Aug. 13..	Enclosed to P. M. G. in P. O. Inspect.'s Report 19th Aug. 1852.	1	do do	do	12 0 0	Tender No. 1, accepted.
" 13..		2			13 10 0	
" 13..		3			13 10 0	
" 8..		4			14 15 0	
" 13..		5			17 0 0	
" 11..		6			18 10 0	
" 12..		7			19 0 0	
" 12..		8			19 15 0	
" 11..		9			24 0 0	
Aug. 25..	Aug. 27..	1	do do	do	62 10 0	Tender No. 1, accepted.
" 25..	" 27..	2			70 0 0	
" 25..	" 26..	3			85 0 0	
Aug. 12..	Enclosed in P. O. Inspector's Report of 4th Sept., 1851.	1	do do	do	42 15 0	Tender No. 1, accepted.
" 13..		2			45 0 0	
" 9..		3			48 10 0	
" 8..		4			49 0 0	
Aug. 22..		1	do do	do	48 10 0	Tender No. 1, accepted.
" 26..		2			60 0 0	

MAIL TENDER

Name of Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Lennoxville, and Eaton, via Cookshire (13 miles)..	Service six times per week, to commence 6th October, 1851. Light waggon or on horseback	1851. Augt. 25.	1851. Sept. 16.	Hor. H. French..	Cookshire.....
				Cyrus Warren...	Lennoxville.....
				Hor. H. French..	Eaton
				Warren Page....	Compton
				— do (in same letter of Tender..	John Hope .....	Lennoxville.....
Dannville, and Richmond, (12 miles).....	Service six times per week, to commence 6th October, 1851. By stage, waggon or on horseback, as may be agreed upon...	Augt. 26.	Sept. 16.	L. Thomas	Meibourne.....
				L. Thomas	do
				Jas. Atkinson	do
Rigaud, & Vankleek Hill, (18 miles).....	Service 3 times per week, to commence 6th Oct., 1851	Sept. 17.	Sept. 27.	R. Thistlethwaite	Vankleek Hill ...
				Edw. Dorion.....	do
				John Caproun ...	do
				Henry Vogan....	do
Riceville, and Vankleek Hill, (18 miles).....	Service once per week, to commence 6th Oct. 1851	Sept. 17.	Sept. 27.	Alfred J. Chesner	Cal. Flats.....
				Joseph Aumond.	Vankleek Hill ...
Fredericksburg, and Napance, (25 miles)	Service once per week, to commence 6th Oct. 1851. Conveyance on horseback or in waggon	Sept. 20.	Sept. 27.	Edw. Howard....	.....
				M. C. Whitcomb.	Napance
				Elias Clapp	Fredericksburg..
				Benj. Foote....	Napance.....
Mal Baie, and Quebec.....	Service twice per week, to commence 6th Novem. 1851. Conveyance in cart or carriage, according to the season	Oct. 11.	Oct. 24.	Michel Boilie....	Quebec.....
				Charles Potvin...	St. Paul's Bay...
				Jno. H. Slevin }	Little River
				Hubert Simon ...	St. Francis.....
				Joseph Boilie....	Mal Baie
				F. Bouchard, and N. Huot	St. Paul's Bay...
				John Harvie.....	Orillia
				Charles Garratt..	do
Orillia & White's Corners, (18 miles)	Service 3 times per week during winter season. On horseback	July, 28.	Augt. 30.	John Harvie.....	Orillia
				Charles Garratt..	do

REGISTER.—(Continued.)

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Propositions.
Sept. 9.	Sept. 15.	1	As per Advert'mt.	For 4 years with usual reservation in favor of the P. M. Genl.	£ s. d. 67 10 0	Tender No. 1, accepted.
" 5.	" 11.	2	do		68 0 0	
" 8.	" 15.	3	do		70 0 0	
" 10.	" 15.	4	Carr. drawn by 2 horses		125 0 0	
" 10.	" 15.	5	As per Advert'mt. Carr. drawn by 2 horses		100 0 0	
Sept. 11.	Sept. 16.	1	Three times a week with covered carriage and two horses—and a single waggon the other 3 times.	do	3s 6d per trip.	
" 9.	" 15.	2	do do		5s per trip	
" 8.	" 13.	3	Waggon and two horses.		£195 p annum	
Sept. 22.	Enclosed in P. O. L. Report of 13th Oct.	1	In accordance with stipulations advertised.	do	45 0 0	Tender No. 1, accepted.
" "	" "	2	" "	" "	50 0 0	
" "	" "	4	" "	" "	58 10 0	
Sept. 24.	Enclosed in P. O. L. Report of 13th Oct.	1	do do	do	15 10 0	Tender No. 1, accepted.
" "	" "	2	" "	" "	20 0 0	
Not dated	Enclosed in P. O. L. Report of 13th Oct. 1851.	1	do do	do	24 15 0	Tender No. 1, accepted.
Sept. 24.	" "	2	" "	" "	31 5 0	
" 25.	" "	3	" "	" "	37 10 0	
" 25.	" "	4	" "	" "	65 0 0	
Oct. 24.	Oct. 24.	1	do do	do	150 0 0	Tender No. 1, accepted.
" 21.	" "	2	" "	" "	159 0 0	
" 21.	" "	3	" "	" "	190 0 0	
" 18.	" "	4	" "	" "	230 0 0	
" 15.	Oct. 17.	5	" "	" "	240 0 0	
" 22.	" 24.	6	" "	" "	275 0 0	
Aug. 27.	Enclosed in P. O. L. Report of 30th Sept. 1851.	1	do do		39 10 0	Tender No. 1, accepted.
" 22.	" "	2	" "		40 0 0	

MAIL TENDER

Name of Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Quebec, and Rivière du Loup, en bas, (11½ miles)	Service six times per week, to commence 6th January, 1852. In cart or cariole, according to season,.....	1851. Oct. 13...	1851. Dec. 13...	Mich. Gauvin, Sr.	Quebec
				Thos. Jones	Rivière du Loup.
				Geo. Pelletier....	do
Metis, & Rivière du Loup, (93 miles)	Service six times per week, to commence 6th January, 1852. In cart or cariole, according to season,.....	Oct. 15...	Dec. 13...	F. X. Boucher...	Rimouski
				Thos. Jones.....	Rivière du Loup.
				Geo. Pelletier....	do
				A. Lavoie, and	} Rimouski
				F. X. Boucher.	
Carillon, and Lachine, (42 miles)	Service 3 times per week, to commence immediately after the close of the Navigation, Autum 1851. (This service is only during the winter season.)	Nov. 13...	Nov. 21...	Paul Deschamps.	Lachine
				J. Bélanger	do
				Michel Murphy..	do
				Guil. Malette	do
Beaverton, and Mariposa, via Cannington, (15 miles).....	Service twice per week to commence 6th of Dec., 1851.— Ordinary mode of conveyance,	Oct. 18...	Nov. —	Benj. J. Samis...	Mariposa.....
				Wm. Boynton ...	Beaverton.....
				Israel Ferguson..	Eldon
Cannington, and Eldon (5 miles)	Service twice per week, to commence 6th of Dec., 1851.— Ordinary mode of conveyance.	Oct. —	Nov. —	E. S. Calkins.....	Mariposa
				Israel Ferguson..	Eldon
				Angus Ray.....	do
Fenelon Falls & Lindsay, (16 miles).....	Service once a week, to commence 6th of Dec., 1851.— Ordinary mode of conveyance.	Oct. —	Nov. 20..	Jas. Cook, 2nd Tender	} Fenelon Falls.
				Alex. Umphrey..		do
				Jas. Cook, 1st Tender	} Mariposa.....

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl	No. of tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Dec. 13..	Dec. 13..	1	Informal.	Four years with.	957 0 0	M. Gauvin's Tender being informal, the Tender of T. Jones was accepted. Duration of Contract limited to two years.
Do 8..	Do	2	In accordance	with usual reser-	1000 0 0	
Do 10..	Do	3	with stipulations advertised.	vation in favor of P. Master Gen.	1000 0 0	
Dec. 6..	Dec. 10..	1	Do do	Do do	490 0 0	Tender No. 1 accepted. Duration of Contract limited to two years.
Do 8..	Do 13..	2			500 0 6	
Do 10..	Do 13..	3			550 0 0	
Oct. 29..	Nov. 3..	4			575 0 0	
Nov. 20..	Enclosed	1	Do do	Do do	119 10 0	Tender No. 1 accepted.
Do 21..	in P. O.	2			130 0 0	
Do 19..	I's Re-	3			141 17 6	
Do 21..	port 22d Nov.	4			10 0	
Oct. 3..	Enclosed	1	Do do	Do do	36 5 0	Tender No. 1 accepted.
Nov. 3..	in P. O.	2			40 0 0	
Do 1..	I's Re- port, 25th Nov.	3			45 0 0	
Oct. 31..	Do	1	Do do	Do do	13 0 0	Tender No. 1 accepted.
Nov. 1..		2			15 0 0	
Oct. 29..		3			19 10 0	
Nov. 19..	Do	1	Do do	Do do	20 0 0	Mr. Cook's second Tender was not received in Toronto until the 23rd Nov. being after the limit fixed by the advertisement. The Contract was accordingly assigned to A. Umphrey.
Do 17..		2			21 10 0	
Do 17..		3			27 0 0	

MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Alwick, and Cobourg, (18 miles), and Baltimore and Cobourg, (5 miles)	Service once a week between Alwick and Cobourg, and twice per week between Cobourg and Baltimore. To commence on 6th January...	1851. Oct. 29...	1851. Dec. 13...	John Fraser.....	Alwick,.....
				Jacob T. Forbes.	Do.
Renfrew and White Lake, (13 miles).....	Service three times per week, to commence on 6th Janry. next. Horseback or waggon in summer and cutter in winter	Nov. 20..	Dec. 20..	Gabriel Menard..	McNab,
				W. N. Feichney.	Renfrew, ..
				John Halliday...	Bagot,.....
				William Gibbons	Renfrew,
				John Gibbons....	Admaston,
Chicoutimi and Malbaie	Service once a week, to commence 12th January. Each party tendering is required to state distinctly the route by which he proposes to convey the Mail whether from Malbaie, or from Paul's Bay	Nov. 16..	Dec. 26..	Leon Gaudreault.	Malbaie,.....
				Louis Gauthier...	do.
				Pierre Dalene....	do.
				Jno. McLaren...	do.
				F. H. Cimon.....	do.
				Thos. Savard, ...	Chicoutimi,.....
				Robt. Blair,.....	Grand Baie,.....
				F. Tremblay & P. Tremblay, }	do.
				Flav. Tremblay, ..	Malbaie,.....
				Geo. McKenzie, ..	Chicoutimi,.....
Chicoutimi and St. Paul's Bay.				Ambroise Boily, ..	Grand Baie,.....
				Boniface Cimon, ..	Quebec,
				L. Mathierd,	Grand Baie,
				Désiré Côté,	St. Paul's Baie, ...
				Robt. Blair,.....	Grand Baie,.....

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Dec. 6..	Enclosed in P. O. Insp's Report of 13th Dec. 1851.	1	In accordance with stipulation advertised.....	Four years, with usual reservation in favor of Post-master General.	£ s. d. 20 0 0	Tender (No. 1) accepted.
" "		2	Tenders to perform service 3 times per week between Baltimore and Cobourg.....		25 0 0	
" 1..	Enclosed in P. O. Insp's Report Dec. 21.	1	In accordance with stipulations advertised.	ditto	50 0 0	Gabriel Menard's
" 17..		2			55 0 0	Tender (No. 1),
" 15..		3			49 15 0	accepted. Halliday's
" 4..		4			57 0 0	Tender No. 3 being
" 12..		5			54 0 0	informal,—no sureties proposed.
Dec. 22..	Dec. 26..	1	In accordance with stipulations advertised.	ditto	104 0 0	Leon Gaudraul's
" 2..	" 9..	2			117 0 0	Tender (No. 1),
" 9..	" 12..	3			117 0 0	accepted.
" 8..	" 13..	4			130 0 0	
Oct. 18..	Oct. 24..	5			120 0 0	
Dec. 11..	Dec. 18..	6			130 0 0	
" 12..	" 18..	7			130 0 0	
" 10..	" 18..	8			150 0 0	
" 16..	" 13..	9			150 0 0	
" 11..	" 26..	10			225 0 0	
Dec. 12..		1			120 0 0	
" 24..		2			120 0 0	
" 12..		3			125 0 0	
" 23..		4			150 0 0	
" 12..		5			160 0 0	

MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Belleville and Picton	Service three times per week to commence 6th Dec., 1851. During winter season	1851.	1851.	W. H. Alexander	Picton,
				Geo. Brown	Do.
Madoc and Rawdon, (18 miles,)	Service twice per week, to commence 6th January, 1852, (Ordinary mode of conveyance.)	Oct. 30...	Dec. 13...	Daniel Dimond,	Madoc,
				B. Sweet,	Do.
				Edw. Franklin,	Do.
				Robert R. Perry,	Huntingdon,
				Robert R. Perry,	Madoc,
				Daniel Phillips,	Do.
				James O'Hara,	Do.
Peterboro and Port Hope, (29 miles,	Service six times per week, to commence 6th Febr., 1852. By passenger stage or one horse waggon.	Nov. 5... and Dec. 5...	Jan. 20...	Wm Bletcher,	Port Hope,
				do.	do.
				do.	do.
				Joseph Graham,	Monaghan,
				William Weller,	Cobourg,
				Geo. Henderson,	Port Hope,
				W. H. Sanford,	Brighton,
Cartwright and Darling-ton, viâ Tyrone,	Service twice a week	Dec. 23...		Richard Welch,	Darlington,
				William Glover,	do.
				do.	do.
				Richard Welch,	do.
				James McLellan,	Darlington,
				Richard Welch,	Darlington,
Kingston and White Fish, ...	Service twice a week, to commence on 6th Febr., 1852. passenger stage or otherwise	Dec. 11...	Jan. 24...	Chas. Greenwood	Kingston,
				Robt. Carson,	do.
				Geo. Mink	do.
				Joshua Terret,	do.

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Nov. 23.	Enclosed in P. O. Insp's Report 23d Dec	1	To Belleville and back, same days, Monday, Wednesday & Friday.	From 6th Dec. '51, to 15th April, '52	£ s. d. 18 0 0	Agreement entered into with W. H. Alexander, No. 1.
" 25.		2	From Belleville— one day—returning the next.		20 0 0	
Dec. 4.	Enclosed in P. O. I.'s Rep't, 30th Decem.	1	As stipulated for in advertisement.	Four years, with usual reservation in favor of Post-master General.	35 0 0	Tender No. 1 accepted.
" 6.		2			36 10 0	These 4 Tenders being informal, could receive no consideration.
" 1.		3			37 0 0	
Nov. 14.		4			38 0 0	
Dec. 21.		5		Between	28 and 30	
" 4.		6			30 0 0	W. Bletcher's Tender No. 3, accepted, at £47 10.
Nov. 21.		7			45 0 0	
" 20.		8			48 10 0	
Jan. 10.	Jan. 17.	1	According to stipulation advertised	ditto	Offers to pay £5 for privilege of performing the service.	
" 10.	" "	2			0 1 0	Tender No. 1 accepted.
" 10.	" "	3			47 10 0	
" 4.	Dec. 10.	4			62 0 0	
" 6.	" "	5			100 0 0	
" 9.	" "	6			120 0 0	
" 15.	Jan. 20.	7			173 0 0	
Feb. 6.	Feb. 12.	1	ditto	ditto	25 0 0	
" 5.	" 10.	2			29 0 0	
Jan. 20.		3			30 0 0	
" 15.	Enclosed by P. O. Inspector, 27th January	4			30 0 0	Tender No. 1 accepted.
" —.	O.	5			31 5 0	
" 3.	Opened by P. M. General, 24th January	6			32 10 0	
" 16.	Enclosed by P. O. Inspector, 27th January	7			44 0 0	
" 15.	Opened by P. M. General, 24th January	8			50 0 0	
" —.	Enclosed by P. O. Inspector, 27th January	1	ditto	ditto	75 0 0	
" 19.	Opened by P. M. General, 24th January	2			180 0 0	Tender No. 1 accepted.
" 15.		3			220 0 0	
" 8.		4			273 0 0	

MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Addison and Westport, (43 miles,	Service three times per week. By stage or otherwise. Fr. Addison to Westport, <i>via</i> Beverly, Farmersville, Portland and Newboro. Return ing to pass through Newboro and Elgin and Whitefish and thence through Lyndhurst, Beverly and Farmersville ..	1851. Dec. 15,	1852. Jan. 26,	Matw. Gallinger	
				Gershom Yates,	Farmersville,
				Thos. H. Wing,	do
				Agmond D. Roe,	Newboro,
				Benj. Palmer,....	do
				L. D. Cameron,....	Addison,
				Saml. Wiltse,....	Farmersville,
				Jas. Kennedy,....	Elgin,.....
				Richd. Howe,....	Farmersville,.....
				N. Bates,	
D. Derbyshire,....	Farmersville,				
Kingston and Kitley Corner, (50 miles,	Service three times per week, to commence 6th Feb., 1852. By passenger stage	Dec. 1,	Jany. 24,	Chas. Jordan, ...	Kingston,.....
				Abel Russell, ...	Beverly,
				P. C. Murdoch,...	Kingston,.....
				J. W. Berney,...	Seelcy's Bay,.....
				Chas. McSurley,...	Kingston,.....
				Francis Shannon	Kitley,
				John McCarthy,...	do
				Robt. Carson,....	Kingston,
				John Robinson,...	do
				Geo. Mink,.....	do
				John Ryan,	Towns. of Pittsb.
				John Campbell,...	Kingston,
				Joshua Terrett,...	do
Georgina and Holland Land- ing (50 miles)	Service three times per week, to commence 6th Apr., 1852. On horseback or in waggon..	Jany. 6,	Feb. 21,	Jos. Sheppard,...	
				R. B. C. Playter,	Holland Landing,
				Neil McDonald,	Georgina,
				Geo. Earl,	N. Gwilliambury,
				George Taylor,...	Toronto,
Beaverton and Georgina, <i>via</i> Pepperlaw, (20 miles,	Service three times per week, to commence 6th Apr. 1852.	Jany. 6,	Feb. 21,	Jos. Sheppard,...	
				N. McDonald,...	Georgina,.....
				Geo. Taylor,.....	Toronto,
				John MacKay,...	Toronto,
Lancaster and L'Orignal, (38 miles,	Service three times per week, to commence 6th Mar., 1852. By passenger stage or other- wise	Jany. 8,	Feb. 21,	Mathew Lord,...	do
				Richard Foot,...	do
				Peter O'Brien,...	L'Orignal,
				Hiram Johnson,...	Vankleek Hill, ...
Allan Williams,...	Alexandria,				
John McLennan,	Lancaster,.....				
D. McDonell, ...					
R. O. Pattee,	Hawkesbury,				
Angus M'Donald	Alexandria,				
Alex. Ross,.....	Lancaster,.....				

The following Tenders were made for the whole route from Beaverton to Holland Landing,.....

(not signed)

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Jan. —		1	According to stipulation in advert	Four years, with usual reservation in favor of P.M.G.	£ 115 0 0	Tender No. 1 accepted.
" 15..	Opened by Postmaster-General, 26th Jan., 1852.	2	ditto		122 10 0	
" 20..		3	As advertised, old Route,		122 10 0	
" 19..		4	As advertised		136 5 0	
" 15..		5	ditto		137 10 0	
" 9..		6	ditto		145 0 0	
" 19..		7	ditto		150 0 0	
" 16..		8	ditto		174 0 0	
" 21..		9	As advertised, old Route,		180 0 0	
" 15..		10	As advertised, old Route,		150 0 0	
" 22..		11	old Route,		199 10 0	
Jan. 17..		Opened by Postmaster General, 24th January, 1852.	1		As stipulated for in advertisement.		Ditto	170 0 0	By letter of 26th Jan. to the P. O. I., the P. M. General authorized the increase of the service between Prescott and Bytown to six times per week: it was therefore considered unnecessary to make any Contract or accept any Tender for the Kingston and Kitley Corner's Route.
" 13..	2				195 0 0	
" 19..	3			(Informal)	220 0 0	
" 7..	4				272 6 11 1/2	
" 16..	5				275 0 0	
" 19..	6				300 0 0	
" 19..	7			(Informal)	305 0 0	
" 12..	8				310 0 0	
" 15..	9				323 15 0	
Jan. 8..	10				350 0 0	
" 8..	11				380 0 0	
" 8..	12				399 0 0	
Feb. 9..	Opened by P. M. Gen., 21st Feb., '52.		1	ditto	ditto	40 0 0	Tender No. 1 accepted.
" 4..		2			40 0 0	Shepard's Tenders accepted, being the lowest for the whole Route.
" 11..		3			48 0 0	
" 12..		4			67 10 0	
" 14..		5				
" 9..	Opened by P. M. Gen., 21st February, '52.	1	ditto	ditto	40 0 0	Tender No. 1 accepted.
" 11..		2			65 0 0	
" 14..		3			67 10 0	
" 13..		1			100 0 0	
" 11..		2	(Informal)—£1 a-year less than the low'st tender		130 0 0	
" 10..	3					
" 16..	Opened by P. M. Gen., 21st Feb.	1	ditto	ditto	142 10 0	Tender No. 1 accepted.
" 16..		2			144 0 0	
Jan. 21..		3			148 0 0	
Feb. 13..		4			162 0 0	
not dated.		5			165 0 0	
Feb. 16..	6			175 0 0		
Jan. 27..	7			193 0 0		
Feb. 17..	8			195 0 0		

MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Lancaster and Martintown (13 miles)	Service three times per week, to commence 6th Mar., 1852. On horseback or otherwise...	Jany. 8.	Feby. 21.	Jas. Dunlop,	Lancaster,
				Robt. McLeod, ..	Do
				John McLennan,	Do
				Wm. Falconer...	Do
Cornwall and Lancaster,	Service three times per week, to commence 6th Mar., 1852. On horseback or in waggon..	Jany. 8.	Feby. 21.	Jas. Dunlop,	Lancaster,
				D. McDonell, ...	Do
				Jno. McLennan,	Lancaster,
				Wm. Falkner....	Do
Cornwall and St. Andrews (7 miles),	Service three times per week, to commence 6th Mar., 1852. On horseback or otherwise...	Jany. 8.	Feby. 21.	Jno. McLennan,	Lancaster,
				D. McDonnell, ..	Do
				Al. D. M'Donell,	Cornwall,
				Robt. Campbell,	Do
McDonald's Corners and North Lancaster (2 miles),	Service six times per week, to commence 6th March, 1852..	Jany. 8.	Feby. 21.	D. McGillies, ...	Lancaster,
				C. Leclair,	N. Lancaster,
				Alex. M'Donnell	Do
McDonald's Corners and Saint Raphaels (1 mile),	Service six times per week, to commence 6th March, 1852..	Jany. 8.	Feby. 21.	J. A. M'Donnell	St. Raphaels,
Island of Orleans and Quebec, ..	A weekly service round the Island of Orleans, starting from and returning to Quebec,	Feby. 3.	Feby. 24.	Frs. Paradis, fils,	St. Pierre,
				Pierre Plante, ...	Do
				Frs. Laflamme, ...	Do
				Frs. Ferland,	St. Jean,
Queenston and Lewiston (1½ miles),	Service 6 times per week, from Queenston to Lewiston. The Tender to state whether it is proposed to carry the Mail by the Bridge or across the Ferry. To commence 6th April, 1852.....	Jany. 24.	March 6.	Chtr. Wadsworth	Queenston,
				Robt. Hobson, ...	Do
				Job Chubbuck, ...	Do
				Dan. Wadsworth	Do
				DI Quackingbush	Do
				D. C. Haynes, ...	St. Catherine's, ...
					Do

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Feb. 10.	Opened by P. M. Genl., 21st February.	1	As stipulated for in advertisement.	Four years with usual reservation in favor of P. M. General.	£ 24 0 0	Tender No. 1 accepted.
" 12..		2			31 4 0	
" 12..		3			34 0 0	
not dated,		4			39 0 0	
not dated,		5			40 0 0	
Feb. 10..	Opened by P. M. Genl., 21st February, 1852	1	Do do	Do do	20 0 0	Tender No. 1 accepted.
not dated		2			25 0 0	
Feb. 13..		3			26 0 0	
not dated		4			30 0 0	
Feb. 13..	Opened by P. M. Genl., 21st February.	1	Do do	Do do	19 10 0	Tender No. 1 accepted.
not dated		2			20 0 0	
Feb. 11..		3			24 6 0	
not dated		4			34 15 0	
Feb. 14..	Do	1	Do do	Do do	25 0 0	
" 12..		2			30 0 0	
" 11..		3			35 0 0	
Feb. 9..	Do	1	Do do	Do do	11 5 0	
		2				
Feb. —	Opened by P. M. Genl., 24th February.	1	Do do	Do do	38 0 0	Tender No. 1 accepted.
" —		2			40 0 0	
" 23..		3			52 10 0	
" 22..		4			70 0 0	
Feb. 22..	Opened by P. Master General, at 6th March.	1	Mail to be conveyed across by Susp. Bridge.	Do do	24 0 0	Tender No. 1 accepted.
" 7..		2			25 0 0	
" 24..		3			28 0 0	
" 28..		4			34 2 6	
" 12..		5			49 0 0	
" 16..		6			58 10 0	

MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Brighton and Kingston, (74 miles),	Service six times per week. By stage, waggon or sleigh. To commence 6th April, 1852 ...	Jany. 31.	March 15	Wm. Doven,.....	Kingston,.....
				Chs. Greenwood,;	Do
				Chas. Mink,.....	Do
				Geo. Mink,.....	Do
				Isaac Ingersoll...	Fredericksburg, ..
				W. H. Sanford,...	Brighton,
				Edwd. Howard,.	Fredericksburg, ..
				Richd. J. Clute,.	Consecon,
MEM.—In tendering for the above service, parties were allowed to tender for the whole line, or for that portion between Kingston and Picton, or between Picton and Brighton, as separate Contracts.					
Brighton & Picton,	As above, Brighton and Kingston	Jany 31..	March 15	W. H. Alexander	Picton,
				Richd. J. Clute,.	Consecon,
				Tho. G. M'Grath	Do
				Abraham Marsh,	Do
Kingston & Picton,	As above, Brighton and Kingston	Jany, 31.	March 15	Isaac Ingersoll,.	Fredericksburg, ..
				Edwd. Howard, .	Do ..
Cape Vincent & Kingston, (11 miles),.....	Service six times per week. By Steamboat during season of navigation, by sleigh in winter. To commence 6th April, 1852 ...	Jany. 31.	March 15	Geo. Mink,.....	Kingston,
				Absolom Briggs,.	Wolf Island,
				T. J. Angcl,.....	Kingston,
Dunville and St. Catherine's via Port Maitland, 40 miles,).....	Service six times per week. To commence 6th Feby. 1852. Conveyance either in a one horse waggon, or in a two horse passenger stage	Dec. 24..	Jany. 22.	D. W. Horton,...	Pelham,
				D. Coleman,	Port Robinson,...
				Field & Vanber-	burg,.....
				D. P. Haynes,...	St. Catherine's, ..
				D. C. Haynes,...	Do ..
To be received by P. O. I. at St. Catherine's.					

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
					£ s. d.	
March 3.	Opened by P. M. G., 15 March.	1	As stipulated for in advertisement.	Four years with usual reservation in favor of P. M. General.	375 0 0	Tender No. 1 accepted.
Do 6.		2			400 0 0	
Do 6.		3			432 10 0	
Do 6.		4			439 0 0	
Do 6.		5		(Informal)	450 0 0	
Do 10.		6			450 0 0	
Do 8.		7			462 10 0	
Feb. 25.		8			570 0 0	
March 1.	Do	1	Do do	Do	145 0 0	See above Brighton and Kingston.
Do 5.		2			245 0 0	
Do 8.		3			270 0 0	
Do 6.		4			300 0 0	
March 6.	Do	1	Do do	Do	250 0 0	See above Brighton and Kingston.
Do 8.		2			250 0 0	
March 6.	Do	1	Do do	Do	57 10 0	Tender No. 1 accepted.
Do 2.		2			65 0 0	
Do 6.		3			156 10 0	
Jan. 21.	Opened by P. O. I. at St. Catherine's, 27th Jany.	1	Do do	Do	197 10 0	No 1 was unwilling and insufficient to assume Contract. No. 2 declined to undertake service. Contract assigned to Tender No. 3.
Do 17.		2			250 0 0	
no date...		3			300 0 0	
Jan. 21.		4			350 0 0	
Do —		5			395 0 0	

MAIL TENDER

Name of Proposed Contract.	Conditions stipulated by Department in advertising Proposed Contract.	Date of Advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.
Port Dalhousie & St. Catherine's (5 miles).....	Service six times per week during winter season only. To commence 6th Feby., 1852.	Dec. 24.	Jany. 22.	Geo. A. Clarke, D. C. Haynes, Richd. Wood, P. O. Ins. at St. Catherine's.	Port Dalhousie, St. Catherine's, Port Dalhousie,....
Chippawa and Port Robinson (9 miles)....	Service 3 times per week, to commence 6th Feb., 1852.— On horseback, waggon or cutter.	Dec. 24.	Jany. 22.	Mat. Donaghue, Do, John Dennis, L. Adams, Isaac Durham, J. D. Fitch, Isaac B. Hicks,	Chippawa, Thorold, Chippawa, Do, Do, Do, Do
Port Colborne & Port Robinson (12 miles).....	Service six times per week, to commence 6th Feb., 1852.— On horseback, waggon or in cutter.	Dec. 24.	Jany. 22.	Wm Robinson, John Hanley, Chas. Brewster, Elijah M'Cauley, D. Coleman, Jonathan Wilde.	Port Colborne, Do, Humberstone, Do, Port Robinson, St. Catherine's,....
Port Robinson & Welland Port.	Service 3 times per week, to commence 6th February. On horseback or in waggon.	Dec. 24.	Jany. 22.	Peter Thompson, John Dennis,	Welland Port, Thorold,.....

W. H. GRIFFIN,
Secretary.

REGISTER.

Date of Tender.	Date of receipt of Tender by P. M. Genl.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per Annum proposed in Tender.	Observations.
					£ s. d.	
Jany. 28. Do 28. Do 28.	Opened by P. O. I. at St. Catherine's.	1 2 3	As stipulated for advertisement.	Four years, with usual reservation in favour of P. M. General.	17 5 0 0 3 3 4 per m	NOTE.—The original Tenders made for the Contract were submitted under the erroneous impression that the service was for the whole year, and they are not therefore entered. The three tenders above recorded were received in accordance with a fresh notice issued by the P. O. Inspector.
Jany. 21. Do 29. Do 10. Do 10. Do 21. Do 12. Do 19.	Opened by P. O. I. at St. Catherine's, 27th Jany.	1 " 2 2 3 4 5 6	Do do	Do, 1st Tender. 2nd "	39 0 0 38 19 11 39 0 0 50 0 0 50 0 0 72 10 0 75 0 0	Contract assigned to M. Donaghue on 2nd Tender. Extract from P. O. I.'s Report, of 17th March: "For the Chippawa & Port Robinson Contract, £39 was the lowest sum demanded, but two parties, M. Donaghue and J. Dennis having tendered for that amount, I wrote each of them requesting fresh offers. Donaghue forwarded me an offer for £38 19s 11d, and Dennis having declined to make any reduction, I gave instructions to Donaghue to commence the service.
Jany. 16. Do — Do 20. Do 7. Do 17. Do 21.	Do	1 3 3 4 5 6	Do do	Do (Informal.)	74 0 0 74 15 0 77 0 0 95 0 0 100 0 0 100 0 0	Tender No. 1 accepted.
Jany. 20. Do 10.	Do	1 2	In accordance with stipulations advertised.	Do	77-19 0 104 0 0	Do do

JAMES MORRIS,
Postmaster General.

REPORT No. 11.

STATEMENT OF DEAD LETTERS containing Money and other Articles of Value Registered and sent out for delivery during the year ended 5th April, 1852, from Dead Letter Office, Canada.

Amount of Money contained in Dead Letters received, how disposed of.		Amount of Drafts contained in Dead Letters received and how disposed of.		Amount of Promissory Notes contained in Dead Letters received, how disposed of.		Amount of Bills of Exchange contained in Dead Letters received, how disposed of.		Other Articles of Value.	
No. of Letters.	£ s. d.	No. of Letters.	£ s. d.	No. of Letters.	£ s. d.	No. of Letters.	£ s. d.	No. of Letters.	£ s. d.
193 386 18 2	Delivered,	10 570 8 9	Delivered,	56 1 22 18 6	Delivered,	1 Foreign Bill, ...	615 17 6	1	delivered
49 51 18 0	In hands of Post Masters,	3 81 2 6	In hands of Post Masters,	11 1 199 4 1	In hands of Post Masters,	1 Scrip, ...	600 0 0	1	Do.
26 12 14 1	{ Returned to D. L. O. un-claimed and now on hand,	1 31 5 5	{ Returned to D. L. O. un-claimed and now on hand,	2 10 0 0	{ Returned to D. L. O. un-claimed and now on hand,	1 Certificates, ...	258 11 6	1	Do.
273 461 10 3	Total.	20 653 16 8	Total.	75 2885 13 6	Total.	1 Letter of Credit, 2000 0 0	100 0 0	1	Do.
						1 Gold piece bad, ...	0 12 6	1	Do.
						1 Gold of Land, ...	0 0 0	1	Do.
						1 Gold Clasp, ...	0 0 0	1	Do.
						1 Pair Ear Rings, ...	0 0 0	1	On hand
						1 Gold ring, ...	0 0 0	1	Do.
						3 Provers of nty. ...	0 0 0	3	Deliv.
						17 Total.	6175 1 6	17	

RECAPITULATION.

Number of Letters containing Money, ...	273
“ “ “ “ Drafts, ...	93
“ “ “ “ Promissory Notes, ...	75
“ “ “ “ Bills of Exchange, ...	72
“ “ “ “ Other Articles of Value, ...	17
Total, ...	460

W. H. GRIFFIN,
Secretary.

JAMES MORRIS,
Postmaster General.

POST OFFICE DEPARTMENT
IN
C A N A D A.

PRINCIPAL OFFICERS OF THE DEPARTMENT.

HON. JAMES MORRIS,

Postmaster General.

W. HENRY GRIFFIN,

Secretary.

EDWIN J. KING,

Accountant.

GILBERT GRIFFIN,

Chief Clerk.

EDWARD S. FREER, *Montreal,*

Post Office Inspector for Lower Canada.

H. A. WICKSTEED, *Kingston,*

*Post Office Inspector for the Central Division. from Lower
Canada Line to Eastern Boundary of County of York.*

JOHN DEWE, *Toronto,*

*Post Office Inspector for Western Division: from Eastern
Boundary of County of York, Westward.*

REGULATIONS AND INSTRUCTIONS

FOR THE

GOVERNMENT

OF THE

Post Office Department

IN CANADA.

PART I.

APPOINTMENT OF POSTMASTER—CHARGE OF OFFICE, &c.

Letter of appointment. Bonds to be executed by the Postmaster.

1. When a Postmaster is appointed to the charge of an Office he will receive a Letter of Appointment from the Postmaster General, and will be required to sign, with two sufficient Sureties, a Bond in duplicate, forwarded to him from the Department. Instructions as to the proper mode of filling up and executing the said Bond will accompany it, and must be strictly complied with.

Oath of Office to be taken by all persons in the service of the Post Office

2. Every person employed by or under the Post Office must on entering the Service take and subscribe the Oath of Office furnished by the Department for this purpose.

Postmaster on taking charge of an Office to transmit to Department a List of Post Office property received from his predecessor.

3. When succeeding to the charge of an Office, a newly appointed Postmaster is required to make an exact Inventory or List of all property belonging to the Office handed over to him by the retiring Postmaster, such as Mail Registers or Books, Blank forms, Stamps, Locks and Keys, &c., stating particularly the number of Letters and Papers, &c., on hand and transferred, with the amount of Unpaid Postage due thereupon, for which he will, of course, be accountable; this List should be signed by the Postmaster and by his predecessor, and transmitted to the Postmaster General.

Commission issued to Postmaster on completion of his Bonds.

4. When a Postmaster's Bonds and Oath of Office have been received at the Post Office Department duly signed and executed, a Commission will issue to the Postmaster, the receipt of which should be promptly acknowledged by him.

Separate Office or Apartment to be provided for Post Office.

5. A separate Office or Apartment conveniently fitted up for the purpose must be provided by the Postmaster for conducting the business of the Post Office, wherever the duties are sufficiently extensive or important to require such accommodation; and where the Postmaster General may consider that a separate room may be dispensed with, the Letters, &c.,

both for despatch and delivery, are to be kept by the Postmaster in a Desk, Press, or other suitable place of security under lock and key.

6. A Bar Room or Public Room in a Tavern is never to be made use of as a Post Office. Bar Room or Public Room of a Tavern never to be used as a Post Office.
7. At Post Offices where a room is specially appropriated for the Post Office business, no person should have admittance to it, except the Postmaster and his sworn Assistant or Assistants, and this regulation must be strictly enforced whenever the Mails are being made up or opened. At the Offices where these duties are performed in a store or other place open to the public, the Postmaster will nevertheless take care that when he is thus engaged, no unauthorised person is permitted to approach sufficiently near to handle or examine in any way the Mail Packets or their contents. Under no circumstances should any person but the Postmaster or his sworn Assistant be suffered to have access to the Letters, Newspapers, &c., in an Office or to the Mail Key. When practicable, no one but Postmaster or sworn Assistant to have access to Post Office. Regulation to be observed when making up or opening Mails.
8. The words "POST OFFICE" in large and conspicuous letters must be exhibited outside the Post Office building, so as to attract public attention, and a Letter Box must be fixed in some convenient situation with an opening for the posting of Letters (which should be accessible from the road or street); the words "Letter Box" should be painted over this opening in plain legible characters. Post Office Sign and Letter Box.
9. The Postmaster will keep his Office open for the despatch of business every day, except Sunday, during the usual hours of business in the place, and will attend at such other hours as may be necessary to receive and despatch Mails; and on Sundays he will open the Office for at least one hour either before or after Divine Service, as may be most convenient to the Public generally. Office Hours of business.
10. The duties of a Post Office are to be performed by the Postmaster personally, or by his sworn Assistant or Assistants, whom he may employ to aid him under his own immediate superintendence, and for whose care and attention he will, of course, be responsible; and he cannot be permitted to transfer the charge of his Office and the performance or superintendence of its duties to another, except temporarily, in the event of illness or unavoidable absence, when the circumstance must be reported for the sanction of the Postmaster General. Postmaster to perform or personally superintend duties of his Office, and not to transfer charge of Office.
11. No person under the age of sixteen years should be employed in the Post Office service, or be suffered in any manner to have access to the Letters or Papers at an Office. Person under 16 years of age not to be employed in Post Office Service.
12. A Post Office is not to be removed from one part of a Town, Village or Settlement to another part, without the approval first obtained of the Postmaster General. Post Office not to be moved without approval of the P. M. General.
13. When a Postmaster desires to resign his charge, he must give notice in writing to the Postmaster General, and measures will be taken to appoint a Successor; and he is not at liberty to relinquish his charge until a new appointment has been made, and instructions given him to make the transfer of the Office to his Successor, as his responsibility will continue until the transfer has been duly made. Resignation of Postmaster.

Every Postmaster should appoint an Assistant.

14. Every Postmaster should take the precaution to appoint an Assistant to prevent the Office from being left without a duly qualified person to perform its duties, in case of the necessary absence, the sickness, resignation, or death of the Postmaster.

Sureties responsible for management of Office after death of Postmaster until a new Postmaster takes charge.

15. In the event of the death of a Postmaster, the responsibility of the Sureties will continue for the fidelity of the person left in charge of the Office until a Successor is appointed and assumes the duties; and, should they see fit, the Sureties, or any one of them, may, in such case, perform the duties of Postmaster until a new appointment takes place.

Department Orders, Circulars, &c., to be filed, and in case of resignation handed to Successor as well as all other Post Office property.

16. All Circulars, Instructions, &c., received by a Postmaster from the Department are to be carefully endorsed and filed, so that an easy reference may be had to them at any time. And in the event of resignation or retirement from Office, the retiring Postmaster will hand over all such Documents to his Successor, as also any public property in his possession, such as Desk, Cases, Books, Scales, Blanks, Stationery, and all other articles which may have either been furnished to him as Postmaster, or which may have been charged for by him at any time to the Department and allowed, and which may remain on hand when the vacancy happens.

Hour of closing the Mail.

17. The hours of closing the Mails at Offices situated at the ends of Routes will be regulated from time to time by the Department. At the Intermediate or Way Offices, the time of closing the Mail should be fixed as a general rule half an hour in advance of the usual arrival of the Courier. When a Mail passes an Office in the night, the latest reasonable time should be afforded to the public for posting Correspondence.

Notice to be given to the Public of hours of closing Mails, Office Hours, &c.

18. A Notice stating the hours at which the Mails close and arrive, and the hours at which the Office is opened and closed, both on Week days and on Sundays, should be posted in every Post Office in such a position as to be readily observed by the public.

Time allowed for exchanging Mails.

19. Except where Special Regulation has been made as to the time allowed for exchanging the Mails, a Courier is not to be detained more than seven minutes at any Office for this purpose.

PART II.

DESPATCH AND RECEIPT OF MAILS.

Letters posted for the Mails to be postmarked and rated.

20. Letters posted to be sent by Mail are to be carefully postmarked on the face or address side, with the name of the Post Office, the month and day of the month on which they are posted, and, except when they are Prepaid by Postage Stamps, with the Rate of Postage in plain figures. In performing these operations great care must be used to avoid interference with the address.

Letters to be postmarked immediately.

21. Every Letter should be stamped or postmarked immediately that it is deposited in an Office, even should it afterwards remain several days waiting for the Post, as may happen at Offices served but once or twice a week. Should a Letter, however, be posted for any particular Mail on the day of its departure, but not in time to be forwarded, the words "*Too late*"

are to be stamped or written in red ink in addition to the postmark, to explain why the Letter was not sent by the Mail of the day of which it bears the postmark. When "Too late."

22. If the Postage is Paid in Money when the Letter is posted, stamp or write the word "*Paid*" against the Postage rate, and mark the rate in *red ink*; but if the Letter is "*Unpaid*" the rate is to be marked in *black ink*. When prepaid in Money.

23. A Postmaster will make up Mails for a certain number of Post Offices only, which are termed his Corresponding Offices—a list of these Offices is furnished to every newly established Post Office, and any variation which it may from time to time become necessary to make in this list will be notified to the Postmaster by the Department. Mails—how to be made up.

24. Letters and Papers addressed to those Corresponding Offices are to be mailed direct upon them. Letters for Corresponding Offices.

25. Letters and Papers addressed to places beyond those Corresponding Offices are to be forwarded to the Corresponding Office nearest to the destination of the said Letters and Papers. Letters beyond Corresponding Offices.

26. In making up a Mail, the Postmaster should sort the Letters and Papers for despatch into the following divisions:— Mode of making up a Mail.

1. Unpaid Letters addressed to the Corresponding Office for which the Mail is intended.
2. Letters and Papers on which the Postage has been Prepaid in Money.

In this Division should be included both the Letters and Papers addressed to the Corresponding Office for which the Mail is intended and Letters and Papers addressed to places beyond it.

3. Letters on which the Postage has been Prepaid by means of Postage Stamps.

In this Division, as in the preceding, are to be included all Letters, whether addressed to the Corresponding Office for which the Mail is intended or for places beyond it.

4. Unpaid Letters going beyond the Corresponding Office for which the Mail is intended—which are termed "*Forward Letters*."

27. The Postmaster should then take a Letter Bill and insert therein in the proper place the name of his Office, the date of the day on which the Mail is made up, and the name of the Office for which it is intended;—he should then enter in the proper columns the number of the Letters and Papers included in each of the Divisions Nos. 1, 2, and 3, mentioned in the preceding paragraph, with the total amounts of Postage thereon, viz.— How to fill up Letter Bill.

1. The number of Unpaid Letters and Papers addressed to the Corresponding Office for which the Mail is intended with the amount of Postage charged thereon.
2. The number of Letters and Papers, for whatever destination, on which the Postage has been Prepaid in Money, and the total amount of Postage so Prepaid.

3. The number of Letters, for whatever destination, on which the Postage has been prepaid, by means of Postage Stamps, with the total amount of Postage which such Stamps represent. The Unpaid Letters and Papers addressed to places beyond the Corresponding Office for which the Mail is intended, and which are included in Division No. 4 in the preceding paragraph, are not to be entered at all, either in the Letter Bill, or in the Book of Mails sent.

How to claim credit for Unpaid Letters re-mailed.

28. Should any of the Unpaid Letters included in Divisions Nos. 1 and 4 (in paragraph No. 26) have been received by the Postmaster from some other Office, with the Foreign Postage charged against him, he will claim credit for the amount so charged by inserting the same in the columns of the Letter Bill appropriated for Missent and Redirected Postage.

Money Letters to be entered in Letter Bill.

29. The Postmaster will then look carefully over all the Letters he is about to despatch, in order to ascertain if any of these are marked "Money,"—should there be any so marked, he must enter the number and addresses thereof in the Letter Bill in the space provided for that purpose. This is an important point of duty, and must be strictly attended to. The address of *every* Letter marked "Money," whether Paid or Unpaid, or addressed to the Corresponding Office for which the Mail is intended, or to a place beyond it, must invariably be entered in the Letter Bill.

Letter Bills to be copied into Mails Sent Book.

30. The Postmaster will then copy the Letter Bill into his Book of Mails Sent—carefully entering therein, in the proper place, the number and addresses of the Money Letters.

Letter Bill to be put up with Letters.

31. The Letter Bill must then be wrapped round or tied up with the Letters included in the Divisions Nos. 1, 2, and 3, in paragraph No. 26, while the Letters included in Division No. 4 in the same paragraph, must be placed outside of the Letter Bill, so as to keep them distinct. The whole of the Letters should then be enclosed in strong paper, and made into a secure packet, which should be sealed with the Official Seal, and plainly addressed to the Office for which intended. On the arrival of the Courier, the packet should be placed in the Mail Bag to be conveyed to its destination.

Newspapers to be tied up.

32. The Newspapers intended for despatch need not be enclosed in wrapping paper, but should be tied together with string, and attached to the packet of Letters addressed to the Corresponding Office for which the said Papers are intended, in such a manner that the address of the said packet may be distinctly seen.

If canvas Bag is used.

33. When the Postmaster despatches a separate Canvas Bag to the Corresponding Office for which the Mail is intended, the Packet of Letters, as well as the Papers should be placed in the said Canvas Bag. It is necessary, however, that the Newspapers charged in the Letter Bill should be tied up separately from the Unpaid Newspapers going beyond the Corresponding Office for which the Mail is intended, or which are not charged therein.

If Letters are numerous.

34. In cases where the Letters are numerous, it will be advisable for the Postmaster to make up two Packets of Letters—the one containing the Letters which are included in the Letter Bill, and which are included in

Divisions Nos. 1, 2, and 3, in paragraph 26—the other containing simply the Unpaid Letters going beyond the Corresponding Office for which the Mail is intended. This practice, however, it will probably be necessary to follow only at the large Offices.

35. The Letter Bill is invariably to be signed by the person actually making up the Mail, whether the Postmaster or his Assistant. Letter Bill to be signed.

36. It will be observed that, if properly filled up, the “Unpaid” column of the Letter Bill should represent the exact amount of Postage on the Unpaid Letters and Newspapers, &c., intended to be delivered by the Postmaster to whom the Mail is sent, and constitutes the charge against him for which he will have to account to the Department. The column of “Paid in Money” should be the amount of Postage so received by the sending Postmaster on the Paid Letters, Newspapers, &c., in the Mail, for the whole of which the sending Postmaster should thus charge himself and account to the Department. And the column of Claims for Missent and Re-directed Postage provides for any credit to which the Postmaster making up the Mail might be entitled on sending away an Unpaid Letter or Paper for the Postage of which he is accountable; therefore, unless errors are detected in the Bill, the whole accountability of the Sending and Receiving Postmasters with the Department on the contents of the Mail will be established by these three columns. Explanation of Letter Bill.

37. It is important that the Letters and Papers should be properly forwarded, and entered correctly in the Letter Bills, and Postmasters should use every possible care in the performance of this part of their duty—the rules to be observed are simple, and may be easily remembered—they are as follow:— Division of Letters in a Mail.

1. All Letters and Papers addressed to a Corresponding Office are to be Mailed directed upon that Office.
2. All Letters and Papers going beyond either of the Corresponding Offices are to be forwarded to the Corresponding Office nearest to the destination of the said Letters and Papers.
3. The number of, and amount of Postage on, all Letters and Papers are to be entered in the Letter Bills—except Unpaid Letters and Papers going beyond a Corresponding Office which are not to be entered in the Letter Bill at all.
4. The number of, and addresses on, all Money Letters whether intended for a Corresponding Office or a place beyond it must invariably be entered in the Letter Bill.

38. The Postmaster will always be in readiness in person, or by his Assistant, to receive the Mail when it arrives, and despatch it with all possible expedition,—and the Mail Packets to be sent away should be made up and ready to put into the Bag before the time it usually arrives. Postmaster or Assistant to be always in readiness to receive Mails.

39. Upon the arrival of the Mail, the Postmaster will unlock the Bag and take out the Packets addressed to his own Office; and if his Office be a connecting point from whence other Mails Branch, he will also take out the Packets which should be distributed from his Office to the Branch Mails and forward them by the first despatch. Duty on arrival of Mail.

- Letter Bills received to be carefully checked. 40. Each Packet addressed to his own Office must then be opened, and the entries in the Letter Bills compared with the Postage on the Letters, Newspapers, &c., received. The Unpaid column should comprise all Unpaid matter for the delivery of the Receiving Office; and the Paid columns, the numbers and amount of Postage of those Paid Letters, &c., which may have been posted at the Corresponding Office from which the Mail is sent.
- Should errors be discovered in Letter Bill. 41. If the amount of Postage on the Letters, &c., do not agree with the entries on the Bill, the computation should be carefully checked by a second person, or, where this is not practicable, the Postmaster should go over the calculation again, and satisfy himself that he is correct, and then put down on the Received side of the Bill what he makes the true amount to be.
- Letters under-rated. 42. Should the Receiving Postmaster find that any of the Letters have been under-rated, that is, not charged with sufficient Postage,—if, for example, a Letter weighing an ounce has only been charged with one rate, he will mark the additional Postage with the words “*More to pay,*” and his initials on the Letter. And the amount of additional Postage is to be added to the Received side of the Letter Bill.
- Incorrect Letter Bills not to be returned to Sending Postmasters. 43. An incorrect Letter Bill is not to be returned to the sending Postmaster for correction, but should be signed by the Receiving Postmaster and his Assistant (should one be employed), and transmitted to the Post Office Department with the Monthly Sheet or Return of Mails received for the month on which it is entered.
- Letters to be Postmarked on Reccival. 44. After the Letter Bill has been thus checked, the Letters are to be postmarked on the back or seal side, with the date of the day on which they arrive, and assorted for delivery to the public.
- Received Letter Bills to be signed and entered. 45. The Received Letter Bills are to be signed by the party opening and checking the Mail, and postmarked on the back with the date of reccival, and are then to be carefully entered in the Book of Mails Received—taking the Amounts as found by the Receiving Postmaster.
- Two or more Letter Bills from same Office bearing same date. 46. Should it happen that two or more Mails are made up for an Office on the same day, with Letter Bills consequently bearing the same date, both the Sending and Receiving Postmaster will, in making the entry in their Books, add the amount of the several Bills together, so that only one entry may appear for each day's business, noting, however, opposite the entry “Two or more Bills,” as the case may be.
- Letter Bills to be preserved. 47. The Received Letter Bills of each month are to be carefully preserved by Postmasters for future reference for a period of 18 months.
- If a regular Mail is not received. 48. At Offices where Mails of Letters from certain other Offices are daily or regularly received, should it happen that a Mail Packet so expected to arrive is not found in the Mail Bag, immediate notice of the supposed failure or miscarriage should be given to the sending Postmaster, in order that if a Mail has been sent and lost on the way, the fact may be ascertained and reported without delay to the Department.

49. When a Mail is received at an Office in a Canvas Bag, it will be the duty of a Postmaster to turn the Bag inside out immediately after taking out the contents, in order to prevent the possibility of anything remaining unnoticed therein. The Canvas Bag must invariably be returned by the first Post to the Office from whence it was received.

When a Canvas Bag is used.

PART III.

DUTIES OF A FORWARD OFFICE.

50. A "Forward Office" is an Office to which Letters and Newspapers passing between two Post Offices which do not correspond, (that is, exchange Letter Bills and Mails with each other,) are sent to be re-mailed, such Letters are called "*Forward Letters*."

A "Forward" Office.

51. Letters received at a Forward Office to be re-mailed should be sent on by the first Post despatched to their place of destination.

Letters received to be "forwarded."

52. If Forward Letters, received by a Forward Office, are for the delivery of an Office corresponding with the Forward Town, the Forward Postmaster will charge the Unpaid Postage in his Bill to the Corresponding Office, as though the Letters had originated at his own Office.

Letters for a Corresponding Office.

53. Should it happen that the Forward Letters are not for any of the Offices with which the Forward Postmaster corresponds, he will re-forward the Letters to the Corresponding Office nearest to their destination, without, of course, entering the Letters on his Letter Bill.

Letters for places beyond Corresponding Offices.

54. If the Postage on Unpaid Forward Letters has been erroneously charged against a Forward Postmaster, he is not to amend the error by altering the Bill, but, on re-mailing the Letters, should take credit for the amount wrongly charged upon him in the Missent and Re-directed column of the Letter Bill, marking on the Letters the word "*Forward*."

Letters erroneously charged against Forward Office.

55. The Postage on all Paid Letters and Newspapers, sent to a Forward Office to be re-mailed should, of course, have been entered in the Letter Bill of the Office at which they may have been posted; and the Forward Postmaster is expected to see that the Revenue does not suffer from any neglect or mis-apprehension of this obligation.

If "Paid" Postage is not entered in Letter Bill.

56. On re-mailing Letters, &c., which have been Prepaid at another Office, the Forward Postmaster will not, of course, enter this Prepaid Postage in his Bill, such Letters should be tied together a-part, to keep them separate from any other Prepaid Letters in the Mail which may have originated at the Forward Office.

Re-mailing Prepaid Letters.

57. A Record must be kept of all Forward Money Letters passing through a Forward Office, shewing the Office from whence received and the Office to which re-mailed, with the dates of receipt and despatch.

Forward Money Letters.

PART IV.

POSTAGE RATES ON LETTERS.

Postage on Letters in B. N. America.

58. On Letters not exceeding $\frac{1}{2}$ oz. in weight, between any place in Canada and any other place in British North America, including Canada, New Brunswick, Nova Scotia, Prince Edward Island, and Cape Breton, the rate is a uniform charge of 3d.

For every additional weight of half an oz., or any fractional excess of less than half an oz., there shall be charged an additional rate of 3d., thus—

	s.	d.
On a Letter weighing more than $\frac{1}{2}$ oz., and not exceeding 1 oz., 2 rates or	0	6
On a Letter weighing more than 1 oz., and not exceeding $1\frac{1}{2}$ oz.— 3 rates, or	0	9
On a Letter weighing more than $1\frac{1}{2}$ oz., and not exceeding 2 oz.— 4 rates, or	1	0
On a Letter weighing more than 2 oz., and not exceeding $2\frac{1}{2}$ oz.— 5 rates, or	1	3

and so on.

Postage on Drop or Box Letters.

59. On Letters deposited at an Office for delivery in the same place, called Drop or Box Letters, the rate is One half-penny each, to be brought to account by Postmasters.

Rate on Letters for Great Britain or Ireland.

60. On Letters between any place in Canada and any part of Great Britain or Ireland, if conveyed by the Weekly closed Mails through the United States, the rate is a uniform charge of 1s. 2d. sterling, equal to 1s. 4d. currency, on a Letter not exceeding $\frac{1}{2}$ oz. in weight; and on Letters of greater weight, as follows:—

	Sterling. s. d.		Currency. s. d.
On a Letter weighing more than $\frac{1}{2}$ oz., and not exceeding 1 oz.	2 4	equal to	2 8
On a Letter weighing more than 1 oz., and not exceeding 2 oz.	4 8	“	5 4
On a Letter weighing more than 2 oz., and not exceeding 3 oz.	7 0	“	8 0

and so on, increasing two rates, or 2s. 4d. sterling, for every ounce or fraction of an ounce after the first ounce.

Letters for U. Kingdom—how to be rated.

61. In rating Paid Letters for Great Britain or Ireland, both the sterling and currency rates must be written in red ink, thus, “1s. 2d. = 1s. 4d.” On Unpaid Letters the sterling rate only, in black ink, thus, “1s. 2d.”

Letters for U. Kingdom *via* Halifax

62. On Letters between Canada and the United Kingdom, conveyed by the semi-monthly Mails by way of Quebec, New Brunswick and Halifax, the rate is—

	Sterling. s. d.		Currency. s. d.
On a Letter not exceeding $\frac{1}{2}$ oz.	1 0	equal to	1 1 $\frac{1}{2}$
On a Letter exceeding $\frac{1}{2}$ oz. and not over 1 oz.	2 0	“	2 3
On a Letter exceeding 1 oz. and not over 2 oz.	4 0	“	4 6

and so on, increasing two rates or 2s. sterling, for every ounce or fraction of an ounce. These Mails are made up at the Quebec Post Office, and

Letters to go by them must be specially addressed "*Viâ Quebec and Halifax.*" Must be specially addressed.

63. On Letters between any place in Canada and any part of the United States, except California and Oregon, the rate is a uniform charge of 6d., equal to 10 cents per $\frac{1}{2}$ oz. weight. Rate on Letters to United States.

64. On Letters to California and Oregon, the rate is 9d., equal to 15 cents per $\frac{1}{2}$ oz. Rate to California and Oregon.

65. Letters to any place in British North America, to the United Kingdom, or to the United States, California and Oregon, may be sent at the above rates, Paid or Unpaid at the option of the sender. Above Rates may be paid or not.

66. On Letters for the United States or California, or Oregon, the full rate must be paid or not at all. If only a portion of the rate is paid, it must be cancelled, and the Letter treated as *Unpaid*. Letters for U. States, if paid, must be paid in full.

67. Letters to Newfoundland may be sent *viâ* Quebec and Halifax at a Postage rate of 7 $\frac{1}{2}$ d. per $\frac{1}{2}$ oz. Pre-payment optional. Rate to Newfoundland.

68. Letters to the British West India Islands, *viâ* Quebec, Halifax and Bermuda, will be charged the Canada rate of 3d., and in addition the Packet rate for sea conveyance between Halifax and Bermuda of 4 $\frac{1}{2}$ d. currency,—making on a Letter not weighing more than $\frac{1}{2}$ oz. a rate of 7 $\frac{1}{2}$ d.; the Pre-payment of which will be optional. Rate to West Indies *viâ* Halifax.

69. Letters may also be sent from Canada to the British West Indies and the Havanah by the ordinary United States Mails to New York, and from thence by British Steam Packet to destination, on Pre-payment in Canada of 9d., equal to 15 cents per $\frac{1}{2}$ oz. Letters to go by this route must be specially so addressed. Rate to West Indies, *viâ* New York must be specially addressed.

70. Mails are made up at Montreal every fortnight for Halifax, Nova Scotia, and despatched for conveyance to Halifax with the Mails by the Royal Mail Steamers from Boston to Halifax and Liverpool, by which Letters may be sent to the following places at the rates mentioned: Letters for Nova Scotia through United States.

Letters to Halifax and Nova Scotia	7 $\frac{1}{2}$ d. currency.	Rates on Letters so sent.
Letters to Newfoundland	1s. " "	
Letters to Bermuda and British West Indies	1s. " "	

Pre-payment of these rates will be optional.

71. Letters for the East Indies, Australia and New Zealand, Van Dieman's Land, the Cape of Good Hope, Mauritius, St. Helena or Sierra Leone, may be sent on Pre-payment of 2s. 5d. currency, on a Letter not weighing more than $\frac{1}{2}$ oz. Rate to British Colonies through England.

s. d.

If exceeding $\frac{1}{2}$ oz. and not weighing more than 1 oz. 4 10 cy.
 If exceeding 1 oz. and not weighing more than 2 oz. 9 8 cy.
 And so on, adding 2 rates for every additional oz. or fraction of the oz.

Rate to
France.

72. Letters for France may be sent Paid or Unpaid, and the rate will be,

	s.	d.	cy.
On a letter not exceeding $\frac{1}{4}$ oz. in weight	2	8	$\frac{1}{2}$
On a letter weighing more than $\frac{1}{4}$ oz. and not exceed- ing $\frac{1}{2}$ oz.	3	2	
On a letter weighing $\frac{1}{2}$ oz. and under $\frac{3}{4}$ oz.	5	10	
On a letter weighing more than $\frac{3}{4}$ oz. and under 1 oz.	6	4	
Exceeding 1 oz. and under $1\frac{1}{4}$ oz.	11	3	

Rates to for-
eign countries.

73. The rates upon Letters for other Foreign Countries and parts abroad will be found in the Tables appended to these Regulations at the end of the Book, and alterations in them must be carefully made, when officially informed to that effect.

PART. V.

POSTAGE STAMPS.

Three kinds of
Postage
Stamps.

74. The Postage Stamps issued by the Department in Canada, are of three kinds, one representing the Beaver, of the value of three pence, the second bearing the head of Prince Albert, and of the value of six pence, and the third, the head of Her Majesty, and of the value of one shilling. These Stamps will be kept for sale to the Public by the Postmasters of all the Cities and principal Post Offices in the Province—and will further be supplied where necessary, to other Postmasters upon application to the Department.

How to ac-
count for Post-
age Stamps,

75. A Postmaster receiving Stamps from the Department will, by next Mail, acknowledge the receipt of the amount, and at the expiration of each quarter he will render an account of Stamps with the Quarterly Account Current, charging himself in the Stamp Account with any amount of Stamps which remained on hand at the close of the preceding Quarter, and with the amounts received from the Department during the Quarter just ended, and crediting himself with the amount then remaining on hand. The balance of the account so stated, representing the amount of Stamps he has sold or disposed of, the Postmaster will charge himself with in his Account Current.

Letters prepaid
by Postage
Stamps.

76. Any Letter or Packet with one or more Stamps affixed equal in amount to the Postage properly chargeable thereon, is to be mailed and forwarded from any Office as a Pre-paid Letter.

If Stamps are
not sufficient
on Letters for
U. Kingdom.

77. If the Stamps affixed to a Letter addressed to any place in British North America or to the United Kingdom be not adequate to the proper Postage, the Postmaster will rate it with the amount deficient in addition and send it forward taxed with that amount as an Unpaid Rate.

If for United
States.

78. On letters for the United States when Stamps are affixed representing less than the amount of Postage to which the Letters are liable, the Stamps are to be cancelled and the Letters rated with the full rate as Unpaid.

79. All Stamps affixed on Letters must be cancelled or obliterated immediately upon the deposit of the Letters in a Post Office, this is to be done with an Instrument furnished by the Department for the purpose—and where this has not been supplied the Stamps must be cancelled by making a cross thus × on each Stamp with a pen.

All Stamps to be obliterated.

80. If the cancelling has been omitted on the mailing of the Letter, the Postmaster delivering it, will cancel the Stamp in the manner directed and immediately report to the Department the Postmaster who may have failed in this duty.

Neglect of doing so to be reported.

81. Letters and Packets pre-paid by Stamps must be entered in the Letter Bill separately from other pre-paid Letters as provided for in the form of Letter Bill.

Postage by Stamps how to be entered in Bill.

82. Stamps affixed to Letters coming from either of the British North American Provinces, from the United Kingdom or from the United States and recognized as equivalent to pre-payment at the Office where the Letter has been posted—are to be allowed in Canada as evidence of pre-payment accordingly, on the Letters to which they are affixed.

What Stamps from other places to be recognized.

83. No other Stamps than those issued by the Canada Post Office Department are to be taken in this Province in pre-payment of Letters posted within the same.

Canada Stamps only to be used in Province.

84. Postage Stamps must be taken when offered in payment of postage on delivery of Unpaid Letters.

Stamps to be taken in payment of Postage.

PART VI.

WAY LETTERS.

85. Couriers are bound to receive Letters offered to them whilst on the road between one Post Office and another, provided that when a Letter is so offered, the distance from the nearest Office exceeds one mile—such Letters are termed Way Letters and are to be given by the Courier to the Postmaster at the first Office arrived at after their receipt. Way Letters are to be immediately stamped and rated by the Postmaster with the ordinary rate of Letter Postage—marking them also with the word “Way” in red ink, and if for the delivery of his own office, he will bring the amount of this Way Postage to account in the place in the Quarterly Account Current appropriated for the purpose.

Letters termed “Way Letters”

86. If the Way Letters are for the delivery of another Office the Postmaster will mail them to their destination in the ordinary manner.

To be mailed.

87. Letters left at an Office to be delivered by the Courier to persons living on the Route between that and the next Office, may be forwarded, provided that they are pre-paid the usual rate of 3d. per $\frac{1}{2}$ oz.—such paid postage is to be brought to account with the other Way Letter Postage.

Paid Letters may be delivered by Courier.

PART VII.

SOLDIERS' AND SEAMEN'S LETTERS.

Privileged persons. 88. Non-Commissioned Officers, Embodied Pensioners, Seamen and Soldiers, while they are employed in Her Majesty's Service, can send and receive Letters at the rate of 1d. each, under the following Regulations;—

- Regulations under which the privilege is enjoyed.
- 1st. The penny must be paid at the time the Letter is posted.
 - 2nd. The name of the Soldier or Sailor, his class or description, and the name of the Ship, Regiment, Corps or Detachment, to which he belongs, must be specified in the direction of the Letter; and, in the case of Letters sent by Soldiers or Seamen, the Officer in command must sign his name and specify his rank and the name of the Ship or Regiment, Corps or Detachment, which he commands.
 - 3rd. The Letter must *not exceed half an ounce in weight.*
 - 4th. The Letter must refer solely to the *Private Affairs of the Soldier or Seaman.*

Form of address. 89. All the foregoing descriptions must be fully written in the address in the following form; the Initials of the name of any Ships or Regiments being insufficient.

SEAMEN.	SOLDIER.
From A. B., "Seaman of H. M. S.—"	From A. B., Serjeant.
(Here the direction of the Letter to be inserted.)	"———Regt.———"
C. D. Captain, (or other Commanding Officer.)	(Here the direction of the Letter to be inserted.)
H. M. S.———"	C. D., Colonel, (or other Commanding Officer.)
	"———Regt.———"
To A. B.,	To A. B.,
"Seaman H. M. S.———"	Private (Serjeant or Corporal.)
(Here the direction to be finished.)	"———Regt.———"
	(Here the direction to be finished.)

To or through a Foreign Country. 90. Letters for Soldiers or Seamen *may be forwarded* at the above Rate, to or through any Country requiring the payment of any *Foreign or transit* Postage, but *subject* to the *payment of such Foreign or transit* Rate as may be chargeable thereon.

Not chargeable on re-direction. 91. Soldiers' and Seamen's Letters are *not* liable to any *additional* Rate of Postage on re-direction.

They are sent *via* Halifax. 92. All Soldiers' and Seamen's Letters forwarded to or *via* England are sent by the Quebec, New Brunswick, and Halifax Route.

93. Letters sent to, or by, Commissioned or Warrant Officers, Midshipmen, or Masters' Mates, Engineers in the Navy, Captains' Clerks or Schoolmasters, or Commissioned or Warrant Officers in the Army, are not included in the Privilege attached to Letters of Soldiers and Seamen, but are chargeable with the *same Rates as Ordinary Letters*. Class excluded from the privilege.

94. Postmasters are required to examine carefully every Letter purporting to be a Soldier's or Seaman's Letter, to see that the above Regulations have been complied with,—and when such a Letter, addressed to the United Kingdom, is posted in Canada without pre-payment of the penny—the Letter is to be rated 4d. sterling, unpaid :— Letters to be strictly examined. If Penny is not prepaid.

In all other cases where the Regulations have not been observed, the Letter is to be rated with full Postage, writing in Red Ink on the face the reason for such charge. If other Regulations are not complied with.

PART VIII.

POSTAGE RATES ON PRINTED PAPERS, CIRCULARS, PRICES CURRENT, PAMPHLETS, PERIODICALS, BOOKS, &c.,

95. Upon each Printed Circular, Price Current or Hand Bill, and other printed matter of a like description when unconnected with any manuscript or written communication whatever, passing between any Post Office in Canada and any place in British North America, or the United States or the British West Indies, is to be charged a rate of one penny per ounce or fraction of an ounce. Postage on Printed Circulars, Hand Bills, &c.

96. Upon each Pamphlet, Periodical, Magazine or Book bound or unbound passing as above, is to be charged a rate of one half-penny per ounce. On Pamphlets, Magazines, &c.

97. Pre-payment of the rates will be optional, except when the printed matter is addressed to the United States or British West Indies, and in such cases the charge must invariably be pre-paid—and on all printed matter received by Mail from the United States and British West Indies, the above Canada rates will always remain to be collected on delivery in this Province. Payment when optional to be collected on those received from other places.

98. Printed Documents addressed to the Publishers of Newspapers in Canada are to pass free through the Post if inclosed in covers open at the ends, and unaccompanied by any written communication. Printed Papers to Editors pass free.

99. Circulars and other Printed Papers must be sent Unsealed, and Pamphlets, Periodicals, Magazines, Books, &c., must be put up in Covers open at the ends or sides to pass at the above rates, and if these Regulations are not strictly complied with, or if any such Printed Paper, Pamphlet, Periodical, Magazine or Book be found to contain any writing other than the Address, the said Printed Paper, Pamphlet, Book, &c., is to be rated with full Letter Postage. Regulations under which to be forwarded.

100. No Book, Packet of Periodicals, Magazines, &c., can be forwarded through the Post if exceeding the weight of forty-eight ounces. Limit of weight.

Prices current for United Kingdom.

101. Printed Prices Current, and Commercial Lists may be sent to the United Kingdom at a charge of one penny each, provided that the Regulations in force in England with regard to them are strictly observed, namely—such papers are to contain merely the names and prices of articles, (if the names of parties dealing in such articles are given, the Prices Current, &c., will be liable to full Letter Postage)—each copy must be made up in the same form as a Newspaper, with the covers open at the end—the word “Price Current” must be written or printed immediately above the Address, and any writing, or mark of reference, or initial on such papers, or their covers, beyond the address and the designation Price Current, will subject them to full rates of Letter Postage.

For other places through U. Kingdom.

102. Prices Current or Commercial Lists may be sent *through the United Kingdom* to any other British Colony beyond sea, or to any Foreign Country at a rate of 2½d. each, observing strictly the above conditions.

PART IX.

BOOK POST WITH ENGLAND.

Rates on Books to or from U. Kingdom.

103. Printed Books, Magazines, Reviews, or Pamphlets, whether British, Colonial, or Foreign, may be sent through the Post, between Canada and the United Kingdom, at the following rates of Postage :—

	Sterling.	Currency.
For a single volume, <i>i. e.</i> , Book, Magazine, Review, or Pamphlet, not exceeding half lb. in weight,	6d.	Equal to 7½d.
For a single volume, &c., exceeding half lb., and not exceeding one lb.,	1s.	“ 1s. 3d.
For a single volume, &c., exceeding one lb., and not exceeding two lbs.,	2s.	“ 2s. 6d.
For a single volume, &c., exceeding two lbs., and not exceeding three lbs.,	3s.	“ 3s. 9d.
And so on, increasing 1s. Sterling, equal to 1s. 3d. Currency, for every additional lb., or fraction of a lb.,		

Caution as to mode of rating.

Observe that the rate is *one shilling per lb.* weight—not 6d. per ½lb.—and that when a book weighs over *one pound*, it is to be rated one shilling the pound.

Rate must be prepaid and in money.

104. The above charge must always be pre-paid on Printed Books, &c, &c., sent to the United Kingdom under this Regulation at the time of posting in Canada; and the pre-payment must be made in money, and cannot be taken in Canada Postage Stamps.

How to be rated.

105. Postmasters, as with pre-paid Letters for England, must rate the Books, &c., posted under this Regulation, in *red ink*, with both the sterling rate and its equivalent, in currency, charging themselves in their ordinary Letter Bills and Accounts, with the currency amounts—thus, a Book, &c., weighing 3½ pounds, will be rated—

“Paid 4s. sterling—equal to 5s. currency.”

106. The following conditions must be strictly observed :—

Conditions
to be observed.

The Books, &c., must be sent in covers, open at the sides.

There must be no word or communication printed on the Book, Pamphlet, Magazine, &c., after its publication, or upon the cover thereof, nor any writing or marks upon it, or upon the cover of it; except the name and address of the person to whom sent.

There shall be no paper or thing enclosed in or with such Book, Pamphlet, &c.

107. Postmasters will forward Packets of Books, &c., intended for the United Kingdom upon the Quebec Post Office, where the Book Post Mail is made up. Books to be forwarded to Quebec.

PART X.

VOTES AND PROCEEDINGS OF PARLIAMENT.

108. Votes and Proceedings of the Imperial Parliament, or of any Colonial Legislature in British North America, or the British West Indies, are liable to a charge as follows :—

If not exceeding 4 oz. in weight,	1d. currency.	Rates of Postage
Ditto	8 oz. “ 2d. “	
Ditto	12 oz. “ 3d. “	
Ditto	16 oz. “ 4d. “	

and so on, adding one penny currency for every additional four ounces.

109. Such Votes and Proceedings, whether Paid or Unpaid, pass at these rates between any places in British North America, and to or from the United Kingdom and British West Indies by Packet. to places in B. N. A. and to U. Kingdom,

110. Such Votes and Proceedings may be posted in Canada to be forwarded to the United States on pre-payment of the rate of one penny per 4 oz. to U. States.

PART XI.

RATES ON NEWSPAPERS.

111. A Newspaper is defined to be any printed Publication, issued in numbers, and published at stated intervals of not more than a month, conveying intelligence of passing events. Definition of a Newspaper.

112. The Postage rate on a Newspaper conveyed through the Post in Canada is, with the following exceptions, One half-penny. Rate on Newspapers in Canada.

First.—One copy of each Newspaper published in Canada may be sent free of Postage to any Publisher of another Newspaper in the Province. Exceptions,

Exceptions
continued.

Second.—Newspapers printed by Publishers in the Province, and addressed to Subscribers in the United States, pass free of Postage to the Province Line.

Third.—Newspapers between Canada and New Brunswick; Nova Scotia, Prince Edward Island and Newfoundland, are free from charge.

Fourth.—Newspapers posted for transmission to the United Kingdom are not liable to any charge or rate at the time of Posting—such, however, as are sent in the Weekly closed Mails through the United States will be liable to a charge of 1d. each on delivery in the United Kingdom, and must be rated 1d. unpaid accordingly.

Fifth.—Newspapers received from the United Kingdom, if brought by the semi-Monthly Mails, *viâ* Halifax and Quebec, will be delivered free of any charge—but if received in this Province by the Weekly closed Mails, *viâ* the United States, will be liable to a rate of 1d. each on delivery in Canada.*

* This rate cannot be prepaid in United Kingdom.

Sixth.—Newspaper publishers may send and receive their Exchange Newspapers to and from the United States, free of charge.

Seventh.—Newspapers for the

British West Indies,
Australia,
East Indies,
New Zealand,
Van Dieman's Land,
Gibraltar,
Malta,
Ionian Islands,

may be forwarded from Canada, *viâ* Quebec and Halifax, without charge.

Newspapers
for Foreign
Countries.

113. Newspapers for Foreign Countries and parts abroad are liable to the rates stated in the Tables appended to these Regulations.

An "Extra"
or Supplement
chargeable.

114. An extra Newspaper, or a Supplement to a Newspaper, is to be deemed a distinct Newspaper, and charged accordingly.

Regulations
as to Newspa-
pers.

115. A Newspaper, when posted, must be so enveloped or folded that it can be distinctly seen to be such, and also that it contains no writing, marks, or signs to serve the purpose of written communications; and, if these conditions are not complied with, the Paper is to be charged as a Letter with Letter Postage by weight, and the reason for the charge stated on the cover of the Paper, which should then be fastened to the Paper with the Office Seal.

How to be put
up by Publish-
ers.

116. In Towns where Newspapers are published, the Printers and Publishers should be required to send them for transmission put up in a manner to admit of their being readily counted, and, if necessary, withdrawn from the covers for examination.

117. When the numbers of a Newspaper published in Canada, or in either of the other British North American Provinces, or in the United States, and issued *daily*, have remained in a Post Office in this Province uncalled for during two weeks—of a Newspaper issued semi or tri-weekly during three weeks—of a Newspaper issued weekly during one Month—and of a Monthly Periodical during two Months—or when such Newspapers or Periodicals shall have been refused to be taken by the party to whom the same shall be addressed, the Postmaster will forthwith address to the respective Publishers one of the Editors' Notices, furnished by the Department for the purpose—such Notices, are to be sent and delivered by Postmasters free of charge. If the Newspaper or Periodical continues to arrive after this Notice has been sent, Postmasters should address the Editor a second time, calling his attention to the first Notice given.

Notice to be given when undelivered.

118. Undelivered Newspapers, &c., are to be returned in the same manner as Undelivered Letters to the Post Office Department, and any Postage upon them charged against the Postmaster is to be taken credit for by him, in the same manner as with Dead Letter Postage.

Undelivered Newspapers to be returned.

119. Newspapers Re-posted in this Province, whether British, Provincial or United States will be liable to the ordinary rates on transmission.

Rates when re-posted.

PART XII.

MONEY LETTERS.

120. The addresses of all Letters containing Money or marked as containing Money, are to be carefully entered in the Letter Bill which accompanies the Mail in which they are sent, and also in the Books or Register of Mails Sent in the proper column.

Addresses of Money Letters

121. When a Letter is posted which is stated by the party posting the same to contain Money, or which is noted in the address as a Money Letter, it is the duty of the Postmaster to mark the Letter conspicuously on the face with the words "*Money Letter*" in red ink either with a stamp, if provided with one, or in the absence of a Stamp with a pen and ink.

To be marked "Money Letter."

122. Postmasters receiving Money Letters for delivery must be careful to deliver them only to the individuals to whom the Letters are directed or to their order—and a Receipt is to be taken for the delivering of each Money Letter, which should be carefully preserved by the Postmaster—printed Forms are supplied for this purpose by the Department.

Receipts to be taken on delivery.

123. Postmasters who receive Money Letters in their Mails, either to be delivered or forwarded on to another Office, will carefully enter the addresses in the Book of Mails Received.

Addresses of those received by Mail.

124. When a Money Letter is sent as forward, although the postage if unpaid will not be included in the Letter Bill, the address must nevertheless be entered thereon, and a record kept of the address and of the amount of postage rated upon it, and also of the forward Town to which it is sent and the date of despatch.

When forwarded.

Neglect of these Regulations. 125. Any neglect of the Regulations which shall involve the loss of a Money Letter will render the party in default liable to be called on to make good the amount of the loss.

Missing Money Letter to be immediately reported, with particulars. 126. Any complaint of the loss or supposed miscarriage of a Money Letter must be immediately reported to the Postmaster General with all the particulars of the case, such as the name of the writer of the Missing Letter, whether posted by him or by another person, the Office in which the Letter was mailed and the date of posting, the amount and description of the contents, the postage paid, if any, the address of the letter, and the reason for supposing it to be lost.

Omitted addresses to be entered. 127. Should a Postmaster receive a Money Letter, the address of which has not been entered on the Letter Bill by the Postmaster despatching the same, he will carefully enter the address himself on the Bill and report the circumstance to the Head of the Department.

PART XIII.

MISSENT AND RE-DIRECTED LETTERS.

Missent Letters, &c. 128. When Letters, Newspapers, &c., intended for another place are missent to a Post Office, the Postmaster will write the words "Missent to" in red ink on the front of each, and affix his Office Stamp immediately after, and such Letters, Newspapers, &c., must then be forwarded on to their destination by the first post.

Not to be re-charged. 129. No additional rate for re-mailing is to be charged on Missent Letters or Newspapers.

No charge for Re-direction, Except to places out of the Province. 130. A Postmaster will re-direct and forward a Letter addressed to and lying in his Office, to any other Office at the request of the writer thereof or of the person addressed and without any additional charge for re-direction to any place in Canada or British North America; but Letters re-directed from an Office in Canada to Great Britain or Ireland, or to the United States, will be liable to additional charge on re-direction of the ordinary Postage rate to the place of destination.

Requests to re-direct should be written. 131. Orders or requests to forward or re-direct Letters as above should be in writing and must be fyled by Postmasters—but Postmasters may re-direct Letters to the *known* places of residence of the persons addressed, after allowing a short time to elapse.

If for Corresponding Office. 132. If such Missent and Re-directed Letters are for the delivery of a corresponding office, the total postage to be collected thereon is to be charged in the unpaid column of the Letter Bill, and the Postmaster will take credit in the column entitled "*amount of claim for such missent and re-directed postage, &c.*" for such of the postage as may have been charged against him.

If beyond Corresponding Office. 133. If the said Letters are for places beyond the delivery of any corresponding Office, they are to be sent as "*forward*," and the Postmaster will enter upon the Letter Bill only the amount of his claim for the Unpaid Postage originally charged against him in the column of claims for Missent and Re-directed Postages.

134. When Letters addressed to a Commissioned Officer of the Army or Navy arrive at an Office in Canada after the removal of the Officer to some other place, such letters are to be re-directed to the said place without additional charge for re-direction, whether the re-direction is to another place in Canada or British North America, to any other British Colony or to the United Kingdom.

Re-directed
Letters for Offi-
cers.

PART XIV.

UNDELIVERED AND DEAD LETTERS AND NEWSPAPERS.

135. On the first day of each Month, every Postmaster will make out a List of Undelivered Letters remaining in his Office, and post it upon the Office door, or some other conspicuous place, for the information of the Public—the Letters themselves, however, are not to be exposed.

List of Unde-
livered Letters.

136. If a Newspaper is published in the immediate vicinity of a Post Office, the Postmaster may publish therein his Monthly List of Unclaimed Letters, provided that the Publisher will agree to insert the same in three separate issues or publications of his Newspaper for a price not exceeding three farthings for each Unclaimed Letter—a Letter is not, however, to be advertised in more than one Monthly List during the period it remains in an Office; and each Monthly List will, therefore, consist of such Letters only as have reached the Office since the Advertisement of the preceding Month.

To be adver-
tised Monthly.

137. Post Offices in Canada are divided into three Classes, as respects the frequency of their Dead Letter transmissions to the Department, as follows:—

Dead Letters
are sent in,

CLASS I. Postmasters in the Cities and large Towns are required to transmit their Dead Letters to the Post Office Department, with a Form No. 4, or Dead Letter and Overcharge Bill, twice a Month, viz., on the 5th and 20th of each Month.

Twice in each
Month,

CLASS II. Postmasters at certain other Offices will make their Dead Letter Returns Monthly, on the 5th of each Month.

and

CLASS III. Postmasters at all Offices where but a limited amount of business is transacted are required to make the Dead Letter Return, with a Form No. 4, Quarterly, only on the 20th of the last Month of each Quarter, that is—on the 20th March, 20th June, 20th September, and 20th December in each year.

Once a Quarter.

138. The Form No. 4, or Dead Letter and Overcharge Bill, is to be transmitted by a Postmaster at the dates prescribed for his Class of Office, whether he has Dead Letters or overcharge claims to send or not—should he have no Dead Letters to send, nor claims to make, he will state the fact on the Form No. 4, sign, date, and transmit it. Such Postmasters as are required to transmit their Dead Letters more frequently than once a Quarter will receive a specific notification from the Department to that effect.

Form No. 4 to
be sent at dates
prescribed.

139. Letters and Papers refused by the persons addressed, or addressed to persons Deceased, are to be sent in to the Department with the first Dead Letter Returns made.

Refused Let-
ters, &c.

- Letters, &c., after remaining 3 Months. 140. Letters and Papers which have remained three Months in an Office, without being called for, are to be sent in with the first Return made up after the expiration of that period, counting from the date of the Receipt of the Letter or Newspaper at the Office.
- Reason for Letters, &c., not being delivered. 141. Before sending Undelivered Letters and Papers to the Post Office Department, the Postmaster is to write on the face of each, with red ink, the reason for non-delivery—either *Refused*, *Deceased* or *Advertised and not called for*, as the case may be—he is then to stamp them with his Office Stamp, and enter the total number of both the Dead Letters and Newspapers sent, and also the amount of Unpaid Postage thereon for which he claims credit, in the Form No. 4, or Dead Letter Bill.
- Form No. 4 includes Overcharges. 142. The Form No. 4 is also intended to include any claim a Postmaster may have to make for Overcharges, as explained in the Overcharge Section of these Instructions.
- Copy to be kept. 143. A copy should be kept of each Form No. 4 despatched, to enable the Postmaster to include the amounts when making up his Quarterly Accounts with the Department.
- Refused and Box Letters not to be advertised. 144. Refused Letters are not to be advertised in a Newspaper, nor those which the Postmaster expects will be immediately taken from the Office, nor are Box or Drop Letters to be so advertised.

 PART XV.

ABATING AND REFUNDING OVERCHARGED POSTAGE.

- Returning Postage. 145. When application is made for the return of Postage on a Letter, stated to have been charged as weighing more than the just weight, the Postmaster may, after satisfying himself that the demand is just, refund to the Applicant the amount overcharged upon the Letter, he will obtain the cover of the Letter, if it can be spared, mark upon it the actual weight of the Letter, and the amount refunded, and procure on it the signature of the person to whom the Letter is addressed in receipt for the said amount—if the cover cannot be spared, the Postmaster will correct the charge in red ink, and obtain the signature of the person to whom the Postage has been refunded upon the regular printed Overcharge Receipt.
- Amount to be entered in Form No. 4. 146. The amount of the sums thus refunded the Postmaster will enter in the first Form No. 4, or Dead Letter and Overcharge Bill, transmitted to the Post Office Department, and the covers or receipts must be sent therewith, as Vouchers to support the claim.
- Postage on Letters to Postmasters on official business. 147. Postmasters may claim as overcharged the Postage which may have been paid by them on Letters addressed to them on official business, sending in the covers of such Letters with the Form No. 4 on which credit is claimed for the amount.
- On Papers, &c. addressed to Publishers. 148. Postmasters are authorised to remit the Postage incorrectly charged on Editors' Notices, Printed Documents addressed to Publishers or Editors, Editors' Exchange Papers, &c., which should legally pass with-

out Postage charge; and, in claiming credit for the amounts so remitted, the covers of the charged Papers or Packets, with the receipt of the Publisher or Editor for the amount remitted, must accompany the Form No. 4, in which the credit is claimed.

149. A Postmaster is only permitted to refund or abate Postage where error has manifestly been committed in calculating the weight of a letter or Packet, or in the cases above mentioned, all other claims for return or abatement of Postage are to be specially referred to the Postmaster General for his decision, with the Letter or Packet on which the return of Postage is claimed.

In cases of doubt, Claims to be referred to Postmaster General.

PART XVI.

EMOLUMENTS OF POSTMASTERS.

150. Except at the five Cities of Quebec, Montreal, Kingston, Toronto, and Hamilton, Postmasters are paid by a Commission charge on the net amount arising at their offices, as follows:—

Postmasters paid by Commission

Upon any sum not exceeding £50 collected at an Office in a Quarter, the Postmaster will be entitled to charge 25 per cent. or one fourth of the amount.

Of 25 per cent. under £500,

At Offices collecting more than £50 net in a Quarter, the Postmaster will receive a Commission of 20 per cent. on the amount collected over and above £60.

Of 20 per cent. over £50 collected,

151. At Offices where the Mails arrive or are despatched between the hours of 9 P. M. and 5 A. M., the Postmasters will be allowed to charge 33½ per cent., or one-third, as their Commission, instead of 25 per cent., on the first £50 collected in a Quarter, or upon any smaller sum.

And of 33½ per cent. where Mails pass by night.

152. Postmasters will be allowed to charge Commission on Letters sent from their Offices Pre-paid by Stamps.

Commission on Postage paid by Stamps.

153. Forward Offices, where the duties of Forwarding and Re-mailing Letters for other Offices, and similar extra duties are performed to an extent, meriting, in the judgment of the Postmaster General, extra compensation, in addition to the above Commission, are divided into eight classes, and receive compensation accordingly, as follows:—

Forward Offices receiving Extra Compensation.

	If the Forward Duty is performed by day.	If by night.
Class No. 1, in addition to the ordinary Commission .	£ 4 per Annum.	£ 6 per Annum.
Class No. 2, in addition to the ordinary Commission .	£8 "	£12 "
Class No. 3, in addition to the ordinary Commission .	£12 "	£18 "
Class No. 4, in addition to the ordinary Commission .	£15 "	£22 "
Class No. 5, in addition to the ordinary Commission .	£18 "	£27 "
Class No. 6, in addition to the ordinary Commission .	£24 "	£36 "
Class No. 7, in addition to the ordinary Commission .	£32 "	£50 "
Class No. 8, in addition to the ordinary Commission .	£40 "	£60 "

No such extra compensation will be given unless the extra duties are of a commensurate extent.

Exceptions. 154. A Postmaster performing Forward Duty for a short route served but once a week, or for a single Office served but twice a week, will not be considered as entitled to put forward a claim for compensation, for extra duty of so light a nature. And in all cases, Postmasters are not to charge in their accounts any extra allowance or compensation, nor to advance upon allowances already granted without the special authority of the Postmaster General.

Stationery allowance. 155. A moderate allowance is granted to Postmasters for the necessary provision of wrapping paper, sealing wax, twine, ink, &c., for the use of their Offices, in proportion to the extent of business transacted and the consequent consumption of such articles; the amount of this allowance will be from time to time regulated and fixed for each Office by the Postmaster General, and is not to be exceeded by the Postmaster without special authority first obtained.

PART XVII.

QUARTERLY ACCOUNTS AND OTHER PERIODICAL RETURNS.

Accounts and Returns. 156. The following are the Accounts and Returns to be transmitted by Postmasters to the Post Office Department at the dates specified:—

Monthly Sheet. 1st. The Monthly Sheet or Account of Mails Sent and Received being a copy or transcript of the Books of Mails Sent and Received, and dating from the 6th of one Month to the 5th of the next Month, both dates inclusive, are to be transmitted, enclosed in a proper cover, with the Letter Bills in which the amount of Postage stated have been sent differs from the amount received, within Six days after the 5th of each Month.

Form No. 4. 2nd. The Form No. 4, or Dead Letter and Overcharge Bill, at the dates mentioned in the Dead Letter Instructions.

Quarterly Accounts. 3rd. The General Quarterly Account, accompanied by the Quarterly Dead Letter and Overcharge Return, by a Way Letter Account, if Way Letters have been received during the Quarter, and by Receipts for such payments as Postmasters may have been authorised to make to Couriers, for the conveyance of the Mail, or for other Official Disbursements. The Quarterly Account is to be made up to the 5th January, 5th April, 5th July, and 5th October in each year, and is to be transmitted to the Postmaster General, with the balance which may appear to be due to the Department thereon, within 25 days after the above Quarterly periods.

Explanation of Monthly Sheet. 157. The Monthly Sheet or Account contains a set of Unpaid, Paid in Money, and Missent and Re-directed Columns for each of the Offices with which a Postmaster corresponds or exchanges Letter Bills, the names of which are to be filled in alphabetically at the heads of the Columns, in the spaces provided for the purpose, and there is a line or space for an entry on each day of the Month, so that, when filled up, the Sheet will offer on the Received Side a copy of all the Letter Bills or Mails the Postmaster

has received from his Corresponding Offices during the Month, and, on the Sent Side, a copy of all the Letter Bills sent by him to the same.

158. When making out the Monthly Sheet, the Postmaster will copy the entries for the Month in the Book of Mails Sent upon the Sent Side of the Monthly Sheet, which he will find to be printed in red, and the entries of the Mails Received Book on the Received Side, printed in black, taking care to place the entries on both sides of the Sheet against the proper dates, and under the Column appropriated to the Corresponding Office to which the Mail has been sent, or from which the Mail has been received—in transferring the entries of the Mails Received to the Monthly Sheet, the dates of the despatch of the Mails as marked by the sending Postmasters on the Letter Bills should be taken, not the dates at which the Mails have been received at the Office.

159. After completing the transfer of the entries for the Month, the Postmaster will add up each Column of the Mails Sent side, and carry the totals of the Columns of "*Paid in Money*" and of "*Missent and Re-directed*," and also the totals of Prepaid by Stamps to the proper places in the margin of the Sheet, he will then add up the Columns on the Received Side of the Sheet, and carry to the margins the totals of the Columns of "*Unpaid*," and then bring over from the Sent Side the aggregate totals of the Sent Paid in Money Columns, and add together the total of the Unpaid Received and Sent Paid in Money.

160. The Postmaster will then bring forward from the Sent Side to the proper place in the margin of the Received Side the totals of the Sent, Missent and Re-directed, and the totals also of the Received Paid by Stamps, and of the Sent Paid by Stamps are to be entered on the margin of the Received Side.

161. The Monthly Sheet does not provide Columns for the daily entries of the amounts Sent and Received Prepaid by Stamps, but the Postmaster will fill up from his Mail Books the total amounts so Sent and Received during the Month to and from each Corresponding Office in the spaces provided in the Sheet for those totals. Entries of the total amount of each Month's *Unpaid Received, Paid Sent in Money, of the Sent, Missent, and Re-directed*, and of the *Sent Pre-paid by Stamps*, as shown by the Monthly Sheets, should be kept in the Book of Mails Sent from which to make up the General Quarterly Accounts when the proper time arrives.

162. The Monthly Sheet should then be enclosed in the proper printed cover, and forwarded to the Post Office Department.

163. Postmasters corresponding with Offices situated on different Mail Routes will find those Offices arranged in alphabetical sets or branches—each Route or set of Corresponding Offices having a separate Monthly Sheet appropriated to it—when such is the case, the Postmaster will carefully preserve this arrangement in making out his Monthly Sheets, and will carry the totals of the other Sheets to the margin of the Received Side of the principal Sheet, so as to form an aggregate of each item as above,—of Unpaid Received, Paid Sent in Money, &c., and enter these aggregates in the Book of Mails sent, for the purpose of afterwards transferring them to the Quarterly Accounts.

Explanation of System of Monthly Sheets. 164. Under this system of Account, the Unpaid Sent Columns of one Postmaster will be a check upon the Unpaid Received Columns of his Corresponding Postmasters, and, in like manner, the Paid Received Columns of one Postmaster upon the Paid Sent Columns of his Corresponding Postmasters—and, as the Monthly Sheets will be strictly compared with each other when they reach the Post Office Department, the greatest care must be exercised by Postmasters in making their entries in the Letter Bills, Mail Books, and Monthly Sheets.

Account Current, 165. The General Quarterly Account is to be made out on the printed Form of Account Current furnished for the purpose, and signed by the Postmaster:—should an Assistant sign it, the reason for his doing so must be stated.

How to be filled up. 166. When making out the Account Current, the Postmaster will first fill up the name of his Office, and the Quarterly Period, in the blank space of the Heading left for this purpose, he will then charge himself on the left hand, or Debtor Side of the Account, with the amount of Unpaid Postage on Letters remaining on hand, and taken credit for as such in the previous Quarter's Accounts, he will then enter opposite the proper items on the same side the amounts of Received Unpaid Postage, and Sent Paid in Money during the Quarter, taken from the Monthly Sheets, and also the amounts of Way Letter and Box Letter Postage, if any sums under these heads have been collected in the Quarter, and also the amount of surcharges—that is to say, errors against the Postmaster, discovered on the cross-examination of the Monthly Sheets—the Postmaster will then take credit on the other side of the Account Current for the amount of Postage Unpaid on Letters remaining on hand on the date or Quarter day to which the account is made up, he will then enter to his credit the amount of his claims in the Forms No. 4, or Dead Letter and Overcharge Bills, sent in during the Quarter for Unpaid Postage and Dead Letters, and for Overcharged Postage, refunded or allowed.

To take credit for Missent Claims. 167. The Postmaster will then take credit for the Monthly totals of his claims for Missent and Re-directed Postage, as entered upon the Sent Side of his Monthly Sheets.

Commission, how calculated. 168. Having completed these entries, the Postmaster will proceed to calculate his Commission, and, for this purpose, must add together the Debit items of "*Letters remaining on hand last Quarter,*" of Postage on "*Letters Sent Paid in Money,*" and "*Unpaid Received,*" of Established Surcharges, of Postage on Way and Box Letters, and the amount of Letters Sent Prepaid by Stamps during the Quarter—and from the total is to deduct the items on the Credit Side of the Account Current, of Postage of "*Letters Remaining in Office this Quarter,*" of "*Missent and Re-directed Postage,*" and of "*Dead Letters and Overcharges,*" and the difference or remainder will be the net amount of collection during the Quarter on which the Postmaster is entitled to charge his Commission at the rate authorised by the Regulations under this head.

Claims for allowances 169. The Postmaster will then enter any amount he may have been authorised to claim for the performance of extra duties, or for the incidental expenditure of his Office in the purchase of Stationery, &c.

170. Any claims for payment of Couriers' Wages or other disbursements on account of the Department, such as for advertising Dead Letters, &c., are next to be entered, supported by proper receipts from the parties to whom such payments have been made. for Couriers' Wages, &c.

171. The Postmaster will then enter on the Credit or Debit side, as the case may be, any amount of errors discovered on the examination of his previous accounts of which he may have received notice from the Department. Errors in previous accounts.

172. The balance of the Account Current should then be struck, which shews how much the Postmaster is indebted to the Department; and, if the balance is against the Postmaster, he will transmit the amount with the accounts under the proper printed cover to the Postmaster General, accompanied by a Letter of Advice, stating the day on which the accounts are mailed, and the amount and description of the remittance. Account Current to be balanced.

173. Where it can conveniently be done, Postmasters will pay their Quarterly Balances into some one of the Chartered Banks of this Province or their Agencies to the credit of the Post Master General, and transmit with the Account Current the Bank Certificate or Receipt for the sum so deposited with the Bank. No charge should be made by the Bank or Bank Agency on such a transaction. Quarterly Balances to be deposited to credit of Post Master General.

174. Should the Postmaster be unable from the position of his Office to lodge his Quarterly Balance in a Bank, he will remit the amount to the Postmaster General in cash, sending only notes from the Chartered Banks of this Province and current Provincial coin; and he must be careful so to put up his remittance that no part of it can escape from the packet, which he will mark as a Money Letter, and forward recorded in the usual way on the Letter Bill, to the Office on which he forwards Letters intended for the Post Office Department. Remittances in Cash to Post Master General to be carefully registered.

175. If a Letter from the Department, acknowledging the receipt of the Quarterly Accounts and Balance transmitted by a Postmaster or of any other Remittance on account of Post Office Revenue, is not received by him within a reasonable time after the despatch of the packet containing it, the Postmaster will apprise the Postmaster General of the circumstance by Letter, stating the amount and description of the unacknowledged remittance, the day on which it was mailed and the Office on which it was forwarded, with a copy of the Letter Bill which accompanied it. If remittance remain unacknowledged by Department.

176. Postmasters must be careful to address their Quarterly Accounts and Balances, and all Remittances, to the "*Postmaster General*," or in the printed covers so addressed, furnished by the Department, and not to the Accountant or Accountant's Office, which is the address given to the Monthly Sheet and Dead Letter covers, and intended to be strictly confined to those branches of the business. Accounts and Balances to be addressed to Post Master General.

PART XVIII.

CONVEYANCE OF THE MAILS, COURIERS' MAIL BAGS, LOCKS, KEYS, &c.

177. It is expected that a Postmaster will keep a vigilant eye upon the manner in which the Mails are carried to and from his Office—he will Supervision of Mail service by Postmaster.

observe whether due provision is made for the protection of the Mail Bags from the weather, and for their safety whilst on the road.

Time Bill

178. On a Route where a Time Bill is in use, each Postmaster on the Route is required to sign the Bill, and make the proper entries as to the hour of the arrival and despatch of the Mail as it passes his Office, and the Postmaster at the end of the Route will, on the arrival of the Mail, carefully check the number of Mail Bags in charge of the Courier, as noted in the Time Bill by the Postmaster despatching the Bags.

Delays, &c., to be noted on Time Bill.

179. Any delay in the arrival of the Mail, or irregularity in the performance of the Mail Service, should be noted on the Time Bill, stating the cause for which it has arisen, and if the Contractor or his Servants are in fault, the circumstance should be immediately reported to the Post Office Inspector of the District in which the Office is situated.

Postmasters' duty in certain emergencies.

180. Should the Mail be stopped at an Office in consequence of the neglect of the Contractor to provide means for its conveyance, or should the Courier in charge of the Mail arrive at an Office intoxicated, the Postmaster will immediately hire some trustworthy person to take the Mail forward, and report the circumstance to the Post Office Inspector. Should the Mail Bag arrive without a Lock, or with the Lock broken, the Postmaster, if he has no spare Lock to replace the one lost or damaged, should secure the Bag in the best manner in his power by tying and sealing it, reporting the circumstance to the Post Office Inspector.

Time allowed for change of Mails not to be exceeded.

181. A Postmaster is not to stop the despatch of a Mail, nor to detain the Mail Courier beyond the time allowed for stoppage at his Office, without special authority for that purpose—he should always have his packages made up, ready to put into the Bag before the arrival of the Courier, unless his Office is a Forward Office, at which Letters passing along the Route are Re-mailed, when a special allowance of time will be made for the performance of that duty.

Mail stopping over night.

182. When the Mail stops over night where there is a Post Office, the Mail Bags must be kept in the Office.

Contractor bound to forward entire Mail.

183. Mail Contractors are required in all cases to provide for the conveyance of the entire Mail, of whatever it may consist.

Bags to be carefully exchanged, and locked and labelled.

184. The Postmaster is held responsible for the correct exchange of Mail Bags with the different Mail Couriers, and must take great care that the Locks or Seals and Labels of all Bags are carefully examined by him before they are delivered out of his Office to the Couriers, and also when received from them.

Mail Courier to take Oath of Office.

185. Every Courier should, before he is entrusted with a Mail, take and sign before a Magistrate the Oath prescribed for all persons employed in the Post Office Service, of which a Form is given at the end of this Book—this Oath, or a Certificate from the Postmaster at the end of the Route that the Courier has been duly sworn, he should shew to each Postmaster on first passing over his Route—and a Postmaster will report to the Post Office Inspector whenever the Mail is brought to his Office by a Courier whom he has reason to believe is unsworn.

Duty of Courier as regards Mail Bags.

186. It is the duty of a Courier to deliver the Mail Bag or Bags into a Post Office, and to take the Bag or Bags from the Post Office when ready

to be despatched, and when carried in a Stage or other vehicle, the Mail Driver should never be permitted to throw the Mail Bag on the ground on arriving at the door of an Office.

187. Every Courier should carry a Post Horn and sound the same distinctly two or three times on approaching and leaving a Post Office. Courier to carry Post Horn.

188. Couriers are strictly forbidden to carry Letters sealed or unsealed, printed or written, out of the Mails, except Way Letters to be delivered to the Postmaster at the next Office—or Letters received from a Postmaster for delivery between his Office and the next. Courier not to carry any Letters, except Way Letters.

189. Contractors and Mail Carriers are not permitted to carry Newspapers or other printed matter out of the Mails, unless authorised to do so by the Postmaster General. Cannot carry any mailable matter.

190. The Mail Key should be kept with great care, it should never be carried out of the Office, but be secured there under lock and key, and only accessible to the Postmaster and his sworn Assistant—it will be deemed highly reprehensible in any Postmaster to lose the Mail Key. Mail Key.

191. When a Mail Key is lost or broken, the fact should be notified to the next Postmaster, who should be requested to take out the Packet addressed to the Office where the accident has occurred, and place in the Bag those sent from the Office, until a new key be obtained—on no account is the chain of the Bag to be cut or the lock forced when the Key has been lost or broken. Broken Mail Keys.

192. Postmasters at the ends of Routes will see that the Mail Bags in use are kept in an efficient state of repair—Leathern Bags should be frequently oiled to preserve the Leather, and render it to a certain degree impervious to wet. Mail Bags to be repaired.

193. When new Mail Bags are required, application must be made to the Department, stating the size and description of Bag required, and the Route for which it is needed. Requisition for new Mail Bags.

PART XIX.

GENERAL REGULATIONS.

194. All Letters, &c., to and from the Postmaster General, and all Official Communications to and from the Post Office Department, and the Post Office Inspectors, are to pass free of Postage charge. Correspondence with P. O. Department.

195. Postmasters should consider it incumbent on them to report to the Postmaster General any Occurrences of a Public Nature taking place in their neighbourhood—and should invariably send to him a copy of any Newspaper containing articles or observations upon the Department. Occurrences of a Public nature.

196. Postmasters will report to the Postmaster General upon all matters which should come to his knowledge, or in which his interference may be necessary, and should be careful in such communications to be as full and explicit as the nature of the case may require. In all cases of robbery, or supposed robbery, of the Mail, a full detail of the occurrence should also be at once sent to the Post Office Inspector. and P. O. matters to be reported to Postmaster General.

- Letters from Postmasters. 197. In all Letters and Communications to the Department, the Postmaster should before the date write the name of his Office (as known to the Department) and the County in which it is situated—he should also, when replying to communications from the Department, be careful to return any Papers or enclosures which may have been sent for his purusal or observation.
- Enclosures from P. O. Department.
- Death or Bankruptcy of Postmaster's Sureties. 198. In the event of the Death, Bankruptcy, or Insolvency of either of his Sureties, a Postmaster must give immediate notice thereof to the Postmaster General, and forward to him the Christian and Surname, Residence and Occupation of a new Surety, with a certificate from a Magistrate, Mayor, or Town Reeve that the Surety proposed is responsible for the amount of the intended Bond.
- Postmasters not to give Credit. 199. Postmasters are not authorised to give credit for Postage, and if they do so, it is at their own risk, and cannot be admitted as an excuse for failing to remit the balance of Postage due from an Office at the prescribed periods.
- If Credit has been given. 200. If credit has been given by a Postmaster, he cannot detain a Letter or Paper addressed to the person credited which is Free, or Paid, or for which the Postage is tendered to him, because there may be an unsettled Account for Postage due by that person.
- Postmasters not bound to give change. 201. A Postmaster is not legally bound to give change, but, if absolutely necessary, may require that the exact amount of Postage on any Letter or Packet be tendered or paid to him in current coin, or in Canada Postage Stamps. In a matter of this kind, however, as in all other intercourse with the Public, a Postmaster is expected to offer every accommodation in his power, and treat every individual having transactions with his Office with the utmost courtesy, and he will strictly enjoin a similar line of conduct upon his Assistants.
- The Public to be treated with courtesy.
- Exemptions enjoyed by Postmasters. 202. Postmasters and other Officers of the Department are exempt from serving on Juries, or Inquests, or in the Militia.
- A mailed Letter the property of the person addressed. 203. A Letter once posted becomes the property of the person to whom it is addressed, and must be forwarded according to its direction—no application, however urgent, will justify the Postmaster with whom it has been posted in giving it up to the writer or to any other person, on any pretence whatever.
- Letter addressed to a Firm. 204. A Letter addressed to a Firm may be delivered to any Member of the Firm—if addressed to several persons, it may be delivered to any one of them.
- Letter addressed to wrong party. 205. If there be two or more persons of the same name, and a Letter addressed in their name be delivered to the wrong individual, the Postmaster will, if he is fully satisfied that there has been a mistake, instantly reseal the Letter, in the presence of the person who opened it, and request him to write upon it the words "*Opened by me through mistake*" and sign his name; the Postmaster will refund the Postage paid, and replace the Letter in his Office.
- Letters imperfectly or not directed. 206. Letters posted at an Office without any direction, or addressed so imperfectly that they cannot be forwarded to their intended destination, and

also Unpaid Letters addressed to Countries to which Letters cannot be sent without the Postage is Pre-paid, should be Post-marked, and sent under cover to the Postmaster General by the first Post.

207. Where Office Stamps are used having the dates in types and figures, great care must be taken to change the moveable date figure at the commencement of each day, and the Postmaster should every day make a clean impression of such Stamp in a book kept for the purpose as soon as the date has been changed, that it may afford evidence of the correct discharge of this important duty. Office Stamp.

208. The Office Stamps should occasionally be washed with soap and water to keep them clean, otherwise the impression will not be distinct—common writing ink must never be used as a stamping material, for it would corrode the Stamp—the best composition for the purpose is vermilion or lamp black, mixed with boiled oil—printer's ink may also be used—the stamping material when required for use should be rubbed on a pad or cushion made of pieces of cloth or flannel. To be cleaned.
Stamping material.

209. A supply of Monthly Sheets, Accounts Current, and Official Covers for periodical Returns will be sent half yearly to every Postmaster by the Department, and when a Postmaster requires any other description of Blank Form, he will make his application accordingly to the Department—stating the number and description of Blanks he requires; the application should be sent separately, endorsed "*Requisition for Blanks*," and not form part of any Letter or communication respecting a different matter, and should be made in due season before the stock on hand is exhausted. Blank Forms are supplied half-yearly
and by special requisition to Department,

Postmasters in Division of Western Post Office Inspector will address their requisitions to that Officer at Toronto. and to P. O. Inspector, Toronto.

210. Postmasters are strictly forbidden to take themselves or lend to others, for the purpose of reading, any Newspaper lying in their Offices for delivery; a Newspaper is to be kept whilst in an Office and delivered with the same care as a Letter, and it is a misdemeanor punishable by law to detain, delay, or misuse a Newspaper. Care to be taken of Newspapers.

211. Postmasters should caution persons posting Letters for the East or West Indies, or other warm climates, not to seal them with wax—as serious injury might be occasioned to such Letters from the melting of the sealing wax. Letters for warm climates.

212. Whenever a whole Mail is Missent, the Postmaster to whose Office it is Missent will write in legible characters upon the cover of the packet or on the label should the Mail be contained in a bag, the words "*Missent to*," inserting the name of his Office, and it will be his duty further to acquaint the Post Office Inspector of his District of the circumstance, stating the Office from which the Mail was sent, (which he can ascertain by examining the seal), and pointing out, if he can possibly do so, to whose neglect or mismanagement the missending of the said Mail is attributable. Missent Mails

213. Postmasters are enjoined not to give information to any other person than the party addressed with respect to Letters passing through their Offices, a Postmaster should consider his situation to be one of trust, and Confidential nature of a Postmaster-ship.

must not abuse the confidence placed in him by disclosing the addresses of Letters passing through his hands.

Authority held by certain Postmasters over their Clerks.

214. Postmasters whose Assistants are appointed by the Governor General are authorised, in the event of the misbehaviour or insubordination of any Assistant to suspend him from his duties, and report the offender to the Postmaster General, who will communicate the Governor General's pleasure thereon.

Exchange Offices with U. States.

215. Under the postal arrangement with the United States, the following are the Exchange Offices, viz:

<i>In the United States, at</i>	<i>In Canada, at</i>
Sault Ste. Mary,.....Mich.	Sault Ste. Mary.
Port Huron,..... do.	Port Sarnia,
Detroit..... do.	Windsor,
Buffalo,.....N. Y.	{ Toronto,
	{ Hamilton, } By through bags.
	{ Queenstown,
Black Rock,..... do.	Fort Erie,
Lewiston,..... do.	Queenston,
Youngstown,..... do.	Niagara,
Rochester,..... do.	Cobourg, bp steamer in summer.
Cape Vincent,..... do.	Kingston,
Sackett's Harbor,..... do.	{ Kingston, by steamer in summer.
Oswego,..... do.	
Morristown,..... do.	Brockville,
Ogdensburg,..... do.	Prescott,
Fort Covington,..... do.	Dundee,
White Hall,..... do.	
Plattsburg,..... do.	{ St. John's
Rouse's Point,..... do.	
Burlington,..... Vt.	
Alburgh Springs,..... do.	Clarenceville,
North Troy,..... do.	South Potton,
Derby Line,..... do.	Stanstead,
Swanton,..... do.	Phillipsburgh,
Albany,.....N. Y.	{ Toronto,
New York,..... do.	{ Kingston, } By through bags.
Boston,..... do.	{ Montreal.

JAMES MORRIS,
Postmaster General.

POST OFFICE DEPARTMENT,
QUEBEC, April, 1852.

TABLES

OF

RATES OF POSTAGE

TO

FOREIGN COUNTRIES, PARTS ABROAD,

&c., &c., &c.

Table No. 1..	Rates for West Indies and Gulf of Mexico, <i>viâ</i> Quebec and Halifax.
" No. 2..	Names of Places on the W. Coast of S. America served by way of Bermuda, Chagres and Panama.
" No. 3..	Rates on Newspapers for B. Colonies passing through the United Kingdom.
" No. 4..	Names of Foreign Countries to which Newspapers may pass free, <i>viâ</i> United Kingdom.
" No. 5..	Rates to France and Eastern Countries through France.
" No. 6..	Rates to certain Mediterranean Ports, India, China, &c., <i>viâ</i> France.
" No. 7..	Rates to Foreign Countries and British Colonies and Possessions not sent through France.
" No. 8..	Rates on Letters, &c., by ordinary Mails to New York for Mexico and West Indies.

TABLE No. 1.

RATES OF POSTAGE

On Letters and Newspapers for British Colonies and Foreign Places in the West Indies, the Gulf of Mexico, &c. *viâ Quebec and Halifax.*

NAMES OF PLACES.	Single Rate of Postage for a Letter not exceeding half an oz.		RATE ON EACH NEWSPAPER.			
	Current.		Currency.			
	s.	d.	s.	d.		
<i>British Colonies.</i>						
Antigua,.....	0	7½	}	} Free.	
Barbadoes,.....						
Belize, (Honduras).....						
Berbice,.....						
Bermuda,.....						
Carriacou,.....						
Demerara,.....						
Dominica,.....						
Grenada,.....						
Jamaica,.....						
Montserrat,.....						
Nassau, (Bahamas).....						
Nevis, ..						
Newfoundland,.....						
St. Kitts,.....						
St. Lucia,.....						
St. Vincent,.....						
Tobago,.....						
Tortola,.....						
Trinidad,.....						
<i>Foreign Places.</i>						
Buenaventura, } <i>New</i>	0	7½	}	0	0½	} To be paid in advance.
Carthagena, } <i>Granada.</i>						
Chagres, }						
Fayal, (Azores).....						
Guadaloupe,.....						
Havana,.....						
La Guayara, (<i>Venezuela</i>) ..						
Martinique,.....						
Panama, (<i>New Granada</i>)..						
Puerto Cabella, (<i>Venezuela</i>)						
Puerto Rico,.....						
Santa Cruz,						
Santa Marta, (<i>New Granada</i>)						
St. Domingo,.....						
St. Jago de Cuba,.....						
St. Juan de Nicaragua, ...						
St. Thomas,.....						
Tampico,.....						
Vera Cruz,.....						

TABLE No. 2.

NAMES of PLACES on the Western Coast of America, served by way of Bermuda, Chagres, and Panama.

Arequipa.	Payta.
Arica.	Pisco.
Cali.	Piura.
Callao.	Popayan.
Casma.	Puno.
Chuquisaca.	Quito.
Cobija.	Santa.
Copiapo.	St. Jago de Chili.
Coquimbo.	Tacna.
Cuença.	Tarapaca.
Guyaquil.	Truxillo.
Huanchacho.	Valparaiso.
Huacho.	Y-quiue.
Huasco.	
Islay.	AND ALL OTHER PLACES IN THE
Lambayeque.	STATES OF
La Paz.	<i>Bolivia,</i>
La Serena.	<i>Chili,</i>
Lima.	<i>Ecuador, and</i>
Pasco.	<i>Peru.</i>

THE RATE OF POSTAGE

On *Letters* to all the above places is 1s. 4d. *Sterling*, or 1s. 6d. *Currency*, the half ounce, and these Rates must be *paid in advance*, in addition to the Inland Rate of 3d. *Currency*, to *Halifax*, making a total of 1s. 9d. *Currency*.

On *Newspapers* 5d. *Currency*, each, to be paid in advance.

TABLE No. 3.

RATES of POSTAGE to be taken in Canada, on Newspapers for British Colonies, passing through the United Kingdom.

BRITISH COLONIES.	Routes of Dispatch. from the United Kingdom.	Rates on each Newspaper.	
		Currency.	
Colonies in the W. Indies, (<i>vide</i> Table No. 1)	Packet,		Free.
Heligoland,			
Gibraltar,			
Malta,	Packet, <i>viâ</i> Southampton,		Free.
—	French do <i>viâ</i> Marseilles,	3d.	
—	British do <i>viâ</i> Marseilles,	4d.	
Ionian Islands,	Packet, <i>viâ</i> Southampton,		Free.
—	<i>viâ</i> France and Trieste,	3d.	
—	British Pkt., <i>viâ</i> Marseilles, ...	4d.	
{ Aden,	Packet, <i>viâ</i> Southampton,		Free.
{ East Indies,			
{ Ceylon,			
{ Hong Kong,			
{ —	<i>viâ</i> Marseilles,	4d.	
{ New South Wales,	Sidney Packet,		Free.
{ Australia,			
{ Van Diemen's Land,			
{ New Zealand,			
{ —	Packet,		Free.
{ —	<i>viâ</i> Marseilles and India,	6½d.	
{ Cape of Good Hope,	Packet,		Free.
{ Mauritius,	Private Ship,	1d.	
{ —	<i>viâ</i> Southampton and India, ...	3d.	
{ —	<i>viâ</i> Marseilles and India,	6½d.	
{ St. Mary's, River Gambia, ...	By Packet,		Free.
{ Sierra Leone,			
{ Ascension,			
{ St. Helena,			
	Private Ship,	1d.	

NOTE—On all Newspapers addressed to *British Colonies* intended to be forwarded from England by *Private Ships*, a rate of 1d. each must be paid in *Canada*, but when sent from *Canada* to England, and from thence by *Packet direct*, they are *not liable* to any Postage.

TABLE No. 4.

NAMES of FOREIGN COUNTRIES, &c., to which Newspapers may be Forwarded Free of Postage from Canada to the United Kingdom.

Alexandria, viâ Marseilles,
 Algeria,
 Austria, Dominions of,
 Baden,
 Belgrade, City of,
 Belgium,
 Beyrout, viâ Marseilles,
 Bremen, Free City of,
 Constantinople, viâ Marseilles.
 Cracow, City of,
 Cuxhaven,
 Dardanelles, viâ Marseilles,
 France,
 Germain States, served by the Office of Tours and Taxis,
 Greece, viâ Marseilles,
 Hamburg, Free City of,
 Holland,
 Lubeck, Free City of,
 Moldavia,
 Northern States of Europe, forwarded through the Office of Tour and Taxis.
 Oldenburgh,
 Prussia,
 Scutari in Asia, City of,
 Smyrna, viâ Marseilles,
 Switzerland,
 Turkey in, Europe,
 Wallachia,
 Wurtemburgh.

* The Names of the Austrian Dominions, of the German States, and of the Northern States, will be found in Table No. 5.

TABLE No. 5.

RATES OF POSTAGE

On Letters from Canada to France and to the undermentioned Countries passing through France.

Letters addressed to those Countries or Towns underlined, may be forwarded *Unpaid*.

DESTINATION.	Limit in which LETTERS may be Paid.	Combined British, Foreign and Canadian Rates.						OBSERVATIONS.
		Weighting under ¼ ounce.	Weighting ¼ oz. and not exceeding ½ oz.	Exceeding ½ oz. and under ¾ oz.	Weighting ¾ oz. and not exceeding 1 oz.	Exceeding 1 oz. and under 1½ oz.		
France and Algeria,.....	Destination,.....	s. d. 2 5	s. d. 2 10	s. d. 5 3	s. d. 5 8	s. d. 10 1	This, and most of the following rates, is made up thus: Per ¼ oz. British,.....1/8 Per ¼ oz. Foreign,.....0/6 Per ¼ oz. Transit through U.S.,.....0/2 Per ¼ oz. Canadian,....0/2 2/5 strg. or 2/8½ cy.	
Spain,.....		s. d. 2 5	s. d. 3 2	s. d. 5 10	s. d. 6 4	s. d. 11 3		
Portugal,.....	Through France, {	s. d. 2 5	s. d. 3 2	s. d. 5 10	s. d. 6 4	s. d. 11 3		
Gibraltar,.....		s. d. 2 5	s. d. 3 2	s. d. 5 10	s. d. 6 4	s. d. 11 3	Letters for Portugal and Gibraltar, intended to be sent <i>via</i> France, must be so directed.	
Sardinia,.....	Destination, {	s. d. 2 8	s. d. 3 4	s. d. 6 0	s. d. 7 5	s. d. 11 4		
		s. d. 3 0	s. d. 3 8½	s. d. 6 8	s. d. 7 5	s. d. 12 7½		
		Total Sterling, 2 8	Total Sterling, 3 4	Total Sterling, 6 8	Total Sterling, 7 5	Total Sterling, 12 7½		
		" Cy. 2 5	" Cy. 3 2	" Cy. 5 10	" Cy. 6 4	" Cy. 11 3		
		Total Sterling, 2 8	Total Sterling, 3 4	Total Sterling, 6 8	Total Sterling, 7 5	Total Sterling, 12 7½		
		" Cy. 3 0	" Cy. 3 8½	" Cy. 6 8	" Cy. 7 5	" Cy. 12 7½		

Luxemburg,.....	Destination,.....	Total Sterling, 2 8	" Cy. 3 0	6 0	6 8	8 0	8 4	8 0	8 4	6 0	6 8	10 0	10 8	11 4	12 7½	German States, viz: Lohenzollern, Birkenfeld, Hesse Homberg, Lippe Detmold, Schwartzbürg Rudolstadt, Reuss, Anhalt, Nassau Saxo Coburg Gotha, Saxo Meiningen, Hildburg Hausen, Hesse (Electoral), Darmstadt, Saxo Weimar Eisenach, Frankfurt on the Maine, Hanburg, Bremen, and Lubbeck. Letters for Luxemburg, Holland, Prussia and the German States intended to be sent <i>via</i> France, must be so directed;
(Grand Duchy of)																
Baden,.....																
Holland,.....																
Prussia,.....																
Bavaria,.....																
Wurtemberg,.....																
Switzerland,.....																
German States,.....																
(See Observations.)																
Tuscany,.....	Destination,.....	Total Sig. 2 11	" Cy. 3 3	6 9	7 8	8 10	8 10	8 10	8 10	7 8	8 0½	12 7	14 0	The Austrian Dominions include the following Provinces: Upper and Lower Austria.—Bohemia.—Dalmatia.—Gallicia.—Hungary.—Illyria.—Lombardy and the Venetian Provinces.—Military Frontiers.—Moravia and Silesia.—Sylvania.—Transylvania.—Northern and Southern Tyrol. Letters for Greece may be forwarded unpaid by French Mediterranean Packet; but must be prepaid if sent <i>via</i> Austria. Letters for Ionian Islands and Northern States, intended to be sent <i>via</i> France, must be so directed. Northern States of Europe, viz: Hanover, Saxony, Mecklenburgh-Schwerin, Mecklenburgh-Strelitz, Brunswick, Oldenburgh, (except Birkenfeld) Servia, Poland, and Russia.		
Parma and Modena,.....																
<i>Via Austria.</i>																
Papal States,.....																
<i>By French Mediterranean Packet.</i>																
Austrian Dominions,.....																
Greece,.....																
<i>By French Packet, via Austria.</i>																
Ionian Islands,.....																
<i>Via Austria.</i>																
Northern States of Europe,.....																
(See Observations.)																

TABLE No. 5.—Continued.

DESTINATION.	Limit to which LETTERS may be paid.	Combined British, Foreign and Canadian Rates.						OBSERVATIONS.
		Weighting under ¼ ounce.	Weighting ¼ oz. and not exceeding ¾ oz.	Exceeding ¾ oz. and under 1 oz.	Weighting ¾ oz. and not exceeding 1 oz.	Exceeding 1 oz. and under 1½ oz.	s. d.	
Two Sicilies, <i>By French Mediterranean Packet.</i>	Calais, }	s. d. 2 0 2 3	s. d. 2 0 2 3	s. d. 4 0 4 5½	s. d. 4 0 4 5½	s. d. 8 0 8 11	Must be prepaid.	
Moldavia, Wallachia, Turkey, in Europe,	Destination, }	s. d. 3 5 3 10	s. d. 4 10 5 5	s. d. 8 8 9 2	s. d. 9 8 10 9	s. d. 14 9 16 8		Letters for these Countries, intended to be sent via France, must be so directed.

It will be seen that Letters for Portugal, Gibraltar, Luxembourg, Holland, Prussia, the German States, Austria, the Ionian Islands, the Northern States of Europe, Moldavia, Wallachia and Turkey, in Europe, are not sent through France, unless directed to be forwarded by that Route, and with respect to such Countries, therefore, the foregoing Table of Rates only applies to Letters specially addressed "via France."

TABLE No. 6.

RATES OF POSTAGE on Letters from Canada to certain Mediterranean Ports, India, China, &c., passing through France.

Letters addressed to those Countries or Towns underlined may be forwarded unpaid.

DESTINATION.	Limit to which LETTERS may be paid.	Combined British, Foreign and Canada Rates.					OBSERVATIONS.										
		Weighing under $\frac{1}{4}$ ounce.	Weighing $\frac{1}{4}$ oz. and not exceeding $\frac{1}{2}$ oz.	Exceeding $\frac{1}{4}$ oz. and under $\frac{1}{2}$ oz.	Weighing $\frac{1}{2}$ oz. and not exceeding 1 oz.	Exceeding 1 oz. and under $1\frac{1}{2}$ oz.											
By French Packets from Marseilles.		s. d.	s. d.	s. d.	s. d.	s. d.											
Beyrout,							The rate 2s. 10d., is made up in this way: <table style="margin-left: 20px;"> <tr><td>British,</td><td>s. d.</td></tr> <tr><td>Foreign,</td><td>1 8</td></tr> <tr><td>United States Transit,</td><td>0 10</td></tr> <tr><td>Canada,</td><td>0 2</td></tr> <tr><td></td><td>2 10</td></tr> </table>	British,	s. d.	Foreign,	1 8	United States Transit,	0 10	Canada,	0 2		2 10
British,	s. d.																
Foreign,	1 8																
United States Transit,	0 10																
Canada,	0 2																
	2 10																
Alexandria,																	
Smyrna,	Sterling,	2 10	3 8	6 6	7 4	12 2											
The Dardanelles,	Currency, ...	3 2	4 1	7 2 $\frac{1}{2}$	8 2	13 6 $\frac{1}{2}$											
Constantinople,																	
CLOSED MAILS																	
By British Packets from Marseilles.																	
Malta,																	
Alexandria,	Destination,	Sterling,	2 10	5 3	5 8	10 1											
		Currency, ...	2 8 $\frac{1}{2}$	5 10	6 4	11 3											

TABLE No. 6.—(Continued.)

DESTINATION.	Limit to which LETTERS may be Paid.	Combined British, Foreign and Canada Rates.						OBSERVATIONS.
		Weighing under $\frac{1}{4}$ ounce.	Weighing $\frac{1}{4}$ oz. and not exceeding $\frac{1}{2}$ oz.	Exceeding $\frac{1}{2}$ oz. and under $\frac{3}{4}$ oz.	Weighing $\frac{3}{4}$ oz. and not exceeding 1 oz.	Exceeding 1 oz. and under 1 $\frac{1}{4}$ oz.	s. d.	
India,	Port of arrival,	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Aden,								
Ceylon,		Sterling,.... 3 0	3 5	6 5	6 10	12 5	12 5	
Hong Kong,		Currency, ... 3 4	3 10	7 2	7 7 $\frac{1}{2}$	13 10	13 10	
China,								
Ionian Islands,	Destination,	Sterling,.... 2 10	3 3	6 1	6 6	11 9		
		Currency, ... 3 2	3 7 $\frac{1}{2}$	6 8	7 3	13 1		
Places Eastward of Calcutta,		Sterling,.... 3 4	3 9	7 1	7 6	13 9	These rates apply to Java and Sumatra, and to { Australia, Van Diemen's Land, New Zealand, Bourbon, Cape of Good Hope, Madagascar, Mauritius. } If specially addressed "via India,"	
		Currency, ... 3 5 $\frac{1}{2}$	4 2	7 10 $\frac{1}{2}$	8 4	15 8 $\frac{1}{2}$		

TABLE No. 7.

RATES of POSTAGE on Letters to Foreign Countries, and British Colonies and Possessions, passing through the United Kingdom, and not forwarded through France.

DESTINATION.	RATE OF POSTAGE.	PORT OF DISPATCH IN ENGLAND.	OBSERVATIONS.
BELGIUM. } Weighing under ½ ounce..... } } Weighing ½ oz. and not ex- } } ceeding ½ ounce..... }	Sterling..... 1 8	Dover.	These rates must be prepaid.
	Currency..... 1 10½		
	Sterling..... 1 10		
	Currency..... 2 0½		
BREMEN..... } HAMBURGH & CUXHAVEN..... } BRUNSWICK..... } HOLDENBUUGH..... } HANOVER..... } LUBECK..... } DENMARK..... } HELIGOLAND..... } MECKLENBURGH SCHWERIN..... } HOLLAND..... } NORWAY..... } SWEDEN..... } RUSSIA..... } MECKLENBURGH STRELITZ..... } PRUSSIA..... }	Not exceeding ½ ounce. Sterling. 1 10 1 11 2 0 1 8 2 2 2 6 2 5 4 0 2 4	London.	Letters to Heligoland and Holdenburgh must be <i>prepaid</i> . Letters to all the other places in this List may be sent <i>unpaid</i> .
	Currency. 2 0½		
	2 1½		
	2 3		
	1 10½		
	2 5		
	2 10		
	2 8½		
	4 5½		
	2 7½		

TABLE No. 7.—(Continued.)

DESTINATION.	RATE OF POSTAGE.		PORT OF DISPATCH IN ENGLAND.	OBSERVATIONS.
	Not exceeding ½ ounce.	Currency.		
NEW SOUTH WALES,	Sterling.	Currency.	} Gravesend. Southampton. Letters intended to be forwarded "via Southampton," must be specially so addressed.	Letters for Gibraltar, Malta, Ionian Islands, Ceylon, Hong Kong, British W. Indies may be forwarded unpaid. Letters to all other places in this List must be prepaid.
NEW ZEALAND,				
GIBRALTAR,				
MALTA,				
IONIAN ISLANDS,				
ADEN,				
CEYLON,				
INDIA,				
CHINA,				
HONG KONG,				
THE PHILIPPINES,				
BRITISH WEST INDIES,				
See No. 1.				
NEW GRENADA,				
VENEZUELA,				
CAPE OF GOOD HOPE,				
SIERRA LEONE,				
MADEIRA,	3 4		} Falmouth.	Letters for these places must be paid in advance.
BRAZIL,	3 9	2 5		
BUENOS AYRES,	3 7	4 0		

PORTUGAL,	} Southampton,	3 1	Letters for these places must be prepaid.
LISBON,		3 8½	
MADEIRA (via LISBON),			
SPAIN,			
GREECE,	} Southampton.	3 0	Letters for Alexandria may go unpaid. Letters for Greece, Egypt and Syria must be prepaid.
EGYPT,			
ALEXANDRIA,			
SYRIA,			
JAVA,	} Southampton.	2 9½	Letters for these places must be prepaid.
SUMATRA,			
THE MOLUCCAS,			
BORNEO,			
MEXICO,	} Southampton.	3 7½	Letters for these places must be prepaid.
CUBA,			
GUADALOUPE,	} Southampton,	2 8½	Letters for these places must be prepaid.
MARTINIQUE,			
PUERTO RICO,			
SANTA CRUZ,			
ST. DOMINGO,			
ST. THOMAS,			
And other Foreign West India Islands, (Cuba excepted),			
Western Coast of South America, vide Table 2.,	3 2	3 0½	Letters for places on this Coast must be prepaid.
SOUTH AUSTRALIA,	} By Private Ships from various Ports, as opportunities offer.	1 10	Letters sent to these places and to all others, intended to be despatched from England "by Private Ship," must be prepaid.
ISLANDS OF ASCENSION,			
MAURITIUS,			
ST. HELENA,			
ST. MARY'S, RIVER GAMBIA, or any other place to which there is no Packet Conveyance,			

TABLE No. 8.

RATES of POSTAGE on Letters and Newspapers sent by the ordinary Mails to New-York for despatch to Mexico and the West Indies.

NAMES OF PLACES.	Single rate on a Letter not exceeding $\frac{1}{2}$ an ounce in weight.		Rate on each Newspaper.	
British West India Islands,.....	} 15 cents equal to 9d. ditto.	} To be paid in advance.	} 2d. cy. ditto.	} To be paid in advance.
Havana and Cuba,.....					Foreign West India Islands,.....
Mexico, Ports or points in the Gulf of Mexico or places on the Atlantic Coast of South America not in British possession,.....	} 40 cents equal to 2s. 0d. cy.	} To be paid in advance.	} 3d. cy.	} To be paid in advance.

QUEBEC : PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT, MOUNTAIN STREET.

INDUSTRIAL ACADEMY AT ST. LAURENT.

To the Honorable the Members of the Legislative Assembly.

RETURN of the AFFAIRS of the CORPORATION of the INDUSTRIAL ACADEMY at ST. LAURENT.

1st. The present Members of the Corporation consist of the Reverend Jean Baptiste St. Germain, *Curé* of St. Laurent, President; the Reverend Joseph Pierre Rézé, *Procureur*; the Reverend Ignace François Gouesse; Messrs. Léonard Desprez; Louis Joseph Vermond, and Louis Joseph Dervé.

2dly. The above Corporation have educated, during the present year, 260 Children, both Boarders and Day Scholars, divided among three different Schools, viz.: those of St. Laurent, St. Martin, and Côte des Neiges. Of this number of Children, one-fourth are educated free of charge.

3dly. The Corporation have no other revenues than those which they derive from a lot of land of 51 arpents, with which they have been endowed by the Reverend Mr. St. Germain, and from their three Schools.

4thly. The Corporation cultivate the land above mentioned, and maintain two Work-shops, one for lock-smiths, and the other for shoe-makers.

(Signed,)

ST. GERMAIN,
President.

ST. LAURENT, 4th September, 1852.

SŒURS DE STE. CROIX, OR NOTRE DAME DES SEPT DOULEURS.

RETURN of the Corporation of the Community of the SŒURS DE
STE. CROIX OR NOTRE DAME DES SEPT DOULEURS
to the Honorable the Members of the Legislative Assembly.

The present Members of the said Corporation are the same as in the preceding year.

- SISTER MARIE DES SEPT DOULEURS, (*Née* LEOCADIE GASCOIGN,) President.
 Do M. DU CŒUR DE JESUS, (*Née* MARIE SAVARY,) Secretary.
 Do M. DE JESUS MOURANT, (*Née* RENEE DAVID.)
 Do M. DU CARMEL, (*Née* EMELIE FORTIER.)
 Do M. MAGDELEINE, (*Née* MARIE GOZER.)
 Do M. DE ST. AUGUSTIN, (*Née* ZOE BOYER.)
 Do M. DU ST. ESPRIT, (*Née* ANNA CHARTIER.)

The Corporation superintend three Educational Establishments, at St. Laurent, St. Martin, and Ste. Scholastique, containing 487 Boarders and Day Scholars, the greater number of whom receive a gratuitous education.

The only Endowment of the Corporation consists in a Lot of Land given them by the Reverend Mr. St. Germain, containing about ninety arpents, and situate at St. Martin.

(Signed,) SŒUR MARIE DES SEPT DOULEURS,
President.

“ SŒUR MARIE DU CŒUR DE JESUS,
Secretary.

ST. LAURENT, 1st September, 1852.

RETURN

TO AN ADDRESS of the Legislative Assembly, to His Excellency the Governor General, dated 31st August, 1852, praying His Excellency to cause to be laid before the House “ a list of persons appointed by His Excellency to “ be Inspectors of Elementary Schools in Lower Canada, in pursuance of “ the Act of the last Session of the last Parliament, 14 and 15 Vic. cap. “ 97, showing their profession or calling, their residence, and over what “ extent of the Province each Inspector was appointed, the remunera- “ tion awarded for each such Inspector, and whether such remuneration “ includes all expenses for travelling, &c., contingent to them, or “ whether they are to be further allowed for such expenses, and how “ much.”

By command,

A. N. MORIN,
Provincial Secretary.

Office of the Provincial Secretary,
Quebec, 8th September, 1852.

List of Inspectors of Elementary Schools in Lower Canada.

16 Victoriae.

Appendix (X.)

A. 1852.

Names.	Profession or Calling.	Residence.	Territorial Limits.	Salary without Allowances.		
				£	s.	d.
Peter Winter	Advocate	Percé	The District of Gaspé, with the exception of the Magdalen Islands, and of that part of Gaspé, on the River St. Lawrence, which is situate South-west of the Township of Fox.....	200	0	0
Jean Baptiste F. Painchaud.....	Notary Public	Magdalen Islands.....	The Magdalen Islands in the District of Gaspé.....	25	0	0
Joseph G. L'Espérance.....	Physician	Ste. Anne des Monts	That part of the District of Gaspé which is situate South-west of the Township of Fox.....	50	0	0
George Tanguay	Schoolmaster.....	St. Gervais	District of Kamouraska.....	175	0	0
Jean Côté.....	Schoolmaster.....	St. Michel	The Counties of L'Islet and Bellechasse, in the District of Quebec, with the exception of the Townships of Standon and Ware....	150	0	0
Pierre F. Béland	Schoolmaster.....	St. Antoine de Tilly	The Counties of Lotbinière and Dorchester, in the District of Quebec, with the exception of the Townships of Frampton and Cranbourne.....	175	0	0
Reverend J. S. Clarke, M. A.	Head Master of Quebec Academy	Quebec.....	The Protestant Schools of the City of Quebec, all those in the County of Megantic, those of the Townships of Frampton and Cranbourne, in the County of Dorchester, and of Standon and Ware, in the County of Bellechasse, in the District of Quebec.....	200	0	0
Pierre M. Bardy	Physician	Quebec	The Catholic Schools of the City of Quebec, and all the Schools in the Counties of Quebec, Fortiout and Montmorency, in the District of Quebec.....	200	0	0

16 Victoriae.

Appendix (X.)

A. 1852.

Cleophe Cimon	Notary Public	Malbato	The first or South Municipal Division of the County of Saguenay, and part of the second or North Municipal Division of the said County, situate on the River St. Lawrence, being twelve miles in depth, reckoning from the limits of the first Division to the North limits of the County, in the District of Quebec.....	100	0	0
Isidore Morin.....	Yeoman	Chicoutimi.....	The second or North Municipal Division of the County of Saguenay, with the exception of that part which fronts the River St. Lawrence, twelve miles in depth, in the District of Quebec.....	100	0	0
Pétrus Hubert.....	Notary Public.....	Yamachiche.....	The Counties of Champlain and St. Maurice, including the Town of Three Rivers, in the District of Three-Rivers.....	150	0	0
Bonaventure Maurault.....	Notary Public	Gentilly	The Counties of Nicolet and Yamaska, in the District of Three Rivers.....	150	0	0
George Allan Bourgeois.....	Physician	St. Grégoire	That part of the County of Drummond, which is situate in the District of Three Rivers, with the exception of that part of the Township of Upton which is united to the County of St. Hyacinth for Judicial and Municipal purposes.....	125	0	0
Marcus Child.....	Trader	Stanstead	The District of St. Francis.....	175	0	0
Rotus Parnelee.....	Physician	Waterloo, Shefford.....	The Counties of Missisquoi and Shefford, that part of the County of Stanstead which is situate in the District of Montreal, and the Seignories of Sabrevois, Noyan, and Foucault, in the County of Rouville, in the District of Montreal.....	175	0	0
Antoine P. L. Consigny	Physician	St. Césaire	The Counties of St. Hyacinth, including that part of the Township of Upton which is annexed thereto for Judicial and Municipal purposes, and of Rouville, with the exception of the Seignories of Sabrevois, Noyan, and Foucault in the District of Montreal.....	125	0	0
J. N. A. Archambeault	Notary Public	Varennes	The Counties of Richelieu, Verchères and Chambly, in the District of Montreal.....	175	0	0

List of Inspectors of Elementary Schools in Lower Canada.—(Continued.)

Names.	Profession or Calling.	Residence.	Territorial Limits.	Salary without Allowance.	
				£	s. d.
Magloire Lanoie	Advocate	Laprairie	The County of Huntingdon, and that of Beauharnois, except the Parishes of St. Malachi of Ormstown, St. Anicet, and St. Jean Chrysostome, and the Townships of Dundee, Godmanchester, Hinchinbrooke, Hemmingford and Elgin, and the Village of Huntingdon, in the District of Montreal.	175	0 0
André Jobin	Notary Public	Ste. Gèneviève	The Roman Catholic Schools of the City of Montreal, and all those situate in the Counties of Montreal and Vaudrouil, in the District of Montreal.	200	0 0
John Bruce	Schoolmaster	Montreal	The Protestant Schools of the City of Montreal, and all those situate in the Parishes of St. Malachi of Ormstown, St. Anicet, and St. Jean Chrysostome, in the Townships of Dundee, Godmanchester, Hinchinbrooke, Hemmingford, and Elgin, and in the Village of Huntingdon, in the County of Beauharnois, as well as all the Schools in the Township of Grenville, and its augmentation, Harrington, Chatham, Wentworth and its Gore, and in the Seigneurie of Argenteuil, with the exception of that part thereof, which lies in the Parish of St. Placide, in the County of Two Mountains, in the District of Montreal.	200	0 0
John J. Roney	Land Surveyor	Aylmer	The County of Ottawa, in the District of Montreal.	175	0 0
Césaire Germain	Notary Public	St. Vincent de Paul	The County of Terrebonne, and that part of the County of Two Mountains, which is situate South-east of the Township of Gore and the Seigneurie of Argenteuil, including that part of the Parish of St. Placide which is situate in the Seigneurie of Argenteuil, in the District of Montreal.	150	0 0
Godfroy Chagnon	Notary Public	L'Assomption	The Counties of Berthier and Leinster, in the District of Montreal.	175	0 0

THE TORONTO HOSPITAL.

STATEMENT of the RECEIPTS and EXPENDITURE of the TORONTO HOSPITAL, from the 1st June, 1851, to the 1st September, 1852.

RECEIPTS.	Amount.			EXPENDITURE.	Amount.		
	£	s.	d.		£	s.	d.
Balance in hand per last Statement				Hospital Expenses	1010	0	2
Rent and Interest	280	4	5	Salaries	187	10	0
Sales	1079	9	10	Real Estate	610	15	0
Dividends on Bank Stock	644	11	0	Debentures	100	0	3
Provincial Grant	318	7	0	Medicines and Surgical Instruments	01	11	8
Admission Fees	750	0	0	Hospital Furniture	40	0	8
Pay Patients	78	10	0	Contingent Expenses	382	18	11
	33	3	0	Balance in hand	94	10	0
					8184	0	0
	£	8184	0		£	8184	0

JAS. BRENT,
Secretary and Treasurer.

TORONTO HOSPITAL OFFICE,
7th September, 1852.

KINGSTON GENERAL HOSPITAL.

To the Honorable the Legislative Assembly of the Province of Canada,
in Provincial Parliament assembled;

We have the honor to enclose for the information of your Honorable Body the report of the Kingston General Hospital, for the year ending 31st December, 1851, pursuant to the Statute 12th Vic., cap. 103.

We regret to state that the expense of supporting the Hospital heretofore has far exceeded the Grant allowed by Government, so that last year, it became necessary to obtain money by loan in order that the Institution might be kept open for the relief of the sick.

It is not merely the indisposed of the City or adjoining Counties who are yearly admitted into the above institution, but within the last twelvemonths the Wards of the Hospital have been occupied by not a few from distant parts of the Province, viz: Bytown, Perth, Cobourg, &c., &c.

The Grant from Government being merely £300 per annum, would even be inadequate for the support of the Hospital were those in our more immediate neighbourhood only admitted, how much more so then must it be, when it is considered that a great part of the Province participates in the benefit.

Should matters continue as at present, we fear there will be no alternative left, but to close the doors of the Hospital for at least four or six months in the year. The only way which we at present see to prevent such a great calamity is to apply to the Legislature for an increased Grant.

J. COUNTER,
Mayor.

KINGSTON, August 28th, 1852.

REPORT of the GENERAL HOSPITAL, KINGSTON, commencing 1st January and
ending 31st December, 1851.

Disease.	Remaining last Return.	Admitted.	Total.	Discharged Cured.	Discharged Incurable.	Discharged for Irregularities.	Died.	Remaining now in Hospital.	Total.	Emigrants.	Remarks, &c.
Fever Typhoid	2	21	..	13	3	2	One Amputation of Thigh successful.
Fever Continued	1	67	..	59	..	..	7	2	..	..
Fever Intermittent . . . . .	..	16	..	16	..	..	..	..	..	..
Dysentery	4	..	1	3	One Amputation of Arm successful.
Cholera . . . . .	..	10	..	4	..	..	6	..	..	..
*Diarrhoea	3	12	..	10	..	..	2	..	..	..
Dropsy	1	4	1	1	3	One Amputation of Arm successful.
*Disease of Liver . . . . .	..	4	..	3	1	..	..	1	..	..
Cutaneous Diseases	2	4	..	4	..	2	..	..	..	..
*Consumption	2	6	2	4	4	

REPORT of the GENERAL HOSPITAL, KINGSTON.—(Continued.)

Disease.	Remaining last Return.	Admitted.	Total.	Discharged Cured.	Discharged Incurable.	Discharged for Irregularities.	Died.	Remaining now in Hospital.	Total.	Emigrants.	Remarks, &c.
Pneumonia	1	7	6	1	1	Five minor Operations successful. Whole number treated—642.
*Hooping Cough .....	.....	4	.....	1	.....	4	.....	.....	.....	.....
*Syphilis and Gonorrhœa.	3	12	.....	12	.....	.....	.....	.....	.....	.....
*Fractures	1	7	.....	7	.....	.....	.....	.....	.....	.....
Dislocation .....	.....	5	.....	5	.....	.....	.....	.....	.....	139
Frost Bite	2	13	.....	13	.....	.....	.....	2	.....	.....
Fistula	1	3	.....	1	2	.....	.....	.....	.....	.....
Obstetrics, Women	1	14	.....	14	.....	1	.....	.....	.....	.....
Delirium Tremens .....	.....	6	.....	6	.....	.....	.....	.....	.....	.....
*Wounds and Ulcers	4	10	.....	20	.....	4	.....	.....	.....	.....
*Cataract	1	2	.....	2	.....	.....	.....	.....	.....	.....
Rheumatism .....	.....	8	.....	8	.....	.....	.....	.....	.....	.....
*Ophthalmia	1	9	.....	9	.....	.....	.....	.....	.....	.....
*Measles .....	.....	8	.....	4	.....	.....	.....	.....	.....	.....
Scarlet Fever .....	.....	13	.....	12	.....	.....	1	.....	.....	.....
Gangrene .....	.....	4	.....	2	.....	.....	2	.....	.....	.....
*Debility .....	.....	4	.....	1	2	2	1	.....	.....	.....
Small Pox .....	.....	10	.....	10	.....	.....	.....	.....	.....	.....
Bruises and Contusions ..	.....	6	.....	6	.....	.....	.....	.....	.....	.....
	26	293	319	*246	7	*16	36	*14	319	139	Out Patients, 184

JOHN HARVEY,
House Surgeon.

DISBURSEMENTS of the GENERAL HOSPITAL, KINGSTON, for 1851.

	£	s.	d.
For Rations	283	2	1
For House Surgeon and Medicines	68	17	3
For Servants	64	1	1
For Fuel	34	10	6
For Candles	8	16	0
For Interments	20	18	6
For Sundries	34	4	7
	£ 514	10	0

J. COUNTER,
Chairman.

THE MARINE HOSPITAL, QUEBEC.

RETURN

To an Address of the Legislative Assembly dated the 4th October, 1852, to His Excellency the Governor General, for copies of any instruments under the hand and seal of the Governor, Lieutenant Governor, or person administering the Government of the Province of Lower Canada, appointing Trustees for the erection of an Hospital, for the reception of sick seamen and other indigent sick persons in the City of Quebec, under the authority of the 10th and 11th, George 4th, chapter 23, making provision for the establishment of such an Hospital; and of all instruments, from time to time, removing such Trustees or any of them, and appointing others in their place or in the place of any of them. Also copies of all appointments made of Managers of the Marine Hospital, or of Commissioner of the Emigrant Hospital established at Quebec, with documents and information respecting the direction and management of such institutions, or either of them, and of any rules and regulations for the internal government and economy and maintenance of the same. And praying also that His Excellency will be pleased to inform this House, under what authority or law such appointment or nomination of Manager and Commissioner has been made, and such rules and regulations have been established.

By Command.

A. N. MORIN,
Secretary.

SECRETARY'S OFFICE,
Quebec, 8th November, 1852.

1.—Commission by Lord Aylmer, dated 10th December, 1830.—Appointing Michel Clouet, John Cannon, and Joseph Morrin, Esquires, Trustees for the erection of an Hospital in or near the City of Quebec.

2.—Commission by Lord Aylmer, dated 5th May, 1832.—Appointing Noah Freer, John Jones, junr., and Francis Durette, Esquires, Commissioners for carrying out the Provisions of "An Act to create a fund for defraying the expense of providing Medical Assistance for Sick Emigrants, and of enabling indigent persons of that description to proceed to the place of their destination."

3.—Commission by Lord Aylmer, dated 16th April, 1833.—Appointing Joseph Morrin, Joseph Parant, and William Hall, Esquires, Commissioners of the Emigrant Hospital at Quebec, under the said Act.

4.—Commission by Lord Aylmer, dated 4th July, 1833.—Appointing J. Voyer, Esquire, a Trustee for the erection of an Hospital in or near the City of Quebec.

5.—Commission by Lord Aylmer, dated 4th July, 1833.—Appointing Michel Clouet, Joseph Morrin and Jacques Viger, Esquires, for the completion of the Marine Hospital.

6.—Commission by Lord Aylmer, dated 16th February, 1835.—Appointing John Jones, Alexander Simpson and William DeLéry, Esquires, Commissioners under the Act intituled, "An Act to create a fund for defraying the expense of providing Medical Assistance for Sick Emigrants, and of enabling indigent persons of that description to proceed to the place of their destination."

7.—Commission by Lord Elgin, dated 2nd October, 1847.—Appointing George H. Parke, Esquire, a Trustee of the Marine Hospital, in place of Jacques Viger, Esquire, deceased.

8.—Commission by Lord Aylmer, dated 11th May, 1835.—Appointing Joseph Morrin, Joseph Parent and Edward Glackmeyer, Esquires, Commissioners for the Emigrant Hospital at Quebec, for carrying into effect the provisions of the Act, intituled, "An Act to create a Fund for defraying the expense of providing Medical Assistance for Sick Emigrants, and of enabling indigent persons of that description to proceed to the place of their destination."

9.—Commission by Right Honorable Sir Charles Bagot, dated 17th September, 1842.—Appointing Jacques Voyer and the Honorable William Walker, Trustees of the Marine Hospital, in the place of Michel Clouet and John Cannon, deceased.

[The above Commissions are all in the usual form, and, by Order of the Standing Committee on Printing, are not to be printed in the Appendix.]

D. B. STEVENSON,
Chairman.

SECRETARY'S OFFICE,
Montreal, 15th October, 1847.

Sir,—I have the honor, by command of the Governor General, to inform you that His Excellency has been pleased to appoint George H. Parke, Esquire, to be a Trustee of the Marine Hospital at Quebec, conjointly with yourself and the Honorable William Walker, and that an Instrument to that effect is by this day's post transmitted to Mr. Parke.

I have the honor to be, &c.,

(Signed,) D. DALY,
Secretary.

Dr. JOSEPH MORRIN,
Quebec.

SECRETARY'S OFFICE,

Montreal, 15th October, 1847.

Sir,—With reference to your letter of the 13th of August ultimo, I have the honor, by command of the Governor General, to transmit to you the accompanying Instrument, appointing you to be a Trustee of the Marine Hospital at Quebec, conjointly with Doctor Joseph Morrin and the Honorable William Walker.

I have the honor to be, &c.,

(Signed,) D. DALY,
Secretary.

GEORGE H. PARKE, Esquire,
Quebec.

SECRETARY'S OFFICE,

Montreal, 15th April, 1848.

Sir,—I have the honor, by command of the Governor General, to inform you that His Excellency is pleased to appoint you, together with Messrs. Joseph Morrin, &c., to be Managers of the Marine Hospital established in the City of Quebec, and Commissioners of the Emigrant Hospital established in the said City.

I am to add that Dr. Morrin has been requested to assemble the new Board of Managers and Commissioners as soon as conveniently may be, for the purpose of inquiry and deliberation on the state of the Hospital, and of reporting such suggestions for its improvement as may be agreed upon by the Board.

I have, &c.,

(Signed,) R. B. SULLIVAN,
Secretary.

GEO. OKILL STUART, Esq.,
DR. JOSEPH PARANT,
FRS. XAVIER PARADIS, Esq.,
CHAS. ALLEYN, Esq.,
PETER SHEPPARD, Esq.,
THADDEUS KELLY, Esq.,
Quebec.

(Translation.)

SECRETARY'S OFFICE,

Montreal, 19th April, 1848.

Sir,—I have the honor to inform you, that it is my intention to recommend that you be appointed a Director and Commissioner of the Quebec Marine and Emigrant Hospital, conjointly with Messrs. Joseph Morrin, Joseph Parant, F. X. Paradis, Richard Israel Alleyn, Peter Sheppard and Thaddeus Kelly.

But before submitting your name to the Governor General, I should wish to be informed whether you are disposed to accept of that appointment.

An answer from you is expected, in order that the appointment may take place as above.

I have, &c.,

(Signed,) R. B. SULLIVAN,
Secretary.

JOSEPH LEGARE, Esquire,
&c., &c., &c., Quebec.

SECRETARY'S OFFICE,

Montreal, 29th April, 1848.

Sir,—I have the honor, by command of His Excellency the Governor General, to inform you that His Excellency has been pleased to appoint you, together with Messrs. Joseph Morrin, Joseph Parant, François X. Paradis, Richard Israel Alleyn, Peter Sheppard and Thaddeus Kelly, to be Managers of the Marine Hospital established in the City of Quebec, and Commissioners of the Emigrant Hospital established in the said City.

I am to add that Dr. Morrin has been requested to assemble the new Board of Managers and Commissioners as soon as conveniently may be, for the purpose of inquiry and deliberation on the state of the Hospital and of reporting such suggestions for its improvement as may be agreed upon by the Board.

You will be kind enough, therefore, to place yourself in communication with that gentleman, who is this day informed of your appointment.

I have, &c.,

(Signed,) R. B. SULLIVAN,
Secretary.JOHN JAMES NESBITT, Esquire,
&c., &c., &c., Quebec.

SECRETARY'S OFFICE,

Montreal, 29th April, 1848.

Sir,—With my reference to you of the 15th instant, I have the honor, by command of His Excellency the Governor General, to communicate to you, for your information and that of the gentlemen composing the Board of Managers of the Marine and Emigrant Hospital established in the City of Quebec, that His Excellency has been pleased to appoint John James Nesbitt, Esquire, as a Member thereof.

I have, &c.,

(Signed,) R. B. SULLIVAN,
Secretary.

Dr. MORRIN, Quebec.

SECRETARY'S OFFICE,

Montreal, 2nd May, 1848.

Sir,—I have the honor, by command of the Governor General, to inform you that His Excellency is pleased to appoint you, together with Messrs. Joseph Morrin, Joseph Parant, François X. Paradis, Peter Sheppard, Thaddeus Kelly, and John J. Nesbitt, to be Managers of the Marine Hospital established in the City of Quebec, and Commissioners of the Emigrant Hospital established in the said City.

I am to request that you will be good enough to place yourself in early communication with Dr. Morrin, with reference to the Report which is in preparation relative to the state of the Hospital.

I have, &c.,

(Signed,) R. B. SULLIVAN,
Secretary.Captain RICHARD J. ALLEYN, R.N.,
&c., &c., Quebec.

RULES and REGULATIONS for the guidance of the OFFICERS employed in the MARINE and EMIGRANT HOSPITAL of QUEBEC.

THE HOUSE SURGEON.

1st. It shall be the duty of the House Surgeon to receive such Patients as are provided for by Law, or recommended by two Commissioners, to attend to them, and perform such duties as the nature of their cases may require, until the visit of the Prescribing Physicians.

2nd. He shall fill up and affix in its proper place the Card, with the Name, Age, Country, Religion, &c., of the Patient; and if a Mariner, the name of the Vessel. He shall also, without delay, enter the Patient's name in the Register kept for that purpose, leaving blank the column for the name of the Disease, which he must obtain as soon as possible from the Visiting Physicians.

3rd. In all cases of emergency, he will, without delay, apprise, in writing, the Visiting Physician, under whose charge the Patient falls.

4th. In cases where he is informed that the attendance of the Visiting Physicians is prevented at the regular stated hours, he shall perform the necessary duties, and cause to be inserted in the Journal all such prescriptions and alterations in diet as he may think proper to adopt during such absence.

5th. It shall be his duty to accompany the Visiting Physician through the Wards at each Visit, and twice more at least during the day; once at dinner hour, or soon afterwards, and once late in the evening.

6th. He shall be responsible that the prescriptions of the Visiting Physician are carefully made up immediately after the Visits, and he shall satisfy himself that they are scrupulously administered and carried into effect.

7th. Should any symptom arise in a Patient necessitating, in his opinion, a change in the prescription or treatment, it shall be his duty to send for the Visiting Physician, or to change such treatment or prescription, and write the same in the Prescription Book, for the information of the Visiting Physician at the ensuing visit.

8th. He will see that the Instruments, Medicines, and Medical Stores are kept clean and in good order, and used with the most rigid economy.

9th. He will take care to have an adequate supply of all Medicines in ordinary use, and will not fail to have the Stock Prescriptions always made up agreeably to the London Dispensary or the Hospital Formulary.

10th. He will submit to the Visiting Physicians, for their signatures, the Druggist's Pass Book, with the list of the Medicines required, and their quantities, before being purchased; the Pass-Book to be returned to him with the prices of the several articles entered.

11th. He will see that the directions of Medicines ordered, and the name of the Patient for whom they are ordered, are plainly written or labelled, and that the Nurses have clear instructions to guide them as to the quantities to be given or used, and the time the same are to be administered.

12th. He will not be allowed to have in the Hospital any Pupil, Relation, or Friend to board or lodge with him without special permission from the Commissioners, and that in writing.

13th. He will not be allowed to occupy more than the two Rooms now allotted to him in rear of the Surgery, except special permission be obtained from the Commissioners.

14th. It will be his duty to assist and instruct the House Pupil in the performance of his several duties in such a manner that the whole may be performed with care and strict economy.

15th. He, as well as the Steward, are to be held generally responsible for the good conduct of all persons within the Hospital, in the absence of the Visiting Physicians.

16th. He will satisfy himself of the quality of the Bread, Meat, &c., sent by the Contractors, and will frequently assure himself that the Food is properly cooked by tasting it.

17th. It shall be his duty to verify the Steward's entries of Receipts and Issues, by com-

paring the former with the Pass-Book, and the latter, at least once each month, with the Abstracts taken from the Weekly Diet Roll.

18th. He shall report weekly to the Commissioners, in the usual form, the number of admissions, discharges, and deaths. He will also make out monthly and yearly reports, the latter on each first of December, and as much in detail as practicable, and obtain the signature of the visiting Physician to the latter.

19th. He shall ascertain, on the admission of a Patient, that his money and effects are regularly entered in the book kept by the Steward for that purpose, and which entry he shall verify by adding his initials thereto, and before the Patient leaves the Hospital, he shall inquire if he has any complaint relative to his effects, money or clothing, and if so, report it to the visiting Physician.

20th. He shall not absent himself for any time from the Hospital without the consent of the visiting Physician, and on no account during the hours of visit. In every instance, when he may wish to absent himself for more than a few hours, he must obtain leave, in writing from the Commissioners.

21st. He will have under his particular attendance all such out-patients as may be entitled to relief, entering in a book kept for that purpose their name, disease, prescription, and if sailors, the name of the vessel to which they belong.

22nd. All *post mortem* examinations are to be performed under the personal directions of one of the Visiting Physicians, or of the House Surgeon, with the concurrence of the former.

23rd. All Pupils are to be under the House Surgeon's immediate directions, and he is particularly required to report to the Visiting Physicians or to the Commissioners all irregularities of conduct during their attendance at the Hospital or in the Dead House, which may come within his knowledge or from any credible source.

24th. He shall see that no Pupil enters any of the Wards, except in company with one of the Visiting Physicians or himself in their absence, unless to visit Patients specially placed under their charge.

25th. He shall see that no Pupil attend the Medical and Surgical practice of the Hospital without having previously produced a Card from the Commissioners, nor until he shall have subscribed his name to the Pupil's Book.

26th. He shall enter in detail in the Case Book all cases of an interesting or extraordinary nature, giving as complete a history of the disease from its commencement as can be obtained, with the treatment in Hospital, and the result; in every instance making the record as complete as possible.

27th. He shall not, upon any account, engage in Medical or Surgical practice, or other business, out of the Hospital.

28th. Applications from the friends of Patients to visit them must be made to him. The regular visiting days are Mondays, Wednesdays and Fridays, from one to four o'clock, P. M. Any such applications for admission at other times, or in extraordinary cases, must be referred to him for his decision.

LIBRARY.

1st. The House Surgeon will act as Librarian until some other arrangement is made.

2nd. None but Pupils having tickets of admission to the Medical and Surgical Practice of the Hospital to be allowed the use of Books.

3rd. Pupils shall be allowed to take out at one time a volume, to be previously covered with paper, which they may retain for a period of not exceeding ten days, giving a receipt for the same.

4th. Plates, and such Works as are considered Works of Reference, cannot be taken out of the Hospital.

5th. Any Pupil losing the whole or part of a Work is to replace it by another of the same description, or to pay the value of the whole,—the price to be fixed by the Commis-

sioners. Should such loss come from the neglect of the House Surgeon or House Pupil, the one found so neglecting will be held responsible.

6th. No Pupil shall lend a Book belonging to the Library.

7th. Pupils who shall return to the Library any work defaced by drawing or writing upon it, or who shall otherwise have materially injured it, shall replace the same or repay the price that may be set upon it by the Commissioners.

8th. The Librarian shall have a Book in which shall be entered Works taken from the Library, with the dates at which they have been taken out, and the name of the person borrowing them, and in which Pupils shall be allowed to insert their names for the next reading of any Work.

9th. Pupils on returning Books to the Library, shall be permitted to take them out again should they not be bespoken.

THE HOUSE PUPIL.

1st. It shall be the duty of the House Pupil to keep the Surgery, the Medicines, and Medical Stores clean and in good order, and he shall see that the Medicines are used with the most rigid economy, and that none but himself and the Officers of the Institution be permitted, under any pretext, to enter the Surgery or be allowed to take any article therefrom.

2nd. He will take care always to have an adequate supply of all Medicines in ordinary use, and will not fail to have the Stock Prescriptions always made up agreeably to the London Dispensatory or the Hospital Formulary.

3rd. He will enter the Medicines required in the Druggist's Pass Book, which is to be handed to the House Surgeon.

4th. He will have charge of all the Surgery Instruments belonging to the Hospital, and shall be held responsible for their being kept clean and in good order, and shall have them repaired when necessary, reporting the necessity of such repairs to the House Surgeon or Visiting Physician, whose sanction he must first obtain:—An Inventory of which Instruments he shall make twice a year, a copy whereof he shall send to the Commissioners through the House Surgeon.

5th. He shall enter in the Prescription Book, and have ready for the Visits, the names of the Patients in the Hospital, leaving blank the column for the prescriptions of the Visiting Physicians, or of the House Surgeon in their absence.

6th. He will immediately after each visit, carefully make up the Visiting Physician's prescriptions.

7th. He shall see that the directions of Medicines ordered, and the name of the Patient for whom they are ordered, are plainly written, and that the nurses have plain instructions to guide them as to the quantity to be given and the time to be administered.

8th. He shall fill up and affix in its proper place the Card with the name of the Patient, his Age, Country, Religion, &c., and if a Mariner, the name of his Ship, leaving blank the line for the name of the Disease, which he must obtain as soon as possible from the Visiting Physician.

9th. He shall act as Librarian, and shall see that the Regulations in regard to the Books, &c., are in no case departed from, a copy of which Regulations he shall keep hung up in the Library for the information of the Students.

10th. He shall not absent himself from the Hospital for any length of time without the consent of the House Surgeon, nor without leaving information where he is to be found.

11th. Upon observing any impropriety in or about the Hospital, he shall immediately report the same to one of the Visiting Physicians, or the House Surgeon.

12th. He shall perform all smaller Operations, as Bleeding, Cupping, &c., or such other duties as may be required of him by the Visiting Physician or the House Surgeon.

13th. He shall affix in the Students' Waiting Room, notices of intended Operations or *post mortem* Examinations on the day previous to such Operations, except on emergency.

The whole of the foregoing duties are to be performed under the superintendance of the House Surgeon.

THE HOUSE STEWARD.

1st. The Steward is to have charge of all the Stores, not Medical, and to be responsible for them, keeping a correct list of the same precisely in the form prescribed.

2nd. He is to receive the Clothing of the Patients, to catalogue and ticket the same, to have washed such of them as may require it.

3rd. He is to receive all Provisions from the Contractors or others, to weigh the same, to issue them by weight according to the Diet Tables, which Diet Tables will be hung up in some conspicuous place in the Ward. He will take especial care that no Spirits are introduced into the Hospital for the use of any person whatever, and he must be careful that no articles of food are brought in by the friends of Patients; he will see that the articles are well cooked, and that they are of good quality.

4th. He will take care that every Patient, on admission, is bathed in warm water, if at all necessary, or, under all circumstances, well cleaned with soap and water, that he put on clean body linen when required, and be furnished with clean bed linen, and that the paillasse is clean, and well filled with straw.

5th. He is to have the superintendance of the servants and to be responsible for their conduct, taking care to report any impropriety of demeanor to the Commissioners or Visiting Physicians, whether of neglect of duty, of harshness to Patients, or any other kind. It will be his duty to visit the Wards frequently, to see that they are cleaned every morning, and well ventilated, that good order prevails there, that the Patients have their faces and hands washed daily, and their Beds comfortable.

6th. He will take care to send for the Clergyman when requested by any Patient, and that Clergyman in particular whose essential aid is requested.

7th. He will procure Coffins for the dead and superintend their decent burial, the burials to take place at fixed hours, and those the most convenient to the Clergyman officiating.

8th. He will take charge of any property intrusted to him by any Patient, entering the nature or amount of the same in a Book to be kept for that purpose, and will be careful never to receive any money or valuables without the presence of the House Surgeon, who shall sign the Book containing the same.

9th. He will take care of the Clothing of the dead, and deliver them to the nearest relatives of the deceased when they are ascertained, under the authority of the Commissioners or Visiting Physicians.

10th. It will be his duty to procure from the Contractors a supply of all Food and consumable stores as they are required: for the Butcher, Baker, Grocer, and others of the principal Tradesmen, distinct Pass Books will be kept, in which they will enter the quantities and prices from time to time as supplied.

11th. He will take off daily, from the abstracts upon the Diet Rolls, the quantities of Meat and Bread required for each succeeding day, and notify to the Contractors the quantities required.

12th. The Contractors will return the Pass Books duly filled up. With respect to Groceries, the Steward will always have a small supply on hand for daily issues.

13th. With respect to such small Vegetables as cabbages, leeks, parsley, &c., to be added to the Soup, he will receive an allowance of one farthing per diet, as is found to be advisable in Military Hospitals.

14th. He will keep a Book of Entry of his daily receipts and issues of Provisions, agreeably to the form prescribed; this will be submitted to the House Surgeon at least weekly, with the Diet Rolls and the Pass Books, that he may prove and certify their exactness after comparison.

15th. The receipt of all other Stores he will enter in a separate book (to be called the Steward's Book of Sundries): this Book, Pass Books, and Diet Rolls, he will submit to the House Surgeon monthly, that he may prove their correctness and certify the same.

16th. He will keep an Inventory Book, in which shall be entered all stores in his charge, and purchases when made (not including articles of daily consumption); this Book will exhibit yearly, to wit: on the 31st of December, a statement of all stores remaining on the previous 31st of December, of all receipts since, and of all issues; prior to this period, he will have prepared separate returns of all stores requiring repairs, and of all such as are worn out: to enable him to prepare such a return, he will receive from the Matron lists of all Linen Stores under her particular charge, as require repair or are worn out.

17th. These lists, together with the articles themselves, will be kept in readiness for the inspection of the Commissioners, who will direct their future disposal, whether they are to be employed in the repair of other stores, or to be condemned as useless.

18th. At this period, the Steward will be prepared with a list of such stores as may be required for the ensuing year.

19th. Applications from the friends of the Patients desiring to visit them must be made to the House Surgeon. The regular visiting days are Mondays, Wednesdays, and Fridays, from one to four o'clock, p.m. Any such applications for admission at other times, or in extraordinary cases, are to be referred to the House Surgeon for his decision.

THE VISITING PHYSICIANS.

1st. The Visiting Physicians shall visit the Hospital daily, between the hours of eight and ten o'clock in the morning. They shall regulate the whole treatment of Patients, and shall be the sole Judges of cases provided for by Law for their admission and discharge. They shall ascertain that the Medicines prescribed are of good quality, properly made up, and plainly directed. They shall sign all requisitions for Drugs and Medical Stores. They shall be held responsible that all *post mortem* examinations are held in the presence of one or other of them, or of the House Surgeon with their concurrence, and that the bodies are decently prepared afterwards for burial, and that no *post mortem* examination is held when repugnant to the wishes of the friends of the deceased.

2nd. They will take care that the description of the appearances after death be recorded in the Medical Register of Cases as a conclusion to the individual case.

3rd. They will appoint any of the Pupils, duly qualified to act as Dressers, to take charge of a Ward, or of a certain number of Patients, and to perform for them the minor operations of Bleeding, Cupping, &c.

4th. They will furnish their own Instruments for all operations they may think require the use of such, in addition to those provided by the Hospital.

5th. They will be punctually observant of the general good conduct of all persons attached to the Hospital, and report to the Commissioners any irregularity of conduct, or violation of Hospital Regulations.

6th. They will verify and sign the Weekly Abstracts on the Diet Rolls, to be submitted to them by the House Steward.

(Signed,)	JOS. MORRIN, President.
"	F. X. PARADIS,
"	RICHD. J. ALLEYN,
"	P. SHEPPARD,
"	J. J. NESBITT,
"	T. KELLY.

THE MATRON.

The Matron will have general Superintendence over the Nurses. She will frequently visit the Wards, particularly those occupied by females, and see that the Nurses are attentive to the Sick, and that the Wards and Patients are kept clean.

She will take particular charge of the Linen and keep it in good repair, and see that the articles sent to be washed are duly returned by proper lists. Whenever any of the Linen is

too far worn to be repaired, she will separate the same from the rest, to be submitted to the Commissioners, either to be condemned wholly as useless, or to be cut up for the repair of other articles.

She will arrange with the Steward for the due entry of such in his Book of general Stores.

She will see that the Drinks and little comforts for the Sick are neatly and properly prepared; and she will see especially that the Nurses treat them with tenderness and watchfulness.

THE NURSES.

Females only of good character, and of active habits, to be engaged.

Their duty is to attend the Sick, to afford them all the assistance their infirmities call for, to give them their Food and Medicine as directed, to keep their persons clean, also the Wards.

They will take care that every patient is washed, and the wards swept before the morning visit of the Visiting Physicians. They must minutely watch over the Patients so as to be able to report to the Physicians all the observations they have made since the previous visit. If unfavorable symptoms appear in the intervals, they will immediately inform the House Surgeon of the same.

They will see the meals duly conducted. That all the patients are in the Wards, and have risen and retired to bed at the proper hours, when they are not bed-ridden.

They will immediately report to the Matron all improprieties of conduct.

They will be on their guard, lest improper articles of food are brought to the patients, and report all who are guilty of the same.

They will be assisted in cleaning the Wards, and in nursing the sick, during the day, by those convalescent patients who are able to give aid, and who are pointed out by the Visiting Physicians or House Surgeon.

They will obey all orders they may receive from the House Surgeon, Steward, or Matron.

They will be particular to remove immediately all offensive matters from the Wards, and see that the beds and personal linen be regularly changed.

(Signed,)	JOSEPH MORRIN, Commissioner.	
"	F. X. PARADIS,	"
"	RICHD. J. ALLEYN,	"
"	T. KELLY,	"
"	J. J. NESBITT.	"

N. CASULT,
S. T. C. M. & E. H.

The foregoing twenty four pages are a true copy of the rules and regulations for the guidance of the different Officers of the Marine Hospital, which have been substituted to the instructions hereto annexed and which were repealed by the said rules and regulations.

N. CASULT,
S. T. C. M. & E. H.

Quebec, 16th October, 1852.

INSTRUCTIONS FOR THE GUIDANCE OF THE HOUSE SURGEON OF THE MARINE HOSPITAL.

1st. It shall be the duty of the House Surgeon to receive such Patients as are provided for by Law, or recommended by two Commissioners, to attend to them, and perform such duties as the nature of their cases may require until the visit of the Prescribing Officer.

2nd. He shall fill up, and affix in its proper place, the card with the name, age, country, religion, &c., of the Patient; and if a Mariner, the name of the Vessel. He shall also, without delay, enter the Patient's name in the Register kept for that purpose, leaving blank the column for the name of the disease, which he must obtain as soon as possible from the Visiting Physician.

3rd. In all cases of emergency, he will, without delay, apprise, in writing, the Visiting Physician under whose charge the Patient falls.

4th. In cases where he is informed that the attendance of the Visiting Physicians is prevented at the regular stated hours, he shall perform the necessary duties, and cause to be inserted in the Journal all such prescriptions and alterations in diet as he may think proper to adopt during such absence.

5th. It shall be his duty to accompany the Visiting Physician through the Wards at each visit, and twice more, at least, during the day;—once at dinner hour or soon afterwards, and once late in the evening.

6th. He shall be responsible that the prescriptions of the Visiting Physician are carefully made up immediately after the visits, and he shall satisfy himself that they are scrupulously administered, and carried into effect.

7th. Should any symptoms arise in a Patient, necessitating, in his opinion, a change in the prescription or treatment, it shall be his duty to send for the Visiting Physician, or to change such treatment or prescription, and write the same in the Prescription Book, for the information of the Visiting Physician at the ensuing visit.

8th. He will see that the Instruments, Medicines, and Medical Stores, are kept clean and in good order, and used with the most rigid economy.

9th. He will take care to have an adequate supply of all Medicines in ordinary use, and will not fail to have the stock prescriptions always made up agreeably to the London Dispensatory or the Hospital Formulary.

10th. He will submit to the Visiting Physicians, for their signature, the Druggist's Pass Book, with the list of the medicines required, and their quantities, (before being purchased); the Pass Book to be returned to him, with the prices of the several articles entered.

11th. He will see that the directions of medicines ordered, and the name of the patient for whom they are ordered, are plainly written or labelled, and that the nurses have clear instructions to guide them as to the quantities to be given or used, and the time the same are to be administered.

12th. He will not be allowed to have in the Hospital any Pupil, Relative or Friend, to board or lodge with him, without special permission from the Commissioners, and that in writing.

13th. He will not be allowed to occupy any apartment in the Hospital but those allotted to him in rear of the Surgery.

14th. It will be his duty to assist and instruct the House Pupil in the performance of his several duties, in such a manner that the whole may be performed with care and strict economy.

15th. He, as well as the Steward, are to be held generally responsible for the good conduct of all persons within the Hospital, in the absence of the Visiting Physicians.

16th. He will satisfy himself of the quality of Bread, Meat, &c., sent by the Contractors, and will frequently assure himself that the food is properly cooked, by tasting it.

17th. It shall be his duty to verify the Steward's entries of Receipts and Issues, by comparing the former with the Pass Book, and the latter at least once each month with the abstracts taken from the weekly diet roll.

18th. He shall report weekly to the Commissioners, in the usual form, the number of admissions, discharges, and deaths. He will also make out monthly and yearly reports, the latter on each first of December, and as much in detail as practicable, and obtain the signature of the Visiting Physician to the latter.

19th. He shall ascertain, on the admission of a Patient, that his money and effects are regularly entered in the Book kept by the Steward for that purpose, and which entry he shall verify by adding his initials thereto, and before the Patient leaves the Hospital he shall inquire if he has any complaint relative to his effects, money or clothing, and if so, to report it to the Visiting Physician.

20th. He shall not absent himself for any time from the Hospital without the consent of the Visiting Physician; and on no account during the hours of visit. In every instance he may wish to absent himself for more than a few hours, he must obtain leave in writing from the Commissioners.

21st. He will have under his particular attendance all such Patients as may be entitled to relief; entering in a Book kept for that purpose, their name, disease, prescription, and, if Sailors, the name of the Vessel to which they belong.

22nd. All *post mortem* examinations are to be performed under the personal directions of one of the Visiting Physicians, or of the House Surgeon, with the concurrence of the former.

23rd. All Pupils are to be under the House Surgeon's immediate directions, and he is particularly required to report to the Visiting Physician, or to the Commissioners, all irregularities of conduct which may come within his knowledge, or from any credible source, during their attendance at the Hospital or in the Dead House.

24th. He shall see that no Pupil enters any of the Wards except in company with one of the Visiting Physicians, or himself in their absence, unless to visit Patients specially placed under their charge.

25th. He shall see that no Pupil attend the Medical and Surgical Practice of the Hospital without having previously produced a Card from the Commissioners, nor until he shall have subscribed his name to the Pupils' Book.

26th. He shall enter in detail in the Case Book all cases of an interesting or extraordinary nature; giving as complete a history of the disease from commencement as can be obtained, with the treatment in Hospital, and result in every instance, making the record as complete as possible.

27th. He shall not, upon any account, engage in Medical or Surgical Practice, or other business, out of the Hospital.

LIBRARY.

The House Surgeon will act as Librarian until some other arrangement be made.

None but Pupils having tickets of admission to the Medical and Surgical practice of the Hospital to be allowed the use of Books.

Pupils shall be allowed to take out, at one time, a volume, to be previously covered with paper, which they may retain for a period not exceeding ten days, giving a receipt for the same.

Plates and such Works as are considered Works of Reference cannot be taken out of the Hospital.

Any Pupil losing the whole or part of a Work, is to replace it by another of the same description, or to pay the value of the whole, the price to be fixed by the Commissioners. Should such loss come from the neglect of the House Surgeon or House Pupil, the one found so neglecting will be held responsible.

No Pupil shall lend a Book belonging to the Library.

Pupils who shall return to the Library any Work defaced by drawing or writing upon it, or who shall otherwise have materially injured it, shall replace the same, or repay the price that may be set upon it by the Commissioners.

The Librarian shall have a Book in which shall be entered Works taken from the Library, with the dates at which they have been taken out, and the name of the person borrowing them, and in which Pupils shall be allowed to insert their names for the next reading of any Work.

Pupils in returning Books to the Library shall be permitted to take them out again should they not be bespoken.

Quebec, 1st April, 1847.

DUTY OF THE HOUSE PUPIL.

1st. It shall be the duty of the House Pupil to keep the Surgery, the Medicines, and Medical Stores clean and in good order, and shall see that the Medicines are used with the most rigid economy, and that none but himself and the Officers of the Institution, be permitted under any pretext to enter the Surgery, or to be allowed to take any article therefrom.

2nd. He will take care always to have an adequate supply of all Medicines in ordinary use, and will not fail to have the stock prescriptions always made up, agreeably to the London Dispensatory or the Hospital Formulary.

3rd. He will have charge of all the Surgery instruments belonging to the Hospital, and shall be held responsible for their being kept clean and in good order, and shall have them repaired when necessary, reporting the necessity of such repairs to the House Surgeon or Visiting Physician, whose sanction he must first obtain; an inventory of which instruments he shall make twice a year, a copy of which he shall send to the Commissioners through the House Surgeon.

4th. He shall enter in the prescription book, and have ready for the visits, the names of the patients in the Hospital, leaving blank the column for the prescriptions of the Visiting Physician or of the House Surgeon in their absence.

5th. He shall immediately after each visit, carefully make up the Visiting Physician's prescriptions.

6th. He shall see that the directions of medicines ordered, and the name of the patient for whom they are ordered, are plainly written, and that the Nurses have plain instructions to guide them, as to the quantity to be given, and the time to be administered.

7th. He shall fill up and affix in its proper place, the Card with the name of the patient, his age, country, religion &c.; and if a Mariner, the name of Ship, leaving blank the line for the name of the disease, which he must obtain as soon as possible from the Visiting Physician.

8th. He shall act as Librarian, and shall see that the regulations in regard to the Books, &c., are in no case departed from, a copy of which he shall keep hung up in the Library for the information of the Students.

9th. He shall not absent himself from the Hospital for any length of time without the consent of the House Surgeon and without leaving information where he is to be found.

10th. Upon observing any impropriety in or about the Hospital, he shall immediately report the same to one of the Visiting Physicians or House Surgeon.

11th. He shall perform all smaller operations, such as bleeding, cupping, &c., or such other duties as may be required of him by the Visiting Physician or House Surgeon.

12th. He shall affix in the Student's Waiting Room notices of intended operations or *post mortem* examinations on the day previous to such operations, except on emergency.

(The whole of the foregoing duties are to be performed under the superintendance of the House Surgeon.)

INSTRUCTIONS FOR THE GUIDANCE OF THE STEWARD OF THE
MARINE AND EMIGRANT HOSPITAL.

The Steward is to have charge of all the stores, not medical, and to be responsible for them, keeping a correct list of the same precisely in the form prescribed.

He is to receive the clothing of the Patients—to catalogue and ticket the same—to have washed such of them as may require it.

He is to receive all Provisions from the Contractors or others—to weigh the same—to issue them by weight, according to the Diet Tables, which Diet Tables will be hung up in some conspicuous place in the Ward. He will take especial care that no spirits are introduced into the Hospital for the use of any person whatever, and he must be careful that no articles of food are brought in by the friends of Patients. He will see that the articles are well cooked, and that they are of good quality.

He will take care that every Patient, on admission, is bathed in warm water, if at all necessary, or, under all circumstances, well cleaned with soap and water; that he put on clean body linen when required, and be furnished with clean bed linen, and that the *paillasse* is clean and well filled with straw.

To have superintendence of the Servants, and to be responsible for their conduct, taking care to report any impropriety of demeanor to the Commissioners or Visiting Physicians, whether of neglect of duty, of harshness to Patients, or any other kind. It will be his duty to visit the Wards frequently, to see that they are cleaned every morning, and well ventilated—that good order prevails there—that the Patients have their hands and faces washed daily, and their beds comfortable.

He will take care to send for the Clergyman when requested by any Patient, and that Clergyman in particular whose essential aid is requested.

He will procure Coffins for the Dead, and superintend their decent burial: the burials to take place at fixed hours, and those the most convenient to the Clergyman officiating.

He will take charge of any property entrusted to him by any Patient, entering the nature or amount of the same in a book to be kept for that purpose, and will be careful never to receive any money or valuables without the presence of the House Surgeon, who shall sign the book containing the same.

He will take care of the Clothing of the Dead, and deliver them to the nearest relatives of the deceased, when they are ascertained, under the authority of the Commissioners or Visiting Physicians.

It will be the Steward's duty to procure from the Contractors a supply of all Food and consumable Stores as they are required. For the Butcher, Baker, Grocer, and others of the principal tradesmen, distinct Pass Books will be kept, in which they will enter the quantities and prices from time to time as supplied.

The Steward will take off daily from the Abstracts upon the Diet Rolls the quantities of Meat and Bread required for each succeeding day, and notify to the Contractors the quantities required.

The Contractors will return the Pass Books duly filled up—with respect to Groceries, the Steward will always have a small supply on hand for daily issues.

With respect to such small Vegetables as Cabbages, Leeks, Parsley, &c., to be added to the Soup, he will receive an allowance of one farthing per Diet, as is found to be advisable in the Military Hospitals.

He will keep a Book of Entry of his daily receipts and issues of Provisions agreeably to the form prescribed.

This will be submitted to the House Surgeon at least weekly, with the Diet Rolls and the Pass Books, that he may prove and certify their correctness after comparison.

The receipt of all other Stores he will enter in a separate Book, (to be called the Steward's Book of Sundries,) this Book, Pass Books, and Diet Rolls he will submit to the House Surgeon monthly, that he may prove their correctness and certify the same.

The Steward will keep an Inventory Book, in which shall be entered all Stores in his charge, and purchases when made (not including articles of daily consumption); this Book

will exhibit yearly, to wit:—on 31st December, a Statement of all Stores remaining on the previous 31st December, of all receipts since, and of all issues. Prior to this period, he will have prepared separate Returns of all Stores requiring repairs, and of all such as are worn out.

To enable him to prepare such a Return, he will receive from the Matron lists of all linen stores under her particular charge, as require repair or are worn out.

These lists, together with the articles themselves, will be kept in readiness for the inspection of the Commissioners, who will direct their future disposal whether they are to be employed in the repair of other Stores, or to be condemned as useless.

At this period, the Steward will be prepared with a list of such Stores as may be required for the ensuing year.

VISITING PHYSICIANS.

The Visiting Physicians shall visit the Hospital daily, between the hours of 8 and 10 o'clock in the morning. They shall regulate the whole treatment of Patients and shall be the sole Judges of cases provided for by law, for their admission and discharge. They shall ascertain that the Medicines prescribed, are of good quality, properly made up, and plainly directed. They shall sign all requisitions for Drugs and Medical Stores. They shall be held responsible that all *post mortem* examinations are held in the presence of one or other of them, and that the bodies are decently prepared afterwards for burial, and that no *post mortem* examination is held when repugnant to the wishes of the Friends of the Deceased. They will appoint any of the Pupils duly qualified to act as dressers, to take charge of a Ward, or of a certain number of Patients, and to perform for them the minor operations of Bleeding, Cupping, &c. They will take care that the description of the appearances of the death be recorded in the Medical Register of cases, as a conclusion to the individual case.

They will furnish their own instruments for all operations they may think require the use of such, in addition to those provided by the Hospital. They will be particularly observant of the general good conduct of all persons attached to the Hospital, and Report to the Commissioners any irregularity of conduct, or violation of Hospital Regulations.

(Signed,) JOS. MORRIN,

“ JOS. PARANT,

“ H. GOWEN,

Commissioners, Marine and Emigrant Hospital.

The foregoing seventeen pages are a true copy of the instructions for the guidance of the different officers of the Marine Hospital, which were in force up to the nomination of Messrs. Joseph Morrin, F. X. Paradis, R. J. Alleyn, P. Sheppard, J. J. Nesbitt, and T. Kelly, as Commissioners, and as altered by them.

N. CASALT,

S. T. C. M. & E. H.

Quebec, 16th October, 1852.

SUPPLEMENTARY RETURN.

TO AN ADDRESS of the Legislative Assembly to His Excellency the Governor General, dated 3rd July, 1851, for "Copies of all correspondence between the Government, the Board of Trade, Dr. James Douglas, the Commissioners, House Surgeon, and visiting Physicians of the Quebec Marine and Emigrant Hospital and other parties, touching the management of the said Establishment."

By Command,

A. N. MORIN,
Secretary.

Secretary's Office,
Quebec, 21st Sept., 1852.

SECRETARY'S OFFICE,
TORONTO, 4th July, 1851.

SIR,—With reference to the correspondence which has already taken place between the Government and the visiting Physicians of the Marine and Emigrant Hospital at Quebec, as also with the Quebec Board of Trade, in relation to certain charges brought by those bodies against the administration and management of that Institution, I have the honor to state, that a Report of a full investigation made by the Commissioners has been received by His Excellency the Governor General.

As your conduct in connection with the above mentioned charges is severely censured and condemned by the Commissioners, His Excellency, before taking final action upon their Report, has commanded me to transmit to you a copy of these charges, in order to afford you an opportunity of giving such explanations as you may deem proper to offer to any parts thereof, which appear to affect your conduct.

I am at the same time commanded to draw your special attention to that portion of the Report which states that "there cannot be any good understanding, mutual assistance, or harmony between Dr. Douglas and the Commissioners, and that prompt measures on the part of His Excellency are necessary to do away with a state of things so much the more dangerous as the season of navigation is commenced, and as the active co-operation of all the Officers of the Institution will be promptly and unavoidably indispensable."

I have, &c.,

(Signed,) J. LESLIE,
Secretary.

Dr. Douglas,
Quebec.

QUEBEC, 17th July, 1851.

SIR,—I have the honor to acknowledge receipt of your communication of the 4th instant, inclosing copy of a Report of Commissioners of the Marine Hospital. These papers, through mistake, were transmitted to Grosse Isle, and only reached me yesterday.

In conformity with His Excellency's desire that I should furnish him with any remark or explanations on the Commissioners' Report, I beg very respectfully to reply, that I know nothing whatever of the affidavits transmitted to the Commissioners by Dr. W. Marsden. I have had no communication with Dr. Marsden on this matter, directly or indirectly. I have not seen the affidavits, and I do not know the parties who made them.

With regard to the correspondence with the Board of Trade, with which the Commissioners have been pleased to identify me, I beg leave to assure you that I am not the Secretary to that Body. I have not now, and never had any correspondence or connexion with the Board either verbally or in writing. I do not know the members. I never conversed with any one of them on the affairs of the Hospital, knowing him to be a member of the Board, with the single exception of Mr. Dean, whom I knew very slightly; he called on me during the period when the affairs of the Hospital were the subjects of newspaper discussions, to inquire about some transactions relative to the moneys of the patients, and to the diet and treatment of the Seamen in Hospital. I have since then twice met Mr. Dean, and conversed with him, but the subject of the Hospital, or of its *attachés*, was not alluded to by us.

I am charged by the Commissioners with having unjustly attacked and calumniated them; this statement is utterly without foundation, and in justice to me, I hope they will be prepared to state, when, where, and to whom, I ever spoke disrespectfully of them. As my character and motives, as visiting Physician, have been impugned by the Commissioners, I consider it a matter of strict justice to myself to submit fully and fairly to His Excellency, the state and management of the Hospital since the appointment of the present Commissioners. These gentlemen, in their Report, have made certain assertions on matters in which they could have taken, but did not take, any evidence whatever. On other matters vitally affecting the interests of the Hospital, they carefully avoided calling such evidence as would have elicited the truth. To some of the evidence taken, they have given a meaning not intended by the witnesses, but tending to mis-lead His Excellency as to the state and efficiency of the Hospital under their management. This Report, moreover, wants the signature of the President of the Board, and of the only individual in the Commission who fully understands its management, and knows the wants and requirements of an Hospital.

As to the moral conduct of the *employés*, it is a matter more immediately under the guardianship of the Commissioners; it is, however, the duty of the visiting Physicians, should they see or suspect anything amiss, to call the attention of the Commissioners to it; and it is obviously their duty to lose no time in instituting an inquiry. In November last, I twice waited formally on the chairman, and stated to him that great irregularities and abuses existed in the Hospital, and which demanded an immediate investigation by the Commissioners. I also waited personally on Mr. Casault, the Secretary, and stated to him that I had a communication to make to the Commissioners on the state and conduct of the Hospital, and begged that he would afford me an occasion of doing so. He informed me he had not the power to call the Commissioners together. I then requested to be notified of their first meeting, and to be afforded an opportunity of being heard. This opportunity has not been afforded to me. No inquiry has yet been made into the irregularities and abuses, and I have not been even asked by the Commissioners to state what they were.

With respect to conversions, although as visiting Physician I have nothing to do with the religious belief of the patients, I am aware that conversions, so called,

have been effected. With the particular views which the Roman Catholic Church entertains of the efficacy of certain rites and ceremonials before death, it is to be expected that its Clergy should consider it to be a paramount duty to effect as many conversions as possible. It is, however, the business of the Protestant Clergy to look after their own flocks, and to take such steps as will prevent any undue or improper influence being exerted upon them. A few weeks before the appointment of the present Commissioners, a rule was made directing Protestant patients to be placed in separate wards, and attended by Protestant Nurses. This rule was made on the complaint of the Lord Bishop of Montreal, that Protestant patients were improperly interfered with.

I do not know why this reasonable and proper rule has not been persevered in, as it certainly would have obviated the present difficulties about interfering with the religious belief of the patients.

With respect to the interments :—I had heard that at different times two bodies had been buried in the same coffin. As, however, this had been a matter of hearsay, I did not consider it to be my duty to inform the Commissioners until the fact came to my personal knowledge ; I then informed the chairman of the Commissioners that two bodies had been buried together, under circumstances the most revolting. This is neither the first nor the second time the character of the Hospital has suffered by such mal-practices ; two years ago they were the subject of inquiry in Court. This particular affair yet remains to be inquired into. The Commissioners, in their Report, have not stated all they know on the subject. They refer to the evidence of Messrs. Godbout and Pelletier, as *attachés* of the Hospital, and whose names I now hear for the first time. With respect to that part of the Report referring to the evidence of Drs. Jackson and Hall, their note will prove that their testimony has been most improperly travestied, and that they have not stultified themselves by officially stating a fact one day, and being induced to deny it the next. In their Report, the Commissioners state, that “ they consider it useless to repeat here the answer given by them “to complaints of visiting Physicians.” This tends to mislead His Excellency, by conveying an impression that they did answer the repeated complaints of visiting Physicians. On no occasion did they answer either verbally or in writing, any one of the repeated requests and complaints of the visiting Physicians. Even the confession of faith by the Commissioners tends to mislead His Excellency. Captain Alleyn ought to have remained silent on this matter, or to have stated that his associations and feelings were altogether Catholic, and that he attended exclusively the Catholic Church.

From the tone of the Report, from the refusal to receive evidence tendered to them, from the very improper color given to evidence taken, from the anxiety to avoid subjects unfavorable to, and dwell on matters favorable to those whose conduct was the subject of inquiry, I am compelled to express my conviction that in this investigation the Commissioners were anxious to screen the parties, and to escape themselves from a dilemma in which their direliction of duty and mis-management of a valuable Institution, had placed them.

However estimable and capable the Commissioners may have been in private life, an inquiry into the state and conduct of the Hospital during the past two years, will satisfy His Excellency of their unfitness to manage so important a trust. On this day suits are pending, and a Bill is before the Grand Jury connected with most disgraceful scenes which took place in the female wards of the Hospital. And a letter from the visiting Physician in charge, dated 5th instant, and demanding instructions from the Commissioners, has, like all other demands on their attention, been disregarded and unanswered.

My own conduct, as visiting Physician, will bear the strictest examination. As visiting Physician, I have invariably identified myself with the interests of the Hospital, and have done my duty uninfluenced by fear or favor for any one. The only

instance in which I feel I have erred, was in not earlier submitting the state and condition of the Hospital to His Excellency.

I now beg leave most respectfully, but most distinctly, to assure Your Excellency, that the charges and insinuations against me as visiting Physician, contained in the Commissioners' Report, are utterly without foundation, and not based on one tittle of evidence. Of Jane Hamilton, whose name has been, in my opinion, most injudicially associated with the House Surgeon's and the Apothecary's, I know nothing whatever, my duties being confined to a different flat of the Hospital. I had, many months ago, in my examination on Mr. Cutter's case, stated to the Commissioners themselves, at a full Board, that of Mr. Beaubien's conduct in Hospital I knew little. That Dr. Lemieux had proved himself to be a capable House Surgeon, and that if the twain had been guilty of the irregularities and malpractices attributed to them, it was only what might have been expected from young men under their peculiar circumstances, placed as they were in an Institution, unchecked, irresponsible, and neglected by Commissioners.

I now trust to His Excellency's sense of justice, and to his expressed anxiety for the welfare of so important an Institution, that he will be pleased to cause such an inquiry to be made as will afford me an opportunity of vindicating my character, so unjustly aspersed; and what is of far more consequence, as will place the Hospital itself, on such a footing of usefulness and respectability as it ought to possess, and as it did possess some years ago.

I have, &c.,

(Signed,)

J. DOUGLAS.

The Honorable James Leslie,
Provincial Secretary, &c., &c.,

QUEBEC, 21st July, 1851.

DEAR SIR,—I have to acknowledge your letter of the 17th instant, in which you ask me for answers to the following questions, having reference to statements made in a Report by the Commissioners of the Marine and Emigrant Hospital;

1st. Whether any answer has ever been received from the Commissioners at any time, or under any circumstances, to the repeated requisitions and complaints of visiting Physicians?

2nd. Were you aware that Messrs Godbout and Pelletier were *attachés* of the Hospital?

3rd. In your examination by Commissioners, what was the answer given by you, and will it bear the meaning attached to it by Commissioners?

4th. How often have you met the Commissioners and their Secretary, or had any written communication with them?

Ans.—1st. When we have had occasion to address the Commissioners, it was a matter of general complaint that our communications were not answered, and on several occasions our requisitions were not attended to.

2nd. I am aware that Mr. Godbout is a pupil to the House Surgeon, but as for Mr. Pelletier, I have no knowledge that he is any way connected with the Hospital.

3rd. My examination consisted in answering written questions, these questions had reference principally to Dr. Lemieux's capabilities and moral conduct, and I refer you to my answers, they having been taken at the time in writing, to judge whether they will bear the construction put upon them by the Commissioners.

4th. I had never met the Commissioners, as such, nor their Secretary, previous to the examination above referred to.

I am, &c.,

(Signed,)

A. JACKSON.

Dr. J. Douglas,
V. Phyn. M. & E. Hospital.

QUEBEC, 21st July, 1851.

SIR,—In answer to your questions, I have to state that the Commissioners, to the best of my recollection, never did answer any requisition or complaint made to them by the visiting Physicians.

2nd. That I was not aware that Messrs Godbout and Pelletier were in any way connected with the Hospital, and if they had any charge whatever, the visiting Physicians should have here been made acquainted with it.

3rd. That on a late examination by the Commissioners as far as any useful purpose was concerned, it was a farce; and suggestions and complaints were not alluded to. We were told that it was a simple inquiry into the moral conduct of the House Surgeon. Of this we knew nothing. The meaning given to one of our answers is dishonest, unworthy of the Commissioners, and degrading to us. Until the examination, I never was afforded an opportunity of seeing either the Commissioners or their Secretary, excepting once.

I am, &c.,

(Signed,) JOHN L. HALL.

James Douglas, Esq., M. D.

(Copy.)

TORONTO, 5th August, 1851.

GENTLEMEN,—I have the honor to enclose to you, by command of His Excellency the Governor General, for such remarks as you may see fit to make thereon, the accompanying copy of a letter received from Dr. J. Douglas, with reference to the report of the investigation made by you into the state and management of the Marine and Emigrant Hospital.

I have the honor to be,
Gentlemen,
Your most obedient servant,

(Signed,) J. LESLIE,
Secretary.

The Commissioners of the
Marine and Emigrant Hospital,
Quebec.

MARINE HOSPITAL,
QUEBEC, 30th August, 1851.

SIR,—We have the honor to acknowledge the receipt of your letter of the 5th instant, which accompanies the copy of a letter from Dr. James Douglas, relative to the Report made upon the conduct of the House Surgeon, the Apothecary, and one of the nurses of the Marine Hospital, and which you addressed to us by order of His Excellency, for such remarks as we might think proper.

A reply to all that is said by Dr. Douglas, is to be found both in the answers before given by us to the complaints of three of the visiting Physicians of the Hospital, and in the investigation concerning Mr. Cutter, and that concerning the House Surgeon, and those who were accused with him.

The Commissioners never pretended to say that Dr. Douglas was Secretary to the Board of Trade, but that he was the secret agent who caused that body to act;

and this conviction which was generally felt, was more specially founded upon the letters of the Board of Trade of the 29th of January, and 3rd March last, and upon those of the Visiting Physicians of the 27th January and 27th February last, which bear so striking a resemblance not only in the complaints, which are absolutely the same, but even in certain parts of the phraseology itself.

That Dr. James Douglas unjustly attacked the Commissioners, that he has calumniated them, that he has shamefully traduced them to Government, is proved by the answers made by the Commissioners on the 31st March last, to the complaints addressed to the Executive by Drs. Douglas, Hall and Jackson, and by the letters in which Drs. Painchaud, Rowand and Robitaille, (30th January and 3rd February, 1851,) inform His Excellency that they had been "*honteusement induits en erreur*" by Dr. Douglas, who by that means had caused them to complain of abuses and grievances which did not exist, and also lately by the letter which forms the subject of this answer.

Though the Commissioners availed themselves of the opportunity afforded them during the last investigation, to inquire into the truth of some of the complaints preferred against the Hospital, yet the inquiry was not made into the management of the Institution, but into the conduct of some officers and servants who were accused and incriminated. And upon referring to the letter addressed by you, on the 21st March last, to the Board of Trade, a copy of which was addressed to the Commissioners, His Excellency will perceive that in confining their investigation to that subject only, the Commissioners took the same view of the matter as government did.

As to the absence of the signature of the President of the Commission, it is simply due to that gentleman, being absent from Quebec when the Report was drawn up, that had it not been that the Report was asked for by a telegraphic despatch, and that they were informed by one of his household, that he would not be back before ten or twelve days, the other members of the Commission would probably have awaited his return, so as to procure his approbation in addressing to His Excellency a document of such importance.

The Commissioners have already had occasion to inform His Excellency in their letter of the 31st March last, that Dr. Douglas always refused to put in writing and officially submit to the Commissioners, his remarks upon the pretended abuses of which, at two different times, and in the course of conversations, he spoke to the President of the Commission; and also that the conversation with the Secretary spoken of by Dr. Douglas, had only reference to some knives and forks which he said the Hospital wanted. It remains now with them to shew, as they will presently, the object of those conversations.

The Commissioners never denied that conversions to the Roman Catholic Religion took place in the Hospital, but they formally denied that any of the Officers or Persons employed in the Institution, ever took part in or encouraged it. As to the rule spoken of by Dr. Douglas, the want of rooms, and the increase of expenses which the enforcing of such a rule would cause, render it impossible: and it has never existed, as may be ascertained by reference to the accompanying letters of Dr. Painchaud and Mr. Whelan. The plan mentioned by Dr. Douglas having been suggested by the Lord Bishop of Montreal, the then Commissioners left it with the visiting Physicians to carry it into effect, if possible and practicable. If it has not been followed, the blame should fall on those latter gentlemen who are solely charged with the classification of the diseases and patients.

As to the interments, the rules of the establishment, and the investigation of the House Surgeon's conduct, sufficiently prove that the fault in that case remained with the then Steward, Mr Cutter, whom His Excellency has since thought proper to dismiss from his office. The Commissioners can only assure His Excellency that it has not since occurred. Dr. Douglas states that the fact of two bodies being buried in the coffin came to his personal knowledge; but how did it come to his knowledge? If it was before interment, why did he not prevent it? If it is by opening the

graves in the burial ground of an Institution of which he is an Officer, who is the more to be blamed, of the officer who put two bodies in one coffin, or of the one who opened the graves? In that latter case, the Commissioners would not be surprised at his obstinate refusal to address the Commission officially, but would be very much surprised at his alluding to a fact of a similar nature which happened two years ago, and which was laid at the time before Government.

During the absence of Mr. Beaubien, caused by illness, Mr. Godbout and Mr. Pelletier, both, at different times, fulfilled the duties of Apothecary, the one from the 20th of September until the middle of November, 1849, and the other, from the end of June to the end of July, 1850, as established by the evidence of those two gentlemen in the investigation on Dr. Lemieux's conduct. The Commissioners did not think that for the temporary substitution of those gentlemen in his place, they were bound to consult the visiting Physicians.

As to that part of the Report relating to the testimony of the visiting Physicians, and particularly that of Drs. Hall and Jackson, the Commissioners beg to refer again to the answers of those gentlemen, as dictated by themselves during the absence of the Secretary, Mr. Casault, to his partner, Mr. Langlois, and to which they appended their signatures after having read them. If they are susceptible of any other construction than the one put upon them by the Commissioners in the Report in question, they will acknowledge they had the intention of mis-leading His Excellency; but if on the contrary, their answers are formal and direct, it must of necessity be acknowledged that they were misled into the complaints they were made to sign.

The Commissioners did not answer the complaints made to them by the visiting Physicians, for the simple reason that they never addressed them any complaints, and that the only letter which they received in December, 1850, required no answer, having merely reference to a rule which had long existed, and which had then, for the first time, been found fault with, and the wants of the Hospital for the ensuing spring. The first was immediately attended to, and the latter in due time, as already mentioned by the Commissioners in their letter of the 31st March, 1851. It is true that what they did answer was not complaints, but unjust and calumnious attacks addressed against them to Government by three of the visiting Physicians, under the guidance and directions of Dr. Douglas, one of them, as is proved by the documents forwarded to His Excellency by Dr. Painchaud.

It must appear more than strange that Dr. Douglas should try to impose upon Captain Alleyn religious convictions which this gentleman has declared not to be his; and it would not have merited an answer were it not that Captain Alleyn was desirous of stating that he belongs to the Protestant Religion, which he believes not to be inconsistent with the religious faith of his children, and the respect and friendship he feels for certain Ministers of the Roman Catholic Church.

The Commissioners have not shewn favor or protection to any person, not more to Dr. Lemieux than to Mr. Cutter. They were only desirous of shewing justice. They have heard, and they have caused to come before them, for the purpose of examination, all those persons whom they thought likely to be able to give them any information upon the conduct of those officers of the Institution who were accused. They rejected hearsay evidence as a species of proof unjust towards the accused, and unfit to enable them to come at the truth. The evidence before Government, and more particularly the Report on the investigation concerning Mr. Cutter, sufficiently prove that the Commissioners did not "screen" the guilty party so as to conceal their own mismanagement.

Dr. Douglas should have left to the person who had a right to complain, the duties of doing so: he should have left to the gentleman who has been insulted by Dr. Marsden; he should have left to the person whose orders were slighted, who was ignominiously dragged before Courts of Justice for having done his duty and expelled from the Hospital, a person who caused disturbances and disgraceful scenes

in the female wards of the Hospital; in one word, he should have left to Dr. Painchaud the care of saying if the conduct of the Commissioners on that occasion was condemnable, and if they did not do all that could be expected from them. Dr. Douglas is the last who should have alluded to those disgraceful scenes, after having, as he did, informed Dr. Marsden, by a letter produced by that gentleman in a Court of Justice, that there was no rule or order forbidding him an admittance, though he had himself given an order to that effect in the presence of Dr. Landry. Above all, Dr. Douglas should not have given to his letter a date which was not that upon which it must have been written (as may be ascertained by reference to the date of the letters of Drs. Hall and Jackson, which he , his being dated the 17th, and theirs the 21st) to state that the Commissioners had not yet answered Dr. Painchaud's letter on that subject.

The Commissioners would wish to believe Dr. Douglas, they would, for his sake, that all he alleges having said about Mr. Lemieux and Mr. Beaubien, in the investigation concerning Mr. Cutter, should have been really mentioned. They feel desirous that the visiting Physicians and Dr. Douglas, who should visit the Hospital every day, and make a report to the Commissioners of all improprieties of conduct there, had warned them of those mal-practices and irregularities. Every one would then have done his duty. Mr. Cutter would not then have committed all the disorders of which he has been proved guilty, and Dr. Douglas would not have "shamefully led his *confrères* in error," spread calumnious reports concerning the Hospital, and excited the public against the Institution.

Dr. Douglas, in speaking of the manner in which he has discharged his duties as visiting Physician, of the manner in which the Hospital was conducted, when he commanded there as sole master, when almost every body in it was his creature, and when all was done according to his will, obliges the Commissioners once more to repeat that he has not discharged his duties, and that he has always tried to render the task imposed upon them difficult and arduous. The Commissioners pray His Excellency to refer to the letter addressed by Dr. Douglas to the Provincial Secretary after the nomination of the other visiting Physicians. From that time, which was previous to the appointment of the present Commission, he has not only shewn a want of good will, but he has not given the assistance which was, of right, to be expected from him in the management of the Hospital. The Commissioners feel themselves under the necessity of stating what is already established in their answers to the charges of three visiting Physicians, that Dr. Douglas did not make his visits regularly, and did not give the information upon the abuses and wants of the Hospital which the rules of the establishment, and his office of paid visiting Physician, required more particularly from him.

The Commissioners may in justice be led to suppose, that the complaints which Dr. Douglas states had been made by him in the conversation with the President, and which he formally refused to put down in writing, and address officially to the Commission, were the consequent effects of a plan formed beforehand, and were necessarily, to precede the complaints of the visiting Physicians and of the Board of Trade. For why obstinately refuse to put his complaints down in writing? and why, when his quarter had begun on the 15th of August, and was to finish on the 15th November, wait till that last month before addressing the President of the Commission? Dr. Douglas took charge of the Hospital at a time when there were a great number of patients, and after having suffered to go on during nearly three months, the alleged abuses, improprieties, direliction of duty and mal-practices which must have come to his knowledge, if he did his duty; he comes when his time of attendance is nearly over, when the number of patients is considerably diminished, and then, for the first time, complains of the quality of the diet, and of the want of knives and forks for the patients; for to that alone were his verbal communications confined. About one month after December, 1850, at a time when there were but

very few patients in the Hospital, and while the Commissioners were engaged in the investigation on Mr. Cutter, Dr. Douglas gets the other visiting Physicians to sign a letter informing the Commission that a certain rule for the admission of the friends of the patients had lately led to abuses, and that the Hospital wanted bedsteads, bedding, and clothing. Without having addressed any other communication to the Commissioners for more than eighteen months previous, Dr. Douglas gets again the visiting Physicians to complain to Government on the 27th January following, that their repeated requisitions and their claims on the attention of the Commissioners had equally been disregarded; and two days later, the Board of Trade also addressed complaints to Government. Three of the visiting Physicians have subsequently denied the charges, and said that they had been "*honteusement induits en erreur*" by Dr. Douglas. The Board of Trade must then also have been led into error, and by whom? Is it by the three visiting Physicians who withdrew their signatures? Is it by the two others who acknowledged during an investigation that they knew of nothing going on wrong? or is it by the one who had already for the same purpose shamefully led his *confrères* into the error?

The facts speak for themselves, and must convince His Excellency of the dispositions and intentions of Dr. Douglas, and of the truth of his assertions.

We have, &c.,

(Signed,)

JOS. MORRIN,
 RICHD. J. ALLEYN,
 J. J. NESBITT,
 F. X. PARADIS,
 T. KELLY.

Honorable J. Leslie,
 Provincial Secretary, &c., &c., &c.

N. Casault,
 S. T. C. M. and E. H.

MARINE AND EMIGRANT HOSPITAL,
 QUEBEC, 25th August, 1851.

SIR,—In reply to your letter of the 19th inst., received this moment, I hasten to reply. I am asked whether at any time there has been a rule in the Hospital directing Protestant patients to be placed in separate wards, and attended by Protestant Nurses, and to state if it has ever been enforced, and when and how long? and also to state when and for what reasons this rule ceased to be persevered in? also, if there has been any other rule respecting the classification of Protestants or Catholics, to state what it was, when and how long it was enforced, and when and for what reason it ceased to be enforced?

I have the honor to inform you, Sir, that I have no recollection or experience of any such rule being either established or acted upon in the Marine Hospital, but I recollect that the subject had been merely spoken about and suggested by different parties (particularly in 1847,) but never was carried into effect in any manner.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

P. WHELAN,
 Steward, M. & E. H.

N. Casault, Esq.,
 S. T. M. & E. Hospital,
 Quebec.

(Translation.)

MARINE HOSPITAL,
 QUEBEC, 4th September, 1851.

SIR,—I have just discovered that I omitted to annex to the documents I had the honor to transmit to you yesterday, the accompanying letter from Dr. Painchaud, to which allusion is made in that of the Commissioners.

I have &c.,

(Signed,)

N. CASAULT,
 S. T. C. M. & E. H.

The Honorable Jas. Leslie,
 Provincial Secretary.

(Translation.)

MARINE HOSPITAL,
 QUEBEC, 25th August, 1851.

SIR,—In answer to your note dated 19th August, requesting me on behalf of the Commissioners of the Marine Hospital, to inform them whether there ever existed in the Hospital a regulation for the classification of Catholics and Protestants, and to state when, and why, and by whose orders such regulation ceased to be in force, I have the honor to inform you, for the information of the Commissioners, that no regulation has existed in the Hospital for the classification of Catholics and Protestants other than that which still exists; that is to say, that a card is affixed to the head of each bed, on which are written the name, the country, and the religion of the patient.

In 1847, the Chairman of the former Commission communicated to us the wish of the Lord Bishop of Montreal relative to the classification of the patients in the Hospital. He was desirous that Protestants and Catholics, should be placed in different wards, and the Chairman requested us, at the same time, to state our opinion whether this classification would occasion inconvenience or additional expense.

My two colleagues, Dr. James Douglas and Dr. John Racey were favorably inclined towards his Lordship's plan; for my part, I thought differently, and did not consider the plan a feasible one, especially at certain seasons of the year, but as I did not wish to throw in the way any obstacles which might prevent the plan from having a fair trial, I signed with my colleagues, and there the matter ended.

I have, &c.,

(Signed,)

JOS. PAINCHAUD,
 Vis. Phys., M. H. Q.

N. Casault, Esq.,
 Secretary, M. H. Q.

MARINE HOSPITAL,
 QUEBEC, 5th April, 1852.

SIR,—I am directed by the Commissioners of the Marine Hospital, respectfully to call the attention of His Excellency the Governor General, to the following parts of the letter of the 31st March, 1851, and of the Report dated 16th May, 1851, addressed by you to them at those respective dates.

1st. "In conclusion, the Commissioners fear that the harmony and good understanding which shall always exist between themselves and the visiting Physicians

cannot be expected so long as Drs. Douglas, Hall, and Jackson, shall continue in office."

2nd. "From that declaration of Drs. Hall and Jackson, His Excellency must feel more than ever convinced that there cannot be any good understanding, mutual assistance, or harmony between Dr. Douglas and the Commissioners; and that prompt measures on the part of His Excellency are necessary to do away with a state of things, so much the more dangerous as the season of navigation is commenced, and as the active co-operation of all the officers of the Institution will be promptly and unavoidably indispensable. It is an act of strict justice which the Commissioners request both for themselves and for the establishment."

It may be proper to observe that the first paragraph was approved of by a full Board, the second by all the Commissioners, with the exception of the President, who was then absent from Canada, and for whose return they did not wait for the reasons already mentioned by the Commissioners in the Report by their Address to His Excellency, on the 30th August, 1851.

The Commissioners desire me to state that they are still of the same opinion, and they beg respectfully to persist in the statement contained in the second paragraph above alluded to. They therefore humbly pray His Excellency to accord them that strict justice which they then requested, both for themselves and for the establishment.

The Commissioners beg to add that they did not call the attention of His Excellency to their requisition at an earlier date, as they were persuaded that so soon after a general election and the formation of a new cabinet, both the time of His Excellency and his Ministers was taken up with matters of much greater importance than the one under consideration.

I have, &c.,

(Signed,)

N. CASAULT,

S. T. C. M. & E. H.

The Honorable A. N. Morin,
Provincial Secretary.

SECRETARY'S OFFICE,
QUEBEC, 12th April, 1852.

SIR,—I have the honor to acknowledge the receipt of your letter of the 5th inst., stating by direction of the Commissioners of the Marine and Emigrant Hospital, that "they persist" in their representation contained in their report of the 16th of May, 1851, respecting Dr. Douglas, one of the visiting Physicians of the Hospital, and requesting that strict justice be accorded to them, both for themselves and for the establishment; and I am commanded by the Governor General to remark, that Dr. Douglas being at present absent from the Country, under leave of absence, granted by the Commissioners themselves, with the authorization of His Excellency, it would seem proper to wait for the return of that gentleman to the Country before taking any further step in the matter referred to in your letter.

I have, &c.,

(Signed,)

A. N. MORIN,

Secretary.

N. Casault, Esquire,
S. C. M. & E. H.

MARINE HOSPITAL,
 QUEBEC, 25th May, 1852.

SIR,—I am directed by the Commissioners of the Marine Hospital to state that Dr. James Douglas returned to Quebec in the beginning of this month, and that they respectfully pray His Excellency, the Governor General, to take into consideration the matter referred to in their letter of the 5th April last.

I have, &c.,

(Signed, N. CASAULT,
 S. T. C. M. & E. H.

The Honorable A. N. Morin,
 Provincial Secretary, &c., &c., &c.

MARINE HOSPITAL,
 QUEBEC, 20th July, 1852.

SIR,—I am directed by the Commissioners of the Marine Hospital, to beg that you would be kind enough to inform them if their letters of the 5th April last, and 28th May, also last, requesting His Excellency, the Governor General, to take into consideration, and adjudicate upon a former request contained in reports previously made by them, have been submitted to His Excellency.

The Commissioners would also feel obliged to you to inform them if they are to expect an answer.

I have, &c.,

(Signed,) N. CASAULT,
 S. T. C. M. & E. H.

The Honorable A. N. Morin,
 Provincial Secretary, &c., &c., &c.

SECRETARY'S OFFICE,
 QUEBEC, 27th July, 1852.

SIR,—In reply to your letter of the 20th inst., I have the honor to state, for the information of the Commissioners of the Marine and Emigrant Hospital, that the subject referred to in their letters of the 5th April, and 20th May last, has been for some time past under the particular consideration of the Governor General's advisers, and that so soon as His Excellency's determination is formed on the matter, I shall lose no time in communicating the same to the Commissioners.

I have, &c.,

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

N. Casault, Esq.,
 S. T. C. M. & E. H.

(Translation.)

MARINE HOSPITAL,
 QUEBEC, 28th July, 1852.

SIR,—I have the honor to transmit to you herewith a letter dated 26th inst., which was addressed by Dr. Rowand, one of the Visiting Physicians of the Marine Hospital, to the Commissioners of the Institution, requesting them to hold an inquiry relative to a charge, made, as he alleges, against him by Dr. James Douglas, and which he considers ought rather to lie against that gentleman himself, and I have inclosed a copy of the Commissioners' answer thereto.

The Commissioners would regret in the present circumstances to be bound to order and institute an inquiry, which might perhaps in its results, incriminate Dr. Douglas. They request accordingly, that His Excellency the Governor General, would be pleased, if he considers an inquiry necessary, to appoint some person to conduct it, who is unconnected with the Commissioners.

I have, &c.,

(Signed,) N. CASAULT,
 S. T. C. M. & E. H.

The Honorable A. N. Morin,
 Provincial Secretary, &c., &c., &c.,
 Quebec.

(Translation.)

MARINE HOSPITAL,
 QUEBEC, 27th July, 1852.

SIR,—I have the honor to acknowledge the receipt of your letter, dated 26th instant, in which you ask of the Commissioners of the Hospital, to hold an inquiry relative to the charge which you allege to have been brought against you, by Dr. James Douglas, "that you did, by your neglect, cause the death of William Dawson, deceased, in the Hospital," and in which you affirm that if neglect there was, it is to be imputed to Dr. Douglas, who took charge of the patient, at the close of your quarter.

In reply, the Commissioners require me to inform you, that they are at the present moment in a position, with respect to Dr. Douglas, which would in strict propriety, prevent them from instituting an inquiry which, according to what is set forth in your letter, would result in the incrimination of that gentleman.

They have accordingly thought it their duty to inclose your letter with a copy of this to the Provincial Secretary, and to request that His Excellency would be pleased to appoint some one unconnected with the Commissioners of the Hospital, to conduct the inquiry which you ask for.

I have, &c.,

(Signed,) N. CASAULT,
 S. T. C. M. & E. H.

A. Rowand, Esq.,
 Vis. Phys., Marine Hospital.

QUEBEC, 26th July, 1852.

GENTLEMEN,—The case of the late William Lawson, who died at the Marine Hospital from a gun shot wound, became the subject of prosecution at the late Criminal Term, at Quebec, when it was attempted to be shewn, by Dr. James Douglas, one of the visiting Physicians of the Hospital, that I, also one of the visiting Physicians, had neglected and mismanaged the above patient. This is positively untrue. If any neglect did take place, it must have occurred with my successor in office, viz: Dr. Douglas, who took charge of the patient at the end of my quarter.

I must, therefore, most respectfully solicit and claim from the Commissioners, an investigation into so serious a charge, that the facts may be ascertained, which can be readily done by the House Surgeon, by reference to books and other evidence which I shall be prepared with, at such time and place as the Commissioners may be pleased to appoint.

I have, &c.,

(Signed,) A. ROWAND, M. D. E.
One of the Visiting Physicians
of the Marine and Emigrant Hospital.

The Commissioners of the
Marine and Emigrant Hospital.

COURT OF QUEEN'S BENCH.

CROWN SIDE—QUEBEC.

July Term, 1852.

In the case of Thomas Burke, on his trial for manslaughter.

MEDICAL TESTIMONY.

Dr. John Russell being sworn, said—About midnight, on the 21st June, 1851, I was called to attend the deceased, William Lawson; I found him lying on a table, in a boarding house, kept by a Mrs. Toole, at Diamond Harbor. Upon examination I found several flesh wounds on the deceased's left thigh; they were lacerated and some distance apart from each other; those wounds in the front of the thigh more especially. I perceived also, that there was a fracture of the left thigh bone. I took the wounds to be such as would be caused by a gun shot; there were four or five of them, and all apart from each other, therefore the gun must have been fired from a distance. When I saw deceased he was too weak from loss of blood, as well as from the shock which is always caused by a gun shot wound; I sent deceased to the Marine Hospital the same night; from that time till the 27th January last, I did not hear or see anything of him. On the 27th of January, I attended the Coroner's Inquest in the Marine Hospital, and recognized deceased's body by the wounds; the body was much emaciated, and it seemed to me that deceased had died from hectic fever, caused by the constant and continued irritation proceeding from the wounds.

Cross-examined :—I did not consider the wounds mortal when I first saw them; it is a general principle of surgery in cases of gun-shot wounds, that when the bone is broken, amputation of the limb be resorted to. In all human probability, the life of deceased might have been saved if the limb were amputated; the necessary influence would be, since the limb was not amputated, that deceased was not properly treated. I found my first opinion as to the necessity of amputation, strengthened by seeing the shattered state of deceased's limb after death; there was no hope of saving the limb except by amputation.

Re-examined :—The danger to life, in this case, would have been lessened by amputation; I do not think that the operation in this case would have been attended with more than ordinary danger.

Dr. Lemieux, House Surgeon of the Marine Hospital, upon being sworn, said :—The deceased was under my care when brought to the Hospital, on the Sunday morning, about four o'clock; he was very weak; I examined his wounds, and found that there were five or six on the thigh; I remarked that the thigh bone was broken, and that the fracture communicated with the external wounds; I applied what I considered best to the deceased's wounds, until I placed him under the care of the visiting Surgeon, Dr. Rowand; I did not think, at that time, that amputation of the limb was either necessary or expedient, the nature of the wound did not make it so; the bone was only broken in one place; the deceased was under the influence of the shock caused by the wound for three or four days, during which time amputation would have been dangerous; subsequently, however, amputation ought to have been effected, that is, it ought to have been done about three or four months after deceased was brought to the Hospital; as soon as it was ascertained that deceased was suffering from the injuries he received, amputation ought to have been resorted to, and he might have recovered, I would not say it would have saved his life. The deceased remained under the care of Dr. Rowand till the 15th of August, when that gentleman's period of visitation expired; during the time he was so under his care, he did not appear to suffer much from the wound, he had a good appetite; however, during that time, nature had done but little to re-unite the broken bone. After the 15th of August, the patient ought to have been under the care of Dr. James Douglas, but it is generally understood between the Doctors of the Hospital, that when he, whose period of visitation commences, does not choose to take charge of a particular case lying over from the preceding quarter, the Doctor, whose term expires, continues to look after the patient, and I believe it was agreed that Dr. Rowand should keep deceased. About two or three weeks after Dr. Douglas' quarter commenced, he asked me who looked after deceased? I told him no one did; Dr. Douglas said that no matter under whose particular care he was, he should have somebody to look after him; the same care, however, which deceased had when Dr. Rowand attended him, was continued by me. On the day I have mentioned, Dr. Douglas made me change the dressing of deceased's leg from a long splint to a double inclined plane, and, from that time, I was under the impression that Dr. Douglas assumed the charge of deceased. He remained so till the 4th of November, when I fell ill, and from that period till the 4th of January, I did not go near the Hospital. Towards the end of that time, deceased was under Dr. Douglas' care, that is, about the end of the month of October; his illness seemed progressing, suppuration increased, and death seemed to be the inevitable result of it unless the limb were amputated; the state of the wound was such as to forebode that consequence. On the 4th of January, deceased was again under Dr. Rowand's care, and some days afterwards under that of Dr. Jackson; he was then weak and emaciated; I do not think it would have been then prudent to operate upon deceased. He died on the 22nd of January, 1852; I examined the body after death, and did not find any organic disease. The wounds and their consequences were alone the cause of death; the patient ought to have undergone the operation when he was under Dr. Douglas' care.

Cross-examined :—I cannot speak English; I speak it, but I prefer to speak French. I have not had much experience in gun-shot wounds, in fact this was the first I saw; bony-union of the fracture could not have taken place as long as the wound remained open; I cannot say for how many days or weeks before Dr. Rowand's first period of visitation expired the bone was exposed; its exposure was not the cause of constitutional irritations, as long, however, as there was no union, the irritation would go on; there was no time during which I was at the Hospital, that

deceased did not receive proper medical care and attention. Before Dr. Douglas saw deceased, the limb had shortened by about an inch and a half.

Dr. Rowand, upon being sworn, said,—I knew deceased, and had him under my care from the 22nd June to the 15th August, and from the 15th November to the first week in January; when I took him under my care, he had not recovered from the effect of the wound. The thigh bone was fractured but not shattered. During the time I had charge of him, he received the best of attention, and I did as much as I could to promote his recovery. No medical man would have been justified in amputating the limb for the first three months after the deceased's admission into the Hospital; I would have considered the operation as the last resort; the deceased's temperament, as well as his enfeebled condition, would have rendered it extremely hazardous; in fact, I think deceased never completely rallied from the shock he sustained from the shot. I was present at the *post mortem* examination; all the organs were healthy and free from disease. The thigh bone was fractured about its middle. Deceased died from the infliction of the gun shot wounds.

Cross-examined:—In gun shot wounds of a nature similar to deceased's, amputation was not necessary; it was a case of compound fracture, but not an aggravated one. Many such cases recover without amputation; it was not necessary in this case.

Re-examined:—Amputation, during the latter period of deceased's illness, would have been dangerous and impracticable.

Dr. James Douglas being sworn, said,—Deceased was never under my charge. When I saw him, I found him in an extremely bad condition; he came to his death by the continual irritation of the wounds.

Cross-examined:—Amputation, in cases of gun-shot wounds may or may not be necessary, according to circumstances. A few weeks after the receipt of the wound, it could be known whether it were necessary or not; I know that if the present case were mine, I should have removed the limb.

Dr. Jackson being sworn, said—Amputation was quite out of the question during the time deceased was under my charge. I attribute the cause of his death to the wound on the thigh. I made the *post mortem* examination, and found all the organs healthy.

Dr. J. B. Landry being sworn, and examined, said.—The death of deceased may be attributed to two causes, one remote; which was the gun-shot wound, the other proximate, which was his long detention in Hospital, constitutional irritation, and abundant suppuration. I do not wish to say deceased died by *actes de commission*, but rather by *actes d'omission*. Suppuration might have been shortened by recourse to amputation.

The foregoing are all the notes of the Medical testimony I took at the trial in this case on the 23rd July, 1852.

(Translation.)

EXTRACT from the Report of P. J. O. Chauveau, Esq., Solicitor General, dated 29th July, 1852.

A.

“On the trial of Thomas Burke, for manslaughter, the defence set up was, that Lawson had died in consequence of the treatment to which he had been subjected in the Marine Hospital; and that the wounds which he had received would not have

caused his death, if he had been properly treated. All the Physicians examined as witnesses, namely Doctors Russell, Lemieux, Rowand, Douglas, Jackson and Landry, declared that amputation of the thigh ought to have been resorted to. Dr. Landry being examined, as to whether the patient had died in consequence of the treatment, answered that his death had been caused not by any act of commission but by an act of omission. It seems that amputation had not been resorted to, because at a certain period of the disease neither the retiring visiting Physician nor the visiting Physician who succeeded him in his charge of the sick, had considered the patient as being under their charge, and the accident would thus appear to have resulted from a want of good understanding between the visiting Physicians. So serious an occurrence in an institution placed under the control of the Government of this Province calls for the deepest consideration. The verdict of the Jury was suggested by the Court for other reasons, in view of which the guilt of the prisoner did not appear to be sufficiently established."

MARINE HOSPITAL,
QUEBEC, 18th August, 1852.

SIR,—The Commissioners of the Marine Hospital would feel obliged to you for informing them, as early as may be convenient, if it is with the permission of His Excellency the Governor General, that Dr. Douglas published the letter addressed by him to the Government on the 17th July, 1851, in relation to the management of the Marine Hospital, and which appeared in the Quebec Gazette of the 11th instant; and also if that permission was such as to authorize Dr. Douglas to publish that letter without publishing, at the same time, the answer given thereto by the Commissioners, and all the correspondence on the same subject which was not included in the Return to an Address of the Legislative Assembly, dated the 3rd July, 1851.

I have, &c.,

(Signed,) N. CASAULT,
S. T. C. M. & E. H.

The Honorable A. N. Morin,
Provincial Secretary, &c., &c., &c.

SECRETARY'S OFFICE,
QUEBEC, 21st August, 1852.

SIR,—In reply to your letter of yesterday, I have the honor to state, for the information of the Commissioners of the Marine and Emigrant Hospital, that Dr. Douglas having expressed the wish of publishing his letter of the 17th July, 1851, he was informed that the Commissioners had answered the said letter, and that it was the intention of the Governor General to lay the whole before the Legislature at the then approaching Session, as a supplementary Return to the Address of the Legislative Assembly of the 3rd July, 1851; but that there was no objection to his publishing his letter if he thought proper so to do under the circumstances.

I have, &c.,

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

N. Casault, Esq.,
S. to C. M. & E. H.
Quebec.

(Copy.)

MARINE HOSPITAL,
QUEBEC, 24th August, 1852.

SIR,—We acknowledge the receipt of your letter of the 21st instant, by which you informed us, that it was with the permission of Government that Dr. James Douglas published his letter of the 17th July, 1851.

We cannot refrain from expressing our regret at the course pursued by Government on that matter, as well as on the request, which we addressed at different times, to His Excellency in relation to Dr. Douglas.

If His Excellency's advisers gave credit to the charges preferred against the Commission by Dr. Douglas,—if they thought that those charges were true,—that they were not sufficiently answered by the correspondence, and the evidence in support of it, that the Commissioners addressed to you at different times,—why not order at once an investigation which would have set the matter at rest, and which would have shewn whether the Commissioners had neglected their duty, or Dr. Douglas calumniated his superior officers? If, on the contrary, they were convinced that the accusations brought by Dr. Douglas were false, that he had tried to induce Government, in error, after having, for the same object, and to use their own words, shamefully led his *confrères* into error, why not dismiss him at the time? His Excellency's Government cannot surely give as a reason for their not having decided between Dr. Douglas and the Commission at an earlier period, that the matter was in the hands of Parliament; for then what would be the purport of the letter addressed by you to the Commissioners on the 12th April last, alleging the propriety of waiting for the return of Dr. Douglas, and more especially that of the 27th of July last, by which you informed them "that so soon as the determination of His Excellency on the matter would be formed, you would communicate it to them?"

The Commissioners do not know to what cause they should attribute, and further do not know how to explain the permission given to Dr. Douglas to publish his letter of the 17th July, 1851, without, at the same time, publishing the answer given thereto by them. It is impossible that it should be for the reason assigned by Dr. Douglas, that his letter had not been published with the other documents printed by order of the Legislative Assembly since the letter in question, and the answer given to it by the Commissioners on the 30th August, 1851, and which it was not thought proper to lay before the public at the same time, had both been addressed to the Provincial Secretary, after the order had been given to lay before the Legislative Assembly all the correspondence which had then taken place on the same subject. Furthermore, the Commissioners do not know how to account not only for their losing all at once the confidence with which, up to that time, Government seemed to honor them, but also for that denial of justice which every accused parties have a right to expect, that of laying before their fellow-men their defence as well as their accusation, after having gratuitously fulfilled, for such a long space of time, a situation not only troublesome, but, in the highest degree, disagreeable. The Commissioners would have expected that Government would not have lent assistance to the efforts which had been made for a long time to prejudice public opinion against them, and had reason to expect that at the same time they allowed Dr. Douglas to publish his letter, they would have obliged him also to publish the letter of the Commissioners of the 30th August, 1851.

The Commissioners would willingly have submitted themselves to an investigation in relation to their own conduct had it been thought proper by His Excellency to order it, instead of requesting the Commissioners to make themselves that investigation into the conduct of those officers of the Hospital who were more specially accused; they boldly assert its results would still prove in their favor and against their accuser, but they are not left a choice in the course they have now pursued, since it has pleased His Excellency to delay so long his decision on their repeated prayer in relation to an inferior officer, who falsely accused and calumniated them; since

it has pleased His Excellency to permit that same officer to publish his *exparte* correspondence, and by that means to prejudice and raise the public opinion against them, they have only to tender their resignation, and earnestly to pray His Excellency to accept of it.

The Commissioners beg to advise that Dr. Morrin not having been present at any of their meetings since last winter, though he has always been properly notified, they have not thought proper to ask his concurrence to this letter.

We have the honor to be,
Sir,

Your most obedient servants,

(Signed,)

F. X. PARADIS,

"

J. I. NESBITT,

"

T. KELLY,

"

RICHARD I. ALLEYN.

The Hon. A. N. Morin,
Provincial Secretary,
&c., &c., &c.

(Copy.)

SECRETARY'S OFFICE,
QUEBEC, 20th September, 1852.

GENTLEMEN,—I have laid before the Governor General your letter of the 24th ultimo, wherein you tender your resignation as Commissioners of the Marine and Emigrant Hospital, and I am commanded to express to you His Excellency's regret that you should have come to such a determination for the reasons stated in your letter, the principal of which is the publication by Dr. Douglas, with His Excellency's permission, of his letter of the 17th July, 1851, without at the same time obliging him to publish your letter of the 30th August following.

The letter of Dr. Douglas, above alluded to, was in answer to the charges preferred against him by you in your Report of the 16th May, 1851, communicated to the Legislative Assembly on the 18th July, 1851, since which time, or at least since the publication of your said Report by the Legislative Assembly, Dr. Douglas stood before the public an accused and unheard party.

His Excellency, in accordance with the principle advocated by you, of allowing all accused parties the right, "of laying before their fellow men their defence as well as their accusation" permitted Dr. Douglas to lay before the public his defence to your accusation, in the same way as His Excellency would have allowed you to publish your reply, had you thought proper to express your desire to that effect as Dr. Douglas did. You, and not the government, it is obvious, were the proper Judges of the propriety or necessity of such publication.

The delay you complain of in the Government arriving at a final determination on the difficulty between you and Dr. Douglas, may easily be explained by the pressure of more urgent affairs, and also by the social position of the parties in the dispute, and the general delicacy of the case, in several respects requiring more than ordinary deliberation. When I received your letter of the 24th ult., steps were being taken to bring the matter to an issue, by the appointment of a commission of Inquiry on the particular points raised between you and Dr. Douglas, and on the matter referred to in the letter of your secretary, dated the 28th July last.

It remains only for me to state that, His Excellency considering your determination to resign your charge as fixed, has commanded me, in accepting the same, to thank you for the valuable and gratuitous services you have rendered while holding it.

C. Alleyn, A. C. Buchanan, Paul Lepper, Hugh Murray, Louis Prévost, and James A. Sewell, Esquires, have been appointed as your Successors, to whom you are requested to deliver every thing connected with your trust,

I have, &c.,

(Signed,)

A. N. MORIN,
Secretary.

F. X. Paradis, Esquire,
J. J. Nesbitt, Esquire,
T. Kelly, Esquire,
R. I. Alleyn,
Quebec.

QUEBEC:

PRINTED BY JOHN LOVELL, AT HIS STEAM PRINTING ESTABLISHMENT,
MOUNTAIN STREET.

REPORT

OF

DRS. NELSON AND MACDONNELL,

AND

ZEPHIRIN PERRAULT, ESQ., ADVOCATE,

OF THE

QUEBEC, MARINE AND EMIGRANT
HOSPITAL.

Printed by order of the Legislative Assembly.



QUEBEC :

PRINTED BY JOHN LOVELL AT HIS STEAM PRINTING ESTABLISHMENT,

MOUNTAIN STREET.

1853.



RETURN

TO AN ADDRESS from the Legislative Assembly, of the 30th ultimo, for a Copy of the Report of Doctors NELSON and MACDONNELL, and ZEPHIRIN PERRAULT, Esquire, Advocate, on the QUEBEC MARINE AND EMIGRANT HOSPITAL, and of all Documents having reference to the Inquiry held by the said gentlemen concerning the said Institution.

By Command,

A. N. MORIN,
Secretary.

Secretary's Office,
Quebec, 7th April, 1853.

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, Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

On the thirtieth day of October last, it pleased Your Excellency to issue a Commission, under the provisions of an Act of the Legislature passed in the ninth year of Her Majesty's Reign, intituled, "An Act to empower Commissioners for enquiry into matters connected with the public business to take evidence on oath," nominating and appointing the undersigned, Wolfred Nelson and Robert L. McDonnell, of Montreal, Physicians and Surgeons, and Zephirin Perrault, of Kamouraska, Advocate, to be Commissioners to inquire into the management of the Marine and Emigrant Hospital at Quebec, empowering them to summon before them any persons or witnesses, and to require them to give evidence on oath, orally or in writing, and to produce such documents and things as they the said Commissioners, or any two of them, should deem requisite for the full investigation of the management of the said Marine and Emigrant Hospital.

That in and by a letter bearing anterior date to the above-mentioned Commission, namely, the eighteenth of October last, and offering the same for the acceptance of the undersigned, it was stated, that it was the wish of Your Excellency that the Commissioners should meet in Quebec on the second of November then next, when and where they would receive their Commission and instructions; and further, that in and by the communication, enclosing therewith our appointment, dated the second of November, one thousand eight hundred and fifty-two, they were instructed to report specially upon the mutual charges or complaints of Dr. Douglas and the late Commissioners, and upon the subject referred to in Dr. Rowand's representation, herewith transmitted, and generally upon the internal management of the Hospital, with a view to suggest a remedy to any abuses or irregularities which may be found

to have heretofore existed therein, and to enable the Government to place the establishment upon the most satisfactory footing in all respects.

The Commissioners therefore most respectfully beg leave to Report, for the information of Your Excellency, that, in obedience to Your Excellency's commands, they repaired to Quebec at as early a period as their professional avocations would permit. One of them, Dr. Nelson, presented himself at the Office of The Honorable The Provincial Secretary on the second of November, and Dr. McDonnell reached Quebec on the morning of the third of November. Mr. Perrault was prevented by important business from reaching Quebec before the thirteenth of November.

Having received their Commission with the letter of Instructions, the two Medical Commissioners proceeded at once to business, and immediately made arrangements for an apartment in which to hold their investigation, and through the politeness of The Honorable The Speaker of the Legislative Council, one of the Committee rooms was placed at their disposal. They also engaged the services of a medical gentleman, Dr. Von Iffland, as Secretary, being persuaded, from the nature of the inquiry intrusted to them, that they could not proceed to their own satisfaction with ordinary writers, the more especially as the greater part of the proceedings were to have reference to matters of a strictly medical character; and the Commissioners are happy to state that Dr. Von Iffland's assistance was most valuable and efficient, and that he rendered the duties of the inquiry less arduous, and materially contributed to its being brought to an early termination.

The same day the Commissioners made their first inspection of the Marine and Emigrant Hospital, and examined its structure, internal economy, and domestic management. The result of this and subsequent visits to the Institution will be detailed in another part of this Report, as well as the suggestions humbly offered for the future management of the establishment.

In the examination of the facts placed before them, the Commissioners beg to state that they dispelled from their minds all feelings of partiality; and not being residents of Quebec, or interested in the issue beyond their desire to have justice done the aggrieved parties, and order and regularity once more established in the institution, they believe they have been free from those personal motives which it is difficult to render inoperative, when we are allied by relationship, social intercourse or community of interest, with parties standing in the position of the accused and the accusers in the present case. The Commissioners felt, therefore, that if the mode of inquiry instituted by them be unsatisfactory, and the suggestions they offer be valueless, the fault must be attributed to their want of ability, and not to their want of honesty, for, impressed with the great responsibility imposed upon them, they used their best exertions to conduct the investigation to the satisfaction of the Government and the credit of the public service.

Whilst the public interest demanded a fair and searching examination of all the alleged abuses, there was likewise entrusted to the Commission the delicate task of guarding from undeserved reproach the professional and private reputation of a number of respectable practitioners, whose medical qualifications and characters for integrity, propriety and morality, were freely and extensively assailed, and careful attention to this part of the inquiry was rendered necessary, as well for the interests of the Hospital as in justice to the gentlemen whose characters were thus assailed, for it is hardly necessary to state that no charitable institution can occupy a high position in public estimation or public confidence whose officers are even suspected of conduct which (as will appear in the sequel) was so frequently and so openly attributed to some of those connected with the Marine and Emigrant Hospital.

There was one feature in the present investigation peculiar to it, viz., that the same parties appear both as accusers and accused; and the same charges,—dereliction of duty, connivance at abuses, and indifference to the interest of the establishment,—are reciprocally charged against all concerned with the management of the Hospital. This unusual state of disorganisation has arisen from the want of a

proper code of regulations exactly defining the duties of the several officers, and to a want of firmness in enforcing such rules as did exist, to which may be added, as another and important cause of disorganisation, the want of a Board of *paid* Commissioners or Inspectors, whose duty it ought to have been to visit the Institution regularly, to report to the Government at regular periods, to correct irregularities and redress grievances at their very outset, and not to have allowed them, from long duration and want of correction, to become established abuses.

These observations apply more especially to the mutual charges of Dr. Douglas and the late Commissioners, which have unfortunately called for the intervention of the Government, and the nature of which will be best understood by giving a short history of the causes which have led to this disagreement.

It would appear, that for several years past a want of harmony so essential to the well-being of an Institution like the Marine and Emigrant Hospital, has existed among the officers; but, though occasionally manifesting itself previous to the year 1847, it then became so evident that both parties ceased to make any efforts at concealment; and this discord and bad feeling have been increasing up to the present time.

Notwithstanding such serious impediments to the proper discipline of the Hospital, the care and attention bestowed upon the patients, the zeal and assiduity of the lay officers, and the advancing and well deserved reputation of the Medical Staff, served to counterbalance all drawbacks, and the Hospital attained a high position as an Asylum for the sick and maimed, and a respectable reputation as a School of practical Surgery and Medicine.

The first Commission appointed to superintend the affairs of the Marine Hospital, was composed of Drs. Parent and^y Morrin, and Mr. Gowen;—of these, Dr. Parent seldom acted. The feeble state of Mr. Gowen prevented him attending to his duties, whilst the active professional occupation of Dr. Morrin, the Chairman, interfered with his efficiency as a Commissioner, and he delegated to Dr. Douglas his power, having every confidence in that gentleman's zeal for the interest of the Hospital, and ability to manage for its general welfare and utility.

That this confidence was not misplaced, is proved by the testimony of Dr. Painchaud, who states that he always deferred to the opinion of Dr. Douglas, and admitted his superior knowledge of Hospital management and discipline; and the Steward, Mr. Whelan, who resided in the establishment from its commencement to within a few years, declares that he always regarded Dr. Douglas as the very "heart and soul" of the establishment, and that it was to him complaints were referred, and by him abuses were checked. So long as matters were thus managed, so long as the Commissioners had their duties vicariously performed, so long as Dr. Douglas ruled supreme (to use the words of the late Commissioners), all went on well, and no complaints were made by Dr. Douglas, although several were made *against* him. Amongst these, was his overbearing conduct to the Under-officers of the Medical Department.

In support of this statement, the evidence of Dr. Landry may be quoted, in which it is averred, that during the period he was Apothecary, he was frequently ill-treated (*maltraité*) by Dr. Douglas; although with a candour which stamps veracity upon his previous statement, he admits that, whilst performing the higher duties of House Surgeon, he was treated kindly by that gentleman, and received marks of special attention from him.

Dr. Painchaud also alludes to the treatment of his son by Dr. Douglas, during the time that young gentleman acted as House Surgeon, and which he assigns as one of the first causes of discord in the establishment. He says, in one part of his written document:—"Painful as the task is to portray the oftentimes unpardonable conduct of a professional brother, of a colleague and a friend of long standing, I shall not shrink from my duty."

Dr. Painchaud alludes to the concord which existed during the first ten years, and to the threat held out by Dr. Douglas, when Dr. Painchaud, Junior, was appointed House Surgeon:—"It was not before 1846, and then on the appointment of my son as House Surgeon, that our amicable and fraternal understanding was interrupted. Dr. J. D. was impressed with the idea that my son had played him a trick in supplanting his *protégé*, whom he had strongly recommended; my colleague then remarked to me, 'Your son will not be three months in the Hospital: I will put him to the proof!'" To this threat Dr. Painchaud replied that, if his son were badly treated, he would protect him, not because he was his own son, but as he would any other House Surgeon.

This remonstrance appears to have had no effect upon Dr. Douglas:—"He kept his promise and his word in treating the young man tyrannically. He began by questioning him every day, and in the presence of the Students of the Hospital, on the *materia medica*. His imperious tone had the effect of intimidating him, and occasionally caused him to give erroneous answers. He made an official complaint to me. I remonstrated with my colleague on the injustice of his proceeding, and assured him that if the Commissioners refused to do justice in the case, I should make a direct appeal to the Executive. The examinations ceased, but the tyrannical treatment was not abated, taking only a different form. Dr. J. Douglas deprived him of all moral influence by making him a subject of ridicule before the patients and nurses, and by charging Whelan, the Steward, with a part of his duty, as the admission and discharge of patients."

Dr. Painchaud proceeds to state that, in 1847, a Methodist Minister entered as pupil of the Marine and Emigrant Hospital, and soon some of the duties of the House were assigned to him, and altercations took place between this gentleman and Dr. Painchaud's son, caused by Dr. Douglas having given the former orders to turn out the House Surgeon from his surgical wards; and, when an official inquiry was made into the matter, Dr. Douglas appeared to approve of the conduct of this gentleman, and justify his proceedings.

The Commissioners, though aware that, in 1847, owing to the great prevalence of typhus fever, and the difficulty of procuring competent medical assistants, the discipline of most sanitary institutions necessarily became lax and was temporarily suspended, can hardly imagine a state of things which could justify a line of conduct like that assumed by Dr. Douglas. How is respect for an inferior officer to be maintained, when his superior turns him into ridicule before his subordinates, sets at naught his authority, delegates to others the performance of his most important duties, and entrusts an inexperienced person with highest responsible duties of the surgical department? If the House Surgeon was incapable, Dr. Douglas ought to have made known the circumstance to the Commissioners;—if they heeded not his complaint, the Executive would have listened to it, and have inquired into the matter. No amount of incapacity on the part of the House Surgeon,—no indifference on the part of the Commissioners,—no degree of superior qualification of a gentleman holding the position in the establishment which the party alluded to occupied, could warrant the conduct of Dr. Douglas towards the recognized officer of the Hospital—the *permanent* House Surgeon. When we recollect that the young gentleman was son of Dr. Douglas' oldest colleague, we can well conceive how difficult it was to preserve harmony and unanimity in the Institution,—how impossible for the visiting Physicians to act in unison as colleagues, or ever meet one another with the usual civility of ordinary acquaintances.

That the animadversions upon the behavior of Dr. Douglas are not based upon the statements of Dr. Painchaud alone, is clear, from what Dr. Morrin mentions in his reply to some of the charges brought against him by Dr. Douglas. That gentleman states that, "during the early years of the Commission, Dr. Douglas was one of two paid visiting Physicians, and, as such, was allowed to reign supreme throughout the Institution. No charges were then heard respecting its management, save

“ those which had reference to the well-known peculiarities of his temper and disposition, which were frequently the cause of bitter complaint.”

The above extracts shew the cause of much of the disagreement that for years past has reigned in the Hospital; and the Commissioners would suggest that a great amount, if not all, of this bad feeling might have been averted, had Dr. Douglas' duty in the Hospital been strictly confined to his medical care of the sick.

But when we find the Chairman of the Commission speaking of the visiting Physician as “ ruling supreme,” and of his “ Dictatorship,” we must confess we can put no other construction upon these words, than that Dr. Douglas was allowed to use this authority because the Commissioners delegated it to him. It is too late to charge an officer with the abuse of power, which we have shifted from our own shoulders to his. It is too late for Dr. Morrin to complain of Dr. Douglas' “ Dictatorship,” when he himself placed him in a position to act the Dictator. If Dr. Douglas, from his known peculiarity of temper and imperious conduct, abused the power entrusted to him, it was the fault of the Commissioners not to have kept him in check, and to have withdrawn the control of the establishment from his hands; but though these facts were well known to the Commissioners, and though their Chairman was frequently made acquainted with the “ bitter complaints” they occasioned, no attempt was made to curb this misrule—no effort was made to confine Dr. Douglas' duty to its proper limits; he was allowed to act as Chief Medical Officer and Chief Commissioner, combined offices, for which his infirmity of temper, to use a mild phrase, evidently rendered him unsuited.

The Commissioners of this Inquiry cannot refrain from expressing their opinion that, had there been a regular paid Board of Commissioners, Visitors or Inspectors of the Institution, who were responsible for the performance of their duty, who dared not to have delegated to the visiting Physician the onerous charge of such an important establishment, they should not now hear of the visiting Physician being called the “ heart and soul” of the establishment, to whom all complaints were to be referred, and by whom redress was to be granted; nor should they hear of his “ reigning supreme,” of his being a “ Dictator;” nor should they hear of “ bitter complaints,” “ tyranny” over inferior officers, and insulting and degrading treatment of the Medical Officers of the Hospital. Had such a Board been in existence, there would have been no necessity for the present investigation. We should have heard of no abuses, for they would have been arrested in their infancy; no charges of dereliction of duty, for such would have been instantly detected; no acrimonious vituperation, for such would have been uncalled for, and unnecessary.

The Commissioners have now brought down to the year 1847, the history of these misunderstandings and disagreements, and they respectfully direct Your Excellency's attention to the documents contained in the Appendix, for the grounds upon which they base their statements.

They are anxious to direct special attention to these documents, for in the course of their inquiry, it was endeavoured to date the origin of these misunderstandings from the appointment of the six visiting Physicians, in 1847. This attempt has been made, both by Dr. Douglas and some of his present and former colleagues, but Your Commissioners feel satisfied that this unfortunate state of feeling existed before, and had its origin in Dr. Douglas' treatment of Dr. Painchaud's son, in 1846, before which period perfect good feeling appears to have existed between the two visiting Physicians, indeed, between Dr. Douglas and the Commissioners, if that body can be said to have existed, or to have ever exercised its functions.

In 1847, a new cause of discord came into operation, and now the bickerings and heart-burnings became more general and more universally known, not only to the officers of the Institution itself, but to the public; and the press of the City acted upon from different quarters and by different operations, dragged the alleged, as well as the real abuses before the public, and tended to injure materially both the respectability and the utility of the establishment in general estimation.

But before entering upon this part of the question, the Commissioners of Inquiry beg to direct attention to the following points:—

Dr. Douglas never having formally complained of the non-performance of duty on the part of the Marine Hospital Commissioners, and as these gentlemen never felt aggrieved by the dictatorship of Dr. Douglas, and his assuming supreme reign, it is to be presumed, that neither party considered that any cause of complaint existed. Dr. Douglas assumed the functions of the Commissioners, and performed them, which these gentlemen appeared contented to allow him to do,—thereby being relieved of much responsibility. Dr. Douglas cannot, therefore, at this late period, complain of the negligence and apathy of the then Commissioners, nor can they complain without incriminating themselves of his abuse of power which should never have been placed in his hands. It is since 1847, that a real antagonism has existed between the Commission and the visiting Physician, and it is now the duty of the Commissioners of Enquiry to lay before Your Excellency, what they believe to be the real cause of this discontent.

On entering upon their investigation, the Commissioners determined to avoid a consideration of all those charges upon which a decision of the Executive had already been given; consequently many of those questions involving the character of the officers of the establishment, which had already been settled by the previous Enquiry held by the late Commissioners and which are contained in a blue-book entitled "A Return, &c.," were not opened anew in the present investigation. By excluding all vague and unfounded hearsay evidence, and by obliging the majority of the witnesses to furnish written as well as verbal statements, the Commissioners believe they have protected their investigation from the charges of distorting evidence, and giving a false coloring to testimony, imputed to the inquiry held by the late Commissioners.

As the Commissioners of Inquiry are of opinion that Dr. Douglas' real hostility towards the late Commissioners, and their opposition to him, had its origin in the appointment of the six additional visiting Physicians in 1847, it is well to state the grounds of those strifes before considering the mutual charges of the Doctor and the Commissioners.

In 1847, Canada was visited with a greater amount of immigration than in any other year, and along with it came Typhus fever, which was then raging all over Ireland. The duties of the two Medical Officers became suddenly increased, and they demanded additional assistance, and the Government yielding to their request appointed Drs. Frémont and Racey as their colleagues, *but without any salary*. Here commenced the first real dissatisfaction amongst the increased medical staff. The newly appointed gentlemen complained of not being paid, and one of them, Dr. Frémont, soon retired, and Dr. Racey died of Typhus fever contracted in the discharge of his duty.

Soon after this event, the Government appointed six additional Physicians, the nomination of whom was left to the Medical Officers of the Hospital.

It would appear from the evidence laid before us, that Dr. Douglas expressed his disinclination to have associated with him some of those recommended by Dr. Painchaud, and proposed that six of the *senior* Medical practitioners of Quebec should be requested to accept the new appointments; but on applying to these gentlemen, they refused to act, as the Government did not propose paying them for their services. Six other names were then agreed upon; and when requested to meet these gentlemen, Dr. Douglas expressed ignorance of their having been nominated, although he himself had given in the names of some of them. For confirmation of this statement the Commissioners refer to the letter of Dr. Painchaud in the Appendix (see p. 53). This pretended ignorance on the part of Dr. Douglas was not calculated to create a good feeling towards him on the part of the new Visiting Physicians; and the rude manner in which they were received by Dr. Douglas, and the highly offensive terms in which he alluded to their pro-

essional qualifications, were calculated to engender the worst feeling amongst the senior and junior members of the medical staff. It would appear that Dr. Douglas wished, by making resistance in the beginning, to prevent any of the newly-appointed Physicians taking any part in the management of the surgical cases, for whose care and treatment he considered himself as alone qualified.

The position thus assumed by Dr. Douglas might to some extent be excused, were we ignorant of the fact, that he himself had aided in the selection of these gentlemen, and if they were unfitted for the duties of the office they were about to assume, it did not display on his part, a marked interest in the welfare and utility of the establishment to have made such a selection, provided his objection were well founded.

But, it does not appear that these gentlemen were devoid of experience or unaccustomed to the responsibility of Hospital practice, for three of them, Drs. Sewell, Blanchet and Nault had been attendants upon the Hotel Dieu for upwards of ten years, and in common with Drs. Jackson, Rowand, Robitaille and Hall, had acquired a large share of public confidence and public patronage, and as a body of practitioners were well qualified to discharge the duties entrusted to them by the Executive.

We need not point out to Your Excellency, that in all well regulated Institutions similar to the Marine and Emigrant Hospital, no matter how strenuously a candidate may be opposed by the existing members of the Medical Staff, if he succeed in procuring admission, he is met with cordiality and friendship, all past strife is forgotten, and every effort made to uphold his professional qualifications, and protect his reputation against any unjust assaults that may be directed against them. But in the instance now under consideration, we find a gentleman, at the head of a large public Institution, entrusted by the Government of the country with the nomination of a number of practitioners to be associated with himself in the performance of highly responsible duties, and who is so regardless of the trust reposed in him or so indifferent as to the manner in which it is discharged, as to nominate gentlemen whom he subsequently stated to be unqualified for those duties.

Your Commissioners would wish to put this construction upon Dr. Douglas' conduct, but a careful examination of the documents laid before them, as well as an analysis of the evidence furnished by the witnesses examined by them, prevents them forming such an opinion.

They cannot conceal from themselves the fact, that Dr. Douglas wished to retain to himself the whole of the surgical practice of the Hospital, and domineering over the newly appointed Physicians as he was accustomed to do over the inferior officers of the establishment in former years. They cannot allow this part of their report to be terminated, without directing Your Excellency's attention to the very insulting expressions made use of by Dr. Douglas at the first meeting of the increased Staff, to the words of which all the witnesses testify. He then stated to his new colleagues, that he would as soon let a "bull into a china shop, as allow one of "them into his surgical wards." No difference in professional standing, no superiority in experience, skill and learning, and no inequality of reputation, could warrant the use of such language—were all other causes of discontent removed, this reception of the newly appointed gentlemen, was quite sufficient to account for the quarrels and heart-burnings that have since existed.

It is no excuse for the use of such language, that Dr. Douglas was already at the head of the surgical part of the profession in Quebec, and that some of his colleagues were as yet unknown to fame; he should have recollected that no greater difference existed in their respective relations, than between the senior Surgeon of a European Hospital and his newly appointed colleague, and that it was not possible to have selected from the profession of Quebec, six Surgeons of equal eminence with himself; moreover, he must have been aware that some of those who accepted office did so for the sake of the surgical practice afforded by the Hospital, and which

in lieu of pecuniary emolument, they regard as the reward of their services, and he must have known that the duties of a Hospital Surgeon necessarily tend to make him more practically familiar with the treatment of important surgical diseases, and that it is for this object alone that many industrious and aspiring members of the profession seek Hospital employment. To have supposed that his colleagues would not aspire to distinction in this walk of practice, was to have supposed them either deficient in a laudable ambition to advance themselves, or wanting in moral courage to resist his usurpation, and that they would quietly have yielded to his dictation.

Their opposition to his views, was followed by an appeal to the Government, and it was ruled, that the newly appointed Physicians were to be considered in every respect on equal terms with those already in charge of the Hospital, and that no distinction was to be made in the surgical and medical practice except what was agreed upon by the Staff amongst themselves.

In these directions, the Executive was guided by the practice of the Montreal General Hospital, to the President of which application was made for information on the subject.

THE MARINE AND EMIGRANT HOSPITAL, QUEBEC.

A brief account of the present state of the Marine and Emigrant Hospital seems not only desirable, but absolutely necessary, as pertaining in an especial manner to the duties that have devolved upon the Commissioners, who will consider themselves amply repaid, if only a small portion of advantage should result from their investigation and suggestions; and they must be candid enough to admit that they do anticipate no small measure of good therefrom.

Under any circumstances the Commissioners will enjoy the consoling reflection that they have, to the utmost of their abilities, as professional men and as citizens, endeavored to acquit themselves faithfully and fearlessly, of the important trust confided to them.

On the third of November last, they paid their first visit to the Hospital—a very large edifice, which cost, as they were informed upwards of twenty-two thousand pounds. They were met by the House Surgeon, Dr. Lemieux, a highly intelligent young gentleman, who speaks English very fluently, and in a manner to fit him well for all the exigencies of his office.

The Apothecary's Shop, though small, was neat and clean; the officials were in good order and well labeled; the shelves and drawers were tidy, and every thing at hand.

There was quite an armory of splints of every kind and form, and among them a goodly array of Dessault's long splints for the thigh. There was no great abundance of Surgical Instruments, nor were they of very modern date; they had not apparently been obtained at first hand, although it was said, they had cost as much as would have procured a complete set of the very best kind, yet such as they are, they can be used efficiently, and are in good order.

The Library is in a large room, and consists of 321 volumes. The books, however, are not of very recent date, although, generally, the works of standard authors; they have been considerably used, and it would consequently appear that they were not originally purchased for the Marine and Emigrant Hospital, as there are few Students attending the Hospital to disturb or soil them; and it is very properly forbidden to take any out of the Institution. Whether procured at auction, or from the private library of some orthodox professional veteran, does not satisfactorily appear, They will, nevertheless, form the nucleus of a good library.

The whole edifice was examined, and every thing appeared to be in its proper place. The wards were closely inspected and were passably tidy.

All the bedsteads are of iron, and are strong; but the interstices, between the cross-bars or hoops, were too large, thereby allowing the bed tick to be forced through, causing it to wear the sooner, and the bed to be less comfortable. The bedding was sufficient, snug and clean. Although the ventilation is most defective, still there was no unpleasant odour perceptible in the few wards that were occupied, for as at this season of the year the navigation is nearly closed, the number of inmates is consequently small.

There was, however, one ward in which the smell was excessively bad, and this was a ward which had been placed at the disposal of a physician who had announced in the public prints that he was in possession of an infallible cure for the Cholera! There was a stove in active operation! The windows and doors were kept most carefully closed, and the natural consequence was, that patients and attendants were immersed in an atmosphere, which from its heat and closeness constituted the best medicine possible for imparting increased impetus and virulence to a disorder which apart from its own malignity, requires a cool, fresh, and pure atmosphere. So offensive was the smell, that the nurses were advised to remove the chimney board, and to keep the door ajar. A suggestion of a similar nature, it was afterwards understood, had been deemed an interference with the treatment, and invoked as one cause of the failure of all the cures that were to have been wrought.

This Cholera affair has been alluded to in a former part of this Report, and it is to be hoped, that no similar event will ever occur again in any public institution.

The Surgical Wards, certainly, presented to the medical men a far more pleasing appearance. Order and method prevailed, and while there were no cases of particular importance, yet, were the Commissioners struck with the large number of fractures under treatment, and especially of the lower extremities: the proportion of such injuries is far greater in this Hospital, than in any other certainly in this Province. This is to be attributed to the frequency of accidents occasioned in loading timber. They all seemed to be doing well: the bandaging was very neat, the splints well applied, and the whole reflected much credit on Dr. Lemieux. In fairness to Dr. Douglas, whose demeanor towards his fellow practitioners has so often been painfully alluded to by the Commissioners, they have pleasure in admitting that he has spoken of Dr. Lemieux in a most favorable and gentlemanly manner, in his capacity of House Surgeon.

The whole interior had a gloomy appearance, arising from the dull colour of the paint on the walls. It may be here observed, that paint is by no means the most economical, or most eligible application for effect, and certainly not in a sanitary point of view; it may be also remarked, that a preparation of lime and salt, with or without a small portion of plaster or size, colored to suit the taste, (the pure white or bluish cast is far preferable) would impart a lively aspect to the whole interior of the building. This should be applied twice a year, or once at the very least, and that should be in the month of April, so that all might be ready for the arrival of the shipping.

By this application, all exhalations with which the walls might have been impregnated, would be completely destroyed, and a fresh and sweet state of the atmosphere be imparted to the whole edifice. To continue this digression, the floors of such Institution should be in the first instance, well saturated with double boiled linseed oil, and this should be repeated every second year; each subsequent coating would require a smaller quantity of oil, than the previous one, and ultimately the flooring would become impervious to any thing that might fall on it, and thus all foul effluvia would be prevented. By these several means, the sanitary condition of the Hospital would be effectually sustained, provided always that recourse be had to some more efficient method for ventila-

tion, for, without a full supply of external air, it would be vain to expect any lodging place to be healthy or a fit receptacle for the sick.

The Commissioners were at a loss to conceive to what purpose one of the apartments, a dark room, was devoted; on inquiry, however, they were informed that it was in this dark room that the clothes of the sick were deposited, on their entering the Hospital, redolent as they were, with perspiration, filth, and often times with vermin, without being aired or washed. In this abominable and filthy state, they were "rolled up and labelled," and there left to fester (real formites from which, on the slightest cause, pestilence might be generated and spread through the whole Institution) until the owners should claim them on leaving the Hospital.

Now the Commissioners must be permitted to state that they regret, as they sincerely do, that such an unpardonable oversight should be allowed to exist, which could scarcely have been expected, in an establishment exclusively devoted to sanitary purposes.

They must, nevertheless, state, that there is a Rule enjoining: "That the Stewards shall receive the clothing of the patients, catalogue and ticket them, and have such of them washed as may seem to require it;" but on examination it appeared that they "never seemed to require washing!"

The rule should have been imperative: "That all the clothing should be aired, washed, dried and pressed, and then ticketed, &c." This not being the case, a very unpleasant odour of perspiration and other offensive smells were apparent on opening the door of this dark chamber.

The fact is repeatedly alluded to by authors, and corroborated by daily observations, that (as stated by Griscorn in his work on this subject): "Scarcely any thing tends more to pollute the air than the accumulation of old rags and old clothes, imbued with every species of filth, and covered with vermin. They constitute the lurking places of those contagious fevers that occasionally devastate the neighbourhood of houses in which these wares are kept."

The distribution of the rooms appear to be tolerably well adapted for the purposes intended, and the whole Hospital might not be found exceedingly defective, had not the means of ventilation, of such paramount importance in the construction of dwellings for mankind, been totally disregarded, the want of which, particularly when combined with other important items of mismanagement, may tend to very disastrous results, and even to a high rate of mortality.

Of all the instances of faulty and inconvenient distribution which have ever come under the notice of the Commissioners, that of the cellar or basement story, was found to be the worst. The kitchen is situated here and is of far too contracted dimensions, to meet all the purposes of so important a department in an Hospital, it being only 6 feet 7 inches in height, and with but two small windows of four panes of glass each, 10 x 11 or 10 by 11 inches. There are no means for the escape of the large volumes of steam continually arising from the boiling caldrons.

The flooring is very bad, and is raised only a few inches from the soil beneath. and during high water, the planks forming the floor are lifted and are almost afloat, thereby rendering it very wet and always damp.

It is a most gloomy apartment, and not at all adapted for cooking. It is as damp, repulsive in appearance, and as defective from the want of pure air, as it is possible for any person to imagine, or be devised.

The Kitchen of so large an Hospital should be a spacious apartment of at least 30 feet in length, and occupying the whole breadth of the building, well lighted, properly supplied with water, and completely furnished with all the utensils and conveniences required for culinary purposes. Then should follow in succession separate store-rooms for all kinds of victuals, fuel, materials for cleaning and lighting, and various other articles necessary for so large an Institution.

The cellars are all on this flat, and are equally as wet and damp as the kitchen, requiring planks to be laid down on the earth for the purpose of a pathway, without which those having business there would sink shoe-deep in mud.

The water-closets are located in the south end of the building, one on each flat to gain access to which the sick have to pass through the pantry, where the women are almost constantly at work, and cannot but hear the *flatus* and noise made during defecation, as the seats are within a few feet of them, and only separated from their washing place by a thin half glass door and wooden partition. In addition to this, the cess pipes are often obstructed in summer and constantly during winter, as no steps have ever been taken to guard against their freezing; besides which the sewers are always full. The result of this want of precaution is, that the privies are useless half the year, and during the summer, emit a very foul stench; in winter the few sick remaining in the Hospital, and who have sufficient strength, are obliged to go down stairs, and cross the yard, to find a place where they can obey the calls of nature! The others have recourse to the night-buckets, a filthy and highly improper expedient, and which means should be taken to avoid.

Dr. Douglas assured the Commissioners, that of late years in particular, the Hospital had become quite unhealthy, the basement story always abounding in bad smells, of so deleterious a nature as sensibly to affect the health of the sick to such a degree, that he has frequently been under the necessity of transferring those of his patients labouring under wounds and ulcers to an upper story, who when sufficiently strong were sent abroad for exercise and air. Nor is it to be wondered at, when the attention is directed to the facts above stated, having reference to the cess-pipes and sewers. The exhalations from similar ones when opened, have in many well recorded instances, caused instant death. This infectious air is exceedingly expansive as well as penetrating, and is rapidly absorbed by the soil, not only to be given out again, to the air above ground, but also to be in constant operation; thus it occurs, that the pestilential vapour is incessantly at work, and as no possible remedy can correct it, there is no safety but in total abandonment of the locality. It is true that the putrescent mass will ultimately decay, and by evaporation the earth at last discharges itself of all the mephitic gas it had imbibed, but that can only be achieved by time, and the complete abandonment of the site.

A recent writer has most correctly remarked: "That it has been found impossible to divest water once contaminated by human *excreta*, of its noxious principles," in another place the same popular author uses these words, very severe but, it must be admitted, too true: "It is hard to conceive the depravity of sentiment which tolerates the presence, the contact even, of human *egesta* which makes no effort to avoid or remove the most loathsome excrementitious matter."

Although this extensive edifice is comparatively new, having been constructed and established for the reception of sick Mariners and Emigrants, in the year 1835, it has already the appearance of decay, and will ere long require great repairs; and should no measures be adopted to prevent the water from pursuing its course from the roof into the stone work, and through the window sills, the plastering will be destroyed, for it is already much injured, the whole masonry work in bad condition, and the massive walls will crumble and fall, in consequence of the water freezing between the stones. There are neither spouts nor gutters attached to the building, but in place of these and apparently for ornament, there is a moulding, projecting nearly 16 inches from the walls, about a foot below the eaves. On this ornamental projection the rain falls, a part of the water penetrates behind this contrivance, into the stone work, the rest is projected over the moulding, and with the slightest wind is blown and spread over the whole external surface of the building, thereby destroying the mortar on the

outside; and by continually falling on the window ledges, works its way under them and injures the plastering within, as already stated.

The Commissioners would suggest, that the inconvenience alluded to, might be effectually remedied, by carrying the eaves five or six feet further out; this projection would throw off the water to such a distance as to prevent it wetting the walls, except occasionally during violent gusts of wind. It might be made ornamental and even useful, by being lined underneath with boards in a circular form, and painted white. This would reflect much light, and give an appearance of airiness to the building, while it would withhold the direct action of the sun's rays in hot weather, and thus render the whole Hospital cooler and more pleasant. In winter it would tend, not only to keep off the cold in some degree, but also in a great measure ward off the snow; prevent its collecting about the windows, and diminish the force of wintry blasts. This addition would cost comparatively but a small sum, certainly nothing in comparison to the advantages to be derived from it.

Some plan of the same description might be adopted in the construction of all similar buildings; a short gutter only would be required to keep the droppings of the roof from falling over the door-ways.

The Commissioners remarked that a long, low, wooden building about one hundred feet from the Hospital, constructed in the first instance for a shed and wood-house, was being vamped up at considerable expense, for the purpose of being converted into a Cholera or Fever Ward; certainly a very necessary and proper appendage to a large Hospital. It is to be regretted, however, that though designed to be but a temporary structure, a little more regard had not been paid to its sanitary state. The sills of the building, although on a stone foundation, were but a few inches above the ground; at trifling cost, the whole edifice might have been raised a couple of feet, by which means the floors would have been higher from the earth, and less exposed to the exhalations and vapours that are always given out from low, damp and shaded places. These could have been effectually carried off through small apertures in the wall. But even a far greater error has been committed in the interior of this building, which is not over seven feet high, and is intended to accommodate a large number of sick. There is not one single opening for ventilation in the whole of the *low* and *flat* ceiling; and how the bad air is to go out, and the good air is to get in, surpasses the philosophy of the Commissioners; and yet, there was a means of effecting this, as simple and efficacious as advisable, which could have been resorted to at little cost. Between the ceiling, which is of boards, and the floor above, there is a space of nearly a foot, caused by the intermediate beams; it would have been the most easy thing possible to have made openings between each beam, (for the whole frame-work is of thick planks) and in each side of the building opposite to each other of from twelve to fifteen inches broad and four or five inches high, in which a small blind could have been put, thus would a thorough draught be obtained through and through between the floors, and if there were a certain number of perforations made in the ceiling, the fetid and buoyant air would readily issue, and be carried off by the transient current of fresh air from the outside, and a part of which, unquestionably, would pass down by its specific gravity, while the hot air from its levity would rush upwards, hence, a double current would be in constant operation by the escape of the air between the floors. Registers could have been easily placed in all these small ventilators, to moderate the draught as might be required. For want of some trifling mechanism of this kind the most frightful consequences might ensue, from the air becoming infected as much from its deterioration in the process of breathing, as from the poisonous emanations from the bodies of the sick which are constantly exhaled; and who, in truth, would suffer even less than their attendants and physicians, lying as they would, low on their beds, while those walking about would have their heads and breathing apparatus

always immersed in this pestiferous effluvia, and it is such, seeing that there would be more than one deleterious agent always at work.

The author already quoted in reference to sanitary matters, uses these words, which are applicable to Canada quite as much as to England or elsewhere: "Society, from base to apex, has yet to be indoctrinated with the true principles of the reciprocal relations between vital functions and physical elements." And when treating on the subject of pure air and adequate ventilation, he makes the following remarks, which, it may be said, are of universal application; "Almost without exception, in all structural arrangements, there is no plan, every builder builds as to him seems best;" and in another place we find these words, the truth of which is so palpable, and they are so judicious, that it would be a happy circumstance if Architects and Engineers, nay, if everybody was to acquire some practical knowledge of the animal economy. "Architects and Builders seem to have been profoundly ignorant of the physiological fact, that man carries a pair of lungs beneath his ribs, fitted only to inspire oxygen and nitrogen in their purity."

The able author might have extended his remarks a little further, and have stated, that besides these uses of the lungs in breathing and in the formation of blood, they also possessed the faculty of ridding the body of one of the most deleterious principles in nature, and which is abundantly formed in the system, and if not duly eliminated, would prove fatal ere long; this mephitic gas is one well known under the name of carbonic acid gas, and is destructive to life when collected in any quantity, and where it constitutes the whole atmosphere of the place, causes death as instantaneously as would a thunderbolt.

This Hospital, under the best attempts at improvement, can never be made wholesome, or freed from noisome smells arising from the lowness of the ground, which at high water is but a few feet, and often only a few inches above the river: as the drains have little or no declivity, they therefore can very imperfectly empty themselves of their contents; and what is still worse, they are more or less in a constant state of agitation, than which nothing tends more to cause them to give out vast volumes of putrescent gas; for by the alternate rising and falling of the tide, the pestiferous mass they contain, is driven backwards and forwards repeatedly every day.

This locality can never become perfectly healthy, even if the contamination above pointed out did not exist, the atmosphere being malarious from the great extent of low lands, and especially from the marshes which surround it on almost every side: it will, therefore, always be exposed to unhealthy emanations. It is furthermore most inconveniently situated, and not very easy of access. The Commissioners, therefore, conceive themselves warranted from the above facts, most respectfully but strenuously to recommend that, instead of building up the wing for which the foundation has long been laid, no further outlay be made for this purpose than the exigencies of the moment actually require; but that the best possible bargain should be made to get rid of the present building, which might easily be converted into use as a storehouse, and the premises being sufficiently extensive, into a Lumber or Timber Depot for the numerous ship yards in the vicinity; and, further, that a new Hospital should be erected with the least possible delay in a more elevated or dryer, and therefore more salubrious position, and one which would be more easy of access.

It has been said, that not a few persons conversant with this establishment have expressed their opinion that it would be a fortunate circumstance if it were burnt down, rather than be continued as an Hospital for the relief of the sick; who only become worse by a sojourn in so pestiferous an atmosphere.

It may not be deemed irrelevant in connection with this subject, to suggest that there should be stationed at some convenient point, at or near the Port (perhaps the best would be at the Custom House,) half a dozen or more pairs of

“bearers” for the purpose of conveying the sick and maimed to the Hospital; nothing being more injurious to the sick themselves nor more horrifying to a medical man, than to see a poor fellow with a broken thigh or other limb carried on men’s shoulders a couple of miles—the extremity dangling and the fractured end of the bones constantly grating against each other and lacerating the tender flesh, thus rendering the injury infinitely worse than it was originally. This cruel and revolting spectacle has been witnessed at Quebec; it should be effectually guarded against, and means should be provided, and care taken to convey the unfortunate sufferers in a state of comparative ease and comfort to the Asylum which humanity has prepared for his reception and relief.

The subjoined extracts from two valuable little works lately published, the one in England and the other in New York, on the ventilation of buildings seem, far from being out of place, to be loudly called for—that the oversights so invariably committed in the construction of our public buildings may, for the future, be avoided, without which all measures, however ample, complicated and expensive, must prove abortive in all that relates to sanitary purposes.

Dr. John H. Griscom in his work on the uses and abuses of air, at page 156, states as follows :—

“The renewal of the air is not so light a matter as is supposed. To effect it, a simple communication is not sufficient, a mere contact of the external and internal air. It is necessary that one or more *currents* exist to multiply that contact and cause the pure air to prevade that which is vitiated.”

And Charles Tomlinson, in his Rudimentary Treatise on warming and ventilating, says, at pages 256, 257 and 258.

First, “The proper supply of fresh air is denied to the great mass of the population, because builders who ought to be perfectly acquainted with these things, too often neglect to study the natural laws which Chemists and Physiologists have placed on a sure basis.”

And again : “When the great masses of the population become fully alive to the necessity of abundant supplies of wholesome air within doors, then and not till then will they also become alive to other sanitary measures; then will every house be properly supplied with *pure water*, efficient sewerage and special means for *letting out foul air* and *admitting fresh*; then shall we cease to bury our dead in the midst of the living; then will cattle markets, slaughter-houses, and all noxious trades, manufactures and occupations be removed to a greater distance from dwelling houses; then shall we have Boards of public health filled by competent men, and endowed with adequate powers; then will vested rights in injurious abuses yield to public opinion, and the health and well-being of the population will be of paramount interest.”

Further remarks on the condition and economy of the Marine and Emigrant Hospital at Quebec.

The Commissioners observed, with surprise, that the practice of smoking was indulged in by nearly all the male patients. In one ward every patient had his pipe and tobacco. Without alluding to the danger of fire incurred by allowing patients lying in bed to indulge in this habit, it may in certain cases be injurious to some of the patients and offensive to others; whilst a tidy and neat appearance of the ward can hardly be maintained. The bad condition of the water-closets, generally, has already been noticed, but this was particularly the case in the one connected with the syphilitic ward—which was so completely out of repair that the venereal patients were obliged to go out to the privies at some distance from the building. It is needless to remark upon the danger incurred by those patients, many of them in a state of salivation and obliged to leave their

warm bed and warm ward to resort to a privy, in the inclement season, during which the Commissioners visited the Hospital, when snow, sleet and rain were daily falling.

The appearance of the servants was not as clean and respectable as could have been desired, and indeed there is little about the establishment to encourage decency of attire and self respect on the part of the servants and nurses.

When the Commissioners visited the kitchen, the servants were at their dinner, and instead of the cleanliness, order and regularity to be expected at the meals of the servants of such an Institution, disorder and discomfort were observed. The table at which they were sitting was composed of a few boards nailed together and laid across a couple of uprights; there was no table cloth, the portion of each servant seemed to have been helped out to him separately, and some were eating in one direction and some in another. The apartment was very dirty. Adjoining this room (the kitchen) was the one appropriated for the division and distribution of the diet for the different wards; the boards upon which the meat had been divided and cut up, was in any thing but a clean condition, and drew from the Commissioners, remarks to that effect. In one part of the chamber was a bedstead and bedding, and articles of female dress were strewed about in different directions.

These, it appeared, belonged to the cook, for whose occupation of the apartment, which was intended for another purpose, and which, it is manifest, should not have been converted into a dormitory, no better excuse could be given than that she found it more convenient to sleep there than in her own room, as it was nearer to her work.

Had the room been in a tidy and clean state, it might have excited less surprise; but it was in a state of great disorder, and very badly ventilated.

The Commissioners would remark, that Hospital servants, like those in private families, soon throw aside the decencies of life, when they do not see a respect for them observed by their employers; and the slovenly attire and habits of those of the Marine Hospital admit of some excuse, when we know that so few comforts have been provided for them, and which could have been procured at so little expense.

In the future management of this Charity, the Commissioners trust that those to whom its interests are confided will pay attention to this matter, and see that a proper room be provided for the servants to take their meals in, and that such cheap comforts as a clean table cloth, tumblers, knives and forks, be procured; and that each servant be obliged to keep himself or herself clean and respectably dressed, and observe the decorum and propriety of conduct at their meals, required from similar persons when in private service.

There can be no doubt that, by making the position of servants in the Hospital comfortable and respectable, a better class of domestics will be procured; but, as at present managed, few servants who could be engaged elsewhere would be likely to enter its employment.

The Commissioners noticed, with astonishment, the absence of all proper means for the washing and bathing of the sick, an oversight on the part of the Visiting Physicians not easily to be accounted for, in consequence of which the Commissioners deem themselves called upon to make some brief suggestions on the subject. A metallic bathing tub, one of *cast iron*, the cheapest and the best, should be placed at the extremity of each corridor, with a moveable screen in front. The water, when not used, would not require very frequent changing, as the iron would prevent its speedy decomposition. The contents of these tubs could also be used for sprinkling the floor, be at hand in the event of fire, and the constant and gradual evaporation of the water would tend to restore and maintain in the atmosphere of the place its due hygrometic condition.

It may not be irrelevant to recommend that a small portable fire-engine should be placed in every corridor; it would also serve for the purpose of sprinkling the floors.

Evidence of Doctor Douglas and the other Visiting Physicians of the Hospital.

Dr. Douglas having appeared before the Commissioners on the 6th November, 1852, in compliance with their request, gave an account of the commencement of the abuses which have since existed in the Marine and Emigrant Hospital. He states that, at one time, the Hospital had got into the hands of one family, one member of which was a Commissioner, another Visiting Physician, a third was House Surgeon (son of the Visiting Physician), and a fourth, a nephew of the same Visiting Physician, was Medical Officer to the fever sheds. All these gentlemen were receiving Government pay. He also stated that, in the year 1847, the Hospital became completely *demoralised*. A great difficulty was experienced in procuring nurses for the fever patients, and at last it was found impossible to get respectable women to volunteer for this service. The Commissioners were then obliged to avail themselves of the services of several female prisoners, at the time confined in the Quebec Gaol, who were granted a free pardon on condition of their acting as nurses in the fever sheds. These women being of immoral character, introduced every species of vice into the Hospital, and the *morale* of the Institution became thus contaminated, and it has not yet recovered from it.

He states that he frequently complained on this score to the Chairman, Dr. Morrin, and pointed out the evil which would certainly follow the employment of such characters in the Hospital; but that no attention was paid to his remonstrances.

He also stated that much of the mismanagement of the Hospital was caused by the appointment, in 1847, of a new Board of Commissioners, not one of whom, except the Chairman, Dr. Morrin, was in the least acquainted with the discipline of an Hospital, and that they took no pains to become acquainted with it. He likewise mentioned as another cause of disorder, the appointment by the Government of six additional Visiting Physicians, some of whom were, in his opinion, unfit to perform the duties imposed upon them. At first he refused to hand over the surgical wards to some of them, but stated his willingness to allow Dr. Blanchet to take charge of his wards, but objected to allow some of the others.

One of these gentlemen happened to mention, that he had accepted office principally for the opportunities thus afforded of "learning surgery;" whereupon Dr. Douglas remarked that, in his opinion, the gentleman ought to have learned surgery elsewhere, and should be prepared to practice it at the Hospital when he accepted office.

Dr. Douglas objected to giving up his surgical wards, because he had not received any commands, either from the Executive or the Commissioners, to do so. The newly-appointed Physicians applied to Government for information respecting the position they were to occupy in the Hospital; and, in reply, Mr. Provincial Secretary Daly informed them that they were to be placed on the same footing as Drs. Douglas and Painchaud, except that they were not to receive any salary: that there was to be no distinction between the surgical and medical practice, except what might be agreed upon amongst the medical staff themselves.

Dr. Douglas declares that owing to this order, the reputation of the Hospital has been seriously injured, that operations have been attempted by unqualified Surgeons who were incapable of completing them. That in one particular instance, the operator wished to extirpate a portion of diseased rib, and contrary to his advice, commenced the operation, became confused, lost his presence of

mind, and that finally the patient was removed to bed without the operation being completed. The same Surgeon on another occasion had to perform Tenotomy (one of the simplest operations,) and "stuck fast" in the middle of the operation. On another occasion, a man was allowed to remain three days labouring under a strangulated Hernia; the Surgeon not affording him any relief when he, Dr. Douglas, was called to see the patient, he returned the Hernia by the Taxis without any trouble, but it was too late, inflammation of the *peritoneum* had already set in, and the man died. Dr. Douglas mentioned some cases of badly set fractures, which he was obliged to break over again, and set in the proper manner, so as to insure the future use of the limb to the patient.

Dr. Douglas stated that the character of the Hospital became so much injured by the practice of some of the newly appointed Visiting Physicians, that patients used to leave the Hospital sooner than allow some of them to operate upon them. He particularly alluded to two cases, in one of which it was necessary to amputate a finger, in the other a toe; these patients left the Hospital sooner than allow the attending Surgeon to operate upon them. These cases occurred soon after the "rib case." These patients did not subsequently apply to Dr. Douglas to perform the operations.

Dr. Douglas stated that there is no written rule for calling consultations in urgent or dangerous cases; nor is there any rule obliging a Surgeon to abide by the decision of the majority of his colleagues when their opinion is adverse to the performance of an operation.

Drs. Blanchet and Nault, two of the newly appointed Visiting Physicians, resigned because they were not to be remunerated for their services.

Dr. Douglas then gave a very high character of Dr. Lemieux, the present House Surgeon, he had always found him at his post, he took excellent care of the patients, and "gave him every satisfaction." He complained of the incapacity of the present Apothecary, who though a student of only three months' standing, was appointed by the late Commissioners to that important office. He is not aware if the young gentleman is related to any of the late Commissioners, nor can he tell if the vacancy in the office was duly announced to the Medical Students of Quebec.

Dr. Douglas disclaimed any connection with Dr. Marsden, and averred that he had nothing to do, either directly or indirectly with that gentleman's charges against the management of the Marine and Emigrant Hospital, and that he had no desire to have him summoned as a witness on his behalf; that Dr. Marsden was a gentleman whose testimony would be more injurious to his friends than his enemies: that he was very excitable and apt to be carried away by his feelings.

He said, he (Dr. D.) had made his charges against the late Commission, advisedly, and had other witnesses to substantiate his statement.

With reference to the expulsion of Dr. Marsden from the Marine and Emigrant Hospital, he stated that there was a rule in the Hospital, that no Physicians should enter the Wards, except in the presence of the Attending Physician, or during the hours of visit; and that such a rule was not made to act expressly against Dr. Marsden, but that the House Surgeon had his attention directed to it, that he might make the same known to Dr. Marsden.

Dr. Douglas appeared again before the Commissioners on the 8th of November, 1852, and furnished them with his reply to the letter of the late Commissioners in answer to his own, of the 17th July, 1851.

He expressed his satisfaction with the manner in which the present Commissioners were conducting their enquiry, inasmuch as they were giving each party a fair and impartial hearing.

In the course of a desultory conversation which then ensued, Dr. Douglas complained of the bad situation of the Hospital, the want of pure air, and the

very unhealthy condition of the syphilitic wards, that latterly he had experienced difficulty in healing the venereal sores, and in some instances, was obliged to remove patients to the upper wards, where they quickly get well; in other instances he was obliged to discharge the patients from the Hospital altogether, giving them medicines to take in their own lodgings; they rapidly got well, although their diseases were quite intractable whilst in Hospital, which the Doctor attributed to the bad foul air surrounding the Hospital.

During the interviews between Dr. Douglas and the Commissioners, that gentleman made other charges against the Officers of the Institution. He stated that some of the Sailors, inmates of the Hospital, had been robbed of their money, and that the money had been divided between the present House Surgeon and some of the Nurses, and the late Steward, Mr. Cutter. That in one particular case, a cheque of Mr. Deane's, the President of the Board of Trade, had been cashed, and when the owner was about dying, he made a will distributing this money amongst the Officers of the Hospital above named.

That the will was made in such an irregular manner, and the circumstances of the case were so peculiar that three Notaries to whom application was made to draw up the will refused to do so, as such a transaction was discreditable to a charitable institution. Dr. Douglas also referred to the case of a Sailor named McIntosh whose money was stolen from him by one of the Nurses.

The Commissioners having discovered, that with the exception of this one case, Dr. Douglas could not specify any instance where a similar disposition of a patient's effects had been made, and as this very case had been thoroughly enquired into, and the accused parties acquitted by the decision of Your Excellency, the Commissioners did not conceive that they were called upon to re-investigate the matter; and for the same reason they objected to enquire into certain charges of immorality brought forward again by Dr. Douglas against the Officers of the Institution, which upon examination were found to be the identical charges already preferred by Dr. Douglas against the same Officers, and upon which Your Excellency had already adjudicated. Dr. Douglas repeated the same complaints that he had before preferred against the late Commissioners of neglecting to attend to the requisitions of the medical staff, for the necessities of the Hospital, whereupon the Commissioners suggested to him the *propriety of putting these complaints in writing* as part of the charges he stated he was prepared to advance against the late Commissioners. All these complaints are incorporated in the letter of Dr. Douglas, dated 6th November, 1852, to which attention will be directed when the mutual charges of the Commissioners against Dr. Douglas, and Dr. Douglas against the late Commissioners will be under consideration.

Dr. Douglas also preferred charges against Dr. Painchaud, of indecency in the style of his lectures to the Students of the Hospital. He said that these lectures were illustrated largely by indelicate and even obscene anecdotes and allusions to the diseases of certain patients of Dr. Painchaud, that he felt it is duty to prevent his own Students from attending them, and consequently prohibited them doing so. Dr. Douglas related some particulars in support of the statements he now made to which the Commissioners do not think it necessary further to allude.

At present the Commissioners of Enquiry would direct Your Excellency's attention to the statements of the other medical officers of the Hospital, for having heard Dr. Douglas' complaints of his colleagues, and listened to his charges against them, of incapacity, &c., they considered it but right and proper that these latter gentlemen should be heard, not only in their own defence, but that they should be allowed an opportunity of stating what reasons they might have for being dissatisfied with the conduct of Dr. Douglas, and what causes he may have given, which have led to the destruction of the peace of the Hospital and the good feeling which ought to exist amongst its medical staff.

The Commissioners regret exceedingly to find such unanimity displayed in describing Dr. Douglas' treatment of his colleagues, as pervades the testimony of all these gentlemen: they have all been aggrieved by him; they have all smarted under the slights he has cast upon them; they had all felt that their reputations had been injured by his unkind and unjust aspersions; they have all murmured, but strange to say, they have all submitted to these acts of oppression, indeed it may be said of cruelty, without offering resistance, with one single exception, that of Dr. Rowand, who not only maintained his position in the Hospital, but openly challenged on two occasions Dr. Douglas' assumption of infallibility, and proved that that gentleman was, like all medical men, liable to err, and that on two very important occasions, his errors were near leading to irreparable mischief. Dr. Rowand did more, he openly complained to the present Commissioners of Dr. Douglas' neglecting to consult his colleagues, before proceeding to operations; and openly charged him with the blunders he committed in the cases just referred to. With the exception of these two instances, the Commissioners have not been able to ascertain any in which the present colleagues of Dr. Douglas have remonstrated against the conduct of which they now so unanimously complain; nor, do the Commissioners find any other instances recorded, where Dr. Douglas himself has been brought to task, or his acts examined with the same searching scrutiny, as he was accustomed to employ in the examination of those of his colleagues.

The Commissioners cannot allow themselves to believe that Dr. Douglas is different from all other medical men and that he has never made mistakes of omission or commission in his hospital practice.

To suppose such exemption from error, would be absurd, for, until medicine can rank as an exact science, errors will be committed, and there is little doubt that a captious enquirer, searching for materials to form a charge against Dr. Douglas, could find plenty of evidence where perhaps the Doctor least expected it; a knowledge of our great liability to error, and of the care constantly exercised by the scientific and conscientious practitioner to avoid it, should have made a practitioner of Dr. Douglas' experience and acknowledged abilities more lenient towards his junior brethren, and perhaps a kind suggestion, or advice delicately communicated, might, even in the instances to which he alludes, have averted the mischief of which he complains. - Indeed, the Commissioners were so impressed with that idea, that they asked Dr. Douglas if he did not consider it his duty to assist his less experienced colleagues with his advice, and occasionally to urge them to abandon operations they were about to commence, and plans of treatment they were pursuing, in which courses Dr. Douglas might have considered them in error.

To this enquiry he replied, that he did not consider that his directions, as received from the Government, authorized him to interfere in the least in the affairs of his colleagues, that when asked his opinion, he gave it, but, that it was not always followed; he allowed them to follow their own courses, without any active opposition from him.

The Commissioners would again draw attention to the confusion and absence of system created by the want of rules regulating the conduct of the Medical Officers in cases requiring consultation. Consultations at the Marine and Emigrant Hospital seem to have been little better than solemn farces. The staff were summoned, their opinions given, and the operator proceeded, in many cases, to carry out his original intentions regardless of the opinions of the majority of those present. *Cui bono* such consultations? Were opinions asked, that respect for them was to be manifested by going in direct opposition to them? Yet, such has often been the practice from 1847 up to the present time.

The Commissioners hope that the important feature in hospital discipline of holding regular consultations will occupy a prominent place in the future man-

agement of the Hospital, and they believe that thereby the reputation of the Hospital will be greatly increased, and what is of more consequence, the safety, care and judicious management of the patients will be more effectually carried out, and the cause of suffering humanity be materially benefited.

Dr. Douglas again appeared before the Commission, and requested that Dr. Fremont, Mr. Patrick Whelan and Mrs. Whelan, Buckley, the Sexton, and Mr. Dean, President of the Board of Trade, should be summoned to attend, as he believed they could each give evidence in support of the statements made in the letters of 17th July, 1851, and 8th November, 1852.

Letters were accordingly addressed to these parties. Mr. Whelan and his wife, and Mr. Buckley attended at the hours specified, but Dr. Fremont did not make his appearance before the Commission, but furnished them with a written document containing his evidence.

Mr. Dean did not attend, nor did he direct any written statement to the Commissioners, or even acknowledge the receipt of their letter.

Mr. Dean's conduct is the more strange, as he exhibited, on one occasion, a great desire for an enquiry into the affairs of the Hospital, and did not display any great reluctance in bringing forward charges which he shrunk apparently from substantiating when an opportunity presented for his doing so.

As the testimony of Mr. and Mrs. Whelan and that of Mr. Buckley refers to the charges against the Commissioners, and not against the Medical Officers, its examination will for the present be omitted.

The Commissioners summoned Drs. Painchaud, Nault, Sewell, Hall, Robitaille, Jackson and Lemieux, to give their opinions concerning the causes of discontent in the Hospital, and these gentlemen were requested to state whence they believed the evil to originate, and how it could be best remedied.

The Commissioners did not summon Dr. Rowand on this part of the enquiry, for as he already appeared as an accuser against Dr. Douglas, they did not consider that his testimony was called for.

The evidence is given in the order in which it was taken. The striking similarity in the testimony of the witnesses is very remarkable, and must convince the most sceptical, of the truth of the assertions contained in the different depositions.

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Letter from Doctor Painchaud to Commissioners of Enquiry.

(Translation.)

GENTLEMEN,—You have been so obliging as to permit me to state in writing what I know in reference to the state of the Marine and Emigrant Hospital, since I have been one of the Visiting Physicians, directing my remarks particularly to what has passed in it since 1847.

Painful as the task is to pourtray the oftentimes unpardonable conduct of a professional brother, of a colleague and a friend of long standing, I shall not shrink from my duty, but act in obedience to your requisition.

I regret that the time does not permit me to select my phrases, but I have thought fit to give a faithful and succinct account, without attending to the sounding of my sentences.

I was appointed Visiting Physician of the Marine Hospital jointly with Dr. James Douglas and on the same day.

The first ten or eleven years passed in the most perfect peace and harmony, for the excellent reason, that I allowed my colleague to do as he pleased.

I was under the impression that I was indebted to him for my new appointment, and that he had in a manner obliged Lord Gosford to place me in the Hospital. I considered him then, and I still consider him to be the most skilful Surgeon in North America. I thought that he was better qualified than myself

to govern an Hospital, and I left the government to him. I always acted with him, signed everything with him, and joined with him in his *accusations*, often at my own risk and peril.

In the affair with Dr. Andrews, the House Surgeon, Dr. J. D. drew me into action of damages, personally for £10,000. The suit lasted 18 months, was dismissed for informality, and I came off, with a loss of my share of the costs.

Not till 1846, on the appointment of my son as House Surgeon, were our good understanding and amicable feelings interrupted.

Dr. J. D. was convinced that my son had used unfair means (played him a trick) to supplant Dr. McGrath whom he favoured, and had strongly recommended.

My colleague then observed to me, "your son will not be three months in the Hospital. I will put him to the proof." "Why should he not remain long in it," I replied, "provided he does his duty? Can you intend to treat him unfairly? If so, I give you notice that I shall support him, not as being my son, but as I would support any other House Surgeon." I explained to him as a friend, that my son was only desirous of improving himself in Surgery, under his auspices, for a couple of years, and intended to devote himself as a Surgeon-missionary to the relief of the Indians at Vancouver's Island; that the young man, strongly recommended by his professors at Paris, had been equally so, by all the most respectable practitioners in Quebec; and that he was not unprovided for; that with me he had a situation upon which he might enter forthwith, and very much to his advantage, with the prospect of succeeding me.

This made no impression on my colleague. He kept his promise and his word that he would exercise his tyranny on the young man. He commenced by questioning him every day, in presence of all the pupils in the Hospital, on *materia medica*. His imperious tone intimidated him, and sometimes caused him to answer erroneously. He complained to me in my official capacity. I remonstrated with my colleague on his unjust conduct, and assured him that, if the Commissioners did not do justice in the case, I should make direct application to the Executive. The examinations ceased, but the tyranny was none the less continued in another form. Dr. J. D. deprived him of all moral influence, by making him an object of ridicule before the patients and the nurses, and by charging Whelan, the Steward, with a part of his duty, as admissions and discharges.

In the spring of 1847, a Methodist Minister, Mr. Selly, offered himself as a pupil at the Hospital. He came strongly recommended by one of the Members of this Honorable body of Commissioners, Dr. W. Nelson. I received him as well as I was able, and assured him that my son would do everything in his power to make his time pass usefully and pleasantly in the Hospital. I also advised him to visit my colleague. This he had already done; and he told me moreover, that he had taken him under his protection.

Several days after, Mr. Selly assumed towards the House Surgeon an insolent and rude demeanor. Dr. J. D. addressed himself, in his visits, only to him, and he made up his prescriptions. Towards the end of the month of May, the Hospital filled rapidly with cases of typhus fever; the House Surgeon was scarcely competent to do the whole duty of filling up the tickets of admission, and afterwards entering them in the large book. The Commissioners allowed him an assistant, a writer, at a dollar per day. Dr. J. D. had Mr. Selly appointed. At the end of a week the new writer threw pen and ink aside, and went to work to prescribe for the patients in the Hospital. He lived at that time with his wife at the Little River; generally arrived between 8 and 9 o'clock, and went away between 3 and 4.

In order to shew his contempt for me, this Mr. Selly used to call out on my arrival at the Hospital, "John, or Thomas, bring the tray; I am going to make my visit!"

I thought it right to make a strong remonstrance to my colleague on this occasion. He made answer that Mr. Selly was a man of talents, that he had confidence in him, and that he made himself answerable for his acts.

Subsequently, my colleague entrusted to him his principal surgery, No. 15, with orders to prevent all persons from going near the patients; the House Surgeon on going to make his usual visit, was brutally turned out, and the watch-chain which he wore round his neck was broken; next morning he complained to me, in my official capacity. I referred the complaint to my colleagues who were, at that time, Messrs. Douglas, Racey and Fremont. Mr. Selly was called, and being questioned by Dr. J. Douglas as to whether he had really acted in that manner, boldly answered in the affirmative, and declared that he had acted according to orders. Dr. J. Douglas then made use of these unfeeling words "you served him well."

An enquiry took place, but came to nothing; the Commission of the day was literally Dr. Morrin. Mr. Gowan attending to nothing but the building, and Dr. Parent being too sick to act.

Mr. Selly was moreover charged with the minor operations which he performed in the Dispensary, shutting out the House Surgeon and some Canadian Students, who made a complaint to the Commissioners, which came to nothing. They even obtained no answer: yet, Dr. J. Douglas had cognizance of the complaint for he enquired of Mr. Lemieux, one of the pupils, whether he was not at the head of the complainants. The latter replied that he was. The Dr. observed to him in my presence, "You shall remember me," and he kept his word. At the contest for the office of apothecary, Dr. Douglas' pupil was proved to be very far inferior to Mr. Lemieux, but Dr. J. Douglas found means to get Mr. Martin appointed, because he had longer to continue his medical studies. I think that Dr. J. Douglas has always owed Lemieux a grudge for it, and that he still owes him one.

Mr. Martin was installed as apothecary, and was soon converted into an instrument of torture against the House Surgeon. He nailed up the door of communication between the apartments of the latter and the Dispensary. A complaint to the Commissioners came to nothing. The House Surgeon then made application to the Executive, and a new body of Commissioners were appointed and a formal enquiry set on foot. Whelan, the Steward, and Mr. Martin were dismissed. A final effort of Dr. J. Douglas was the representing of the House Surgeon as of a feeble constitution, as being always in ill-health, and that he, Dr. J. Douglas, could no longer answer for the safety of his patients. The answer of the Executive was prompt and brief. The House Surgeon was to resign, and the Commissioners were to send in the name of the person whom they recommended to fill the vacancy. The House Surgeon had, however, still leave to offer any remarks which he might have to make, through the Commissioners. The House Surgeon humbly replied that he would submit to the will of the Governor General, that he would send in his resignation, but that at the same time he defied Dr. J. Douglas to prove that he had been a single hour absent from his duty, with the exception of two attacks of Typhus Fever contracted in the Hospital.

Dr. J. D. thought he had gained the victory! He gave it out through the Hospital, that there was no longer a House Surgeon; that he had been disgraced. He was much surprised to learn by the next post that the Government had given orders that the enquiry should close. The House Surgeon remained another year in the Hospital, and resigned in order to return to France, when he was appointed to a French Government vessel freighted with settlers for California.

My colleague was very much displeased with the new Commissioners; he could no longer dictate as before; but His Excellency's determination to add six new visiting Physicians to the Hospital displeased him still more, and he resisted the Government accordingly, and obstructed me in the execution of the duty assigned to me.

On the 21st July, 1847, I wrote to the Provincial Secretary that the Physicians of Quebec would receive with joyful approbation His Excellency's offer, and that the whole difficulty lay in the selection. Dr. J. D. wrote likewise on the 22nd of the same month, that the measure was impracticable, and could not be brought to work beneficially.

The selection was made by Dr. J. D. and his associate, the late Dr. Racey. I objected, but in vain, to the omission of the senior members of the profession who had accepted, in order to substitute a junior, namely Dr. Hall. I was in the minority and he was appointed.

Dr. J. D. received his new colleagues very coolly, and endeavoured to intimidate them in respect of their position, giving them to understand that they were only temporary, that in all likelihood they would be ordered to the sheds. The six new Physicians then applied to the Executive, who gave them a satisfactory answer.

The second time they appeared at the Hospital in order to organize themselves. Dr. J. D. objected to make an arrangement with them. "I require no assistance," he remarked, "I did not ask for you and I would as soon see a bull in a china shop, as see you enter my surgery." Some time afterwards, three of the new Visiting Physicians, Drs. Sewell, Blanchet and Nault resigned.

Since that period Dr. J. D. has seemed to me to be desirous of bringing the Hospital into discredit: he has allowed operations to be performed which did no honor to it, and that by his peculiar *protégé* Dr. Hall, without giving him a word of advice. From time to time indeed, he would say to him "another slice, Dr. Hall, another slice."

He endeavoured to scatter dissension between the Visiting Physicians and the Commissioners while the Board of Trade assailed the whole establishment; and what makes me believe that Dr. J. D. moved the springs of these events, is, that he predicted the proceeding of the Board of Trade three weeks beforehand: and we recognized in Mr. Dean's communication the very words and expressions which Dr. J. D. made, use of in our presence.

The contempt of Dr. J. D. for his new colleagues has been evident for several years. He allowed me to be maltreated in a Court of Justice by Dr. Marsden, whom we (Dr. J. D. and I) had banished from the Hospital by an order given verbally to the officers in consequence of a reprehensible action.

Dr. Marsden produced in Court a letter from Dr. J. D., the substance of which was "that he had never given such an order in writing." By this equivocation, he saved himself from the imputation of a falsehood, and by it he indirectly fixed the stigma upon me.

Dr. Rowand was likewise maltreated in Court by Dr. J. D., and in a manner still more cruel, as also more than once in the Hospital in my presence.

Recently he displayed contempt for his three colleagues, who are not on terms with him; Drs. Rowand, Jackson (his brother-in-law), and myself, by introducing, without consulting us, a method of treating *Cholera*, derived from Mr. Chaperon, a country practitioner, although this method had been contemned by respectable practitioners in Quebec.

A month afterwards, when Dr. J. D. perceived that the method of treatment was absurd, and that he would probably be censured for it, he called on us all three "to know whether he should discontinue the said Dr. Chaperon's plan of treatment." I was absent from that meeting, and purposely so, because I was already aware of its intention. Dr. Rowand replied, in my opinion very justly,

“ that as Dr. J. D. had commenced the treatment without asking our opinion, he would act with equal propriety in discontinuing it without requiring our permission.”

There will never be peace in the Hospital unless Dr. J. D. should be sole and undisputed Master—never will there be sympathy between him and the Visiting Physicians.

The whole humbly submitted to your consideration.

Gentlemen of the Special Commission,
By your respectful Servant,

(Signed,)

JOS. PAINCHAUD,
One of the Senior Practitioners at
the Marine Hospital.

Evidences of Drs. Sewell and Nault.

Dr. J. A. Sewell appeared and stated that he had some aversion to continuing as Visiting Physician to the Marine and Emigrant Hospital from : 1st. non-payment ; 2ndly. want of equality, as far as regarded his position in the Hospital with Drs. Painchaud and Douglas ; and 3rdly. the apparent want of readiness on the part of Dr. Douglas to render his assistance in surgical operations. That Dr. Douglas did not show any regard to the Visiting Physicians, and instead of requesting the assistance of his colleagues in surgical operations, he usually obtained the assistance of Dr. Frémont, or others, not connected with the Marine Hospital.

Drs. Sewell and Nault, conjointly are of opinion, that neither harmony nor cordiality can exist in the institution, so long as Dr. Douglas treats his colleagues as he has done.

Dr. Sewell states, that while acting in the Hospital, he soon after his nomination, perceived that neither harmony nor good understanding could exist therein, while Dr. Douglas assumed to himself so much undue authority.

Dr. Nault states, that he only performed duties in the Marine Hospital, for a few weeks, and says that the same reasons assigned by Dr. Sewell for retiring from the Hospital, besides that of being employed as Inspecting Physician of the Port, caused him to discontinue his attendance.

When Dr. Douglas was remonstrated with, for using the language he had, in alluding to the new Visiting Physicians and particularly that of as soon seeing a bull in a China shop, as the performance of duties, by the present Visiting Physicians, he Dr. Douglas, replied, that he had merely alluded to Dr. Jackson.

Drs. Sewell and Nault state that Dr. Douglas frequently operated on Sundays, during the hours in which Divine Service was being performed in the different churches of the City, implying that, by operating on such days, Dr. Douglas would not have the attendance of his colleagues. Sunday is not the day appointed for operations, one week-day, generally Tuesday, having been set apart for performing operations.

(Signed,)

JAS. A. SEWELL,
J. Z. NAULT.

Evidence of Dr. J. L. Hall.

Dr. Hall states that, since his appointment, having always considered the Visiting Physicians and the Commissioners as gentlemen, he always met them with perfect confidence and a desire of performing his duties honestly and conscientiously, and he was also under the impression that the same feeling existed among the other Visiting Physicians.

That he was always treated by his colleagues with attention and consideration, and that they (his colleagues) evinced a desire to advance the interests of the pupils and the welfare of the institution. He also thinks that there always appeared a desire on the part of his colleagues to shew him (Dr. Hall) every consideration when professionally employed.

That he has been more intimate, and on a more friendly and kindly footing with Dr. Douglas than with any other member of the profession: so much so, indeed, that his house is, he believes, the only one which Dr. Douglas visits, and takes tea, &c., with him, and that he (Dr. H.) does the same thing reciprocally: that of visiting his (Dr. D's,) house, and taking tea with him and his family.

That he had always depended upon his own resources, and that through his professional exertions alone he had acquired property.

That lately, from some remarks which have been made, not by the Visiting Physicians but by others out of the Hospital, he had felt a want of confidence (diffidence) in performing operations, which he had a consciousness of being able and competent to perform well and neatly.

In alluding to the case of *caries of the Rib*, and for which he operated, he states that, before commencing the operation, although agreed upon by Dr. D., he (Dr. D.) observed that it was a bad case and not fit for him (Dr. H.) to begin to operate with, and one that was better adapted for him (Dr. D.) to perform upon; and, in connexion therewith, he states that Dr. Douglas had no conception that the disease was so extensive.

That he has felt embarrassed more than once, when performing operations, by the presence of persons who were unfriendly to him, and who would misrepresent his manner of operating. He does not allude, in this observation, to any of his colleagues.

Dr. Hall states that Dr. Douglas has, in some instances, called in Dr. Frémont, when performing operations, at the Hospital. On the question being put to him, (Dr. Hall) whether he did not think this practice a slight intended to the Visiting Physicians, he objected to reply to the question.

He states that the observation made by Dr. Douglas on the appointment of the new Visiting Physicians, viz: that he would as soon see "a bull in a china shop as the newly appointed Visiting Physicians in the Hospital," caused some dissatisfaction among the Visiting Physicians.

He states that Dr. Douglas was in the habit of consulting his colleagues in professional cases, and also that Dr. Douglas was in the habit of calling in his colleagues in consultation, previous to an operation, and, on a recent case, he declined to operate, though prepared to perform it, on Dr. Rowand's disapproving of it, as Dr. R. said the case was susceptible of cure without operation.

He also states that in cases when operations are to be performed, he Dr. D. waits for his colleagues to the time appointed for operating; but, if they are not present, he at once performs the operation without waiting.

That Dr. Douglas has performed operations on Sundays, but it is his belief that it was at the end of the summer and to send the sailors home before the close of the navigation; and that he has also an indistinct recollection of his (Dr. D.) having performed operations on Sundays, during the winter season, when the above reasons did not exist for operating.

(Signed,)

JOHN L. HALL.

Evidence of Dr. Robitaille.

Dr. Robitaille states that he is one of the Visiting Physicians of the Marine and Emigrant Hospital since 1847, the period of the new appointments.

Shortly after their nomination, the Visiting Physicians assembled at Dr. Parent's on the subject of dividing their duties in the Hospital. Dr. Parent recommended the division into Departments and fixing the period of attendance, quarterly.

He (Dr. Robitaille) was rather averse to being connected with Dr. Douglas, but on some explanation taking place, Dr. D. said he would make things very easy to him.

Some time after, in the Hospital, and when speaking of the qualifications of the Visiting Physicians, Dr. Douglas observed, that "he would as soon see a bull in a china shop as the Visiting Physicians in the Surgical Wards," he (Dr. D.) applied the words generally and the expressions were certainly very painful to the feelings of the gentlemen present.

On Dr. Robitaille being questioned on the authority assumed by Dr. Douglas in the Hospital, as also his (Dr. D.'s) expressing himself disparagingly of his colleagues. He (Dr. R.) was silent, but he relates the case of a sailor having the *humerus* fractured—there was a callus (*dépôt*) formed. He had seen cases much worse than the one in question, and notwithstanding that the case was of a nature not to require it, he (Dr. R.) felt greatly pained to see Dr. Douglas break anew the bone, and place the arm on the fracture apparatus, and without consulting the Medical attendant under whose case he was.

He, Dr. Robitaille, is in the habit of calling Dr. Douglas in dangerous medical cases, and when attending at the same time with Dr. D., but that he has never himself been called in consultation in any important medical case occurring in the Hospital, nor in any surgical case. That their being in attendance at the same time, he does not think that there is any necessity of calling a consultation on medical cases.

That when Dr. Douglas has some important operation to perform in the Hospital, he is assisted generally by professional men not connected with the Hospital. Dr. Frémont is generally the gentleman assisting with his (Dr. D.'s) own pupils. He has never seen Dr. Douglas assisted by his own colleagues.

When surgical operations are performed by his colleagues, Dr. D. gives his opinion on being requested to do so, and now and then is present at the operations.

Dr. Douglas has, to the best of his recollection, attended to the consultations when required. He has no recollection that Dr. D., in capital operations, performed them before or after the time appointed.

That he has no recollection that Dr. Douglas has performed capital operations on Sundays.

That, in one case, a patient being placed on the operation table to be operated upon, it was a capital operation, a case of *diseased rib*, Dr. Douglas was present, at some distance from the table, and seemed to take no interest whatever in the operation. He, Dr. Douglas, however, observed to the operator, that, "when an operator is desirous of seeing the nature or character of the disease, he should at once make sufficient incision thereto." He made these remarks at the termination of the operation, and not at the beginning. He was surprised that he Dr. D. took so little interest in the operation.

Dr. Douglas, he thinks, might have done more to create harmony in the Hospital than he has done.

(Signed,)

OLIVIER ROBITAILLE.

Dr. Jackson being absent from Quebec, the following questions were proposed to him in writing, to which he has given written answers hereto annexed.

1. State the substance of conversation which took place at the first meeting of the newly appointed Visiting Physicians?

2. To whom did the expressions " Bull in a china shop" apply?
3. Did you not feel insulted at being thus received?
4. Have you always had the assistance of Dr. Douglas in your cases which required consultation?
5. Does Dr. Douglas attend the consultations regularly, and does he give his opinion of the propriety of the operation, and lend his aid to the operator?
6. Does not Dr. Douglas bring professional gentlemen not connected with the Hospital to assist him at his own operations?
7. Is not this practice calculated to cast a slight upon the Medical Staff of the Hospital, and to lower them in public estimation?
8. Is it the custom to call consultations in serious medical cases?
9. Have you had occasion to complain of Dr. Douglas having treated you in a manner calculated to lower you in public estimation, and to diminish the confidence of your Hospital patients?
10. Will you state the particular instances to which you have alluded?
11. Have you heard Dr. Douglas speaking disparagingly of the Visiting Physicians, before the House Surgeon, stewards, pupils, &c., or patients of the Hospital?
12. What do you know of the case of Lawson?
13. When you took charge of Lawson, did you believe he had been under the care of Dr. Douglas?
14. Is it the rule of the Hospital, that the Surgeon who commences his quarter, takes the cases (bad and good) of the Surgeon who has terminated his quarter.
15. Does not Dr. Douglas leave bad cases to his successors?
16. Did you know of Dr. Douglas having on any former occasion refused to take the management of a bad case left in Hospital by his predecessor?
17. Will you state your connection with the treatment of Cholera by Dr. Chaperon?
18. Did you throw any obstacles in his way whilst investigating the result of his plan of treatment?
19. What are the real causes of want of harmony and union in the Hospital?
20. How would you propose putting a termination to this state of affairs?
21. Does Dr. Douglas call his colleagues in consultation in his surgical cases?
21. Or does Dr. Douglas seem to conduct himself towards his fellow Physicians as if they were on a par with him; or does he decide on the treatment or the operations that he may deem necessary and only state when he is to operate?

Answers to the questions put by the Commission of Enquiry into the affairs of the Marine Hospital?

1. At the first meeting of the newly appointed Visiting Physicians, Dr. Douglas refused to give up charge of the Surgical cases; he stated that he had asked for no assistance, and required none, that he would sooner see a Bull enter a China shop than some of the newly appointed Visiting Physicians enter his Surgical wards.

2. I cannot say exactly to whom the expression applied.

3. As a matter of course, the reception was not a very flattering one, and we appealed to His Excellency the Governor General.

4. I remember one case in which Dr. Douglas refused to attend in consultation, giving for reason that he had not been regularly notified.

5. Tuesday of each week is appointed as consultation day. The consultations are not regularly attended. It is customary when an important case

happens, to notify the Visiting Physician in writing, stating the time appointed for the consultation, the nature of the case, &c. I have had occasion to find fault with the manner in which Dr. Douglas gave his opinions at consultations. He has frequently stated that he was prevented by his instructions from interfering at operations.

6. It is within my recollection that Dr. D. brought medical men not connected with the Hospital to assist him at his operations.

7. I certainly did think that it was a slight, cast upon his colleagues.

8. It is not customary to call consultations in medical cases, except they be of an unusual nature.

9. I have had occasion to complain of the manner in which Dr. D. treated some of my cases, and spoke of others, as it had a tendency to lower me in the estimation of the patients of the Hospital.

10. The instances alluded to were, a case of fracture of the patella, a case of fracture of the arm, and one of fracture of the thigh in a child; they happened in the summer of 1848.

11. I do not remember, with the exceptions mentioned, any particular occasion upon which Dr. D. spoke disparagingly of his colleagues; but Dr. D. is in the habit of joking, and some one of the Visiting Physicians may have been occasionally the subjects of his jokes.

12. I know very little of Lawson's case; I saw him occasionally when he was first brought to Hospital, he came under my charge about eight or ten days before his death; he was then in a hopeless state.

13. When I took charge of Lawson, I received him at the hands of Dr. Rowand. I was under the impression that he had been under Dr. Douglas' care, he, Dr. Rowand having stated as much.

14. It has always been a rule with me to take charge of all cases good or bad; at the commencement of a quarter, there is, however, a rule established amongst ourselves to the effect that any Visiting Physicians having an interesting case may retain it at the end of his quarter should he think fit so to do.

15. Dr. D. leaves his cases to his successors such as they are, good, bad and indifferent.

16. I do not now remember any former occasion on which Dr. D. refused to take the management of a bad case left in Hospital by his predecessors.

17. I had nothing whatever to do with the treatment of cases by Dr. Chaperon; he took charge of the patients at a time when I was off duty, with, as I understood at the time, the sanction of the medical men in charge, and the approval of the Commissioners.

18. I did not interfere in the least, or throw any obstacles in the way: I used to go to the Hospital occasionally to see the result of the treatment, but understanding, as I have said before, that he was there under authority, I looked on and said nothing.

19. In my opinion, the want of harmony in the staff of the Hospital is due to three different causes: in the first place it is too numerous and composed of materials differing in their way of thinking and acting, with different views on medical and surgical matters. Secondly, a feud or antagonism has existed between the two senior Visiting Physicians for several years past, which has completely destroyed all *esprit de corps* and caused many of the jars that we have to complain of at the present time. And thirdly, that part of the staff is paid, and the remainder not, thereby creating an invidious distinction.

20. I would propose that the staff be reduced in number to four, that the two senior Visiting Physicians be made consulting Physicians, to attend on all occasions as such when requested to do so by the Visiting Physicians and subject to be called on active duty whenever the number of patients in Hospital shall exceed one hundred, or in case of sickness or absence of the Visiting Physician. That

the two Visiting Physicians be placed on permanent duty, as I consider the plan of changing every three months faulty, and that all parties be equally paid. This plan I have every reason to think should work well.

21. Dr. Douglas does occasionally call his colleagues in consultation on his surgical cases, and notifies them in cases requiring operation.

(Signed,) ALFRED JACKSON, L. R. C.

Dr. E. Lemieux, House Surgeon states:—

That whenever appointments were made for a meeting of the Visiting Physicians for the performance of a surgical operation, it is within his knowledge that when Dr. Douglas arrived before his time appointed, he would proceed at once to the operation without waiting for the arrival of his colleagues, and would also, although arriving himself after the time proceed to the operation, notwithstanding the absence of his colleagues, and without consulting those present, and in surgical cases generally, he, Dr. Douglas very seldom regarded the advice of his colleagues.

He also states, that Dr. Douglas has often spoken in very disparaging terms of his colleagues in the presence and hearing of the patients and students; and such was the severity of the language employed by Dr. Douglas, that he, Dr. Lemieux declares, that if he had been a patient himself, he would never have allowed any of the Visiting Physicians to continue their attendance upon him.

That furthermore, it is his, Dr. Lemieux's opinion, that so long as so much arrogance on the part of Dr. Douglas is allowed, there cannot exist any harmony or good feeling among the Visiting Physicians of the Hospital.

Truly taken,

(Signed,)

A. VON IFFLAND.

9th November, 1852,

It having been represented to the Commissioners that Dr. Landry, formerly House Surgeon of the Hospital, could give information calculated to aid the enquiry, he was accordingly requested to appear before the Commission. Having complied with their request, he gave the following evidence, which the Commissioners have much pleasure in laying before Your Excellency, as it proves that though Dr. Landry has had good reason to be dissatisfied with Dr. Douglas, yet his sense of justice would not allow him to detract in the least from that gentleman's merits.

The Commissioners are pleased at being able to adduce this testimony, as it served to disabuse their minds of an impression they had received from the various reports that reached their ears, as well as from printed statements, one of which was laid formally before the Executive, which attributed to Dr. Douglas an overbearing and indeed an unjustifiable fondness for operating, and a disregard of other methods of treatments, as well as neglect of the medical cases intrusted to his care. These imputations so injurious to the character of a Surgeon are removed by the evidence of Dr. Landry, who had ample opportunity of forming a correct opinion on this subject from the length of time he was resident in the Hospital, during which period all the operations were performed by Dr. Douglas, and much of the medical treatment of the patients devolved upon him.

Dr. Landry appeared in conformity to the request of the Commissioners, November 10th. He was examined by the commission on the presumed co-operation of Dr. Douglas with the Sexton, Patrick Buckley, and more particularly whether on any occasion or occasions two bodies had been confined and buried together.

That on one occasion he recollected that two bodies had been buried together in the same coffin; one Protestant and one Catholic.

The information which Dr. Landry afforded was, however, obtained by his having visited the burial ground.

Dr. Landry stated, that he believed Dr. Douglas had objected to the new appointments of the six Visiting Physicians, and had not approved of their nomination, and in reference to these appointments had used the expression that they were no more fitted to perform their duties than *a bull in a china shop*; he likened the admission of the new Visiting Physicians into the Hospital to that of letting a bull into a china shop. Dr. Landry stated that he believed Dr. Douglas intended these improper observations to apply to all the six Visiting Physicians appointed. Dr. Douglas, however, evinced a disposition to divide the surgical wards. Dr. Landry considered Dr. Douglas as the Chief of the Hospital, because Dr. Parent was very feeble, Mr. Gowan a very indolent man, and Dr. Morrin took very little interest in the matters connected with the Hospital.

Dr. Landry then entered into an account of his two periods of residence in the Marine Hospital. During the first period he had been Apothecary, and during that period he had been badly treated (*maltraité*), by Dr. Douglas, which was in the years 1837, 1838 and 1839. During the second period as House Surgeon, in the years 1844, 1845 and 1846, he had been well treated by Dr. Douglas.

Dr. Landry gave several instances to prove that he had been badly treated during the time he had been Apothecary to the Institution, and also enumerated instances when he had been well treated by Dr. Douglas.

In allusion to the assumption that Dr. Douglas had not visited the Hospital daily during the winter, Dr. Landry stated that it was because the cases did not require daily visits, but that he did so whenever dangerous cases were in the Hospital; his impression is that Dr. Douglas took great interest in the Hospital and in the recovery of his patients.

That it is within his recollection that Dr. Douglas had said to a patient of Dr. Jackson, who had a badly united fracture, "*crooked*," when asked by the man. What shall I do? "Go show yourself for a penny a head, and you will "make your fortune." This was said before the class of students of the Hospital, and with an intention apparently of casting reflection upon Dr. Jackson.

Dr. Landry thinks that Dr. Douglas had been exceedingly successful in his treatment of patients, and happy in his treatment of accidents. Dr. Douglas is averse to primary operations in the class of accidents that present themselves at the Marine and Emigrant Hospital, and was desirous of giving nature an opportunity of some weeks of effecting a cure, as he has often said that it will be time enough to perform the operations.

Dr. Douglas objected to the appointment of the six Visiting Physicians. It is also his, Dr. Landry's impression, that in naming the six Visiting Physicians, Dr. Douglas had selected those who were less likely to dispute with him the surgical supremacy of the Hospital. He believes that Dr. Douglas knew the inefficiency of Dr. Hall for the surgical practice of the Hospital, and that he did not conceal his opinion of Dr. Hall's want of capacity for the duties of the surgical practice from the members of the Profession, although he had recommended that gentleman with the other five Visiting Physicians. He believes that the practice of Dr. Douglas in cases other than those of accidents was equally cautious, and he does not recollect any instance where a fondness for operating induced him to resort to operations, "*il ne faisait pas des opérations sans nécessité*."

Dr. Douglas took an equal interest in the medical care of surgical diseases. He never undertook an operation without reasonable prospect of success. He never operated from mere fondness of operating. In painful operations Dr.

Douglas did not exhibit any marked indifference to the sufferings of his patients, but used to take unnecessary pains. Yet it appeared that in amputations he did not divide the soft parts. Dr. Douglas never treated the patients with *cruelty*, and his attention to patients who did not require operations or active surgical treatment was equally regular.

He prescribed for them when requisite, and examined them daily. His after treatment was always judicious, as well as in all cases upon which he had operated.

Mutual Charges of Dr. Douglas and the Commissioners.

From the evidence laid before the Commission of Enquiry, it appears that from time to time Dr. Douglas made *verbal* complaints to the Chairman of the late Commission of the Hospital of certain abuses alleged to exist in the Hospital; but as these charges were irregularly preferred, and as he carefully avoided putting them in writing, so as to bring them formally under the notice of the Board of Management, he cannot now complain, with any degree of justice, of attention not having been paid to his remonstrances. At last he addressed a letter to the Executive, in answer to one from Mr. Assistant Secretary Parent. In this letter, dated July 17th, 1851, Dr. Douglas states that the accusations urged by the Commissioners, in their Report to Government, that he had had communication with the Board of Trade, and had instigated Mr. Dean to make his complaint against the management of the Hospital, is unfounded. He distinctly states, that he never had any communication with a Member of that Board, knowing him to be such, "with the exception of Mr. Dean."

He denies that he ever calumniated the Commissioners, and states that, in the previous enquiry they distorted evidence in some instances, and suppressed it in others, so as to mislead His Excellency the Governor General. He also states, that the Commissioners are culpable of a dereliction of duty in not having attended to the applications of the Visiting Physicians; and that on two occasions he himself had formally called upon the Chairman, in November, 1850, and stated to him that great irregularities and abuses existed in the Hospital, and which demanded an immediate investigation by the Commissioners; and furthermore, Dr. D. avers that he requested the Secretary, M. Casault, to call a meeting of the Commissioners to hear his (Dr. D's.) statement regarding these irregularities, but that no meeting was called, Mr. Casault stating that he had no power to call a meeting. Dr. Douglas then requested to be notified of the first regular meeting of the Commissioners, but his request was not attended to, and he has not since had an opportunity of laying his complaints before that body.

Dr. Douglas says, that he is aware conversions have been made in the Hospital, and that such conversions might have been prevented by adherence to a rule formerly existing, which provided for the separation of the Protestant from the Catholic patients. Dr. Douglas states, that though aware from *hearsay*, that two bodies had frequently been buried in the same coffin, yet, as he had no positive proof of the matter, he refrained from making it a subject of complaint to the Commissioners, but that as *positive proof* was subsequently furnished him of this practice having been pursued in *one* particular instance, he did mention the circumstance to Dr. Morrin, the Chairman.

He also charges the Commissioners with a systematic neglect of the communications made to them by the Visiting Physicians, for "on no occasion did they answer, verbally or in writing, any one of the repeated requests and complaints of the Visiting Physicians." He charges them with exhibiting in the enquiry they held into the affairs of the Hospital, an anxiety to "screen the parties (guilty,) and to escape themselves from a dilemma in which their dereliction of duty and management of a valuable Institution had placed them."

As a proof of what he states, Dr. Douglas refers to the fact, that at the moment he was writing, a suit was pending in the Courts, in reference to disgraceful scenes that had been recently enacted in the Female Wards of the Hospital.

Dr. Douglas invites an investigation into his conduct as Visiting Physician, and declares that he had always "identified himself with the interests of the Hospital, and had done his duty uninfluenced by fear or favor from any one," and blames himself for not having complained of the Commissioners sooner.

To this letter the Commissioners made reply, in a lengthy communication, August 30th, 1851.

They charge Dr. Douglas with being the secret agent of the Board of Trade, "who caused that body to act," and they refer for confirmation of their assertion to a similarity of expressions in the letters of the Visiting Physicians and Mr. Dean. They aver that Dr. Douglas has unjustly attacked them, that he has calumniated them; and that he has shamefully traduced them to Government, is proved by their answers to the letters of Drs. Douglas, Hall and Jackson, and by the letters of Drs. Painchaud, Rowand and Robitaille.

They explain the absence of Dr. Morrin's signature to their answer to Government, by the fact of his being out of the Province at the time.

They allude to Dr. Douglas' unwillingness to put his charges in writing, and state that his conversations with the Chairman and with the Secretary had reference to some knives and forks wanted for the Hospital. The Commissioners admit that conversions from the Protestant to the Roman Catholic faith did take place, but they deny that any of the Officers of the Institution were instrumental in bringing about these conversions; and they deny that any rule for the separation of Protestant from Catholic patients ever existed. The Commissioners admit that during the stewardship of Mr. Cutter, two bodies were sometimes buried in one coffin, but since Mr. Cutter's dismissal this malpractice has not been resumed. They ask how Dr. Douglas became so positively certain of this practice having been pursued and insinuate, pretty openly, that he knew more about the matter than he wished to disclose. "If (they say) it was before interment, why did he not prevent it? If it is by opening the grave in the burial ground of an institution of which he is an Officer, who is the more to be blamed, the Officer who put two bodies in one coffin, or the one who opened the graves?"

They refer to the employment of Messrs. Godbout and Pelletier, in the place of Dr. Lemieux, during that gentleman's absence, and declare "that for the temporary substitution of these gentlemen in his (Dr. Lemieux's) place, they did not think they were bound to consult the Visiting Physicians."

They also deny having neglected to answer the communications addressed to them by the Visiting Physicians, and state that they received *only one* letter from them, and which required no answer.

They enter into an explanation of Captain Alleyn's connection with the Catholic Church, which, as having no bearing on the matter under consideration, need not be referred to at further length.

They complain that Dr. Douglas should have blamed them for the conduct of Dr. Marsden in the Hospital, and say that he should have left to Dr. Painchaud, who had come more immediately in collision with Dr. Marsden, the task of imputing to the Commissioners dereliction of duty, and they express their surprise that Dr. Douglas should have alluded to this matter, seeing that he himself had given Dr. Marsden information by letter, that there was no rule preventing him from visiting the Marine Hospital. They likewise complain of Dr. Douglas having ante-dated his letter for sinister purposes.

The Commissioners again charge Dr. D. with having "calumniated them" "with circulating false reports about the Hospital" and "exciting the public against the Institution."

The Commissioners state that Dr. Douglas "has not always done his duty," and that "he has always tried to render the task imposed upon them, difficult and arduous;" and they complain that since the appointment of the additional Physicians, he has not only shewn a want of good will, but he has not given the assistance which was of right to be expected from him in the management of the Hospital.

Allusion is made to the fact of Dr. Douglas not lodging his complaint of the want of the proper necessaries for an Hospital until his term of duty was nearly finished, and the number of patients greatly diminished. His quarter ended the 15th of November, and at the end of that month he made his complaint.

The Commissioners again charge Dr. Douglas with having "shamefully led into error" three of his Colleagues, and induced them to bring forward groundless accusations against them, and they also insinuate that it was he who prompted the Board of Trade to address the Government on the 29th January, two days after the date of the communication of the letter of the three Visiting Physicians, alleged to have been shamefully led into error.

An opportunity was given to Dr. Douglas to answer the letter of the late Commissioners, dated August 30th, 1851, and as it would be difficult to condense his reply or convey his views in words different from those he employs, it has been considered better to give it in detail and to annex to it the rejoinder of the Commissioners.

QUEBEC, *November 6th*, 1852.

GENTLEMEN,—I have only this day been made aware of the existence of a letter of the late Commissioners of the Marine Hospital, dated 30th August, 1851, in which I find my conduct and motives as Visiting Physician are censured. Before noticing the errors, mis-statements, and suppressions of the truth in which this most extraordinary document abounds, I may observe that it would have been better had this letter contained specific facts and charges worthy of notice, instead of mere assertions, insinuations, a play upon words, and special pleading unworthy of Commissioners of so important an Institution.

With regard to my alleged connexion with the Board of Trade, the Commissioners leave on their Secretary the responsibility of his assertion contained in his letter of 31st March, 1851. They themselves now rest satisfied with saying that, they *feel* I was a secret agent of the Board of Trade; they should have stated facts well known to them, that my only communication with any one belonging to that body was with Mr. Dean, who inquired from me, as Visiting Physician, what had become of a seaman sent by him in a dying state to the Marine Hospital, with his check for a large amount of money in his possession. They might at the same time have stated that to their knowledge this check was sent to the Bank, and the money divided among some of the officers and servants of the Hospital, under their management; they ought also to have stated that when their attention was publicly and officially called to this and other similar nefarious transactions, they instituted no inquiry and called no evidence, though such was then tendered to them.

With respect to the statement that I have unjustly attacked the Commissioners, I again most distinctly deny it, and demand some show of proof, and not mere unsupported assertions. With respect to the statement that I have refused to put in writing charges against individuals, it is perfectly true. The Commissioners should have stated that such a mode of procedure is neither necessary nor called for. It was my duty to call their attention to any thing which I saw or suspected to be amiss; it was their duty to call me before them, and hear what I had to say. Not twice only, as he states, but twenty times I most urgently

entreated the Chairman to hear me before the Commissioners, on the abuses and irregularities which existed in Hospital. I told him what was going on and increasing from day to day, by neglect; I begged him, for the sake of the Institution, and for his own sake, to cause an inquiry to be made. I refused to bring charges in writing against individuals for a reason which the Chairman, before making it a subject of complaint, should have honestly stated. In 1838, by desire of the Commissioners then acting, and of whom Dr. Morrin was one, my colleague Dr. Painchaud, and myself, did adopt that course in a parallel case, and, although the charges were fully proved, the Commissioners allowed Dr. Painchaud to be put to considerable pecuniary loss in defending himself from a vexatious suit, they neither supported us, nor refunded the amount expended in adopting the course recommended by them. To Dr. Morrin I made no vague charges, but stated facts on my own responsibility, and my readiness to support them whenever called on. I consider this to be my duty, and no more. The object and purport of my interviews with the Secretary are not truly stated by him—they were not about knives and forks only, but to demand to know when there would be a meeting of the Board, and that I might be afforded an opportunity of being heard on abuses which I stated to him were then going on in the Hospital. No notice was taken of this demand. I stated subsequently, to the whole of the Commissioners assembled, that I had grave matters to lay before them. I did then and there state that the money of patients was appropriated by the officers and servants; I also told them that there were other abuses on which I wished to be heard;—I have never been called, I have never been asked, to state what these abuses were. With respect to the conversions, I again distinctly state that I have nothing to do with the matter. I have never interfered—never charged any one with proselyting. I have left to their respective clergy the care of their respective flocks, and, if they allowed interference and conversions, it was a matter to be settled by themselves or by the Commissioners.

The rule adopted, just previous to the appointment of the late Commissioners was a proper and necessary one, one which could easily be carried into effect in the Marine Hospital, and one which exists in other institutions similarly circumstanced, and in my opinion should be enforced in this. Of the different Protestant denominations the Episcopalians only have the benefit of the ministrations of a clergyman, who, I believe, attends to the patients belonging to other denominations, when requested so to do. There is a disposition in the Commissioner's letter to fasten on me a portion of the "*Odium Theologicum*," which, though malicious, is as fitting and as absurd as Dr. Lemieux, in his letter of 3rd January, 1851, to attribute to me ruthless and inveterate political passions.

With respect to the malpractices connected with interments I was aware that such existed. The Commissioners also well knew them, but took no notice of them, and no steps to abate the nuisance. The Sexton came to me and complained that the Officers of the Hospital were, as he said, cheating him, by burying two bodies in the same coffin; and that when he complained to Dr. Lemieux he was kicked by him out of Hospital. I sent him to make his complaint to the Chairman, Dr. Morrin. Some time afterwards it came to my knowledge that a white girl had been buried between the legs of a runaway negro. I then considered it to be my duty to go myself to the Chairman, and I did so. I stated the facts and the name of my authority, and told him the interest of the Hospital required it to mention them. I left it to his own discretion and professional feelings. He knew all the facts; and knowing them, evinces a degree of bad faith, and no small share of moral turpitude in affixing his name to a document in which Government and the Public are led to suppose that I myself have opened graves, and in which he pretends to account for my refusal to submit charges in writing. I am disposed to make every allowance for the Chairman's want of moral courage and dread of responsibility. I can make none for so vile an attempt.

to injure me in the execution of a duty. With respect to the complaints of the Visiting Physicians, I have stated the facts in my letter of 17th July, 1851, and your enquiry will satisfy you whether they are well or ill-formed. Their joint letter was true and was proper; it was intended to shield them from a charge of neglect of duty, and was not an unjust and calumnious attack on the Commissioners, but a simple statement of facts, for the truth of which they were, and are responsible.

With respect to the investigation, so called, it was, in my opinion, intended, and had the temporary effect of screening the guilty parties. The Commissioners did not call evidence; they refused to hear it when offered, and they most improperly attached a meaning to evidence given not intended by the parties giving it; of these facts Drs. Jackson and Hall will satisfy you.

With respect to the disgraceful scenes which took place in the Female Wards of the Hospital, and which were the subject of proceedings in Court, I know nothing whatever, I was not in charge and did not interfere. It is most dishonest in the Commissioners to attach unworthy motives to me, for writing such a simple note as the one appended, which is the one referred to. I submit to you whether I could refuse to answer Dr. Marsden's note, or whether I could say more or less. I did leave to Dr. Painchaud the duty of managing his own affairs in his own way, and though I felt disgusted with his proceedings and ashamed of my connexion with him, I did not in any way interfere. The letter referred to was from Dr. Jackson, the Visiting Physician in charge, to the Commissioners, asking instructions, and at the date of his letter was unanswered.

With respect to that paragraph in which the Commissioners advert to the manner in which my duties have been performed, it would have been more satisfactory to me to know in what manner I have erred, as I am not aware of any neglect of duty, at any time, either before or since the appointment of the late Commissioners. They say I ought to visit every day. They ought to know that I am prohibited doing so. If this is the alleged neglect of duty, it shews gross ignorance of their own.

The Commissioners assert that "before their appointment I commanded as sole master, and that almost every body in the Hospital was my creature." This is a most shameless assertion, and instead of being indorsed, should have been contradicted by Dr. Morrin, who has most "*honteusement induit en erreur*" his colleagues by allowing them to state such a fact. Dr. Morrin was of the Commission, and knows that I possessed no more power, and exercised no more than ought to be possessed by a Visiting Physician of a like Institution. He knows also that, on the contrary, at no time and on no occasion, did any one in any way connected with me receive a from the funds of the Institution. Mr. J. Martin was my student, and was appointed Hospital Pupil by "*concours*," the only mode, in my opinion, in which such appointments should be made. It is monstrous and unjust to charge me, of all men, with making the Hospital subservient to private ends, and a means for providing for my dependants. In this respect my position has always contrasted most favorably with that of my colleague Dr. Painchaud, whose brother-in-law was Commissioner, whose son was House Surgeon and whose nephew was successively House Pupil, House Surgeon and Visiting Physician to the sheds. He himself being like his relations liberally paid out of the Hospital funds. I may remark, that, in my opinion, these different officers should never be in the same family, but on the contrary, should be check on each other.

The Commissioners refer to my letter to the Provincial Secretary on the appointment of the six Visiting Physicians. I also refer you to that letter, as the expression of my opinion at that time. Your inquiry will satisfy you that these opinions were correct, in every particular. There are some other mistatement.

the Commissioners' letter, but as they seem to me to be of small importance, I have not thought it necessary to notice them.

I have the honor to be,
Gentlemen,
Your most obedient servant,

(Signed,) J. DOUGLAS.

To W. Nelson, M. D.,
R. McDonnell, M. D.,
Commissioners, &c.

QUEBEC, *November*, 1852.

GENTLEMEN,—We acknowledge the receipt of a letter dated the 6th instant, which was addressed to you by Dr. Douglas, in answer to one we addressed to Government on the 30th August, 1851, in reply to former charges against us, which he had brought before His Excellency.

We do not feel that we are called upon to follow Dr. Douglas in his *abusive* comments on certain parts of our letter, and abusive language towards the Commission, and more towards its Chairman; we shall therefore confine ourselves to the proof of our assertions and to the relation of the facts upon which they were grounded.

With regard to the connection of Dr. Douglas with the Board of Trade, we do not leave the responsibility of that assertion to our late Secretary, Mr. Casault. It was and is still our conviction, it was the conviction of a great many in Quebec, and we feel convinced that you will be of the same opinion, after having compared the abstracts of the several documents on which we grounded our opinion, and also by comparing the dates of the respective letters of complaints of the Visiting Physicians and the Board of Trade.

Here we copy our letter to Government, of the 30th August, 1851:—

“ Dr. Douglas took charge of the Hospital at a time when there was a great
“ number of patients, and after having suffered to go on, during nearly three months
“ the alleged abuses, improprieties, dereliction of duty and malpractices, which must
“ have come to his knowledge, he comes, when his time of attendance is nearly
“ over, when the number of patients is considerably diminished, and then for the
“ first time, complains of the quality of the diet, and of the want of knives and forks
“ for the patients, and about one month after, at a time when there were but very
“ few patients in the Hospital, and while the Commissioners were engaged in the
“ investigation on Mr. Cutter, Dr. Douglas gets the other Visiting Physicians to sign
“ a letter informing the Commission that a certain rule for the admission of the
“ friends of the patients had lately led to abuses, and that the Hospital wanted
“ bedsteads, bedding and clothing. Without having addressed any other communi-
“ cation to the Commissioners for upwards of eighteen months previous, Dr. Dou-
“ glas gets again the Visiting Physicians to complain to Government on the 27th
“ January, following, (p. 65, Blue Book,) that their REPEATED requisitions, and their
“ claims on the attention of the Commissioners had equally been disregarded; and
“ two days later, the Board of Trade also addressed complaints to Government (p.
“ 138 and following B. B.) Three of the Visiting Physicians have subsequently denied
“ the charges, and said that they had been ‘*honteusement induits en erreur*’ by Dr.
“ Douglas, (p. 65 and following B. B.) The Board of Trade must then also have been
“ led into error; and by whom? Is it by the three Visiting Physicians who with-
“ drew their signatures? Is it by the two, who acknowledged, during an investiga-
“ tion, that they knew nothing going on wrong? (p. 185 and 186, B. B. ;) or is it

“by the one who had already, for the same purpose, shamefully led his *confrères* into error? The facts speak for themselves.” Now compare the several abstracts respectively marked, No. 1, 2, 3, 4, 5 and 6, and annexed to this letter, and we leave it to you to state, if our conviction was well grounded or not. Further, if you add to that, what was known by many of us, that is: that a member of the Board of Trade had acknowledged that they had got all their information from Dr. Douglas, to whom they were referred by Archibald Campbell, Esq., and that the same Mr. Campbell had solicited a gentleman from this City to write to Mr. Leslie, the then Provincial Secretary, about those abuses, and moreover, that long before those complaints of the Visiting Physicians and the Board of Trade, there were rumours that an investigation would take place on the management of the Marine Hospital; the name of Mr. Bristow was connected with those rumours.

Dr. Douglas alludes again to the fact of monies having been divided between the Officers and Servants of the Hospital. It is not true that we refused to take the evidence which was tendered to us in relation to that matter; none whatever was ever offered but what was given by Dr. Douglas himself, during the investigation on Mr. Cutter's conduct (p. 49, B. B.) We were then inquiring into the conduct of the Steward. The Nurse incriminated had been dismissed from the Hospital, and Dr. Lemieux was identified with one case only, (same page.) It was the first time that those accusations were brought against the Steward. We took the evidence of Dr. Douglas as he dictated himself; he did not suggest the name of any other witness who could substantiate the fact, which, moreover, was then admitted by both House Surgeon and the Steward, the former promising to explain the whole matter and circumstances, which he did, on the 13th of Jany., 1851, (p. 58 and following B. B.) We transmitted that explanation to Government, and stated (p. 17): “The answers given by Dr. Lemieux are so satisfactory as to render it unnecessary for the Commissioners to make further enquiries, unless directed to do so by Government.” To that, Government, in answer to a letter from the Board of Trade stated in a letter, copy of which was transmitted to us (p. 143, B. B.) “With regard to the case of the will made by a seaman, referred to in a letter, that case having formed part of the previous investigation mentioned in my letter of the 15th February, was satisfactorily explained and reported upon to His Excellency.”

After Government had pronounced itself satisfied with the explanations which were given, were we to investigate *de novo* into the matter; and to what end?

We again copy our letter of the 30th August, 1851:

“That Dr. Douglas unjustly attacked the Commissioners, that he has calumniated them, that he has shamefully traduced them to Government, is proved by the answers made by the Commissioners on the 31st March, 1851, (p. 99, B. B.,) to the complaints addressed to the Executive by Drs. Douglas (p. 70, B. B.) Hall and Jackson, and by the letters in which Drs. Painchaud, Rowand and Robitaille (30th January and 3rd February, 1851, p. 65, 66, 67, B. B.,) informed His Excellency that they had been “*honteusement induits en erreur*” by Dr. Douglas, who by that means had caused them to complain of abuses and grievances which did not exist, and more so by the letter which forms the subject of this answer, (the letter of Dr. Douglas of the 17th July, 1851,) and we may also add now, by the letter which forms the subject of this present answer.

We beg you to take notice of the admission of Dr. Douglas, that he refused to put his complaints and communications about the Hospital in writing, and we deny that it was our duty to call him before us to know if he had any communications or complaints to make to us about the wants or management of the Hospital. We could not call him before us unless there was something officially laid before the Board. Dr. Douglas as well as all other Visiting Physicians or Officers of the Hospital should have communicated to us *officially* his remarks, complaints or suggestions on the wants or management of the Institution, and then we would have acted upon them. To maintain the contrary, is much as to say, that each meeting of

the Board ought to have been a Court of Enquiry, where all the Officers and Servants of the Hospital should have been called to be questioned on all the wants of the Hospital and its management, a thing surely most absurd and impracticable. Was it not, we ask, the duty of each Officer and Servant of the Hospital who knew of any thing going on wrong within it, officially to call the attention of the Commissioners to it? This was provided for by the rules and regulations for the guidance of the Visiting Physicians of which there is an abstract, p. 125-126 of the Blue Book, which rule was well understood and acted upon by Dr. Douglas himself for years previous. Were those Reports required by the rules to be made to Members of the Commission when they were met in the Street and likely to forget what had been communicated to them? Or were they to be made by the complainant in his official capacity? And why not, if they were true and well founded, submit them in writing? Why attempt to draw back from the responsibility of his office? But even in the absence of that rule, would it not be the imperative duty of the Visiting Physicians to inform the Commissioners of all that was wanting or improper in the Hospital. They had to visit the Hospital daily, at which visits it was their duty to remedy the abuses and provide for the immediate wants of the Hospital; and when they thought that it did exceed their powers they should have reported to the Commissioners who would immediately have acted, remedied abuses and provided for the wants. This had not been done either by Dr. Douglas or any of his colleagues, and yet they complained that "their repeated requisitions and their claims on the "attention of the Commissioners have been disregarded," (p. 65, B. B.).

The reasons assigned by Dr. Douglas for not having made his communications official and in writing, is such as to do no credit to his judgment and good faith. If he felt that he could not fulfil the duties of his office of paid Physician, without exposing himself to law suits and disagreements which he did not like to submit himself to, he should have resigned it; all that story about a similar case which occurred in 1838, is a pitiful afterthought which is not likely to avail him. A slander either verbal or written is equally actionable; but a written communication to his Superior Officers about things which he was obliged to communicate to them by the duties of his office, and the rules of the Institution, did not expose him to damages. If the contrary were the case, who would give his evidence before your Board or any other Board; but Dr. Douglas shews by his letter of the 17th July, 1851, which he lately published in the newspapers of this City, with comments of his own, by his former attacks, charges and accusations against us, and by the letter which is the subject of this answer, that his duty was not so imperative on him as his frantic desire to attack, calumniate and injure; all his hesitation, all his fear of prosecution had then vanished; he was not even stopped by the obstacles that truth and honesty threw in his way, and he resolved to duplicity, (and even perhaps the word falsehood would not be too severe) to accuse us, and to induce his brother practitioners to join him in his slanderous attacks against us and the Institution.

Both Dr. Lemieux and Mr. Casault will probably have to testify before your Board of the truth to their narration of Dr. Douglas' interview with Mr. Casault. The object of those interviews we imagine, though we know not their purport, it will be to those gentlemen to state if it was other than what they stated to us, (p. 113, 127 and 128, B. B.) namely, the want of knives and forks.

As to the conversations with the Chairman, Dr. Morrin, Dr. Douglas was invariably requested by that gentleman to put his complaints in writing, and address the Commission officially. Why did he refuse to do so? Will he allege his ridiculous fear of prosecution when they related to the bad quality of the meat and the want of knives and forks for the patients or other similar objects? Could communications of that kind expose him to an action for slander? But even when the conduct of the officers was the subject of his communication, if his reason not to write, was that assigned by him, why did he not write officially to the Commission, stating that here were abuses in the Hospital which he did not like to disclose in a letter, but

which he would make them aware of if called before the Board? In that case the blame should have remained with us; as it is, it remains altogether with him.

We refer to the evidence of Dr. Douglas, (p. 49, of the Blue Book), to establish that he never stated to us on that occasion referred to by him, that there were other abuses about which he wished to be heard. He complains that he had not been called before us to state what these abuses were; but why did he not mention them at that time? He had been called to that meeting; there he was in the presence of those Commissioners whom he refused to address in writing; what then closed his mouth? Why did he remain silent on those abuses? Why did he give such short answers to all questions which were put to him by ourselves, the House Surgeon and the Steward? Had he not there that opportunity which he had sought for so long? This would more than sufficiently prove that Dr. Douglas had then no complaints to prefer, no abuses to complain of, and that he was actuated by some other motive than the welfare of the Hospital when he complained to Government. This would tend to prove a want of good faith in the reasons by him assigned for not having addressed us in writing.

Of conversions we knew nothing. No complaints of the sort ever reached us, (see last paragraph of p. 147 and 148, B. B.) As to the "rule" mentioned by Dr. Douglas, for the classification of Protestants and Catholics in the Hospital, we persist saying that it has never been put into effect, (though never cancelled and still in force.) as may be ascertained by reference to the accompanying letters of Dr. Painchaud and Mr. Whelan. It was left with the Visiting Physicians to put into force, and we repeat that if it has not been followed, the blame should fall on those gentlemen, who are solely charged with the classification of the diseases and patients. We do not think necessary to dwell on that point, speaking, as we do, to gentlemen conversant with the rules and government of institutions of the same kind, and producing, as we also do, a letter signed by Dr. Douglas himself, which fully bears out the truth of our assertions, and leave with the Visiting Physicians the responsibility of having not carried out the rule into effect.

You will, moreover, ascertain from all the patients and servants that have ever been in the Hospital, that the Ministers of all religious denominations are admitted in the Hospital, and that they are always indiscriminately sent for when asked by a patient. If those gentlemen did not think it proper to attend regularly the patients belonging to their denominations, surely neither the Hospital nor its Managers are to be blamed for their absence. We further state that a room in the Hospital has been set apart and appropriated as a place of worship for the Protestants.

As to the interments, the rules of the establishment, (see those for the guidance of the Steward,) and the investigation on the House Surgeon's conduct, sufficiently prove that the fault in that case remained with the then Steward, Mr. Cutter, (see p. 171, 200, 207 and 208, B. B.) We leave it to Dr. Douglas to explain how that fact came to his knowledge. It must either be before the interment or after. If it was before the interment, as we already said, why did he not prevent it? If after, how did he get that knowledge? We are well founded in stating that in that case, he must have acquired that knowledge by the graves having been opened after burial; and we leave it with you to say, if he could acquire it otherwise. He was, as he alleges, informed of the fact by the grave-digger, who complained to him that he was cheated by the officers of the Hospital. But, how could that man know that two bodies were inclosed in a coffin of *ordinary size*? Why did he mention the facts to Dr. Douglas before addressing himself to the Commissioners. The answer to those questions is too plain to be inserted here. We do, however, beg to state that we are informed that Dr. Landry could give you important information in relation to that part of our letter.

We have no words to qualify Dr. Douglas' bad faith and the hideous effrontery of the abuse which his letter to the address of Dr. Morrin contains on that subject, when Dr. Douglas himself told that gentleman, that he had in his possession the head of the alleged "runaway negro."

We cannot but quote Dr. Douglas' own words, speaking of the letter which was addressed to the Government by the Visiting Physicians, on the 27th January, 1851, (p. 65, B. B.) he says, "*their joint letter was intended to shield them from a charge of neglect of duty.*"

It is established (p. 87 and 88, B. B.) that the meeting was called at the request of Dr. Douglas, that (p. 88 and 89) he framed the letter which was signed by him first and by the others after some hesitation. It is also established (p. 66, 67) that three of those gentlemen denied the charge, and accused Dr. Douglas of having "shamefully led them into error," to induce them to sign it. Dr. Hall's own words during a subsequent investigation were (p. 185 B. B.) "If I had perceived any thing going on wrong in the Hospital more than I have stated above, I should have taken notice of it officially." And Dr. Jackson in answer to the same questions which had been put to Dr. Hall, namely, if he had heard any complaints against the Hospital or knew of any thing going on wrong in the establishment, said (p. 186 B. B.): "While I was on duty at the Hospital, I heard of no complaints, excepting about potatoes. I spoke to the Steward, who told me they were of the best that he could get in the market; some of the patients also complained to me of the quantity of the articles of the diet, but not of the quality. I again addressed myself to the Steward, who told me that the diet prescribed was given; and it is not an uncommon thing when upon half, low or spoon diets, to complain, particularly mariners."

From all this from Dr. Douglas' own admission, he became the accuser, not on account of the interest he took in the Hospital, but so as not to become the accused, he knew that the mismanagement, improprieties of conduct, malpractices and all the disorders which had been proved during the investigation on Mr. Cutter's conduct, which was then over, could be attributed to his own neglect of duty, to the want of information by the Visiting Physicians to the Commissioners. He knew that if the Visiting Physicians had made their visits as they should have done, and inquired not only into the health of the patients, but into their wants, into the way and manner they were attended and treated, into their food and their comforts, he knew that (a) "If they had been particularly observant of the general good conduct of all persons attached to the Hospital, and if they had reported to the Commissioners any irregularity of conduct, or violations of the Hospital regulations," all that had then been proved could not have taken place, that it would have been prevented or stopped in time. He knew that he could be blamed for all those disorders, and then he thinks of directing public attention by accusing the Commissioners; he thinks of carrying into effect a plan long thought of and by which he would get rid of the Commissioners and obtain the appointment of others, who, according to his wishes, would be led by his ideas and suggestions. By disclosing the abuses, by accusing the Commission and charging its management, he would be looked at as the proper person to remedy the abuses. The advice of a man who had so much at heart the interest and good management of the Hospital would necessarily be asked and taken, in the formation of a new Commission. And then again he could rule and command as sole master. He had already laid the foundation of his attacks by the joint letter of the Visiting Physicians, addressed to the Commissioners on the 14th December, 1850 (p. 72) by the conversations he had with the President and the Secretary. The time was come to act. Injurious and calumnious reports are spread against the Institution and its *employés*, which we traced to Dr. Douglas. At his request a meeting of the Visiting Physicians is called, and at that meeting a letter prepared and drafted by him, is signed and transmitted to the Government. The Board of Trade instructed through him and his agents address complaints to Government against the Hospital and its management and officers. A man of public notoriety is set to work. Everything was so

(a) 5th Rule for the guidance of the Visiting Physicians p. 176, B. B.

well concerted, so well managed, so well prepared, so well conducted, that he was sure of success, when three of his confrères guided by honorable principles publicly acknowledged to Government that their complaints were unfounded, and that they had been led into error. The result of your investigation will prove this to be the whole story; these appear to be Dr. Douglas' motives and object.

Dr. Douglas states that our investigation on Dr. Lemieux's conduct was intended to screen the guilty parties. We boldly refer to that investigation. The number of witnesses examined, their position, the actual or previous connection of many of them with the Hospital, sufficiently show that we desired to know the truth and to do justice to the Hospital. We defy any one to name any of the present or former Officers and Servants of the Hospital and even of the Ministers of Religion who had been connected with it whom we did not call before us for the purpose of examining them. Dr. Douglas' assertions in that respect are as false as they are malicious. We call on him not to make more unscrupulous and untrue assertions, but to mention and to state the evidence which we did not call, and more so, that we refused to hear when offered.

As to the testimony of Drs. Hall and Jackson, we call your attention to the part of it which we copy above, to show whether we gave it a meaning which was not intended by them. They were made to see by Dr. Douglas that their evidence was a contradiction, and gave the lie to the letters which he has got them to sign, and rather than oppose him, they admit that they *stultified themselves* (these are Dr. Douglas' own expressions, letter of the 17th July, 1851) by saying that which they did not mean. We would like Dr. Hall to say what he meant by these words, "If I had perceived any thing going on wrong in the Hospital more than I have stated above, (bad tea and bad soup,) I should have taken notice of it officially." (p. 183.)

With respect to the disgraceful scenes which took place in the female wards of the Hospital, Dr. Douglas, in his letter of the 17th July, 1851 stated: "A letter from the Visiting Physician in charge, dated 5th instant, and demanding instructions from the Commissioners, has, like all other demands on their attention been disregarded and unanswered." In answer to that charge we said in our letter of the 30th August, 1851, that Dr. Douglas should have left to Dr. Painchaud the care of saying if the Commissioners had not done all that could be expected from them. Now in his letter of the 6th instant to you, Dr. Douglas says, that he was not then making allusion to the letter of Dr. Painchaud, but to one addressed to the Commissioners on the same subject by Dr. Jackson. That letter of Dr. Jackson, which was also signed by Dr. Rowand was received by the Secretary on the 18th July, (as may be seen by the indorsement on the back of it) though dated the 16th, submitted on the 18th to the Board, who assembled that day, and answered on the 19th, as may be ascertained by the annexed copy of the correspondence. Dr. Painchaud's letter was dated the 5th, and it was clear from their respective dates, that Dr. Douglas made allusion to that letter and not to Dr. Jackson's letter, which was dated the 16th; that taken aback, he says what he must have known to be incorrect. Could the delay of one day between the receipt of Dr. Rowand and Jackson's letter, and the letter and the answer thereto be thought too long, and condemned? And even supposing that three days elapsed between the receipt and the answer, could that be thought too long a delay, when we had to be assembled, and meet to decide on the answer? Was not the passage above described of the letter of Dr. Douglas, a false, shameful and dishonest attack upon us? It was more. At the time Dr. Douglas wrote his letter, Drs. Rowand and Jackson had received an answer to their joint letter of the 16th. Dr. Douglas knew it, and it was for the purpose of bringing against us that false and malicious attack, that he antedated his letter, and mentioned it to be the 17th July, 1851, when it must have been written after the 21st of that month, date of two letters from Drs. Hall and Jackson which he commented on, in his own of the 17th.

An order had been given to Dr. Douglas in the presence of Dr. Landry not to admit Dr. Marsden into the Hospital; that gentleman having been informed by Dr. Douglas as he subsequently said, at a trial before the Police Court, that there was no such rule, introduced himself into the Hospital to test the fact, and there caused most disgraceful scenes. That was the purport of that note of Dr. Douglas, which Dr. Landry will prove to be incorrect, if not to cause trouble and difficulties in the Hospital? And after such conduct on his part, he is bold enough to allude to those scenes and to attack us in respect to them.

We did not say that Dr. Douglas ought to visit every day during the whole year round, but during the term of his attendance, that is during six months; and we complained that during that time he was not in the habit of visiting regularly, and at the regular hours fixed by the Rules. The truth of that assertion is borne out by the 6th answer of Dr. Landry (p. 121 of the B. B.) and the 14th answer of Dr. Lemieux (p. 116, B. B.) and also by a letter of Dr. Painchaud (p. 83, B. B.) He never gave the information that we had a right to expect from him; he spread slanderous reports against the institution, and did his utmost to discredit it in public opinion. During the investigation, and more so during that on Mr. Cutter's conduct there was scarcely a day that passed without some rumours of the most serious character about scenes that had happened in the Hospital the previous day, which we always traced to Dr. Douglas. Amongst others, we heard one day that a trustworthy man, whom we had hired as porter during Mr. Cutter's suspension was reported to have gone during the night to the female ward and tried to introduce himself into the bed of a blind woman. An immediate inquiry proved it to be false, and traced it to Dr. Douglas. Another day the same man was reported to be an habitual drunkard, who was always drunk in the Hospital. This again was traced to Dr. Douglas. On another occasion we heard complaints that a young gentleman acting as Apothecary could not understand one word of the English language. After examination we found that he was quite familiar with that language, and again Dr. Douglas was the author of that report.

There would be no end to this letter if we were to notice all the instances of that kind in the conduct of Dr. Douglas. You may judge by yourselves of what a person would be capable who could have antedated his letter to charge us with neglect, who so much feared prosecution for damages, but who nevertheless slandered right and left. He could not with safety address to the Commissioners a written communication on the management of the Hospital, but he could with impunity spread false and calumnious reports against the Hospital and its Officers and *Employés*, namely by his published letter of the 17th July, 1851. Dr. Douglas always did his utmost to render to us the management of the Hospital not only disagreeable, arduous and difficult, but almost impossible. He advised and counselled those whose conduct was the most to be blamed, and specially Mr. Cutter, during the investigation on his conduct. In one word, we always found him creating obstacles and raising difficulties in the management of the Hospital. And we do not hesitate to say that the same state of things will last as long as Dr. Douglas is allowed to have any connection with the Marine Hospital. He is at war with every one in the Institution with the exception of the Visiting Physicians, and of those one is united with him through fear of his power to do harm (p. 80, B. B.) and the other from motives best known to himself.

We did not assert what we are still ready to prove and maintain, that before our appointment Dr. Douglas commanded in the Hospital as sole master (p. 122, 6th answer of Dr. Landry,) that he was allowed to have more influence than the Commissioners over all the persons connected with the Hospital, that he carried and did all he wished without control or opposition.

As soon as other Visiting Physicians were appointed against his wishes and advice, as soon as he understood that we would take the responsibility of our office

and control the government of the Hospital and the conduct of its Officers, he began to throw obstacles in the way and has constantly done so during our administration.

We beg to add in conclusion that, though we do not admit the right of Government to submit us to a trial after we ceased to be in office, and particularly after having by unjust and unaccountable treatment forced four of us to resign, still we owe it to ourselves to meet your enquiry, in order that the public may see that we do not dread an investigation into our conduct, and that if we did resign before it took place, it was not to avoid submitting to it.

We have the honor to be,
Gentlemen,
Your most obedient servants,

(Signed,) JOS. MORRIN,
" RICHD. J. ALLEYN,
" F. X. PARADIS,
" J. J. NESBITT,
" T. KELLY.

(Dr. Morrin desires to state that all the letters addressed to Government by the other Commissioners since his resignation, were sent without his concurrence, and even without his knowledge. He has not since then anything to do with the management of the Hospital.

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Abstracts from Correspondence, &c.

No. 1. "That the patients were in want of absolute necessaries; that some of them were obliged to eat with their fingers for want of sufficient number of knives and forks."—*Conversation of Dr. Douglas with the Secretary, 8th November, 1850, p. 113, B.B.*

"Yet it is asserted that the provision made in the Hospital for sick and disabled seamen is of the most wretched description; even in the article of food, the quantity as well as the quality is often deficient, and such as it is, they have it served to them like dogs, with scarce a knife or fork for 150 patients."—*Letter Board of Trade, 29th January, 1851, p. 128, B.B.*

"Among other things in support of these facts, it was stated to him, that 160 patients then in the wards fed themselves with their fingers, as there was not a single pair of knives and forks in all in Hospital."—*Letter Dr. Douglas, Hall & Jackson, on 27th February, 1851, p. 70, B.B.*

No. 2. "The statement made in my letter as to the defective provision made for sick and disabled seamen in the way of food or otherwise, is fully borne out by the records of the Hospital, and will be corroborated by the Visiting Physicians."—*Letter of Board of Trade, 3rd March, 1851, p. 137.*

"The soup was not soup; it was dirty water. The beef was very bad; it was not fair beef. I stated the same day, to the Chairman of the Commissioners, that the materials furnished to the Hospital were of inferior quality, and gave just grounds of complaint, by which the patients suffered, and the character of the Hospital was damaged."—*Evidence of Dr. Douglas in the investigation on Mr. Cutter's conduct, p. 49, B.B.*

No. 3. "That if the _____" (speaking of Dr. Lemieux and Dr. Beaubien) "had been guilty of the irregularities and malpractices attributed to them, it was only what might have been expected from young men under their peculiar circumstances, placed as they were in an institution, unchecked, irresponsible, and neglected by the Commissioners."—*Letter of Dr. Douglas, 17th July, 1851.*

“ There was no intention to include the Commissioners or Visiting Physicians under that designation, or to implicate them in the abuses complained, any further than these abuses may be found to have arisen from a *neglect of duty on their part.*”—*Letter of the Board of Trade, p. 136.*

No. 4. “ It is most desirable that His Excellency the Governor General should appoint a Commission, entirely unconnected with the present management of the Marine Hospital, to inquire into its whole condition, &c., &c., &c., and for organizing a system under which such abuses will be less likely to recur.”—*Letter Board of Trade, 29th January, 1851, p. 130.*

“ I now trust to His Excellency’s sense of Justice, and to his expressed anxiety for the welfare of so important an Institution, that he will be pleased to cause such inquiry to be made, &c., &c., as will place the Hospital itself on such a footing of usefulness and respectability as it ought to possess, and as it did possess some years ago.”—*Letter Dr. Douglas, 17th July, 1851.*

“ Nor do they ask His Excellency to condemn, punish, or even try the parties implicated. All they ask for is, that a full investigation into the conduct of those parties be instituted and carried on, on the spot, by a competent tribunal above all suspicion of partiality or prejudice.”—*Letter Board of Trade, 3rd March, 1851, p. 136.*

No. 5. “ With the particular views which the Roman Catholic Church entertains of the efficacy of certain rites and ceremonies before death, it is to be expected that its clergy should consider it to be a paramount duty to make as many conversions as possible.”—*Letter of Dr. Douglas, 17th July, 1851.*

“ The last moments of the patients are often disturbed and embittered by ignorant, though perhaps well-meant efforts, to convert them to the Roman Catholic faith.”—*Letter Board of Trade, 29th January, 1851, p. 130.*

No. 6. “ Rumours have been for some time afloat, seriously reflecting on the general management of the Quebec Marine Hospital.”

“ These rumours have lately assumed such a shape and consistency, that the Council of the Board of Trade have deemed it their duty to ascertain, as far as possible, the truth or falsehood of them. This they have done, and, after obtaining all the information in their power from parties on whose knowledge and accuracy they could rely, they regret being able to come to no other conclusion than that there is a great reason to fear that neither the property, the morals, nor religion, &c., &c., &c.”

“ It is also, in the apprehension of the Council, a very serious evil, that while the services of one of the most accomplished Surgeons in Quebec are actually paid for by the Institution, an arrangement has been sanctioned by the Government, by which his talents and experience are only available to the patients for a small portion of the year.”—*Letter from Board of Trade, 29th January, 1851, p. 128 & 130, B.B.*

“ The Council, although urged from various quarters (a) to bring these rumours under the notice of Government, refused to do so until they were perfectly satisfied that they were sufficiently well founded to warrant them in calling for an investigation.”—*Letter Board of Trade, 3rd March, 1851, p. 135.*

More citations would be a trespass on time, and a mere copy of the Blue Book.

MARINE AND EMIGRANT HOSPITAL,
QUEBEC, 25th August, 1851.

SIR,—In reply to your letter of the 19th instant, received this moment; I hasten to reply. I am asked, “ whether at any time there had been a rule in the

(a) Archibald Campbell, Esquire, and the Rev. Dr. Cook.—*Note of the Commissioners.*

“Hospital, directing Protestant patients to be placed in separate wards, and attended by Protestant nurses, and to state if it has ever been enforced, and when, and how long; and also to state when and for what reason this rule ceased to be persevered in; also, if there has been any other rule respecting the classification of Protestants or Catholics, to state what it was, when and how long it was enforced, and when and for what reason it ceased to be enforced.”

I have the honor to inform you, Sir, that I have no recollection or experience of any such rule being either established or acted upon in the Marine Hospital, but I recollect that the subject had been merely spoken about and suggested by different parties, (particularly in 1847,) but never was carried into effect in any manner.

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

(Signed,) P. WHELAN,
Steward Marine and Emigrant Hospital.

N. Casault, Esquire,
S. T. Marine and Emigrant Hospital,
Quebec.

(*Translation.*)

MARINE HOSPITAL,
QUEBEC, 25th August, 1851.

SIR,—In answer to your note dated 19th August, requesting me on behalf of the Commissioners of the Marine Hospital, to inform them whether there ever existed in the Hospital a regulation for the classification of Catholics and Protestants, and to state at the same time when, and why, and by whose orders such regulation ceased to be in force, I have the honor to state to you, for the information of the Commissioners, that no regulation has existed in the Hospital for the classification of Catholics and Protestants other than that which still exists; that is to say, that a card is affixed to the head of each bed, on which are written the name, the country, and the religion of the patient.

In 1847, the Chairman of the former Commission communicated to us the wish of the Lord Bishop of Montreal relative to the classification of the patients in the Hospital. He was desirous that Protestants and Catholics, should be placed in different wards. The Chairman requested us, at the same time, to state to the Commissioners whether this classification would occasion inconvenience or additional expense.

My two colleagues, Dr. James Douglas and Dr. John Racey were favorably inclined towards his Lordship's plan; for my part, I thought differently, and did not consider the plan a feasible one, especially at certain seasons of the year, but as I did not wish to throw in the way any obstacles which might prevent the plan from having a fair trial, I signed with my colleagues, and there the matter ended.

I have, &c.,

(Signed,)

JOS. PAINCHAUD,
Vis. Phys., M. H. Q.

N. Casault, Esq.,
Secretary, M. H. Q.

QUEBEC, 13th September, 1847.

GENTLEMEN,—We have the honor to acknowledge receipt of your letter of this date, inclosing one from His Lordship the Bishop of Montreal; and in answer we beg leave to inform you, that there will be at present no difficulty or additional expense in placing Catholic and Protestant patients in separate wards.

We will accordingly adopt measures to carry your wishes into effect, and will report to you whenever the number of patients in Hospital is so small as to require a change in this mode of classifying them.

We have the honor to be,
Gentlemen,
Your obedient servants,

(Signed,) JOS. PAINCHAUD,
J. DOUGLAS,
JNO. RACEY.

To the Commissioners,
M. & E. Hospital.

(Translation.)

QUEBEC, 5th July, 1851.

SIR,—I am under the disagreeable necessity of requesting that you will inform the Commissioners of the Marine Hospital, that this morning, Dr. Wm. Marsden renewed his attempt to intrude into the wards, and that I considered it my duty to cause him to be put out; this I was compelled to do twice.

I respectfully request that the Commissioners will take immediate steps to prevent the repose and tranquillity of the patients being interrupted.

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

(Signed,) JOS. PAINCHAUD.

N. Casault, Esqr.
Sec. Com. M. & E. H.

QUEBEC, 16th of July, 1851.

To the Commissioners
of the M. & E. Hospital.

GENTLEMEN,—We are under the impression that our colleague Dr. Painchaud has made an official report to you of what took place at the Hospital on the fourth and fifth instant concerning the peace of the Establishment, and the tranquillity of the patients, which were seriously interfered with by the obtrusive visits of Dr. Marsden. Our colleague has been prosecuted in damages for having caused Dr. Marsden to be turned out of the Hospital, and we regret having to add that he is still waiting for the protection he has demanded from you; and even (a) an answer to his two letters. As it is possible we may be placed in the

(a) This is incorrect. I, as Secretary, wrote to Dr. Painchaud on the fourth.

(Signed,) N. CASAULT,
S. T. C. of M.

same situation as our colleague, and not wishing to enter in any lawsuits, and incur costs on account of the Hospital, we beg respectfully that you may take this affair into your serious consideration.

We have the honor to be,
Gentlemen
Your most obedient servant,

(Signed,) A. JACKSON,
A. ROWAND.

QUEBEC, 22nd November, 1852.

GENTLEMEN,—Having appended my signature to the preceding letter, I deem it my duty to state that before doing so I expressed to my colleagues my regret that it should have been considered expedient to adopt therein a tone and expression which, however much they may be justified by the general course pursued by Dr. Douglas in relation to this matter, as well as by the language of his letter of the 6th instant, are nevertheless in my opinion much better avoided. This objection, I wish it to be perfectly understood, has reference only to the tone, and not to the substance of the letter (in which I entirely concur) and applies equally to the Commissioners' letter of the 30th August, 1851, which has called forth Dr. Douglas in terms perfectly characteristic of that gentleman, though not such as I have any desire or intention to imitate.

Further than expressing my dissent in the above particular, I should not have considered myself called upon to add any remarks of my own to those of the Commissioners, were it not that Dr. Douglas' letter to which the above is intended as a reply, gives a prominence to my name which it becomes less the duty of the Commissioners as a body than mine as an individual member to notice.

There are but two points in Dr. Douglas' letter upon which I feel myself personally called upon to touch, and these I shall dispose of as briefly as possible.

In the first place, as regards the frequency with which Dr. Douglas asserts he brought under my notice, as Chairman, the irregularities practised in the Hospital and my unwillingness to institute the required investigation, I am not at all surprised at the pertinacity with which Dr. Douglas adheres to any assertion that he has once made, whether it be founded in truth or like the present, the offspring of his own imagination. I am perfectly aware that Dr. Douglas was (and has been ever since the cessation of his dictatorship in the Marine Hospital) in the constant habit of finding fault with every thing connected with that Institution, and moreover that on many irrelevant occasions when I was present, he would persist in bringing the subject under discussion and making vague, rambling and general charges against its management, which always appeared to me to be the result of personal pique and not the genuine expression of friendly zeal for the interests of the Institution against which they were directed. These incidental conversations, which took place most frequently at the Quebec Lunatic Asylum in the presence of Dr. Fremont, when met on the business of that Institution, and also occasionally in the streets, constitute the twenty occasions to which he alludes and which he would lead the public to believe were so many proper official communications addressed to me as Chairman, instead of being as they were, vague and intangible general complaints. I here distinctly and emphatically repeat that on two occasions only did Dr. Douglas make the Hospital grievances the subject of a special visit, and my reply on those as on other similar occasions was, that he should address the Commissioners in writing officially and that his complaints should receive immediate attention. This course was so plain and reasonable, so simple and so safe, that it is surprising that so small

a sacrifice of time and convenience could have prevented its immediate adoption by any one pretending to entertain a sincere desire for the redress of the evils complained of.

I need not remind any one who has ever had the misfortune to differ in opinion with Dr. Douglas, that verbal conversation with him under such circumstances is anything but agreeable. The overbearing dictatorial style he assumes, the impetuosity of his language and gesticulations, are invariably such as to silence, though rarely, I should say, to convince his antagonist; an instance of this kind occurred on the occasion of a discussion at the Quebec Lunatic Asylum, respecting the alleged interment of a child between the legs of a negro. Dr. Douglas persisted in stating it to be a fact that had come to his *personal knowledge*, and asserted that the child was one that had died about that time of the small pox. On my expressing doubts of the correctness of his information, he went through the usual stormy pantomime and was left to the enjoyment of his fancied success. A few days afterwards, however, I received a note from Dr. Douglas of which the following is an extract, the original of which I only recently and accidentally discovered. "I was wrong in my opinion about the child buried with the negro; it was not the little girl that died of the small pox."

As regards that portion of the letter of the 30th August, 1851, which refers to the manner in which Dr. Douglas became possessed of the information respecting the interment of the child and colored man before alluded to, I can only say that in conversation with Dr. Douglas on the subject, he admitted to me that *he had in his possession the head of the negro*; such an admission could not be regarded in any other light than as an argument in support of "personal knowledge" he claimed in regard to that fact, and as such it was clearly entitled to great weight, but whether it warranted the presumption assumed as an alternative by the Commissioners I shall leave to the present enquiry and to the public to determine.

Before closing these remarks I shall take the liberty, notwithstanding my great "dread of responsibility and deficiency of moral courage" briefly to state my experience and views of the connection of Dr. Douglas with the Marine Hospital. During the early years of the Commission, Dr. Douglas was one of the two paid Visiting Physicians, and as such was allowed to reign supreme throughout the Institution. No charges were then heard respecting its management, save those which had reference to the well known particularities of his temper and disposition which were frequently the cause of bitter complaint. In process of time the Executive, contrary to the expressed desire of Dr. Douglas (and I may add contrary to my own opinion,) thought fit to associate with him six unpaid Visiting Physicians, who forthwith became co-participators with him in all the privileges and control of the Hospital. From that period the management of the Institution has never been satisfactory to Dr. Douglas; it has been his constant theme of animadversion, rumors involving charges of a nature properly cognizable by the Visiting Physicians and incumbent by the rules of the Institution on them, and a *fortiori* on the paid Visiting Physician to investigate and redress, are industriously circulated through the City. The Board of Trade become *intuitively* cognizant of the grievances and borrow *Dr. Douglas' words and expressions* to join in the outcry, the Government lends an ear, and an enquiry takes place, the result of which proved unquestionably two facts: First, that a Steward who was appointed by the Executive and whose duties necessarily placed him under the immediate eye of the Visiting Physicians in their daily visits, and for whose conduct they are properly responsible, is unworthy of his situation; and second, that a negro was buried, but whether with or without a child in the same coffin, is to me to this moment problematical.

In conclusion, I would beg to remind Dr. Douglas in reference to the epithets so profusely scattered through his last production, that invective is not argument, and generally shews the want of it, and that such terms as "moral turpitude,"

“bad faith” and others equally creditable and appropriate in a discussion of this description, will never be resorted to by me as long as truth can be attained by the language of moderation.

I have the honor to be,
Gentlemen,
Your most obedient servant,

(Signed,) JOS. MORRIN, M. D.

To the Commissioners of Enquiry into the
management of the Marine and Emigrant
Hospital at Quebec.

The Commissioners of Enquiry would draw attention to the fact that the last letter of Dr. Douglas, and also that of the late Commissioners in reply to it, do not contain any facts not previously brought before the notice of Your Excellency. It is true that the phraseology is different, and that the mutual recriminations, vituperation and abuse, are more strongly expressed. The Commissioners regret that communications marked by so much bad feeling and acrimony should have come under their notice when engaged in investigating the management of a charitable institution, and they can well conceive how difficult it was to act harmoniously when the Commissioners, and one of their principal medical officers, entertained towards each other such feelings of animosity; and they cannot but deplore the bad example set to the inferior officers, by those holding high appointments in the Institution. But however disagreeable the task, the Commissioners of Enquiry feel it their duty to condemn the spirit which pervades the letters of the late Commissioners; they were most unscrupulously attacked by Dr. Douglas, and it must be evident that they would have occupied a more dignified position by successfully repelling his charges, than by imitating him in bringing forward accusations and by the use of improper language. But it is necessary to examine these documents more closely: In this part of their duty the Commissioners of Enquiry decided upon avoiding a re-opening of questions already settled, and they took particular pains to ascertain if the different charges and statements could be sustained by unequivocal evidence. To prove some of the positions advanced in Dr. D's. last communication, he requested them to summon Dr. Frémont, Mr. Dean, Mr. and Mrs. Whelan and Mr. Buckley the Sexton.

The Commissioners of Enquiry would point out that Dr. Douglas' disavowal of any connexion with the Board of Trade, or his having furnished them with information whereupon to base their complaints against the Hospital, has not been disproved in a tangible manner by the late Commissioners. While this is quite true, there is such a variety of circumstances corroborating the supposition, that it is impossible not to arrive at the conclusions which the Commissioners did, in attributing the reports and slanders, if not directly to Dr. Douglas, certainly bearing the strongest impression that he was in no small degree implicated in their propagation; this will appear the more clearly when his various communications have been scrutinized, and is further rendered probable from the license of language he indulged in when before the Commissioners.

The allusion to the money transactions again made by Dr. D., in his letter of November 6th, 1851, requires no comment; the matter has already been decided by His Excellency's dismissal of the accused parties. Reverting to this as well other topics long since settled, is not creditable on the part of Dr. D., and would lead every dispassionate person to the conviction that Dr. D. was not actuated in his accusations solely by a virtuous or a praiseworthy regard for the reputation and the utility of the Marine and Emigrant Hospital.

Dr. D. denies having unjustly attacked the Commissioners and calumniated them, and it must be remarked that the Commissioners have not produced irrefragable evidence to prove that he has done so. They speak of rumours, and allude to newspaper paragraphs but they have not traced these (at least to the satisfaction of the Commission) directly to Dr. Douglas, yet it must be admitted that there are not a few reasons for inducing the late Commissioners to accuse Dr. D. of these highly censurable acts, which were of a nature to excite the indignation of all honest, straightforward men, and this they may justly urge in extenuation of their language. The late Commissioners allege that Dr. D. was not deterred by the fear of legal measures from putting his complaints in writing, but Dr. D. declared before the Commissioners of Enquiry, that he was prevented by a dread of consequences from so doing, and that the conduct of the Marine Hospital Commissioners on a former occasion, prevented him from making any charges in writing; and he alluded to the circumstance of his colleague, Dr. Painchaud, having complained in writing to the Commissioners, of the conduct of a House Surgeon, and was afterwards obliged to pay the expenses of an action for libel, brought against him by the House Surgeon, the expenses of defending which action the Commissioners refused to refund.

The Commissioners of Enquiry cannot give Dr. Douglas credit for being influenced by this dread of the consequences of sending a written accusation before the Board, as in that act he would have been discharging a duty appertaining to his office, and was not making a public or calumnious accusation. The excuse is at least a very poor one, but they cannot conceive, even admitting his dread of a prosecution, how this apprehension should have prevented him applying in writing for articles wanted in the Hospital, or pointing out to the Commissioners some of the abuses which he has since not only put in writing, but has published in the public newspapers of Quebec, with no fear of the law before his eyes.

Dr. Douglas, in his last communication states, that before a meeting of all the Commissioners he mentioned some abuses, and expressed a wish to be allowed to bring others under their notice, but he has never been summoned for the purpose of doing so. In their reply, the late Commissioners omit all allusion to this statement, which, however, is adverted to by Dr. Morrin in his letter.

Dr. Douglas disclaims all connection with the conversions said to have been made, and alludes to the neglect of a rule past just previous to the appointment of the late Commissioners, which provided for the separation of Protestants and Catholics, and he believes that conversions would not have taken place had that rule been adhered to. But on this point Dr. D. appears to labor under a misconception, for the evidence of Dr. Painchaud and Mr. Whelan proves that, though an attempt was made, at the suggestion of the Bishop of Montreal, it was found to be impracticable, or at least excessively inconvenient, and, in fact, it was never carried out, and the Dr. seems to have lost sight of it, till it might form the basis of a complaint.

The subject of the interments was enquired into when Cutter's case was before the last investigation, but as Dr. D. alludes to a recent instance, the Commissioners of Enquiry took some pains to ascertain all its particulars:—It appears that a black man died in the Hospital, and a student of Dr. Douglas being anxious to make a preparation of his cranium, (at least this seems to be the inference) it was intimated, visited the grave in which he was interred, and whilst engaged in decapitating the body, he discovered that a white female corpse was also contained in the same coffin, and informed Dr. Douglas of this fact. The Sexton had previously, however, ascertained the same fact from the weight of the coffin, which induced him to open it, and he also informed Dr. Douglas, who advised him to inform Dr. Morrin who referred him to Mr. Paradis. The latter refused to believe him, and at last promised to visit the grave to be satisfied of

the fact, which, however, he never did. When the Sexton went to examine the coffin the next day, he found both bodies had been carried off.

The mention of this case by Dr. Douglas and the manner of his becoming acquainted with its particulars, have suggested to the late Commissioners the question they addressed to Dr. Douglas, and which he has construed into an accusation *that he himself had opened the grave!*

The Commissioners of Enquiry do not consider the misunderstanding about Dr. Marsden's expulsion from the Hospital as a matter of such magnitude as the accusers of Dr. Douglas. Dr. Marsden had rendered himself obnoxious to one of the senior Physicians, and likewise to some of the junior ones; and even though there might not have been a rule expressly prohibiting *him* attending the Hospital, except in the presence of one of the Visiting Physicians, his own sense of propriety and professional etiquette should have kept him out of an Institution to which he was not a welcome visitor. The letter of Dr. Douglas, for writing which the late Commissioners blame him, stated that no rule existed prohibiting Dr. Marsden's admission to the Hospital; but it was not worded with sufficient precision, and indeed must be considered as calculated to mystify. Still it came out in evidence, that a verbal order to that effect had been consented to by Dr. D. The Dr. merely asserts that "there was no written order." It may justly be asked, is there no equivocation here? Dr. Marsden also may have construed it into a permission to visit whenever he pleased. But we cannot excuse the steps he then took to test the question, bearing in mind that the scene of his experiment was a charitable asylum. Both Dr. Douglas and the late Commissioners are on this point for once unanimous, that, "most disgraceful scenes" were then and there committed.

The charge against Dr. Douglas, of irregularity and want of punctuality in his attendance upon the Hospital, has not been proved to the satisfaction of the Commissioners of Enquiry, and the complainants are rather unfortunate in alluding to the "Blue Book" for proof of their accusation; for the following passage is recorded in the evidence of Dr. Landry:—"During my residence in the Marine Hospital, in the capacity of House Surgeon, Dr. James Douglas was in the habit of paying daily visits during the period during which almost the whole of the patients are admitted, that is to say, from about the beginning of May until about the end of November in each year. These daily visits, however, were frequently made after the stated hours, and sometimes even in the afternoon. Those on Sunday, for instance, were generally made about five o'clock in the evening. I had orders from Dr. Douglas, when he did not come himself *at a quarter past ten, to go his rounds for him.*" The Commissioners of Enquiry are convinced, from the latter sentence of Dr. Landry's evidence, that when Dr. Douglas failed in being at the Hospital at the usual hour, viz., ten o'clock, he must have been prevented by urgent professional avocations. At the time Dr. Landry speaks of, Dr. D. was in the habit of attending the whole year round to the surgical wards principally; he was, moreover, in large practice, and resided at a considerable distance from the Hospital, and the hour of visit was one very inconvenient to a practitioner who had private patients to attend to. Under these circumstances, it could not fail that occasional irregularity would take place; and the late Commissioners did not display great familiarity with the usages of Hospitals, attended by Physicians in large practice, if they could not make allowance for occasional want of punctuality in Dr. D's visits. As Dr. D. attended every day, and had the Hospital visited by a House Surgeon in the morning, when he himself could not attend, it is clear that little inconvenience was occasioned, and the safety and comfort of the patients not jeopardised. Visits to Hospitals on Sunday are usually made at any hour most convenient to the Physician, and, in some instances, where there is a trustworthy House Surgeon, are altogether omitted. Dr. Douglas cannot be blamed for selecting an

hour which in all probability was the only one in which he could have visited the Institution on the Sabbath, for the disposal of a medical practitioner's time on that day is usually regulated by the hours for Divine Service in the Church which he and his family attend. Consequently the same hour may not be convenient to all the Physicians of an Hospital, and the same Physician may find it impossible to attend upon Sundays at the hour he is accustomed to visit on week days. The fact of this charge having been already disposed of in the "Blue Book," and again adduced in the last communication of the late Commissioners, displays an over anxious zeal to collect materials on which to base charges against Dr. Douglas, which the Commissioners of Enquiry regret to notice, but which is too evident to escape observation, and deserving of the same censure as the attempts of Dr. D. to rake up old charges already disposed of.

But what did the Commissioners do to enforce the regular attendance of Dr. Douglas? It does not appear that they were even aware of his want of punctuality until the late investigation was being held. If they were, they are certainly culpable for neglecting to admonish Dr. Douglas; but if, as it appears, they were seldom seen in the Hospital, and their Secretary for a great part of the year absent from Quebec, it can easily be conceived how this matter escaped their notice until it served their purpose to bring it forward as an instance of dereliction of duty. The late Commissioners again make the assertion that Dr. Douglas spread slanderous reports against the Institution, but, as on the former occasion, they have omitted adducing a single witness to substantiate the charges. With regard to the new accusations under this head, viz: that referring to the attempt of the temporary porter to get into the bed of one of the female patients, to his being an habitual drunkard; to the ignorance of the Apothecary of the English language; all of which it is alleged, originated with Dr. Douglas, as well as several others not given in the communication; it is singular that neither at the time when the former investigation was going on, and when it was stated, these reports were first circulated, nor since then, have the late Commissioners adduced a single witness or any other kind of evidence to prove that Dr. D. gave rise to them.

The Commission of Enquiry cannot attach the same importance to mere rumours, hearsay evidence and newspaper reports, as it appears the Commissioners of the Marine Hospital did, and which it is to be regretted they considered so satisfactory in affixing charges of misconduct on one of their medical officers.

It is also affirmed that Dr. Douglas threw obstacles in the way of the Commissioners and always did his utmost to render to them "the management of the Hospital not only disagreeable, arduous and difficult, but almost impossible." It would have been satisfactory to have had the truth of this serious charge fully established, and the same remark applies to the still more serious one, of Dr. D's having "advised and consulted those whose conduct was the most to be blamed" and specially Mr. Cutter, during the investigation on his conduct." The Commission of Enquiry is of opinion, that if the Commissioners of the Hospital *had it in their power to prove the latter assertion, it was, and is still, their bounded duty to do so*, for if Dr. D. guided and counselled an individual who had been found guilty of the many offences charged against Mr. Cutter, he himself being one of the principal accusers (see Blue Book, page 49) of that person, his name should have been at once struck off the list of the Medical Staff.

In that part of their communication in which the late Commissioners allege that Dr. Douglas "is at war with every one in the Hospital, with the exception of two Visiting Physicians, and of those two, one is united with him through fear of his power to do harm, and the other from motives best known to him," it must be confessed they have travelled out of their way to give gratuitous offence to two of the Medical Staff, an act not very indicative of a conciliatory policy on their part.

Dr. Morrin, the Chairman of the late Commission, has sent in a separate reply to the charges of Dr. Douglas, in which he deprecates the strong language employed in the last rejoinder of the late Commissioners. He repeats what had previously been alluded to, that Dr. Douglas' complaints were always made verbally, that he neglected to make a formal written statement of his charges, and that it was usually in the public streets or at the Beauport Lunatic Asylum, that these grievances were spoken of. Dr. Fremont's testimony, upon which Dr. Douglas places so much reliance, only shows that the complaints were made when these three gentlemen were apparently employed in the performance of their duties at the Lunatic Asylum, and corroborates what has been advanced both by Dr. Douglas and Dr. Morrin; the former always refused to make his charges in writing, alleging as an excuse, the liability of a law suit following the act, whilst the latter invariably refused to listen to verbal remonstrances and requested Dr. D. to put his complaints formally before the Commissioners in writing. Dr. Morrin alludes to the peculiar manner of Dr. D., his violence of gesticulation, and the pertinacity with which he adheres to opinions once formed, and to the assertion of statements, whether based on truth or only the offsprings of his own imagination. That these peculiarities present obstacles to the friendly and quiet adjustment of misunderstandings, as well as to the calm and dispassionate consideration of matters of importance, all will admit, but Dr. Morrin must ere this, have learned to discuss such subjects with Dr. Douglas without much obstruction from the above causes, otherwise he could have hardly conducted harmoniously with that gentleman, for the last seven years, the Provincial Lunatic Asylum, which is in fact their property, and in the management of which they are partners.

It is but reasonable to infer that Dr. Morrin always believed that those charges were of the same groundless character so often urged by Dr. Douglas, and to get from that gentleman something tangible, his usual reply to him was a request that they should be put in writing. Whilst the admission, on the part of Dr. Douglas, that the negro's head was in his possession, and which admission supplies the deficient information wanted to explain how he became acquainted with the fact of two bodies being buried in one coffin; does not lead to the conclusion that he himself opened the grave and decapitated the negro's corpse.

The Commissioners of Enquiry cannot help expressing their admiration of the calm and temperate manner in which Dr. Morrin replies to one whom he had ever considered his friend; who was and is his partner; whom he was in the daily habit of meeting professionally; and for whose talents he has ever expressed a high degree of respect, and yet from this gentleman, at last he received gross insult, and is charged with "moral turpitude," and with being deficient in moral courage," as one who whilst assuming responsibility shrinks from the consequences of performing his duties, and allows, by his vacillations, his indecision of character and indifference, a valuable public charity to become the scene of immorality, robbery and every other species of vice.

That Dr. Morrin was culpable, in the first instance, in allowing the duties of his peculiar office, that of Medical Supervisor over the whole establishment, to be performed by Dr. Douglas, can admit of little doubt; and that the latter having exercised those powers for several years, and finding himself restrained in his control over the Hospital, and his sole management of the Surgical Department disputed by the incoming Physicians, can well be conceived as causing bitter and ceaseless murmurings and dissatisfaction with the new state of things, so opposite to what they had been when he was the "heart and soul" of the establishment, the "dictator" enjoying the flattering admiration of a colleague who considered him "the first Surgeon in all North America." But, if from a feeling of intolerable restraint, or from disappointment at his plans about the Surgical Practice not having been supported, or from any other cause, his position in the Hospital became disagreeable

to him, he should have resigned, and not have remained to create broils and give rise to discontent, in an establishment with whose utility and public reputation he has so frequently declared himself to be deeply interested.

In testimony of the faithful manner in which he has discharged his duty to the Hospital, Dr. Douglas adduces the written evidence of Mr. Gowan, one of the members of the first Commission, and to prove that he has been known to complain frequently of abuses in the Hospital to the Chairman, Dr. Morrin, he has brought forward a written statement from Dr. Fremont; both these letters will be found in the Appendix. The evidence of Mr. Whelan, who was Steward of the Hospital for several years, and that of his wife, Mrs. Whelan, is also brought forward by Dr. Douglas, as well as that of Buckley, the Sexton. Mr. Dean, whose name was given to the Commission as before stated, did not appear in compliance with the request of the Commissioners of Enquiry. Mr. Whelan's evidence does not support the repeated charges of immorality in the Hospital brought forward by Dr. Douglas, although it does incriminate one of the Medical Officers, placed in the Institution during the illness of Dr. Lemieux, and for whose "temporary substitution" the late Commissioners "did not consider they were bound to consult the Visiting Physicians." The Commissioners of Enquiry are of quite a different opinion, they believe that no person should have been placed in the responsible post of House Surgeon without the approval of the Visiting Physicians, for whom he was to act as deputy.

It is not improbable that had the Medical Staff been consulted, the only improprieties spoken of by Mr. Whelan, would have been avoided.

Mr. Whelan speaks in laudatory terms of Dr. Douglas' attention to the interests of the Hospital, and also of Dr. Painchaud's. He did not notice any disagreements except occasionally between Drs. Douglas and Painchaud.

The conversions which took place in the Hospital were the spontaneous acts of the patients themselves; they were not brought about by any attempts at proselytising.

Mr. Whelan knows of no instance in which Dr. Lemieux was guilty of any immoral conduct. Dr. Lemieux was always *regular in his habits and attentive to his duties*.

The evidence of Mrs. Whelan is pretty much the same as that of her husband; she also alludes to the misconduct of Dr. Godbout with one of the female patients.

She has no personal knowledge of Dr. Lemieux being "guilty of any improper or immoral practices with any one of the nurses, patients or servants, of the Hospital." She had heard rumours of his freedom of manners with one of the nurses. She states that one of the nurses, for the purpose of injuring her, showed some bad meat to the Commissioners, but that they took no notice of the matter. This same nurse was the cause of much disturbance in the Hospital. She says that she repeatedly mentioned to Dr. Morrin the irregularities and immoral practices existing in the Hospital—that Dr. Morrin desired her to state what servants should be dismissed; to which she replied, that she desired all of them to be dismissed except John Hillstrip (the orderly.) As Mrs. Whelan knew nothing personally of these alleged misdeeds, but had her knowledge from rumours, it is not strange that the Chairman, Dr. Morrin, did not act on her suggestion, being probably of opinion that Mrs. Whelan's request was in some measure dictated by a spirit of revenge, as one of the nurses had brought charges against herself not attending to the quality of the meat.

On another occasion when bad meat was supplied, the same nurse shewed it to Mrs. Whelan, but she (Mrs. Whelan) omitted mentioning the matter to the Commissioners as she would obtain no redress from them.

The Commissioners of Enquiry do not consider that the evidence furnished by Mr. and Mrs. Whelan, two most respectable and trustworthy witnesses, establishes the fact of frequent acts of immorality having been committed in the Hospital, since the late investigation for as was before stated, all matters adjudicated upon at that enquiry were not investigated during the present one.

It appears that Mrs. Whelan had heard rumours of misconduct, and it is but fair and proper to state that the alleged freedom of manner imputed to Dr. Lemieux in his demeanour towards one of the nurses, was founded on the simple fact, that some of the other nurses thought she remained longer in the Apothecary's shop, when getting the medicines for her ward, than was really necessary! It is upon foundations equally solid that many of the charges have been based.

It affords the Commissioners of Enquiry much pleasure to have it in their power to state, that throughout the whole of the present investigation, the conduct of Dr. Lemieux will bear the closest examination. All the Medical officers testify to his capabilities as a House Surgeon, and to his regular and attentive care of the sick, and none of his accusers have been able to bring home a single charge out of the many advanced against his moral character.

And although not connected immediately with the subject of investigation, it may not be altogether irrelevant to mention, that Dr. Lemieux is quite familiar with the English language and speaks it with great fluency. It is, perhaps, not out of place to mention this fact, as his alleged ignorance of the English language was brought forward on several occasions as an objection to his appointment to the office of House Surgeon of the Hospital.

Buckley, the Sexton's evidence was not given in a straight-forward candid manner, and it was necessary to remind to him frequently of his prevarication and contradiction. It appeared that he was engaged either about Dr. Douglas' country residence, or at the Beauport Lunatic Asylum nearly the whole year round, and yet he tried in every way to avoid giving a direct answer to the question addressed to him upon that subject. Similar equivocation and evasion characterised the rest of his evidence; from the tenor of which, however, it is evident that formerly great misconduct took place with regard to the interments, bodies having been taken out of the coffins in the dead house of the Hospital before they were removed for burial, and two bodies having been frequently put into the same coffin; but except in the case of the black man and the white girl already alluded to, he was not aware of the practice having been pursued since Mr. Cutter's dismissal.

Mr. Patrick Whelan appeared before the Commission on the 11th day of November, 1852, at half-past 9 o'clock, A. M., and on oath declared:—

That he had been Steward of the Marine and Emigrant Hospital for upwards of 16 years; that he left the same Institution in January last. He has no knowledge regarding the taking away of bodies for purposes of dissection, and that he has never been in a dissecting room. Up to the period he left the Hospital, he saw nothing personally touching immoralities or irregularities of an immoral tendency committed in the Hospital. He never personally witnessed any bad conduct on the part of any of the Officers of the Institution during the 16 years he was Steward of the Hospital. That on the 4th November, 1851, two of the nurses complained to him of the immorality of Dr. Godbout, then acting as House-Surgeon in the stead of Dr. Lemieux, who was then ill; that it was stated by nurse, Mary McMahan, an old woman, that Dr. Godbout, with a patient, Harriet Young, were locked up together in a room (the room is the one appropriated for the nurses to sleep in); that she, Mary McMahan, rapped frequently at the door for admittance, but it was only after some time that the door was opened, and she found them, Dr. Godbout and Harriet Young, together; but they were not discovered in any improper position, nor doing anything improper together. It appeared to the deponent, Mr. Whelan, that some other more convenient means might have been chosen in the Hospital, particularly in the House Surgeon's room, for improper connexion between Dr. Godbout and the nurse. He repeats, that he never saw at any time and he certainly has no knowledge, during the whole time that Dr. Lemieux was House Surgeon, that he had acted in an improper or immoral manner; that he was regular in his habits, very correct in his

department in all things, and very regular and attentive in his duties as House Surgeon.

That Dr. Douglas was considered the chief of the Hospital, that is, the *heart and soul* of the Institution; that in 1847 he was very assiduous in his duties, and particularly at a time when the Hospital had been abandoned by the Commissioners; that Dr. Douglas had been considered the leading authority at the Hospital, and he was the Visiting Physician to whom he generally addressed himself on the affairs of the Hospital. That Dr. Painchaud was always attentive to the duties of the Hospital, and equally so with Dr. Douglas with regard to the patients. That he has always seen harmony and cordiality existing among the Visiting Physicians, excepting occasionally there appeared some differences between Dr. Douglas and Dr. Painchaud.

That latterly, the patients seemed to show a preference to Dr. Douglas professionally; he thinks that this preference arose in consequence of his superior reputation as a surgeon.

That he has no knowledge whatever that patients had been robbed in the Hospital during the whole time of his Stewardship; that he has no knowledge of *forced* religious conversions having occurred in the Hospital during his time; the best feelings seemed to exist between the Protestant and Roman Catholic Clergymen. That there were some conversions from the Protestant to the Roman Catholic religion, but these occurred without being tampered with for that purpose, and were the spontaneous act of the patients; these were very few in number. That the Reverend Mr. Percy is the regular and recognized Chaplain in attendance, and is very zealous, and a gentleman of fine feelings. The Presbyterian Clergyman attended only when called for by Presbyterian patients.

Mrs. Ellen Whelan, wife of Mr. Patrick Whelan, appeared also, on the 11th November, 1852, and stated under oath as follows:—

Was a paid Matron in the Marine and Emigrant Hospital, and had been so far upwards of sixteen years. That she knows nothing *personally* of immoral practices in the Hospital since the time of Jane Hamilton. She left the Hospital with her husband, Mr. Whelan, about a month after Dr. Douglas had left for England; with regard to Harriet Young, a girl of about 20 years of age, and a patient in the Hospital as convalescent, she only knows what was related by one of the nurses, Mary McMahan; that two nurses had stated to her, that Dr. Godbout had been found in a small ward, (but empty of patients) with Harriet Young; that the nurse, Mary McMahan, had returned from church with her daughter, about 15 or 16 years, and found the room locked; that she rapped at the door, it was opened from within by either Harriet Young or Dr. Godbout, it was about 6 o'clock, P. M., in, she believes, the month of September, it was light of day. That it is not within her personal knowledge, that Dr. Lemieux had been guilty of any improper or immoral practices with any of the nurses, patients or other servants of the Hospital, except what she heard about his, Dr. Lemieux's freedom with Sarah Garland. That she had repeatedly mentioned to Dr. Morrin the irregularities and immoral practices existing in the Hospital. That Dr. Morrin desired her to state what servants should be dismissed, to which she had replied, that she desired all of them to be dismissed, except John Helstrip.

That she has no knowledge, personally, that Sarah Garland had ever robbed the patients of money. That this Sarah Garland has repeatedly created disturbances in the Hospital, and has some times put meat in the drawers and shewn that meat to the Commissioners for the purpose of injuring her, the Matron, but nothing was done in the case by the Commissioners. That once, Sarah Garland had come to the Matron with some meat complaining of its quality; the Matron acknowledged that the meat was stale but not so much so as not to be eaten. She placed it on the shelf, and did not report the case to the Commissioners, because she thought, from former circumstances, that she would obtain no redress from the Commis-

sioners. Dr. Douglas had informed her that the investigation of the affair of the Hospital was going on, but did not enter into particulars, or say that she was to be called as an evidence.

Mr. Neville's (the Steward) Evidence.

Mr. Neville was examined by the Commissioners of Enquiry on different occasions, as to whether he knew of any impropriety going on in the Hospital, and he invariably declared that he was not aware of any instances of the kind. He offered a suggestion which the Commissioners think should be acted upon, viz:— that *male* nurses should be employed in the *male* wards, particularly in the venereal wards, the inmates of which are generally sailors. As he very properly remarked, no women, however virtuous, can long remain in attendance upon patients labouring under a disease of such a nature, and having to perform services offensive to modesty, without having her morals, or at least her delicacy of feeling, seriously endangered. It seems strange that this circumstance has been up to the present totally neglected, for as the Hospital has always had a male nurse in some of the surgical wards, it would have been no innovation to have appointed one to that ward, which, more than any other, required one.

Patrick Buckley appeared before the Commission and declared under oath, that he believed he was in his twenty-ninth or thirtieth year, and that he was and had been Sexton to the Marine and Emigrant Hospital burial-ground for six years. That in the summer of two years ago and during the prevalence of sickness, a black man and a white girl of seven or eight years of age were placed in the same coffin for interment. That from the weight of the coffin, he suspected that there was more than one body in the coffin, he was therefore, from so suspecting, induced to raise the cover of the coffin with his spade, and found the two bodies. That he went to Dr. Morrin at the request of Dr. James Douglas, but he would give him no satisfaction, and told him to go to Mr. Paradis (one of the Commissioners); that he went to Mr. Paradis, but that gentleman said he would not believe such talk unless he saw it himself, and that he would go after him to examine the case, but which he did not do. That next day when he went to cover the bodies he found them missing; in explaining he said, that there was no earth in the coffin the evening previous, but that on the next morning he found that some earth had been thrown upon the coffin. That on a second examination when he had raised the lid of the coffin, he discovered that the head of the black man had been taken away, and that next day when he went for the purpose of interring the coffin, he discovered that the bodies had also been taken away and the coffin empty.

That he is positive that bodies several times before those of the black man and the girl have been taken away, and even since that period.

That he has never assisted in abstracting or procuring bodies for any dissecting room in the City of Quebec or Montreal, before the black man and the young girl had been taken away, nor since, and that he never entered into any agreement with any person or persons to furnish them with bodies; nor has he ever absented himself for the purpose of allowing bodies to be taken away for dissection, or other purposes, during the time he had been employed as Sexton to the burial-ground of the Marine and Emigrant Hospital.

That some time after discovering that two bodies had been placed into one coffin, he went to Dr. Lemieux and complained, that he was cheated by doing so; upon so complaining Dr. Lemieux placed his hand upon the collar of his coat and ordered him out, remarking at the time he was doing so, not to make any further false reports about the Hospital.

That he has seven shillings and six pence for opening a grave and burying, and that when out of employment he is employed on the farm of Dr. James Douglas.

That he has never been requested by Dr. Douglas to furnish him with bodies, nor by persons in the professional service of that gentleman.

That he has never in any instance, nor has any of his family ever given notice to any medical gentleman or medical pupil that they could easily obtain bodies from the burial-ground of the Marine and Emigrant Hospital. And that independently of being employed as Sexton to the burial-ground, he is employed by Dr. James Douglas, in the summer season, and he is much more, and he would say, more generally employed as labourer by Dr. James Douglas than by any other person in the company.

his
PATRICK X BUCKLEY.
mark

CASE OF WILLIAM LAWSON.

Mutual charges of Drs. Rowand and Douglas.

William Lawson was admitted into the Surgical Ward of the Marine Hospital on the 22nd June, 1851, which was then under my care. He had a gun shot wound in the left thigh. Upon examination, four or five lacerated wounds were observed on the posterior aspect and about the middle of the thigh, which were scattered over a surface of five or six inches. Two or three of these had perforated through and through and emerged on the inner side. A shot which had not quite penetrated through the limb was felt under the skin and removed, and another was shortly after found in the poultice which had been used. These shot were about the size and weight of swan shot. They differ from it only in their form which was square, which accounted for the lacerated appearance of the wounds. The femur was fractured in the middle. It did not possess any of the characters of a comminuted fracture. But on the contrary, a doubt was entertained by me and my colleague, Dr. A. Jackson (who being at the time at the Hospital, I had requested to see the case with me) whether the bone might not have been broken by the superincumbent weight of the body, after it had been splintered and thus weakened by the shot. There was very little hemorrhage from the wounds. We agreed to leave the limb in the long splint, which had been very properly applied by the House Surgeon previous to our arrival at the Hospital.

The House Surgeon, at my request, called a general consultation of the Visiting Physicians on the following day, and to the best of my recollection, Dr. Douglas was there, and like the others, appeared to entertain a hope of the man's ultimate recovery without the loss of his limb. In a few days, notwithstanding cooling applications and low diet, great turresaction followed from inflammation, and it became imperatively necessary to loosen the bandages and relax the extension of the limb. This step was quickly followed by considerable shortening. As soon as the subsidence of the inflammation would permit, an attempt was made to correct this shortening; but the suffering and irritation it gave rise to, compelled the abandonment of further attempts. I continued to employ the long splint as it did not appear to hurt the patient in any way, and it enabled the nurse to apply poultices constantly on the posterior aspect of the thigh where the greater number of the wounds were situated, and from which there was a constant discharge of pus. My treatment was strictly antiphlogistic until the subsidence of all inflammatory symptoms, when every effort was made to support the constitution by a generous diet and the use of wine. The man's appetite became very good, and he was in excellent spirits, having no doubts as to his ultimate recovery. I have frequently

found him laughing with his fellow patients and enjoying his pipe. The wounds looked healthy. Those on the front were cicatrizing and those behind had become clean and healthy from the removal of the sloughs. Two wounds which lay close together on the posterior aspect had become converted into a common one from the sloughing away of the septum which divided them. Through an opening thus made, the upper end of the fractured femur was seen overlapping the lower upon its outer side. About an inch of bone was exposed, and it had a pearly appearance, as if deprived of vitality. This bone did not stick out or project through the wound, as Dr. Douglas asserted in the Court House. It lay in a straight line with the lower end of the femur, and was placed upon its outer side. From the time I observed this exposed bone, I was of opinion and frequently expressed it to the patient and students who followed my visits, that exfoliation would take place, when rapid recovery would follow. In this condition, I left my patient on the 15th of August, my term of attendance having expired. I was informed on the following day, by the House Surgeon, that Dr. Douglas had taken charge of my wards, and at his very first visit had seen Lawson, commented upon the shortening of the limb, to the students who followed him, as if it had been caused by my fault. About a fortnight after this, he ordered the long splint to be removed and the double inclined plane to be used in its stead, countermanded the wine which the patient had been taking and ordered porter. The nurse who attended this patient during the whole time he remained at the Hospital, thinking Dr. Douglas had charge of this case as well as of the other cases in the same ward, frequently exposed the leg for his inspection, when Dr. Douglas ordered him to go on with the poultices. At length, the patient becoming despondent, he begged Dr. Douglas to cut off his leg to save his life. He was answered no, that it would do. During the period of three months that Dr. Douglas attended the Hospital, I never visited or prescribed for or in any way interfered with Lawson, as I looked upon him as Dr. Douglas's patient. I was never informed, either by Dr. Douglas or the House Surgeon, that he was not attended to. In fact, it was only after his death, and when the case was likely to become the subject of criminal prosecution, that I learned for the first time, that Dr. Douglas intended to disown having had anything to do with the case.

The patient again came under my care on the 15th November, at the expiration of Dr. Douglas' quarter. I found him in a hopeless condition, he was pale and greatly emaciated, with a bad cough and diarrhoea. The wounded limb was much enlarged from the groin to the knee and was permanently flattened by the double inclined plane. The form of the shaft of the femur could be distinctly traced upon the posterior surface. About three inches of bone was now exposed. The discharge from the wound was thin and watery. My colleague, Dr. Jackson, saw him with me about this time, and we were both of opinion that tubercular disease had fairly commenced. We concluded so from the man's naturally delicate and effeminate conformation, and the severe cough under which he was laboring. The appearances so very unfavorable, indicated approaching dissolution, so that I considered amputation at this time an act of unnecessary cruelty, and rejected the idea.

At the beginning of January, 1852, I was succeeded in my charge of Lawson by Dr. Jackson. He lingered on to the 21st of the month when he died from diarrhoea.

There was a post mortem examination at which I was present. The lungs were but slightly diseased; a few tubercles could be felt between the finger and thumb at the apices; there was a slight adhesion of the right one. In cutting through the skin and muscles of the thigh to examine the femur, they were observed to have been converted into a sort of semi-cartilaginous and gelatinous structure throughout. The sciatic nerve was found wounded. The femur was fractured in its middle with a lateral overlapping of the broken ends, the upper end being situated on the outer side and the lower to the inner side. This overlapping caused a shortening of about two inches. With this fracture there were three or four small splinters; the largest

was about an inch and a half long, and was found to have formed firm adhesion to the portion of the femur, from which it had been chipped off. The other splinters were small and were embedded in the soft parts near the thigh bone. Such were the appearances at the post mortem examination.

I am of opinion that Lawson might have recovered with his limb, had he been possessed of an ordinary good constitution, his frame, &c., was the most fragile and effeminate I have ever witnessed in a male; had amputation been resorted to a short time after the commencement of hectic fever, I think his life would most likely have been saved. I believe primary amputation would have been perfectly unjustifiable; it was not a gun shot wound of an aggravated kind, the extent of the injury justified an attempt to save the limb; there was no hemorrhage nor much laceration of soft parts, nor any extensive injury of bone, and this opinion is amply established by the fact that the patient lived seven months after the receipt of the shot.

This case became the subject of criminal prosecution at the late Criminal Term in Quebec; Dr. Douglas stated in his evidence at Court, that he had had nothing whatever to do with the case. That he never had him under his care, and if he had, he certainly would have amputated his leg, and in all probability thus have saved his life. A short time before the trial, he sent for Mr. Pope, Advocate, who defended the prisoner, T. Bourke, accused of the murder of Lawson, and stated to him that he never had charge of Lawson. That I had shamefully mismanaged the case, and he had died through my mismanagement. Mr. Pope, in consequence, endeavoured to throw the blame of Lawson's death on me, in order to save his client, and succeeded in producing an impression upon the Jury, the Court, and the Quebec public in general, with the idea that I was alone to blame for Lawson's death. Feeling innocent, I lost no time in soliciting the Commissioners to investigate the matter, that blame might be placed upon the guilty. My letter was referred to Government. In the meantime months passed away, and the public continued unfavorably impressed towards me. I suffered both in character and professional reputation; and I am greatly rejoiced at the present opportunity, though a tardy one, of clearing myself of these injurious imputations, which I hope I have succeeded in accomplishing by a simple statement of the facts.

(Signed,)

A. ROWAND, M. D. E.

W. Nelson, M. D.,

R. L. MacDonell, M. D.,
Commissioners, &c.

QUEBEC, 17th November, 1852.

GENTLEMEN,—I have to acknowledge the receipt of Dr. Rowand's statement of the case of Lawson, with a request from you, that I should furnish you with my observation on it.

Before doing so I will briefly relate all I know of the case.

On the morning of the 15th August, I took charge of the surgical wards. On going round, attended by some students and my colleagues of the Hospital, my attention was directed to Lawson, whom I then saw for the first time. He had compound and comminuted fracture of the thigh bone, from gun shot; the limb was about three inches shorter than natural. There was an extensive wound of some inches length on the posterior part of the thigh, through which the bone protruded. *He had on the long splint.* I remarked that it was a very bad case and ought to be carried out by the Visiting Physician who had treated it from the beginning. Dr. Lemieux then said that he believed that Dr. Rowand

intended keeping charge of the case. The next day being again in the ward and in the presence of some parties, Dr. Lemieux addressed me saying, that Dr. Rowand *would* keep charge. Dr. Hall, then present, also observed that Dr. Rowand had told him that he wished to continue the case. I expressed my satisfaction at this arrangement, and my opinion that it was a very bad case, with which I did not wish to interfere. I saw Lawson every day but did not in any way meddle with his treatment. Twenty-seven days afterwards I was accosted by two policemen, at the door of the Hospital, who said they had brought a vehicle to take a patient to the Court House. I returned to the ward, and when Lawson was pointed out, told them his removal was impossible, and that when I got to Upper Town would inform Mr. McCord so, and of the reasons. I then for the first time carefully examined Lawson's limb, and as he complained of the long splint, I asked Dr. Lemieux when Dr. Rowand had last seen him? he replied: "Not for some time, that he had only been down two or three times." I then said it was a shame, that no matter who had charge, common humanity would warrant the removal of a splint which was worse than useless, and I recommended him to remove it and place the limb on a pillow or on a Liston's Apparatus straight. I then saw Mr. McCord, and explained to him why Lawson could not be removed. He said he had a certificate from Dr. Rowand that Lawson was doing well, and was out of danger. I replied that my opinion was the very reverse; that I considered his limb gone, and his life likely to follow. He demanded a declaration to enable him to stay proceedings, and I made it accordingly. The day following being again in the wards, Dr. Hall addressed me saying, that Dr. Rowand requested him to see after Lawson, as it was not worth his (Dr. Rowand's) while to come down so far for one case. I replied, you may if you like, it is a bad case, and I do not wish to be mixed up with it. I saw Lawson daily until the termination of my attendance, on the 15th November. I always spoke to him as I went round, and I sometimes looked at the limb, when Helstrip, the nurse, threw off the bed-clothes, which he occasionally did. I remarked to Lawson once or twice that perhaps the time would come when he would be glad to exchange his leg for a wooden one. He, however, seemed very averse to the idea, and of course I did not urge it.

In November I left Canada for the south of Italy. Lawson died on the 28th January.

I have stated all I know of Lawson's case. I never met Dr. Rowand or any one else in consultation on it. I never was asked. I never saw Lawson until 15th August.

With respect to Dr. Rowand's statement I hardly know how to designate it. He has drawn largely on his imagination for his facts, without reflecting where a departure from a straight line would lead him, and into what a mass of contradictions he would be involved. He states that on 23rd June, the day after Lawson's admission, he called a meeting of the Visiting Physicians, at which he says, "I believe Dr. Douglas was present." His belief strengthens until he actually quotes my opinions and the expressions I used at this pretended consultation. Dr. Lemieux states he never heard of this consultation. Dr. Robitaille was not present and never heard of it. The notes of Drs. Jackson and Hall will show that there was no such consultation and that I was not of course present. As a climax I was ill and absent from Quebec and did not return until 27th. So much for fact No. 1.

The other facts are disproved by Dr. Hall's answers to my questions herewith appended. They were also disproved by the House Surgeon's evidence in Court, who distinctly stated that on 15th August there was an arrangement to his knowledge by which Dr. Rowand kept charge of this case. He also correctly stated the reasons for my interference on 11th September. Dr. Rowand's statements of my opinion are most contradictory. He first says I thought the case

very bad and expressed such before the students. Then he says, "I thought well "of the case and that 'it would do.'" *Do?* do what? My declaration before Mr. McCord will answer the question—my refusal to interfere with the case will answer.

Dr. Rowand's own opinions on the case show an amount of ignorance of the most common principles of Surgery, which would disgrace a student of three months' standing.

He describes fearful gun shot wounds with compound fracture of thigh bone, and then says he doubted whether the gun shot had any thing to do with it, and whether the bone was not broken by the fall. To make matters more glaring, he says, "the body was the most slight and effeminate he had ever seen in a male." He describes four or five gun shot wounds, not ordinary ones, but lacerated by square slugs. These lacerated wounds covered a space of five or six inches, some of them ultimately ran into each other by destruction of intervening parts, leaving one huge wound, in which the broken bone lay, white and lifeless. After this he gravely says, "the case was not a gun shot wound of an aggravated kind, the "extent of the injury was comparatively slight." Dr. Rowand may well complain of the impression made on the Court, the jury and the public by the evidence on Burke's trial. Dr. Rowand himself was examined at length, and by his self contradictions in the witness box, gave rise to these impressions. He stated that Lawson never recovered from the shock of the gun shot, and that he doubted whether at any time amputation was practicable or allowable. Any comments on these opinions of Dr. Rowand's would be like his long splint. Any comments on his attempts to rid himself of the responsibility of such a case as Lawson's would be even worse. I have always done my duty in Hospital; I never shrank from any sacrifice of time or trouble in my care of my own cases, or from my own responsibilities in their treatment. But I ought not to be made responsible for the ignorance or incapacity of any one who may be associated with me. The other Visiting Physicians have equal power with me, and equal responsibility. They exercise the one and ought to bear the other. In my letter of instructions from Government on their appointment, I am told to give them any advice and assistance when asked, but in no way to interfere with them. I have always studied to do so.

I have the honor to be,

Gentlemen,

Your most obedient servant,

(Signed,) J. DOUGLAS.

W. Nelson, M. D.,
R. L. McDonell, M. D.,
Commissioners, &c.

QUEBEC, *November 29th*, 1852.

GENTLEMEN,—Having been favored by Dr. Von Iffland with a copy of Dr. Douglas' remarks upon my statement of Lawson's case, I think it due to you and to myself to make some observations on them, which I shall do as briefly as possible, and in the same order which he has deemed it right to pursue.

Dr. Douglas states in the instance that when he took charge of the surgical wards on the 15th of August, he was informed by the House Surgeon and Dr. Hall that it was my intention to continue my attendance upon Lawson. I certainly did express such an intention to Dr. Hall while I was under the impression that he was to succeed me in the charge of the wards, and I acquainted the House Surgeon of that intention. But, when upon calling at the Hospital on the day after the period of my attendance had expired, I found that the care of the sur-

gical wards had devolved, not upon Dr. Hall, but Dr. Douglas who had visited Lawson, minutely examined him and used disparaging language with regard to my treatment, I from thenceforward considered the case to be in his hands and he would pay to it the attention it so forcibly demanded. This view I immediately communicated to Dr. Hall, and did not again visit or see Lawson until after the lapse of three months, when in the routine of duty, the surgical wards again came under my charge.

By the rules laid down for the regulation of the Hospital there is no power given to any of the medical attendants to retain in their own hands any individual case after the expiration of their quarterly rotation. I could not have done so in Lawson's case, without a violation of these rules, or by the permission and favor of Dr. Douglas, which I was by no means inclined to ask for, as he and I had not been on speaking terms for some time previous.

I therefore absented myself from the Hospital during the three months of his attendance, and did not give the House Surgeon or Dr. Hall to understand that I would continue my attendance upon Lawson during this period, as will be proved by the inclosed note from the House Surgeon, marked No. 1.

These circumstances were lately recalled to Dr. Eall's memory, and he gave testimony to the correctness of my statement of them; but he has since very unaccountably written a letter to Dr. Douglas, contradictory of his own evidence and of the facts.

If, as Dr. Douglas asserts, he considered Lawson to be my patient, although in the ward under his charge, then I ask was it consistent with professional etiquette for him to meddle with my patient, and to make remarks calculated to lower the professional reputation of a brother practitioner?

Dr. Douglas would fain have it believed that he merely looked at Lawson during his first visit, whereas his own evidence proves that on this occasion he made a very minute inquiry and examination into his state and case. These are his words: "He, (Lawson,) had compound and comminuted fracture of the thigh bone from gun shot; the limb was about three inches shorter than natural; there was an extensive wound of some inches in length in the posterior part of the thigh, through which the bone protruded."

Now, if Dr. Douglas made merely a cursory and transitory visit to this poor man upon this occasion, how is it possible that he could have at once come to the knowledge of the facts he has here stated? To see the posterior wound, he must have undressed the limb, and changed the patient's position in the bed.

He says that the fracture was "comminuted." How was this to be ascertained without examination? It is true, at the *post mortem* examination three or four small splinters of bone were brought to view in the immediate vicinity of the fracture, but this does not necessarily imply that the fracture was a "comminuted" one, much less does it prove that Dr. Douglas knew it to be so on his first visit, or that he did not in any way meddle with the case.

Twenty-seven days after this first visit, he states that in consequence of an interview with two policemen, he examined Lawson for the first time, and humanity induced him to remove the splint from his fractured limb. He is right in his date with regard to his interview with the policemen, as is proved by his deposition which is registered in the Court House, and bears date 11th September; but, unfortunately for his accuracy with regard to Lawson's case, the Prescription Book of the Hospital shows that he had removed the long splint and prescribed for the patient on the 5th September, six days before he says he examined him for the first time. An extract from the Prescription Book, proving this, made by the House Surgeon, and marked No. 2, is transmitted herewith.

Dr. Douglas next proceeds to state that I gave Mr. McCord a certificate that the patient was doing well and out of danger: with regard to which I have simply to say that I never gave any such certificate to Mr. McCord that I call upon Dr.

Douglas to produce it, which, if he should fail to do, will certainly lay him under the imputation of having "drawn upon his imagination for his facts."

Drs. Hall and Jackson, in their answers to Dr. Douglas' queries, admit that they saw Lawson, with one or two other medical men, and as at the time Dr. Hall was not in attendance at the Hospital, it is not more than probable that he attended the consultation which I then called, and which has been forgotten by others. As to Dr. Douglas' statement, that at this period he was ill and absent from Town, and therefore could not have been present, the Commissioners will please to remember that this assertion is not corroborated, and rests alone upon the unsupported testimony of an interested party.

Dr. Douglas imputes to me the crime of having quoted expressions as having been used by him at this consultation, at which he says he was not present. This is misrepresentation of the truth. I quoted no language of his at the consultation, but I did cite an expression used by him subsequently, and addressed to Lawson, and the nurse Helstrip, in his evidence, has sworn that what I stated was correct.

With regard to the opinion expressed by Dr. Douglas of the amount of my ignorance of the most common principles of Surgery, I should only observe that he appeared to hold very different views a few short years ago, when he and I were in partnership, and that some of the most eminent men in Europe have expressed opinions opposite to his with regard to my abilities and acquirements. Testimonials from two of these, marked No. 3 and No. 4, I herewith transmit, assured that their evidence is as trustworthy as that of Dr. Douglas.

Dr. Douglas' competency to sit in judgment and pronounce sentence upon my professional ignorance and incapacity, will be evident from the facts of a case at present in the Marine Hospital, of which the following is an outline :

On the 15th September last, I received a notification in form from the House Surgeon, that on the following morning Dr. Douglas would amputate the testicle of Lawrence Cahil, an emigrant and patient in the Marine Hospital. Upon seeing the case I gave my opinion, although I was not invited to do so. I stated it was not a malignant and incurable enlargement, as Dr. Douglas asserted:—that it was simply syphilitic inflammation of the testicle. I pointed out upon the skin of the patient syphilitic scars; I stated that amputation would be an irreparable injury to the man, without being of the slightest use in the alleviation of his symptoms, whilst his disease was evidently curable by medicine. After I had strongly expressed these opinions, Dr. Douglas desisted from performing his purposed operation, and prescribed the medicines which I had recommended, whereupon the man rapidly recovered, the syphilitic inflammation completely disappeared, and his testicle returned to its natural size. He was, however, permitted by Dr. Douglas to leave the Hospital too soon, and consequently had to return, and is now under my charge for another symptom of the same disease, *Tritis*, for the cure of which, it would be just as reasonable to cut out his eye, as it would have been to amputate his testicle, as recommended by Dr. Douglas for the relief of his previous symptoms.

The last accusation which Dr. Douglas brings against me in connection with Lawson's case, is that of having given contradictory evidence in the witness-box. But, gentlemen, has Dr. Douglas proved this? His talent for assertion no one can deny, and he appears to labor under the delusion that his assertions are invariably credited. He was not present when I gave my evidence, a very short and inaccurate sketch of which has been published, for which I am surely not responsible. What I did swear to upon that occasion was, that the extent of the injury did not, *in the first instance*, warrant amputation. There was no danger of life from Hæmorrhage, mortification or tetanus, nor was the bone so shattered as to preclude all hope of union, and the length of time (seven months) which the patient survived after the injury establishes the correctness of the view.

I testified also that when Lawson came for the second time under my care, on the 15th of November, the original delicacy of his constitution and the shock which his system had received, combined with great emaciation, unhealthy state of the whole limb, bad cough, exhausting diarrhoea, night sweats, and loss of appetite, rendered it impossible to entertain a hope of saving him by amputation. This was my testimony at the time, it is my testimony now, and in it I can perceive no inconsistency or contradiction.

Thus, gentlemen, you will perceive, that Dr. Douglas stated what was not the fact, when he asserted that I had expressed my intention to keep Lawson in my care, while the care of all the patients in the Ward devolved upon him. See Note No. 1.

2. That he stated what was not the fact, when he asserted that he did not prescribe for Lawson when in the Ward under his charge. See extract from Prescription Book.

3. That he has failed to prove his assertion that I have given a certificate to Mr. McCord, stating that Lawson was likely to recover.

4. That he has failed to establish his assertion that there was no consultation in Lawson's case, or that he was not present at it.

5. That he has utterly failed to mystify you, and impeach my truth by making me appear to have quoted language as having been used by him one time, which I have stated, and the Hospital nurse has sworn was uttered, at a different period.

6. That in accusing me of professional ignorance and incapacity, he proves that he must have been cruel and dishonest towards his private patients when he took me into partnership with him, or that he must be false and treacherous towards me now.

7. That he has produced no proof of his assertion that I gave contradictory evidence on the trial of the man for shooting at Lawson.

8. And finally, that he has completely failed to exonerate himself from the fearful charge of having purposely neglected unfortunate Lawson, in order that he might have some show of foundation for all accusations against me.

I have the honor to remain,

Gentlemen,

Your most humble and obedient servant,

(Signed.) A. ROWAND, M. D.

W. Nelson, M. D.

R. L. McDonell, M. D.

Commissioners.

On the 12th day of November, 1852, appeared John Helstrip, who made oath and said:—

That he has been "off and on," as an orderly at the Marine and Emigrant Hospital, nearly seventeen years, with few and short interruptions. That he recollects the case of Lawson; he was under the charge of Dr. Rowand during his term of attendance. On the termination of Dr. Rowand's term, he understood that Dr. Rowand was to continue his attendance upon that patient. He has seen Dr. Douglas yesterday at his own house, on his, Dr. Douglas', request, and also this morning at the Hospital. Dr. Douglas inquired from him about the case of Lawson, but he, Dr. Douglas, did not enter into particulars.

That Dr. Douglas, when going his rounds, would look at Lawson, and ask him how he was getting on.

That when Dr. Douglas went round the Ward, Lawson had a long splint, which he ordered to be taken away, and ordered a double inclined plane.

He ordered him wine and porter, and the continuance of the same dressings; that he, Helstrip, did not lay open every day the wound, or expose the leg for his (Dr. Douglas's) examination, but he did so occasionally, as he would any other case.

Dr. Douglas has examined the wound and probed it, and did everything surgically as he would do to an ordinary patient during his term of attendance; and that he would also order the continuance of the treatment, such as poulticing. He, Helstrip, does not recollect that Dr. Douglas had ever mentioned that Lawson's leg should be cut off. Drs. Hall and Jackson would occasionally look at the case, having patients in the same ward. That when Dr. Douglas' term of attendance expired, he believes that Dr. Rowand took charge, and Dr. Douglas never disapproved of the treatment of the case.

On cross-examination by Dr. Rowand:—

After the time of Dr. Douglas' attendance, he, Helstrip, does not recollect that Dr. Rowand ever prescribed or continued his attendance upon Lawson, or even visited him, and consequently did not look upon Dr. Rowand as the Medical attendant upon Lawson. He further says, that during Dr. Douglas' quarter he has no knowledge that any other doctor attended him. He did not hear Dr. Douglas state, that he would not take charge of Lawson. He never knew Dr. Douglas to refuse any bad case on his entering upon duty. The Surgeons take all cases as they find them in the Hospital, on entering upon their quarter's duty.

Dr. Douglas has never retained any of his bad cases during the attendance of his successor. Lawson asked Dr. Douglas to take his leg off; but Dr. Douglas replied, "No—that he would do."

(To the above statement he requested a paper to be appended, bearing his own writing and signature, which he declared also contained the truth, this paper here appended):—

"Who attended the late William Lawson at the Hospital?"

"I recollect no one but Dr. Rowand and Dr. Douglas. Dr. D. removed the long splint, and put on the double inclined. Dr. D. looking at the limb from day to day, ordered Helstrip to go on with the poultice.

"Lawson said to Dr. Douglas, would it not be better to have the limb removed to save his life?"

"Dr. Douglas answered, 'No.'"

(Signed,) "JOHN HELSTRIP."

QUEBEC, *November 12th, 1852.*

To the Commissioners of Enquiry.

GENTLEMEN,—I beg to call your attention to the letter of Dr. Beaubien relative to the case of Wm. Lawson. I regret to notice an ill feeling manifested against Dr. Douglas in this letter, and I beg to state that I do not participate in it.

I have the honor to be,
Gentlemen,

Your most obedient servant,

(Signed,) A. ROWAND.

BYTOWN, *2nd August, 1852.*

A. Rowand, Esquire, M.D.

SIR,—I have received your letter of the 27th ult., requesting me to furnish you with my recollection of the case of the late William Lawson, who was admitted into the Marine Hospital at Quebec, on the 22nd June, 1851, during one of the terms of your attendance.

In complying with your request, I give you the following statement from notes I took at the time.

Early in the morning of the 22nd June, 1851, we were awakened by the door-keeper of the House to receive a patient named William Lawson, who had received a gun shot wound on the preceding night. Doctor Lemieux, the House Surgeon examined the wounded limb, and applied the long splint to it. Dr. Rowand came on his visit at 10 o'clock, and met Dr. Jackson who was also making his visit. They both went to see the patient and decided that what Dr. Lemieux had done was right; after a few days the patient began to suffer severely, so Dr. Rowand directed the bandages to be loosed, and applied again when the irritation would be diminished. Dr. Lemieux re-applied the bandages several times and made the extension, but the patient could not bear them. Dr. Rowand seeing that the patient was weak ordered him wine. His regimen was continued the whole of Dr. Rowand's quarter, which ended on the 15th August, when Dr. James Douglas took his place. On the first visit Dr. Douglas looked at the patient's limb in present of the students, and made some remarks which were very illiberal and injurious to his *confrères*; remarks which he never dared to make to the Commissioners, to whom he should have complained if he thought the patients had suffered from want of treatment. Dr. Douglas paid no more attention to the wounded limb for a long time. In the beginning of September, he asked Dr. Lemieux who was taking care of Lawson? Dr. Lemieux answered, Nobody, "Sir." "Well, we must try to do something for him" said Dr. Douglas. He then proceeded to a minute examination of the wounded limb, after which he ordered the long splint to be removed and applied the double inclined plane in its stead, and ordered the patient porter instead of wine. He afterwards prescribed compound rhubarb and Ipecac., to stop the Diarrhea. I cannot say the date that these were prescribed; it was some time in September. You can ascertain the date by referring to the Prescription Book.

Since, Dr. Douglas saw the patient every time he made his visit. Late in September, the patient exhibited symptoms of hectic fever. In October, when I left the Hospital he was getting still worse. I do not think that your treatment of the patient was in any wise *deserving* of censure. When you left him on the 15th August his constitution was good, and neither I nor Dr. Lemieux considered him to be in danger. We entertained the brightest hopes of his recovery at that time. I was under the impression as well as Dr. Lemieux, that the patient was under the charge of Dr. Douglas in common with the other patients. I was surprised to see that Dr. Douglas paid so little attention to the patient. He must certainly have known that the case was serious, and though at first the patient was not absolutely in danger, nevertheless his case required skilful treatment; and a conscientious Physician would have devoted to it his best science. I am of opinion that amputation ought to have been performed in September as soon as it was perceived that the patient's health began to suffer from the irritation caused by the pain and by the abundant and constant discharge of matter from the wound.

I say that had amputation then been performed in September, it would have given the patient a last chance of recovery, while omitting it, he could not possibly live.

I am, Sir,
Your obedient servant,

(Signed,) Dr. J. T. C. BEAUBIEN.

MY DEAR HALL,—Was a consultation of the Visiting Physicians called on Lawson shortly after his admission into the Hospital?

Did you see the case, and what was your opinion of it?

Under whose charge was Lawson after 15th August, and until nearly the middle of September?

Did not Dr. Rowand, about that time, ask you occasionally to see Lawson, saying it was not worth his while to go so far to visit one case?

Yours, very truly,

(Signed,) J. DOUGLAS.

Quebec, November 15th, 1852.

MY DEAR SIR,—The following are my answers to your questions :
 1st. In conjunction with Dr. Jackson, I saw Lawson shortly after his admission into Hospital, at Dr. Rowand's request.
 2nd. I saw the case which I considered a bad one.
 3rd. Dr. Rowand.
 4th. Yes.

Yours, truly,

(Signed,) JOHN L. HALL.

Quebec, 16th November, 1852.

Dr. Rowand never stated to me that he would take charge of Lawson after the commencement of Dr. Douglas' term, but the proposal was made anterior to the commencement of Dr. Douglas' quarter.

(Signed,) CHS. LEMIEUX,
 House Surgeon.

Marine and Emigrant Hospital,
 Quebec, 22nd November, 1852.

Extract from the Prescription Book of the Marine and Emigrant Hospital.

Dr. Douglas removed the long splint, on the fourth September, 1851, in Lawson's case and substituted to it, on the same day, the double inclined plane.

(Signed,) CHS. LEMIEUX,
 House Surgeon.

Marine and Emigrant Hospital,
 Quebec, 22nd November, 1852.

It affords me much pleasure to express the very favorable opinion which I entertain of Dr. Rowand's talents and acquirements. I have been well acquainted with him during his residence here, and have always remarked his diligence in the acquisition of professional knowledge. I believe that he is now in every respect prepared to enter upon practice with credit to himself and benefit to his patients and beg to offer my earnest recommendation of his claims for employment whether in a public or private capacity.

(Signed,) JAMES SYME,
 Professor of Clinical Surgery,
 in the University of Edinburgh.

Edinburgh, 24th February, 1844.

EDINBURGH UNIVERSITY,
24th January, 1844.

I have the pleasure of knowing Dr. Rowand—I believe him to be thoroughly well educated and trustworthy practitioner. His education has been most-elaborate, and his opportunities of acquiring professional knowledge unusually great.

(Signed,) HENRY SIMPSON,
Professor of Midwifery.

Observations on the case of William Lawson.

The Commissioners have entered upon the consideration of the case of that unfortunate man, William Lawson, with much regret, and feel themselves compelled, after diligent investigation, not to approve of many of the steps taken in the premises, steps, they are constrained to say, that in all probability would not have been taken had a better spirit prevailed among some of the staff of the Hospital. It is quite enough to make a running commentary on the whole matter.

The age and habits of Lawson are not mentioned—rather an important omission in a medical point of view. This man received a gun shot wound in the *middle* of the left thigh, which fractured the bone, but apparently with little comminution, on the night of the 21st of June, 1851, while perpetrating a nefarious act. The next morning he was taken to the Marine and Emigrant Hospital, and fell under the care of Dr. Rowand, the Physician of the quarter; Dr. R. states that he called a consultation, this Dr. Douglas denies; others of the faculty state that it was the fact, whilst others declare they knew nothing about it. However, Dr. R. came to the conclusion, a perfectly correct one, not to perform “primary” amputation, but to test the recuperative powers of the constitution; and this conclusion of Dr. R.’s. harmonized with the general practice of the Hospital, which was opposed to primary amputations in serious accidents. Dr. Douglas himself being favorable to that line of treatment, and constantly in the habit of following it and inculcating it upon others. The treatment adopted seems to have been quite judicious up to the 15th of August, when the Dr.’s term of attendance for that period expired, and Dr. Douglas assumed the charge of the “Surgical” ward, and asserts that he was told that Lawson was to remain under Dr. R.’s. care: a desire of this kind, it appears clearly, was manifested by Dr. R., but he did not in fact continue the attendance, stating that “it was not worth his while to go such a distance to see one patient.” It is mentioned that for a few days no one visited Lawson; not long after, however, Dr. Douglas very properly remarking that the man was not there to be abandoned, prescribed, and removed the long splint, substituted one in the form of one inclined plane, and ordered porter in the place of wine, which had been directed to be taken by Dr. R. After this he appears to have prescribed for this man, as for the other patients, in his “ward” as is proved by reference to the Prescription Book of the Hospital; and still Dr. D. persists in asserting that Lawson was not his patient. Yet he acknowledges to have invited Dr. Fremont, who was not connected with the Hospital, to see him.

Now, this circumstance alone is sufficient to establish one of the two points, either that L. was Dr. D.’s. patient, or if not, that he was guilty of a great breach of Medical Etiquette, in calling another Physician to see his colleague’s patient, and one not attached to the Hospital.

Even admitting what Dr. D. pertinaciously insists upon, that L. was *not* his patient, still he cannot but admit that L. was in his ward, and if he really was without attendance, on the score of common humanity alone, but more particularly as the Senior Medical Officer of the Institution, and likewise a paid officer,

as well as for the credit of the Hospital, with whose reputation he was intimately allied, he should have summoned his *confrères*, the *Visiting Physicians*, if not in deference to their opinion, at least, to set himself right in the eyes of every body; the more so, as he was aware that whether recovery or death ensued, the case would come before the penal tribunals of the Country. However this may be, no Physician saw L. but Dr. D., and it has come out in evidence, that the unfortunate man begged of Dr. D. at one time to amputate his limb, but the Dr.'s rejoinder was, that "it would do," from which expression it was natural for L. to infer that he would recover and save his leg; but at a later period, he told the man "the time for operation was past." After being over three months in Dr. D.'s ward, he again fell under the care of Dr. Rowand. Dr. R. says, "he "considered amputation at this time an act of cruelty." Now, to say the least, the case was most miserably managed, and while Dr. R. was perfectly justified in giving nature full scope, to try her restorative powers in the first instance, he does not stand justified in not calling all the Physicians of the Hospital together, that some decision might have been arrived at; and while it is very true, that it is not always just or prudent to give an opinion in any serious case without a personal examination of it, the Commissioners are forced to come to the conclusion, that there was still a tolerably fair chance of saving the man's life by the loss of the limb. The symptoms of hectic fever were certainly very prominent, but there was ample cause for all the disturbance, without attributing it to "Tubercular disease." The constant irritation, together with the exhausting suppuration, were quite sufficient to account, with considerable certainty, for all the mischief that was apparent, the whole was entirely symptomatic; the removal of the cause in all human probability, would at once have arrested all the excitement, and even the "severe cough and diarrhœa," if the cough did not result from disease of the lungs, of which the stethoscope would have given satisfactory proof; and the examination after death has shewn that there was little or no lesion of the lungs. Nor must it be forgotten, that L. died 67 days after Dr. R. resumed the charge of the ward. But whilst the Commissioners conceive it to be their duty as medical practitioners of some experience, thus to reflect upon Dr. R. for not giving L. the only chance left him for his life, they are compelled more strongly still to disapprove of Dr. D. not using his reputed determination, when there was not only all reasonable hope of saving the man's life, but when it would appear, it was imperative upon him to have performed "secondary" amputation. Nature had had ample opportunity to try her powers. There was yet much vigor, and the man was desirous of submitting to the loss of his limb to save his life. And while the Commissioners are unwilling to believe the insinuations promulgated, that there was some malignant passion at work, and efforts made to ruin a rival, or injure one at least disliked, the man was allowed to perish; but while this discreditable imputation is repudiated with the utmost indignation by the Commissioners, they are bound in fairness to state, that it is their decided impression, that if a better feeling and more cordiality had existed between Drs. Douglas and Rowand, in all probability William Lawson would this day be alive, at least, so far as regard his injury, or the amputation.

As a surgical matter, this case is full of interest and importance to the Medical Profession, but this is not the place to treat it as such, and the Commissioners, though wishing to be as concise on this subject as possible, deemed themselves called upon to make the above statement, and from the facts above cited, together with those that have been detailed elsewhere, no doubt can longer be entertained of the step that should have been adopted. The only one to prevent such tragical occurrences as the above being repeated, as well as for the establishing concord, unanimity and a proper professional feeling in a situation, where every one is expected most zealously to co-operate with the other, for the honor of the Profession, and for the well being and safety of the unfortunate individuals confided to them as Christian men and Physicians.

When it is recollected that this unfortunate man survived the injury 214 days, the presumption is that the mischief was not so great but as to afford very reasonable hopes of a cure. The first 56 days were most properly devoted to ascertaining what the constitution could effect, but this probationary state was nearly exhausted; and how L. could have remained 91 days under Dr. Douglas' daily inspection without that gentleman deciding upon the adoption of some other steps, is painful to reflect upon. It was during the first part, more particularly, of this long period, that a very fair chance of success might have been anticipated to result from an operation, and even during the third period, the propriety of a resort to the knife seems manifested, seeing that death must have been the inevitable consequence if the limb were not removed; it is difficult to be reconciled to the omission of it even at that time, calling to mind the circumstances of his living 67 days after Dr. Rowand took charge of him for the second time. The Commissioners are very far indeed from wishing to cast any improper censure on either of these gentlemen, but they have a solemn duty to acquaint themselves of, and which they are bound to do, with all due caution and circumspection, but still without fear or favor, and in obedience to their instructions and to the dictates of their consciences.

Further remarks on this case.

The evidence adduced by Dr. Rowand, viz: that of Dr. Beaubien, who was at the time of Lawson's sojourn in the Hospital, acting as Apothecary, that of Dr. Lemieux and John Helstrip, the orderly, all go to establish the fact that Dr. Douglas did take charge of the patient, and that he prescribed for him is beyond question, proved by reference to the book of the Hospital. It is useless then for Dr. Douglas to attempt to exonerate himself from any implication in the case; by the rules of the Hospital he could not have refused a bad case, and he often left them to others, on his own term of duty being finished. It is true that he has brought forward the evidence of Drs. Hall and Jackson, to show that no regular consultation was held on the case of Lawson, and it is not unlikely that on this point Dr. Rowand may be in error, for as it appears Drs. Hall and Jackson saw the case at the time, the impression may have been left on his mind that others had done so likewise. The statement concerning the morbid condition of the limb, is different from that given by Dr. D., whose account is borne out by the House Surgeon. It is too late for Dr. Douglas to charge Dr. Rowand with *ignorance of the principles of his profession*, when we recollect that Dr. Douglas took that gentleman into partnership some years ago, and introduced him as a competent Surgeon to the public of Quebec; but Dr. Rowand is fortunate in being able to bring forward the certificates of such celebrated men as Syme and Simpson of Edinburgh, to prove his qualifications, and may with confidence refer to his standing in the profession of Quebec, to repel the malicious, indeed it may be said, libellous attack on his professional reputation, contained in Dr. Douglas' remarks on his account of Lawson's case. In these remarks Dr. Douglas has unfortunately again betrayed the unhappy spirit which seems to pervade all his actions when coming in contact with his colleagues; he not only displays a want of respect for their attainments, but a total disregard for the ordinary courtesy of professional life, and complete indifference for their feelings, and it can well be conceived that his every day behaviour is, when he can pen such language in the calm retirements of his study, and when he is well aware it must come before the Profession and before the public. But he has been rather forgetful of recent events, in charging Dr. Rowand with ignorance of the "principles of Surgery," for it is in evidence before the Commission, that Dr. Rowand has charged Dr. Douglas with having set about commencing an operation of a very

serious nature, (castration) without calling a consultation, and that at his, Dr. Rowand's remonstrance, the operation was stopped, and the man cured by other means. This surely displayed a greater amount of knowledge than is usually possessed by "a student of three months standing!" Did it not display, on that point at least, a greater amount of practical knowledge, than was at that time possessed by Dr. Douglas himself who has always stood sentry over the errors, real or supposed, of his colleagues, and dragged them before the gaze of the Profession and the officers and inmates of the Hospital, to their serious injury and annoyance.

The Commissioners of Enquiry, after a careful examination of all the evidence before them, adopt the conclusions drawn by Dr. Rowand, except the fourth one, which refers to the consultation said to have been held, of which Dr. Rowand has not furnished satisfactory evidence; under these circumstances they must strongly condemn the means taken by Dr. Douglas to get out of a dilemma, which would have placed his name in a disadvantageous light before the public, had he not taken the steps he did to screen himself, and heap obloquy upon a brother practitioner and one of his own colleagues, and which measures did for a time prove successful, and served the end for which they were adopted, but which now that the real facts of the case have been inquired into, contribute largely to his own discredit and discomfiture.

The case of Monsieur le Docteur Chaperon.

It would appear that for some months previous to the outbreak of cholera last summer, in Quebec, a Dr. Chaperon had been eulogising some peculiar treatment of his own for which he claimed a superiority over the remedies usually employed by the profession. He was invited by Dr. Douglas to test his remedy in the Marine Hospital. Dr. Douglas having obtained the necessary permission from Dr. James Sewell, the recently appointed Chairman of the Hospital, and with the concurrence of his colleagues Drs. Hall and Robitaille, placed some wards at the disposal of Dr. Chaperon. Every facility was given him to carry out his plan of treatment, and after some time it was ascertained that the average of success was less by Dr. Chaperon's plan than by that previously employed.

Dr. Douglas now convened the staff of the Hospital, and wished them to join him in some plan to get rid of Dr. Chaperon, but one of those present, Dr. Rowand very properly remarked, that as Dr. Douglas had not consulted the staff of the Hospital for Dr. Chaperon's introduction, he might take upon himself the responsibility of his dismissal. It was ultimately agreed that Dr. Chaperon should be written to, to relinquish his attendance; and after some delay, he did so on the 25th of October.

As the Commissioners cannot conceive what right Dr. Douglas and his colleagues had to place sixty individuals entrusted to their charge, in the hands of a stranger to the Hospital, to be made the subjects of experiment on a grand scale, in order to test what Dr. Douglas himself style a "*nostrum*," they cannot conceive with what justice Dr. Chaperon can complain of the abrupt termination put to his experiments, seeing that not one of his promises had been fulfilled, as will be hereafter shewn.

That all parties consenting to Dr. Chaperon's admission are to blame for making a charitable Institution, supported by public funds, a scene for testing the value of a *nostrum* there can be little doubt, and the Commissioners cannot but express their astonishment that gentlemen of education, entrusted with the care of ignorant patients who had no idea that they would be made the subjects of experiment, would have so far forgotten their duty to these unfortunate

creatures, as to allow sixty of them, afflicted with a dreadful disease, to be treated with a remedy with whose properties, chemical or medicinal they were at the time ignorant.

If every one pretending to have an infallible cure for certain diseases, should obtain admission to our public Institutions, where would the mischief end?

If such remedies are to be tested, let them be tried on persons who give their consent to their being employed in their own cases, not upon the poor, ignorant and afflicted inmates of an Hospital, who are under the impression that in resorting to it for relief, they are sure to be treated with the greatest skill, care and judgment.

Patrick Neville, Steward, Marine and Emigrant Hospital, appears—he states :—

That he is at present the Steward of the Marine and Emigrant Hospital.

That on the introduction of Dr. Chaperon into the Hospital for curing cholera, he Patrick Neville, observed to him, Dr. Chaperon, that he was prepared to place at all times, at his disposal, anything which might facilitate the objects he had in view.

(Signed,) P. NEVILLE.

Suggestions for the Future Management of the Marine and Emigrant Hospital.

The Commissioners of Enquiry, before offering any suggestions for the future management of the Hospital, would beg respectfully to direct the attention of His Excellency to the present anomalous state of its constitution. Five Commissioners are appointed by Government, and, like the former Commission the present has only one medical member. It does not appear what peculiar fitness these lay gentlemen, no doubt in all other points most respectable, possess for the performance of their functions for which it is but reasonable to suppose, they had not prepared themselves until appointed. These gentlemen are not paid, and residing at a great distance from the Hospital, and having their own affairs to attend to, may become indifferent to the management of the Institution, or, as on the former occasion, delegate to others their powers. The Chairman is in every respect qualified for his post, but two of the Commissioners of Enquiry being themselves medical men, know well what demands are made upon the time of their brother practitioners, and are well satisfied that even the zealous and active gentleman at present at the head of the establishment, will acquire, and ought to be furnished with competent and responsible colleagues.

There are six Visiting Physicians, who are declared by the Government to be on the same equality, to have control over the surgical and medical cases in equal degree, to have no power of interference the one with the other, and though two of them have been in office since the opening of the present Institution, there is no other distinction between them and their recently appointed colleagues, than the very invidious one of the former being remunerated for their services while the latter have to perform the same duty for nothing. It is true that amongst themselves the Visiting Physicians are in the habit of styling Dr. Douglas the "Senior Physician," but to this distinction he is not strictly entitled; it does not confer any extra privileges, nor does it involve the performance of any extra or special duties, or impose upon that gentleman any responsibility not shared by his colleagues; yet the Commissioners call Dr. Painchaud the Senior Physician, because he is considered the *doyen* or oldest member of the Staff.

In this apparently simple matter, want of uniformity is perceptible.

The Visiting Physicians being irresponsible to the Commissioners, and only accountable for their conduct to the Government, has a tendency to lead to abuses which are difficult of remedy, for the necessary steps for redress are circuitous and tedious, and thus, irregularities or derelictions of duty, which when detected, could be checked at once, may become established before it is thought necessary to apply to Government for redress or correction. Again, the Physicians seeing gentlemen not previously acquainted with Hospital discipline, put in charge of a large establishment peculiar in its economy, being supported from two different sources, and accommodating two very opposite classes of inmates, are very apt to disregard, or at least, not pay the necessary respect to orders and suggestions coming from persons they suppose incapable of giving advice on such subjects.

In most other Hospitals, even where the Medical Staff is under the control of Trustees or Managers, the selection of the House Surgeon and the Apothecary is left to their judgment, or what is tantamount to the same thing, the examination of the candidates is left to them, and their recommendation of the best qualified candidate is followed by his selection to the Office. But in the present instance the House Surgeon is appointed by the Executive, without reference to the Commissioners or the Visiting Physicians (see letter of Mr. Casault in Appendix) and consequently it is fair to presume, that he who can command the greatest amount of political influence may be appointed, to the prejudice of him who is best qualified. This Officer not being subject to removal either by the Visiting Physicians or the Commissioners, is to a certain extent independent of them, and the Executive must be applied to for his removal for improper conduct or neglect of duty. It can well be supposed that many acts even deserving of censure may be overlooked in preference to appealing to so distant and formal a tribunal.

The Apothecary is appointed by the Commissioners after due advertisement of the appointment being vacant, but it does not appear that the Visiting Physicians are even consulted in the matter. Yet this Officer is entrusted with the compounding of the prescriptions and the superintendence of their administration; and although he may be incapable of the first part of his duty and indifferent about the second, the Visiting Physicians have really no control over him. Nor do the Commissioners think it even necessary in all cases to consult the Medical Staff about the substitution of one person for another in the higher post of House Surgeon, as they themselves admit in reference to the appointment of Dr. Godbout during the illness of Dr. Lemieux.

The appointment of the Steward and Matron also rests in the hands of the Executive; and the same objection applies with equal force to this mode of appointment, as to that of the House Surgeon.

Misconduct must arrive at a high pitch, before even the most querulous will think fit to bring the matter before Government.

It must be at once evident that it is difficult to conduct an establishment of the kind with order and regularity in which the different Officers are so independent of each other, and little astonishment need be expressed that in the Marine Hospital some abuses have crept in, which the public prints acted upon by secret maligners have so much exaggerated and distorted.

The Visiting Physicians, and not the Commissioners, are competent to judge of the ability of the Apothecary, Steward, &c.; and coming in contact with them nearly daily, affords them opportunities which the Commissioners cannot possess of knowing how to judge of them. They are the servants of the Visiting Physicians, who have a deep personal and professional interest in the due performance of their duties, hence they should have the sole control.

But in other respects this Institution is peculiar; two Physicians are paid, four others not paid. The House Surgeon (inferior in rank and responsibilities to the paid Physicians) has a salary greater than they receive. He gets per annum, £125; £30 for alimentary allowance, rooms, with coals and candles.

The two Senior Physicians get £100 a year. The Steward, lower again than the House Surgeon, gets a salary almost equal to him for duties certainly less responsible and arduous, whilst the Matron, whose office should be considered nearly on an equal footing with that of the Steward, is paid very little more than the common nurses, and not more than is paid to a good plain Cook in a private family.

The Apothecary gets no board in the Hospital, but is paid £30 as alimentary allowance, a sum insufficient to procure board, except he resorts to places outside the Hospital, and not enough to pay for cooking, attendance, &c., if he takes his meals within the Hospital Walls. Moreover, the Secretary and Treasurer is not paid a regular salary for his services, but is allowed *two and a half per cent on the general outlay*.

By this mode of payment, it is manifest that an inducement is held out to the Treasurer to be lax in the supervision of the accounts, and an officer whose emoluments are thus derived, cannot be expected to exercise the same vigilant control over the expenditure as one whose salary is fixed and paid from other sources.

In these remarks, it is not intended to imply that the present Treasurer has been thus indifferent to the interests of the Hospital. His respectable position and character for integrity, are sufficient guarantees for the faithful and judicious performance of his duties; but a less scrupulous man might be appointed, and as the Institution may not always have so honest and conscientious a Treasurer, it is not imprudent to provide against an abuse so likely to occur and so difficult to detect.

The Commissioners of Enquiry have now pointed out for Your Excellency's information, the more prominent features in the Constitution of the Hospital, which they believe mar its working and interfere with its successful management, and as they are firmly convinced that a perpetuation of the same must inevitably lead to similar consequences, they would humbly suggest that the following alterations in the management of the Hospital be adopted, if it be, as they are well aware it is, the wish of the Government that order and regularity should prevail in its economy, and that it should again occupy a respectable position in public estimation and command the confidence of the community.

The Commissioners of Enquiry would strongly but respectfully recommend that the following organisation be adopted. They have carefully reflected upon the measures they now propose, and are convinced that a considerable change in the Constitution is absolutely required for the proper working of the Institution.

They beg leave therefore to propose—

1^o. That the management of the Hospital shall henceforth be under the control of three "*Trustees*," who are to be designated by that term.

Of the Trustees.

The Chairman of the Trustees should be a Medical Practitioner; one, the Chief Emigrant Agent; and the other, the President of the Board of Trade for the time being.

These Trustees should each be paid the sum of fifty pounds currency yearly. They should hold a meeting in the Board room of the Hospital, at a regularly appointed hour, once every week both during summer and winter. When prevented from attendance, payment for the period of their absence to be deducted from their yearly allowance, and no cause, save illness, to be considered as satisfactory excuse for absence, in arrest of the aforesaid deduction from the yearly salary. They should sign their names in a book to be kept for that purpose, as well as the hour of their

arrival at the Hospital, on those days upon which a Board is held. It should be their duty to superintend the whole management of the Hospital, to attend to complaints of improper conduct, to correct abuses, and, when such occur, to point out to the members of the Medical Faculty, through the Chairman of that body, any conduct requiring explanation or correction on the part of any one of its members. They should require from all parties making serious charges against or affecting any of the officers of the Institution, that such charges be put *in writing*, and transmitted to the Chairman of the Board of Trustees; and they should also observe the same rule themselves when addressing the medical staff on any point connected with the conduct or duty of that body, or of the House Surgeon or Apothecary.

They should have the power of appointing the Steward, Matron, Orderlies, and male and female Nurses. They should also appoint the House Surgeon and the Apothecary; and, in the event of unusual sickness or during the prevalence of epidemics, if extra Physicians should be required, they should have the power of appointing them, on a representation being made to the Trustees by the medical staff that such additional assistance is required. In the appointment of the House Surgeon and the Apothecary, they are to be guided by the recommendation of the medical staff. If, however, any member of the Board of Trustees should be cognizant of any circumstance which would render the appointment of the person recommended by the medical staff injurious to the character or interests of the Hospital, they would withhold their sanction to his appointment until such matter be investigated by the medical staff, and they should explain in writing to that body their objection to the candidate, and state in unequivocal terms their reason for delaying their sanction. They should likewise see that the building and out offices, sheds, &c., be kept in a proper condition; they should also inspect the accounts of the Secretary and Treasurer, and no money should be drawn from the Bank without having the cheque signed by the Chairman of the Board of Trustees, as well as by the Secretary and Treasurer.

In the absence of the Chairman, the cheque is to be signed by one of the other Trustees in his stead. They should transmit to the Government or to the Sanitary Board, (should one be established,) a yearly Report, to be drawn up by the Secretary, of the condition of the Hospital for the past year, detailing its expenditure, the sources of its income, the number of indoor patients, the number of deaths, the number of capital operations, and the success following them, and also a short account of the prevailing epidemics. In addition to the above mentioned duties, there are many others of minor consequence, which able and practical men must be aware of, but which are too numerous to recount, which of course devolve upon the Trustees; these it will be equally their duty to perform efficiently and conscientiously.

It has been recommended that the lay members should be the Chief Emigration Agent and the President of the Board of Trade. It is well perhaps that the Commissioners should explain their reasons for the selection of these officers. The Hospital is for mariners and emigrants; it is not a general Hospital, and does not admit patients who are residents of Quebec or the surrounding District, and its benefits being confined to the two classes of patients above mentioned, it is, in the opinion of the present Commission, more judicious to appoint the Emigrant Agent to look after the interests of the Emigrants, and the President of the Board of Trade to superintend those of the sailors, than to select persons who are not connected either directly or indirectly with the one class or the other, and concerning whom they may be equally indifferent. But as these gentlemen may not wish to act, or as the Government may not feel disposed to place the management of the Hospital in the hands of two officers, whom it would be difficult to remove, for the reasons advanced in favor of their being appointed, viz.; their close connexion with the commerce and emigration of the country, the Commission would respectfully recommend that gentlemen be selected who may possess some other qualification for the office than that of *residing in proximity to the Hospital*, a reason given to the Commission for the appointment of one of the late managers.

One of the members of the present Commission having had personal knowledge of the exertions and zeal displayed for the care of the sick emigrants by the present Chief Emigrant Agent during the dreadful visitation of typhus fever in 1847, having visited Grosse Isle, in his capacity of Commissioner, in company with that gentleman, has strongly recommended his appointment to his colleagues, and they now humbly suggest that that gentleman's services be solicited for the Hospital as Trustee.

It also affords the Commissioners pleasure to express their humble opinion, that a better selection for Medical Chairman could not have been made than that of the present highly respectable practitioner whom the Government have so wisely placed in that position.

The Secretary and Treasurer.

20. The Secretary and Treasurer must be a Medical man appointed by Government, but subject to removal for inefficiency or bad conduct, at the suggestion or prayer of the Trustees. His salary should be £100 currency *per annum*, at least. He should be obliged to visit the Hospital not less frequently than twice a week, besides having the power of doing so at any other time and at all hours. At his ordinary visits, he shall enquire and examine into the condition of the different wards, and make an entry in his minute book of the condition of the wards, their state of cleanliness, ventilation, the conduct of the officers, &c.

This Report is to be laid before the Board of Trustees at the weekly meeting. He should act as Secretary to the Trustees, take notes of their proceedings and enter them in the minute book, conduct the correspondence of the Trustees, give notice of extraordinary meetings, and summon the Trustees on any emergency not admitting delay until the usual period of the weekly meeting.

He is to prepare a quarterly Report of the Hospital to be laid before the Trustees, which is to include the morbidity and mortality of the Hospital, its state of discipline, its requirements, its expenses, (in detail,) and its actual state of funds. He shall examine and check the Steward's accounts. He shall visit the dead house occasionally, and take care that decency and order are observed in preparing the bodies for interment. He shall sign all the cheques along with the Chairman, and produce, at each quarterly meeting, vouchers for the disbursements he may have made on account of the Hospital. All requisitions from the Medical Staff are to be addressed to him and by him laid before the Trustees. Once appointed, he must consider himself as under the control of the Trustees. He is not on any account to undertake the duties of any of the Medical Officers of the Institution, or to interfere in the least, either actively or otherwise, with the medical management of the patients, nor is he to express, either in their presence or in that of the other officers or servants of the establishment, any opinion concerning the nature or treatment of the diseases; but should he observe anything which, in his opinion as a medical man, would require correction or interference, he is to make known the same to the Chairman of the Trustees at his earliest convenience.

It is not intended to prevent the Secretary from offering his opinion when requested to do so, by one of the Visiting Physicians, about any case in the Hospital, or any plan of treatment under discussion, and if any sudden emergency should occur whilst he is on his duty in the Hospital, or if any patients who have received accidents should be admitted, he may if requested to do so, assist with his advice the House Surgeon or Apothecary in the treatment of the case until the Visiting Physician shall arrive, after which he is not further to interfere in the management of the case.

As complaints have, from time to time, been made of the quality of the provisions and of the manner in which they are cooked and served up, the Secretary

will be expected to make his visits frequently at the meal times of the patients, and satisfy himself that the diet is good, measured out according to the Hospital scale and properly cooked. He will enter in his weekly reports the result of these examinations and take care to bring under the notice of the Trustees any circumstances requiring their interference.

The Visiting Physicians.

There should be four Visiting Physicians who ought to be Graduates of some University or College in the British Dominions, Licentiates or Members of a College of Physicians or Surgeons of Great Britain or Ireland or other in the British Dominions, of *at least three years standing*, and they should moreover be in possession of the License to practise granted by this Province. They should receive a yearly salary of £100 currency.

The Commissioners would beg to explain in this place their reasons for recommending this allowance :—

1st. It is in evidence that some of the most experienced practitioners in Quebec were offered the situation of Visiting Physician and refused their services, on the grounds that they were not to receive any remuneration.

2nd. It is also in evidence that Dr. Blanchet, (whom even Dr. Douglas did not object to) Dr. Sewell, the present Chairman and Dr. Nault, a respectable practitioner, allege as a reason for resigning, the want of emolument.

3rd. Dr. Douglas and other members of the Medical Staff have declared; that the fact of some of them being paid, and others not paid has led to an invidious distinction among them, and has also been the cause of many of the disturbances that have constituted one of the subjects of the present investigation.

4th. It has been represented that the present Visiting Physicians are not likely to continue their services unless paid. Now, if they resign in a body, the Hospital will have to go through a probationary period of disorder and want of discipline, before any staff of in-coming Physicians shall have had time to become familiar with Hospital management and Hospital routine, and the Institution losing the advantage it now possesses in having Medical attendants familiar with its working, might be thrown back into the very condition from which it is the object of the Executive at this moment to rescue it.

5th. Unlike many other Hospitals, the one under consideration does not hold out the prospect of *indirect* reward to the Visiting Physicians. It is frequented by persons who do not become residents of Quebec, and who having no friends in that City, do not assist in establishing the fame of the practitioner who may have most skilfully cured a serious malady, or performed a most difficult operation; and as few students frequent the Hospital, the judgment of the Physicians, and the skill of the Surgeon, are not through them made known in the community. Hence the attendant in this Hospital has few of the incentives to exertion that stimulate the Physicians of other Hospitals, and not deriving any advantage *indirectly* from his post, he is apt to become indifferent in the manner of performing some of his duties, and irregular in the periods of his attendance, for though it has already been explained that some allowance is to be made for want of punctuality much inconvenience necessarily attends a too great disregard for it. It is only necessary to point to the manner in which the Hospital Records have been kept to illustrate the species of neglect alluded to.

6th. The salary of £100 a year would secure for the Hospital the services of the best talent and skill in Quebec, and thus the paternal solicitude evinced by the Government would be satisfied, and the community cease to regard the Institution with the feelings of rancour so frequently displayed and so often expressed in the public prints; although it must be acknowledged, however, that many of

the evil reports promulgated owed their origin to certain parties who had private ends and grudges to satisfy.

7th. The Visiting Physicians should have the control in all medical matters of the Hospital, and they should be the body before whom candidates for the offices of House Surgeon and Apothecary, should lay the Testimonials of their qualifications. It should be the duty of the Visiting Physicians to enquire carefully into the professional attainments and moral characters of the applicants, and recommend for election to the Trustees, and the approval of Government, the best qualified person from amongst the Candidates. They should give notice some three months previous to a vacancy occurring that the situation of House Surgeon, or Apothecary is about to be vacant, and they should solicit candidates to come forward. This announcement should not be confined to the newspapers of Quebec, but should be published in the principal papers throughout this Province. When necessary to dispense with the services of a House Surgeon or Apothecary, they should give three months notice of their intention to do so, to the party, and should require a similar notice from them when it is the intention of either to leave. All complaints against the House Surgeon or Apothecary should be investigated by the Visiting Physicians and their decision reported to the Trustees, who would lay the matter before the Executive Government, if of a nature sufficiently serious to demand dismissal.

The Visiting Physicians should not, in any case requiring operations of importance, proceed to its performance without a full consultation having been called, and a decision arrived at by the majority of the staff should be considered binding upon the Surgeon proposing to operate; in the event, however, of the decision being in favor of the performance of an operation, the Surgeon under whose care the patient may be placed may refuse to operate, if he be strongly convinced of the impropriety of the act, but in that case he should not refuse to allow the patient to place himself under the care of one of the other Surgeons favorable to the operation, provided the patient should so request. A Visiting Physician should call into consultation his colleague on duty at the same time, to consult upon all serious or interesting medical cases in his ward. The Visiting Physicians may be permitted to divide the practise of the Hospital into Surgical and Medical cases, as they may agree amongst themselves, but those selecting Surgery should not refuse attendance upon medical cases in times of pestilence, and when the wards allotted to the Physicians are filled, they should not refuse admission into the surgical wards, of medical cases, or object to take charge of them. The Visiting Physicians selecting medicine, in the division of labor, should assist at all operations, and render their aid whenever the Surgeons may require it.

The Medical Staff should be appointed to office by the Executive, but once they enter on their duty, they should consider themselves under the control of the Trustees and render them every assistance, in the management of the Institution.

The Visiting Physicians should enter their names daily, and the hours of their arrival at the Hospital, in a book to be kept for that purpose, to be called "The Visiting Book."

In the event of their not being able to attend punctually at the appointed hour for visiting the Hospital, they should name the cause of the irregularity, which may be urgent professional avocations and important private business, &c. This book should be examined by the Trustees at stated periods, and should any of the Visiting Physicians exhibit a marked disregard for punctuality, he should be admonished by the Chairman, that such irregularity is calculated to cause confusion in the routine of the Hospital, and give rise to additional trouble, and will not be tolerated.

The Visiting Physicians should consider the hour appointed for a consultation as the most important engagement for that day, and nothing short of the most urgent demand on their time and attention should prevent them keeping it.

The House Surgeon and Apothecary.

This Officer should be appointed by the Executive, after the recommendation of the Trustees and the Visiting Physicians. If the Hospital is to prosper, care must be taken that efficient Officers be appointed, and if the professional attainments and moral character of the House Surgeon be not thoroughly investigated by the Medical Staff and the Trustees, that Officer may again be in antagonism with his superiors and these latter excuse themselves at the expense of the Government for the appointment of incapable Officers. In the opinion of the present commission it would be more judicious to make the Medical Staff responsible for their own Officers, and they should have no voice in the election of any others.

The rules for the guidance of the House Surgeon and Apothecary are very amply drawn up, and the Commissioners of Enquiry have nothing to add to them.

The Commissioners of Enquiry are not prepared to recommend any deduction from, or increase to, the salary of these Officers. They believe that as it at present stands, viz; salary £125, alimentary allowance £30, with lodgings, fuel, &c., that most efficient young Surgeons can be procured. It must be recollected that this Institution is sought by the zealous young Surgeon as a means of improving himself by experience, in practical surgery, quite as often as it is solicited as a source of emolument, and that in many Hospitals the salary is not as great as it is in the Marine and Emigrant Hospital. The Commissioners would suggest that both the House Surgeon and Apothecary be furnished with board at the expense of the Hospital, in place of an alimentary allowance, an arrangement which would prevent for the future such frivolous charges being made as some of those brought against the present House Surgeon, such as conniving at his servants having stolen from the Hospital provisions, a few potatoes and onions.

The apartments of these Officers should be attended to, and kept in order by the servants of the Hospital.

The Steward should be appointed by the Trustees. His salary should be £75 per annum, with board, (instead of the present alimentary allowance of £30 per annum) lodging, coals and candles.

His duties being fully described in the rules of the Hospital, need not be alluded to further.

The Matron.

The Commissioners are of opinion that this Office has never been considered by the authorities of the Hospital as important as it really is, and involving as much responsibility as it ought to do. They would respectfully remark that a person entrusted with a supervision of a number of servants in a large public charity, having the care of linen and other matters, should receive a salary much higher than that of an ordinary servant; yet in the present instance the allowance to the Matron is only £18 currency, per annum. The Commissioners would beg to suggest that the Matron should thenceforth receive a salary of £40, with board and lodging at the expense of the Hospital, the same as the Steward.

The Commissioners need hardly point out that many abuses likely to occur in such a large Institution, will be avoided by boarding the different officers at its expense. Though they have every confidence in the honesty of the present Steward and Matron, speculation may be practised by their successors, and it may be extremely difficult to prove the offenders guilty. All inducements to pilfer from the provisions of the Hospital, will be prevented by the plan now humbly recommended.

The Commissioners would suggest that after the resignation or removal of the present Steward and Matron, these officers should not be man and wife, unless some very special advantage to the Hospital is thereby to be obtained, for these officers should serve as a check upon each other, a protection against abuses, lost by the appointment of a married couple.

The Nurses and other Servants.

The Nurses (male and female) should be hired by the Trustees, but if found incompetent by the Medical Staff for the performance of their important and arduous duties they should be dismissed. Their wages will of course vary, and its amount should be regulated by the Trustees. A servant who has been once dismissed for bad conduct, should on no account be again employed, unless there were the very best reasons for thinking that he was truly repentant, and would not offend again,—and they should be made to understand that they are to obey the lawful commands of the House Surgeon, Apothecary, Steward and Matron, as implicitly as if the servants of these several parties.

The Medical Records of the Marine and Emigrant Hospital.

In the commencement of this Report it was stated that much irregularity arose from the want of a good code of rules, and from neglect of enforcing those which already existed. A striking instance of the truth of this statement is furnished in the careless, imperfect and slovenly manner in which the Hospital Records have been kept. The House Surgeons are not to blame so much for this neglect of duty, as the Visiting Physicians. The House Surgeon is handsomely paid for his services, and notwithstanding that occasionally his duties may be onerous, yet the Commissioners are satisfied that even during the most busy period of the year, he could have entered in detail in the Case Books, all cases of an interesting or extraordinary nature. It was the duty of the Visiting Physicians to direct the House Surgeon to note such cases, and moreover they ought to have assisted him in his labor, so as to transmit to their successors the medical history of the Institution, to have placed before the students the results of the practice of the Hospital, which would have served as models to guide them entering practice themselves, and serve as guides in the practice of *case-taking*, a most important department of Clinical Institutions. In order to illustrate this branch of their enquiry, it may be useful to quote from the regulations the rules defining the duties of the House Surgeon in these matters, and from the examination made of the books laid before the Commission, it will be observed how the rules were neglected.

The Table of operations hereto appended gives the number and variety of the operations performed during the last seven years. Contrary to what the profession has been led to believe, these have neither been numerous nor very important; very few of them have even been capital operations. The cases present the common run of surgical practice, and fail completely in upholding the character which the establishment was said to possess above all others in the Province, as a Surgical Hospital; it is in fact more useful as a Medical than a Surgical Hospital, and requires that the Medical attendants be equally able as Physicians and Surgeons.

“He shall enter in detail in the *Case Book* all cases of an interesting or extraordinary nature, giving as complete a history of the disease from the commencement as can be obtained, with the treatment in Hospital and the result; in every instance making the record as complete as possible.”—*By-law 26.*—(For the guidance of the House Surgeon.)

“They will take care that the description of the appearances after death be recorded in the Medical Register of Cases, as a conclusion to the individual case.”—*By-law 2.*—(For the guidance of the Visiting Physicians.)

The above By-laws clearly provide for the establishment and maintenance of the book which should contain an accurate detail of the history, symptoms, treatment and results of treatment of every case of disease “of an interesting or extraordinary nature,” admitted into the Hospital; and to which should be added, a detailed statement of appearances revealed by *post mortem* examination, whenever any such case terminated fatally, and it were possible to obtain such examination. A book of this nature, as a work of reference and as an Exhibit of the results of treatment in particular diseases, could not but be of immense value to the Medical Staff of the Hospital, and by a periodical publication of a summary of its contents, of no less importance to the profession generally. Instead, however, of strictly observing the requirement of the By-laws, by keeping one *complete Register of cases*, three separate and *very imperfect* books have been maintained by the Hospital Surgeon and Staff of Visiting Physicians:—1st. “Case Book of the Marine Hospital.” 2nd “Post Mortem Book” 3rd “List of operations.” The incompleteness of the Case Book may be readily appreciated by the mere mention of the fact, that it contains the records of *nineteen cases only, all of which were entered during the year 1848*. But *five* out of the nineteen have the name of the disease affixed to them, and the remainder are so meagre in details, that the nature of the malady in many cases must be exceedingly problematical to the reader. The numerous glaring errors orthographical as well as grammatical, are disgraceful on the pages of a *Medical “Case Book.”* Two of the cases mentioned in this book terminated fatally. An autopsy was held on *one*, and the particulars inserted in the book kept for that purpose. The “Post Mortem Book” contains the details of *fourteen* cadaveric examinations during the year 1848, of *seven* made during the year 1851, and of *eight* during the year 1852:—*twenty-nine* in all. During the years 1849 and 1850 either there must have been no autopsies made, or the House Surgeon must have neglected to enter them in detail in the Book “and the Visiting Physicians must have omitted to take care that the description of the appearances after death were recorded.” The comparative number of post mortems is exceedingly small during the years 1851 and 1852. According to the Hospital Returns there occurred 265 deaths, while as mentioned above, only *fifteen* autopsies were made during the same period. As the cases stand in this book, they are practically of little or no importance, for with the exception of two, there is no accompanying history of the disease and its treatment.

The following is a Table of the “List of operations.”

Name of Patient.	Date of operation.	Name of operation.	Name of Operator.	Result.	Mode of operation.
1843.					
Amable Bernier	March 27	Amputation of right leg	Not given.	Not given.	} Not given.
Edward Bell	March 29	Removal of left Metatarsus ...	Not given.	Not given.	
James McNider	March 21	Dislocation into the Axilla ...	Not given.	Reduced.	
George M. Night	May 2	Amputation of the Thumb ...	Dr. Douglas.	Not given.	
James McNeil	May 8	Dislocation into the Axilla ...	Not given.	Reduced.	
James Thompson ...	May 15	Amputation of toe on right foot	Not given.		
John McDonald	May 19	Hydrocele of the Cord	Not given.		
Amable Bernier	May 18	Amputation of Metatarsal Bones of left foot	Not given.	Not given.	
Wm. Woodhouse.....	June 8	Amputation of phalanges of foot	Not given.		
George Green	June -	Fistula in ano	Not given.		

List of Operations.—(Continued.)

Name of Patient.	Date of operation.	Name of operation.	Name of Operator.	Result.	Mode of operation.			
1843.								
Samuel Sivan	June 30	Removal of 2 tumours						
James Ross	July 18	Amputation of great toe						
James Fitzpatrick ...	July 27	Strabismus of right eye.....						
Mich. Ware	Aug. 5	Hydrocele						
Louis Boutin	Aug. 22	Dislocation of Tendo Achilles.						
Charles Brown	Aug. 25	Removal of Anal Excrescences						
Charles Roach.....	Sept. 19	Blind Fistula						
Patrick Kelly	Oct. 8	Amputation of right leg						
James McPherson ...	Oct. 16	Amputation of left arm						
Chas. Chartré	Nov. 8	Removal of a Polypus						
David Whelan.....	Nov. 9	Ununited fracture of Humerus						
1845.								
Isaïe Tremblay	May 18	Amputation of leg.....				Not given.	Not given.	Not given.
Wm. Robert.....	May 24	For Phimosis						
Jon Goodhan	May 29	Amputation of great toe						
Hugh Campbell	May 31	Amputation of finger						
— Rossiter	May 31	Amputation of finger						
— Prason	Not given.	Amputation of finger						
— Daly	“ “	Amputation of finger						
— Rice	“ “	Amputation of eight toes						
— Smith	“ “	Amputation of great toe						
Thos. Robinson	“ “	Removal of portion of thumb.						
Mary Power	Aug. 5	Amputation of great toe						
Louisa Thibault	Aug. 14	Paracentesis abdominis.....						
Wm. Terry	Aug. 22	For Phimosis						
Thos. Fox	Aug. 27	Amputation of great toe						
John Wiltupp	Aug. 26	Amputation of toe.....						
James Westland	Aug. 27	Amputation of three toes.....						
John Marshall	Aug. 27	Amputation of finger						
Mich. Winkle	Sept. 20	Amputation of finger						
Mich. Baudry	Sept. 22	Lithotomy						
Joseph Larric	Sept. 25	Removal of cancer on lip.....						
Thos. Cuddy	Sept. 10	Removal of Testicle.....						
Martin Routh	Sept. 30	Fistula in ano						
Joseph Robins	Oct. 9	Hydrocele						
Wm. O'Veara.....	Oct. 9	Hydrocele						
John Keltie	Oct. 9	Fistula in ano						
Joseph DeLain	Oct. 7	Amputation of finger						
Luke Samson	Not given.	Cataract						
John Newman.....	“ “	Amputation of right leg						
— Duffy	“ “	Strangulated oblique Hernia .						
John Newman.....	“ “	Ligature of the femoral artery						
Cath. Kelly	“ “	Paracentesis abdominis.....						
Peter Taylor	“ “	Removal of tumour						
Peter Hosard	“ “	Amputation of arm						
1846.								
Andrew Hamilton ...	April 4	Amputation of toe.....						
Francis Hallyes	April 16	Amputation of arm						
John Plemketh	April 26	Amputation of the thigh						
Benj. Francis	April 27	Amputation below knee						
James Dobson	April 27	Amputation of three toes						
Fran. Neville	April 27	Amputation of fingers of left hand						
Fran. Neville	May 7	Amputation of fingers and thumb of right hand.....						
Pierre Thibodeau ...	May 7	Removal of cancer of lip.....						
Benj. Francis	May 7	Amputation of four toes						
— Wicks	May 7	Amputation of finger						
Isaac Nicholls	Not given.	Amputation of finger						
Napoléon Winter ...	“ “	Amputation at the thigh						
John Harvey	“ “	Amputation of great toe						
Jos. Manchester	“ “	Amputation of toe.....						
William Gay	“ “	Amputation of finger						

List of Operations.—(Continued.)

Name of Patient.	Date of operation.	Name of operation.	Name of Operator.	Result.	Mode of operation.			
1846.								
Thos. Williams	Not given.	Amputation of finger	} Not given.					
And. Cummins	July 9	Amputation of finger						
Arthur Donahue	July 9	Removal of cancer of lip						
Phil. Glisson	July 13	Amputation of great toe						
Not given.	July 13	For Phimosi8						
Hugh Wilson	July 14	Amputation of great toe						
Rich. Harris.....	July 27	Amputation of finger						
Wm. Delaney	Not given.	Cataract						
Nat. Humphry	" "	Removal of Testicle						
Stanley Mies	" "	Trephining Depressed fracture of skull						
Eliz. Roxburgh	" "	Amputation of leg.						
Wm. Taylor	" "	Amputation of leg.						
Wm. Evans.....	" "	Strangulated inguinal hernia..						
Rich. D n y	" "	Lithotomy						
John Wilson	" "	Amputation of finger						
Geo. Tooke	" "	Extirpation of right eye						
John Barrett	" "	Amputation of finger						
Wm. Giles	" "	Amputation of finger						
Robert Rogers.....	" "	Amputation of finger						
Luke Samson	" "	Cataract						
1847.								
Martin Joyce	Jany. 6	Hydrocele of the Cord	} Dr. Racey.	} Not given.				
Wm. Corcoran.....	Jany. 21	Abcess near the liver						
James Hagan	Feby. 18	Amput' of 6 first phalanges...						
John Atchison	March 26	Fistula in ano						
John Crosthwaite	May 27	Dislocation of head of Femur.						
Thos. Lavicount	Oct. 5	Hydrocele						
Peter Moran	Oct. 6	Fistula in ano						
1848.								
Thos. McNamara ...	Feby. 3	Amputation of 1st phalanx of toe	} Not given.		} Not given.			
Denis O'Hare	Feby. 3	Amputation of toe.....						
Adam Belle.....	Feby. 4	Amputation of both legs						
Antoine Lavoie	May 6	Amputation of toes of left foot						
John Scrase	May 30	Amputation of finger						
Edward Curren	June 17	Amputation of leg						
Geo. DeLaporte	Aug. 18	Fistula in ano						
Chris Atkin	Sept. 12	Fracture of arm.....						
Chs. Benson.....	Sept. 25	Hydrocele						
James Burns	Oct. 2	Strangulated hernia						
James Day	Oct. 10	Removal of hemorrhoidal tumours						
Chs. Brown	Oct. 25	Amputation of finger						
Thos. Davidson	Oct. 25	Amputation of phalanx						
Lawrence Ramsay... ..	Nov. 14	Fistula in ano						
Henry Parry	Dec. 5	Removal of tumour						
1849.								
James Dunnett	May 24	Dislocation into the axilla ...	} Drs. Jackson and Douglas.	} Reduced.	} Not given.			
John Frampton	May 25	Amputation of phalanx						
James Leslie	May 29	Amputation of two phalanges						
John McDonald	May 26	Dislocation of one head of Humerus forwards						
Pat. O'Malley.....	May 26	Amputation of phalanx						
Alfred Ward	June 8	Amputation of phalanx						
Cath. Case	June 11	Amputation of toe.....						
Mat. Tomlinson	Aug. 8	Amputation at the thigh						
Magloire Pelletier ...	Nov. 1	Removal of part of lower jaw						
Dan. McKenney	Nov. 3	Operation of Tenotomy						
1850.								
Oliver Thompson ...	Feby. 26	Amputation of leg.....				} Dr. Douglas.	} Not given.	

List of Operations.—(Continued.)

Name of Patient.	Date of operation.	Name of operation.	Name of Operator.	Result.	Mode of operation.
1850.					
Wm Harrison.....	May 20	Amputation of phalanx	Dr. Jackson.	} Not given.	}
Oliver Thompson ...	April 2	Amputation of left leg	Dr. Hall.		
John Stephenson.....	May 22	Amputation of phalanx.....	Dr. Jackson.		
Bend. McKinnish ...	May 27	Amputation of finger	Dr. Jackson.		
Carb. Carroll	June 4	Artificial pupil	Dr. Jackson.		
Mary Hanesey	June 7	Amputation of right leg	Not given.		
Thomas Rich	June 6	Amputation of finger	Not given.		
Henry Wagner	June 25	Amputation of thumb	House Surgeon.		
Emma Sylva	June 29	Ectropium	Dr. Jackson.		
Duncan Taylor	July 30	Excision of Penis	Dr. Rowand.		
David Spence	Sept. 10	Amputation of finger	Dr. Jackson.		
John Wyse	Oct. 19	Amputation of finger	Dr. Hall.		
John Smith	Oct. 22	Removal of cancer of lip.	Not given.		
Hugh Thompson	Oct. 23	Amputation of leg.....	Not given.		
Mich. Matthews.....	Oct. 24	Amputation of the thigh	Dr. Douglas.		
Mich Slathry	Nov. 12	Removal of part of lower jaw.	Not given.		
1851.					
Margt. Murphy	Jan'y. 21	Excision of left mamma	Dr. Rowand	} Reduced.	} Not given.
Pat. McUvoy	Jan'y. 29	Paracentesis abdominis.....	Dr. Douglas.		
Mich Butler	June 6	Amputation of right leg	Dr. Jackson.		
Pat. Gorman	June 6	Dislocation of shoulder.....	Dr. Jackson.		
James Toler.....	June 25	Amputation of finger.....	Dr. Jackson.		
John Rosevert.....	Oct. 2	Amputation of leg	Dr. Hall.		
Geo Giles	Oct. 2	Amputation of finger	Dr. Hall.		
John Ready	Oct. 9	Amputation of phalanx	Dr. Douglas.		
Frs. Hunter	Oct. 9	Incision into Urethra for stric- tures	Dr. Douglas.		
1852.					
Wm. Williamson ...	Jan'y. 21	Amputation of two fingers ...	Dr. Jackson.	} Reduced.	}
David Whelan.....	Jan'y. 17	Amputation of two phalanges.	Dr. Jackson.		
Robt. Keith	May 15	Dislocation of hip joint.....	Dr. Jackson.		
Mich. Daly	May 25	Amputation of two phalanges.	Dr. Jackson.		
Denis Syle	May 28	Amputation of two phalanges.	Dr. Jackson.		
Rich Power	June 1	Refracture of mal-united bones	Dr. Jackson.		
John Ansley	June 17	Amputation of finger	Dr. Jackson.		
John Adams	June 19	Amputation of two phalanges.	Dr. Jackson.		
J. s. Thornwell	June 19	Amputation of two phalanges.	Dr. Jackson.		
Jas. Pnacock	June 25	Amputation of finger	Dr. Jackson.		
John Davis	July 15	Removal of 5 encysted tu- mours of eyelid ...	Dr. Rowand.	} Not given.	}
George Pinshins	July 23	Strabismus	Dr. Jackson.		

The foregoing table contains the Records of 162 operations performed during the years 1843-45-46-47-48-49-50-51 and 52. Not one entry is made in the "List" for the year 1844. Many cases are recorded with marked brevity, such as: "Amputation of right leg of Patrick Kelly." "The left arm of James McPherson was amputated." "Duffy was operated for strangulated Hernia, after three days strangulation." "George Tooke, seaman, from the 'Gentoo' had his right eye extirpated in consequence of Fungus."—"A Polypus removed from Chs. Chartré," &c., &c.

The date of the operation is not given in thirty-one cases.

The name of the operator has been omitted sixty-four times, and the name of the patient once.

The result of the operation has been noticed seven times; six out of the seven were reductions of dislocated bones, and the seventh was a record, that the patient "died the same day."

The mode of operation is not mentioned in any one instance.

All that can be learned from the "List of operations" is simply this: one hundred and sixty two operations of various kinds have been performed during the period of nine years.

1851.		1851.	
Diseases usually exhibiting a high or medium rate of mortality :—		Diseases usually exhibiting a low rate of mortality :—	
Fever	311	Rheumatismus	100
Inflammation of the Lungs	55	Gastrodynia	1
" of the Liver	5	Febricula	51
" of the Bowels	13	Febris Intermit.	11
" of the Heart	5	Dyspepsia	3
Gastritis	2	Diarrhœa	37
Dysentery	53	Cynanche Tonsillaris	1
Variola	26	Diseases of the Skin	20
Apoplexia	1	Rubeola	18
Congestion of the Brain	3	Epilepsia	1
Scorbutus	2	Hysteria	1
Delirium Tremens	3	Neuralgia	2
Paralysis	4	Insanity	1
Nephritis	1	Otitis	1
Cholera	152	Spermatorrhœa	1
Dropsy	4	Amenorrhœa	1
Scrofula	3	Pregnancy	18
Tympanitis	1	Hæmorrhoides	1
Phthisis	4	Erysipelas	5
Cancer Labii	1	Subluxatio	2
Necrosis	2	Contusions	74
Hernia	4	Caries Maxill Bone	1
Gangrena Spontanea	1	Periostitis	1
Concussion of the Brain	2	Catarrhus Vesicæ	1
Fractures	20	Diseases of the Eyes	8
Wounds	17	Burns and Scalds	6
		Frost Bite	3
		Strictures	3
		Inflammation of Testicles	13
		Syphilis	112
		Dislocations	2
		Abscesses	105
		Ulcers	30
	695		635

1852.		1852.	
Diseases usually exhibiting a high or medium rate of mortality :—		Diseases usually exhibiting a low rate of mortality :—	
Fever	144	Rheumatismus	89
Inflammation of the Lungs	62	Febricula	62
" of the Liver	5	Feb. Intermittens	9
" of the Bowels	9	Diarrhœa	8
" of the Heart	2	Cynanche Tonsil	5
Phrenitis	1	Diseases of the Skin	10
Dysentery	50	Rubeola	7
Variola	13	Hysteria	1

1852.		1852.	
Diseases usually exhibiting a high or medium rate of mortality :—		Diseases usually exhibiting a low rate of mortality :—	
Scorbutus	2	Insanity	1
Delirium Tremens	1	Mania	1
Paralysis	2	Otorrhœa	1
Cholera	121	Ptyalism	1
Scrofula	3	Hæmorrhoides	3
Morbus Coxarius	1	Pregnancy	27
Phthisis	4	Erysipelas	5
Wounds	27	Pertussis	2
Necrosis	1	Asthma	1
Concussion of Brain	2	Catarrhus Vesicæ	1
Fractures	24	Abscessus	76
Dropsy	2	Subluxatio	2
		Contusions	85
		Periostitis	1
		Diseases of the Eyes	15
		Burns and Scalds	10
		Frost Bite	9
		Strictures	5
		Hydrocele	4
		Fist. in ano	1
		Diseases of Ankle Joint	1
		Inflammation of Testicles	10
		Syphilis	111
		Dislocations	3
		Ulcers	34
	476		601

Morbidity and Mortality of the Quebec Marine and Emigrant Hospital.

The Commissioners of Enquiry having fully examined the Return of admissions, discharges and deaths, in the Marine and Emigrant Hospital, for the years 1851 and 1852, were surprised to find so great a ratio of mortality, and in order to ascertain if there were any accidental circumstances occurring in these years to account for the fact, they procured from the House Surgeon the Returns for the last five years. They also procured from the Records of the Montreal General Hospital, the Reports, for the corresponding five years, in order to compare them with these from the Marine and Emigrant Hospital.

They have divided the diseases named in the Return from the Quebec Hospital into two classes, because a great portion of them are rarely *fatal* diseases, which makes the mortality amongst the diseases, exhibiting a higher medium rate of mortality, unusually great.

RETURN of Admissions, Discharges and Deaths in the Marine and Emigrant Hospital for the years 1847, 1848, 1849, 1850 and 1851.

Years.	Remained of previous years.	Admissions.	Total.	Discharges.	Deaths.	Remaining.
1847	24	4973	4997	3697	1227	72
1848	72	1033	1105	1030	57	18
1849	18	1493	1511	1231	263	17
1850	17	1222	1239	1122	67	50
1851	50	1330	1380	1179	162	39

Marine and Emigrant Hospital, }
Quebec, January 19th, 1853. }

(Signed,)

C. E. LEMIEUX,
House Surgeon.

From the above table it appears that out of 10,051 cases of all diseases there have been 1776 deaths, or 1 death to 5.51 admissions.

The following is the Return of the Montreal General Hospital for the same years.

Years.	Admissions.	Deaths.
1847	2061	263
1848	792	55
1849	871	79
1850	757	55
1851	947	56
Totals..	5428	508

Giving the average of deaths as 1 to 1060.

This difference is too great not to have attracted the attention of the Commission of Enquiry, for it shows that in a given number of cases amongst the same class of persons labouring precisely under the same forms of disease, the mortality has been twice as great at the Marine Hospital as it has been at the Montreal General Hospital. And if the years when diseases of a particularly fatal character, as typhus and cholera, be compared, we find that the same ratio (in round numbers) is maintained. Thus, in 1847, the year when typhus fever raged, we find that into the Montreal General Hospital 2061 patients were admitted, the majority of whom were afflicted with typhus; the number of deaths amounted to 263, or in the proportion of 1 to 7.80.

During the same year, the number of admissions into the Marine Hospital was 4973, of whom 1227 died, giving a proportion of 1 to 4.05, nearly double that of the Montreal Institution. If we examine the Returns for 1849, the year of cholera, we obtain nearly the same results.

Thus there were admitted into the Marine and Emigrant Hospital in the year 1849, 1493 patients, of whom 263 died, giving a mortality of 1 to 5.500.

During the same year there were admitted into the Montreal General Hospital 871 patients, of whom 79 died, or in the proportion of 1 to 11.

But when compared with the Returns of St. Patrick's Hospital, the difference is still more striking

The number of admissions into the St. Patrick's Hospital from August 16th, 1852, when the Hospital was opened in the present building, to February 1st, 1853, was 331, deaths—18, or in the proportion of 1 to 18.38.

It is true that in the latter Institution there are 20 beds occupied by patients labouring under Ophthalmic diseases, but there are as many or more beds occupied by venereal patients in the Marine Hospital, amongst whom the mortality is equally low; and though so many Emigrants in proportion to accommodation may not have been admitted, amongst whom mortality is always great, yet it is a fact, that many patients resort to this last named Hospital in the last stage of disease that they may die in peace, and make that preparation for death, which distractions of their own homes prevent, and this adds to the list of deaths.

The mortality of the French Hospitals is about the same as that of the Montreal General Hospital, i. e. 1 in 11. 18 for all diseases, medical and surgical. In the Hospital St. Antoine which presents the highest rate of mortality, it is 1 to 7. 53, which is much less than that of the Marine Hospital. (a.)

The Commissioners deem this subject of such importance, that they would respectfully recommend that an investigation should be held upon the matter.

The Report shows the mortality is greater than in any Hospital in this Province, and there is no Hospital in the world with whose reports the Commissioners are acquainted, that exhibits so high an average of deaths.

This fact is the more remarkable when we recollect that a large proportion of cases admitted into the Marine and Emigrant Hospital are of a *surgical* nature, for the tables of mortality of the French Hospital show the average of deaths to be 1 to 22. 97, or in round numbers 1 in 30 cases, which, in surgical cases, correspond very nearly with the average mortality of one of the largest General Hospitals in Dublin, where the numbers stand about 1 to 26; the majority of the cases being of a surgical nature.

This great mortality (greater than follows some of the most important surgical operations) would no doubt have attracted public attention, long ere this, if the authorities of the Institution had observed the custom of publishing periodical Reports of the Hospital. There must be some reason for this unusual mortality. If it depends upon the unhealthy situation of the Hospital, that cause should be removed by changing the location. If it depends upon the medical treatment of the patients, the matter should be inquired into, and the usual treatment adopted; and this Institution should be compared with that of other establishments. There is too great a difference, and that difference has been too well marked both during seasons of little sickness, and those when epidemics raged, to suppose that some explanation cannot be given for so important an anomaly; and the cause of science, and still more that of humanity, demand that this explanation be furnished.

Expenditure and Dietary.

The Commissioners of Enquiry have examined very closely the accounts of the Hospital, and have not found that its management is conducted upon an unusually expensive scale. Some articles, such as arrowroot, seem to be ordered by the Physicians rather too frequently, and in too large quantities to be consistent with due economy. To many of the patients this article of diet is presented for the first time when in the Hospital; and we know, from our own experience of Hospital management, that many other articles of much less expense would be equally useful to the sick, and more palatable to them. On this and a few other points, the Commissioners would recommend the future managers of the Hospital to consult the Medical Staff, for they have ever found the medical officers of a charitable Institution to accede to all such reasonable requests, provided the request be conveyed to them in terms not offensive or insulting. The Commissioners would also respectfully but earnestly recommend that the strong alcoholic

(a.) See Stewart's "Hospital of Paris," p. 101.

liquors should be used as substitutes for wine in all cases where the *stimulating* property of that beverage is required.

They are, it is needless to point out, much cheaper; a small quantity suffices to produce an effect; they are more suited to the class of patients who frequent the Hospital—sailors, and for the most part Irish emigrants—and are not so likely to be purloined and consumed by the servants of the Institution without detection, as wine; and moreover, other drugs can be conveniently administered along with them.

Of course these remarks do not apply to those cases where wine is administered with other intentions, nor are they to be considered as applying in certain cases in which the patient cannot make use of brandy, whiskey, or rum as stimulants, but they are intended to apply to all cases other than those just now mentioned, and which it is unnecessary to allude to more particularly.

The Commissioners find that the expenses for drugs, &c., are not greater than the requirements of a large Hospital demand.

On comparing the diet scale with that of the Montreal General Hospital, and of St. Patrick's Hospital, Montreal, they find that it is much higher, and they are of opinion that it might be made to correspond with those of the above named Institutions with great advantage, not only as regards the funds of the Hospital, but as regards the welfare of the patients themselves. The Commissioners had ample opportunities, (as before remarked,) of observing that the diet of some patients was excessive, for, in nearly all the wards they visited, they saw portions of the previous repasts reserved for consumption during the intervals between the hours of meals. On nearly every stove were heaped large quantities of potatoes, and other articles were stowed away in different quarters. They were told by the House Surgeon that this quantity of food was what remained after the patients had eaten as much as they could at dinner, and that they were in the daily habit of thus retaining the surplus. Without making any comment upon the impropriety of allowing Hospital patients, even when convalescent, to indulge to the fullest extent of their appetites, they not taking any exercise, it must be evident that patients for whom such a large quantity of victuals is prescribed, make not *three* but *four* or *five* meals daily, and must be in a state of excitement and fever the whole day; for it is perhaps unnecessary to point out, that increase in the rapidity of the circulation ensues, upon the introduction of food into the stomach, and continues during the process of digestion; but, besides being injurious to the patients themselves and destructive to regularity, in one of the most important of Hospital economies—the dietary—it is injurious to the funds of the Hospital. It is a fact well known to those who have had experience in Hospitals, particularly those in this country, that many persons of lazy, indolent habits, or who are unprovided for, make excuses for remaining in Hospital long after they are cured, and they will very reluctantly leave that Institution where the diet list is a very generous one. These persons are in the constant habit either of feigning disease, or of giving exaggerated accounts of those they are really afflicted with, and finding the Hospital a comfortable residence, and its diet good and even more ample than they have been accustomed to, and moreover obtained gratis, they frequently manage to deceive the medical attendant, and eke out a considerable term of residence, to the great prejudice of the Hospital interest, and to the injury of other patients who may be in want of a bed in the Institution. The Commissioners are persuaded that the diet scale of the Marine Hospital is well calculated to foster this abuse, and that it holds out inducements to lazy or indigent patients to prolong their sojourn, and remain a charge on the Institution, after they have perfectly recovered from the illness for which they were admitted. *No inducement should be held out to entice an Hospital patient to remain in the establishment one day after he is fit to be discharged,* and to the class who frequent Hospitals in this country, the *indigent* or the *improvident*, other modes of obtaining a livelihood are to be found out.

That the Commissioners have not found fault without reason with the diet scale of the Marine Hospital, it is only necessary to remark, that it is much higher than the diet scale of the Military Hospitals all over the world; and, admitting that sailors are accustomed to full and good diet, yet as they usually frequent the Hospital for fevers, accidents or syphilis, it is evident that in the majority of instances, the lowest, or at least a middle diet, is most suited to their diseases; and as the emigrants are treated with at least equal success in the two Montreal Hospitals just named, it does not appear that the scale need be kept up at its present high standard. It may in some cases be necessary to give a tuller diet than the scales of the Montreal Hospitals allow, but the plan of ordering the increased diet, as an *extra*, can be done with the same convenience as at the latter Institutions.

In order to place this matter in a more satisfactory aspect for examination, it is necessary to give the scales of the Military Hospitals, and those of the Montreal General and Quebec Marine Hospitals.

DIET TABLES.

Montreal General Hospital Diet Table.

	FULL.	HALF.	Low.	MILK.
BREAKFAST.	1 pint Tea and 4 oz. Bread, or, 1 pint Porridge and $\frac{1}{2}$ pint Milk.	1 pint Tea and 4 oz. Bread, or, 1 pint Porridge and $\frac{1}{2}$ pint Milk.	Tea, 2 oz. Bread.	$\frac{1}{2}$ pint Milk, 4 oz. Bread.
DINNER.	1 lb. Meat, 1 lb. Potatoes, 4 oz. Bread, 1 pint Soup.	1 pint Soup, 4 oz. Bread.	1 pint Gruel, 4 oz. Bread.	$\frac{1}{2}$ pint Milk, 4 oz. Bread, 2 oz. Rice.
SUPPER.	1 pint Tea and 4 oz. Bread, or, 1 pint Porridge and $\frac{1}{2}$ pint Milk.	1 pint Tea, 2 oz. Bread, or, 1 pint Porridge and $\frac{1}{2}$ pint Milk.	Tea, 2 oz. Bread.	$\frac{1}{2}$ pint Milk, 4 oz. Bread.

MILITARY HOSPITAL DIET TABLE.

MEAL.	FULL.	HALF.	Low.	SPOON.	MILK.
BREAKFAST.	1 pint Tea, 6 oz. Bread,	1 pint Tea, 6 oz. Bread.	1 pint Tea, 4 oz. Bread.	1 pint Tea, 4 oz. Bread.	1 pint Milk, 6 oz. Bread.
DINNER.	12 oz. Meat, 4 oz. Bread, 16 oz. Potatoes.	8 oz. Meat, 4 oz. Bread, 8 oz. Potatoes.	4 oz. Meat, 4 oz. Bread, 3 oz. Potatoes.	Any article at the discretion of the Medical Offi- cer, as Puddings, &c.*	1 pint Milk, 2 oz. Rice, 4 oz. Bread.
SUPPER.	1 pint Tea, 6 oz. Bread.	1 pint Tea, 6 oz. Bread.	1 pint Tea, 4 oz. Bread.	1 pint Tea, 4 oz. Bread.	1 pint Milk, 4 oz. Bread.

* Puddings to consist of the following ingredients:—3 oz. Rice or 2 oz. Sago or 3 oz. Bread, 1 oz. Sugar, $\frac{1}{2}$ pint Milk, 1 Egg, Ginger or Cinnamon, a few grains.

REMARKS.—No extras are to be given on full, half or low diets, except Wine, Porter or Spirits—these to be given when required, in conformity with existing Regulations.

MARINE AND EMIGRANT HOSPITAL DIET TABLE.

FULL.		HALF.		LOW.		SPOON.		MILK.	
lb.	oz.	lb.	oz.	lb.	oz.	lb.	oz.	lb.	oz.
Beef	1	Meat	$\frac{1}{2}$	Meat	4	Bread	4	Bread	12
Bread	1	Bread	12	Bread	8	Tea	$\frac{1}{2}$	Tea	$\frac{1}{2}$
Potatoes	1 8	Potatoes	1 8	Potatoes	8	Sugar	1 $\frac{1}{2}$	Sugar	$\frac{1}{2}$
Barley	$\frac{3}{4}$	Barley	$\frac{3}{4}$	Barley	$\frac{3}{4}$	Oatmeal	2	Milk, from 1 pint to	
Sugar	$\frac{1}{2}$	Sugar	1 $\frac{1}{2}$	Tea	$\frac{1}{2}$	Salt	$\frac{1}{2}$	3 pints per day,	
Tea	$\frac{1}{2}$	Salt	$\frac{1}{2}$	Sugar	1 $\frac{1}{2}$	Milk	3 gills.	as ordered by	
Salt	$\frac{1}{2}$	Tea	$\frac{1}{2}$	Salt	$\frac{1}{2}$			Physicians.	
Milk	1 gill.	Milk	1 gill.	Milk	1 gill.				

Short Rules for guidance of Trustees.

1st. With a view, not only of economising the medicine, but for the object of establishing an approximation to similarity of practice amongst the different Visiting Physicians, it is recommended that they draw up a *formulary* for the Hospital, as is done in most European Hospitals, and that they make their prescriptions as plain and simple as possible.

2nd. As complaints have been made to the Commission, by one of the medical men of the Hospital, that he has felt embarrassed and diffident in performing operations in the Hospital, which he felt confident he could have performed in a satisfactory manner elsewhere, and that this state of feeling has been produced by the presence of persons, who, not being friendly to him, would give an unfavorable account of his manner of operating, the Commissioners would suggest, that the Visiting Physicians should have the power of preventing the visits of all such persons, who, it would appear, frequent the Hospital, not for improvement or to countenance and assist the operator, but for the purpose of embarrassing him, and gaining materials to found malicious charges against both the operator and the Institution, and whose presence, under such circumstances, must likewise be injurious to the unfortunate patient, whose life or limb may be jeopardized by the disconcerted and embarrassed state of the operator. It would be hardly necessary in any other place to put such a rule upon the books, but it seems required at the Marine and Emigrant Hospital, as a safeguard against the intrusion of uninvited visitors and others who may be actuated by selfish or improper motives.

3rd. All articles required by the Visiting Physicians should be asked for in writing, and entered in a book kept for that purpose, to be called the "Requisition Book." This book should be laid by the House Surgeon before the Trustees at their Weekly Meeting.

4th. The Hospital should provide all surgical instruments and apparatus commonly used in hospitals, and the same should be kept in repair at the expense of the institution. On no account should books, instruments or apparatus for the Hospital be purchased from any one connected with it at a former period or at the present moment. The necessity for this rule is obvious.

5th. No officer of the Institution should have any interest direct or indirect with the parties supplying provisions and other articles to the Institution, and such articles as may be required for the edifice itself, such as wood, stone, tin, and other articles employed in building and for repairs, should not be purchased under any circumstances from officers of the Hospital. These remarks may appear unnecessary, when we recollect the parties now recommended for

office; but the history of public institutions in Canada and elsewhere, shows that precaution on this subject is not altogether useless, and that establishments commencing under auspices equally favorable have become the prey of interested and sordid functionaries, and as no inconvenience can arise from the rule, its establishment may hereafter serve to prevent abuses.

The Comptroller of Customs' Evidence.

As it was stated to the Commission, by a gentleman engaged in one of the Public Departments, that Mr. Bruce, the Comptroller of Customs could probably give some information respecting the effects of sailors dying in the Marine and Emigrant Hospital, he was summoned to appear, and accordingly did appear on the 11th November, 1852, and stated that he had no information whatever to impart. He promised to lay before the Commission the paper bearing upon this matter in his possession, and the next day forwarded the accompanying document, which provides for and regulates the action of the Comptroller in the cases alluded to. He entered into some verbal explanations of the manner in which the effects of deceased sailors are disposed of, but as those are in accordance with the annexed directions, they need not be further described.

OFFICE OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE,
WHITEHALL, 8th June, 1852.

SIR,—The Registrar General of Merchant Seamen has transmitted to this Department the letter which you addressed to him, under the date of the 3rd instant, requesting his observations upon a letter (copy of which was sent to him) from the Comptroller of Her Majesty's Customs at Demarara, asking for instructions relative to the property of seamen who die in that Colony.

With reference to which, I am directed by the Lords of the Committee of the Privy Council for Trade, to inform you that the 33rd Section of the Seamen's Fund Winding up Act has directed as follows:—

“If any such seaman or apprentice as aforesaid, dies abroad, leaving any money or effects, not on board his ship, the Chief Officer of Customs at the place, if in Her Majesty's Dominions, and Her Majesty's Consul or Vice-Consul at or nearest the place, if not in Her Majesty's Dominions, shall claim and take charge of all such money and effects, and shall, if he thinks fit, sell such effects, and shall remit the balance, after deducting expenses, with a full account of such money and effects, to the Board of Trade, or as it directs.”

I am, therefore, to request that you will cause instructions to be given to the Collectors of Customs at the various ports in the Colonies, that they are to receive all monies and effects belonging to each deceased seaman, not on board his ship, and deal with them according to the directions contained in the above Section of the Act.

The amount to be received, is to be remitted in such way as the Commissioners of Her Majesty's Customs may think best, to Her Majesty's Paymaster General, to be placed to the account of wages and effects of deceased seamen, and the full particulars for each seaman to be sent to the Board of Trade.

With respect to the wages due to such deceased seaman, as well as the money and effects on board his ship, the Act has provided, in the 29th Section, that the Master of the vessel shall account for them to the Board of Trade.

I am, Sir,
Your obedient servant,

(Signed,) T. H. FARRER.

W. Maclean, Esquire,
Custom House.

No. 19.

CUSTOM HOUSE, LONDON,
17th June, 1852.

The foregoing copy of a Letter from Mr. Farrer, Secretary for the Naval Department at the Board of Trade, together with a copy of the 14 and 15 Vic., cap. 102, therein referred to, is transmitted to the Collector at Quebec for his information and government; who will take care to remit any amount that may be received under the 33rd Section of the above recited Act, by Bill, to the Paymaster General in this Country, for the purposes mentioned in Mr. Farrer's Letter advising the Board of Trade thereof, and transmitting to their Lordships the particulars for each seaman, as directed by Mr. Farrer's Letter.

By order of the Commissioners,

(Signed,) F. G. GARDNER.

The Commissioners of Enquiry have now to perform a duty no less imperative than disagreeable, but from which they cannot shrink without proving themselves unworthy the confidence placed in them by Your Excellency. It must ere this have appeared evident to Your Excellency, that the spirit of opposition displayed by Dr. Douglas towards his superior officers, has at all times been manifest, and that he does not appear to have been ever pleased with the order of things, except when the whole management was in his own hands, and when his opinion was law. Since the appointment of new Commissioners, this opposition has assumed a more marked character, and has led, in a great degree, to the disorderly management of the Hospital. It may be supposed that the late Commissioners having resigned, better order and more cordiality will be observed in the Establishment, and that it is likely that Dr. Douglas will act with the present Board of Managers more peacefully and cause less anxiety to the Government.

The Commissioners of Enquiry cannot bring themselves to believe this:—they are still of opinion that nothing short of absolute rule will satisfy Dr. Douglas, and that if the management of the fiscal Department of the Hospital were placed under his control, he would not be content until he obtained equally despotic power over the Medical Department. The late Commissioners being now disconnected with the Hospital, it would be ungracious to allude to their conduct towards Dr. Douglas, further than to remark that, there seems to have been a complete “incompatibility of temper” between the parties—and although the Commissioners of Enquiry do not deny, that these gentlemen may have given Dr. Douglas serious cause of complaint on various occasions, yet they have not yet arrived at their decision, solely on account of these disagreements between the parties, which seem evidently to owe their origin to Dr. Douglas, in the first instance.

Unfortunately for his own reputation as well as for the interests of the Hospital, and indeed, the character of the Medical Profession, Dr. Douglas has been in the habit of treating his colleagues with such marked disrespect, rudeness and injustice, which conduct taken into conjunction with his usual treatment of the other Officers, and his intolerance of proper control and dispositions for creating dissatisfaction, if not disturbances in the Hospital, leave no alternative to the Commissioner of Enquiry, than to recommend to Your Excellency, that the services of Dr. Douglas be henceforth dispensed with.

They beg respectfully to state for Your Excellency's information, that they have reflected carefully over this matter, and have endeavored as much as possible, to find some extenuating circumstances which would have obviated the measure now recommended; they believe they have given due consideration to

the injury the Hospital will sustain by the loss of an able and experienced Surgeon, but they also recollect that other Medical Officers connected with the establishment have performed their duties equally as well and as conscientiously as Dr. Douglas, whom he has been in the daily habit of grossly insulting, not only before other members of the staff, but even before the nurses, students and the patients themselves. These gentlemen were appointed to office by the Government; they were declared the equals of Dr. Douglas; they were alike responsible for the proper performance of their duties, and had they proved themselves unfit for these duties, Dr. Douglas should have made known the circumstances to the Commissioners or to the Executive, and not made them the subject for public discussion, and the means for injuring the professional reputation of the Officers of a Public Hospital;—one of whom is his own brother-in-law, and another his most intimate friend! But what excuse can be urged for the slights cast upon the whole staff by Dr. Douglas' performing operations without consulting his colleagues, and by his bringing Dr. Fremont and others, not connected with the Hospital, to assist him at these operations, when there were five colleagues equally competent to perform that service. Assuredly no greater insult could have been offered to them, no greater mark of want of confidence could have been exhibited; no act could more completely shake the confidence of the patients in their medical attendants, and apparently this striking departure from Hospital usage seems to have been adopted from invidious motives.

It is foreign to the present investigation to express an opinion upon the sense of delicacy displayed by these gentlemen in countenancing on the part of Dr. Douglas such acts of disrespect to his own colleagues.

As was before observed, it is not difficult to conceive the numerous occasions in which this conduct has led to altercations and unseemly *rencontres*, when it is recalled that, both in his *verbal* and *written* evidence, such unmeasured terms of abuse are heaped upon all connected with the Institution.

In conclusion, the Commissioners beg to express their deep regret that they are compelled to recommend a measure so disagreeable to their feelings, but being convinced that harmony and good-will will never exist in the Hospital until Dr. Douglas shall cease to be connected with it, they earnestly but respectfully recommend to Your Excellency, that that gentleman be requested to resign his situation of Visiting Physician to the Quebec Marine and Emigrant Hospital, a step which he alone has necessitated.

The Commissioners beg also to recommend that the services of Drs. Painchaud, Rowand and Jackson be retained; and they are prepared to assign their reasons for recommending that Drs. Hall and Robitaille be not included in the new Medical Staff, if it should please Your Excellency to require them.

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Communication from Dr. George Douglas on the Grosse Isle Quarantine Establishment.

MEMORANDUM submitted to the Commission sitting on "The Management, &c., of the Marine and Emigrant Hospital."

The undersigned takes the liberty of suggesting some of the advantages likely to result from the appointment of a paid Commissioner, whose duty should be to exercise a personal and constant surveillance over the Hospital, and who might act as Treasurer, and pay all claims against the Institution. The undersigned further suggests that the same gentleman could, in addition to these duties, perform others of a like nature for the Emigrant Hospital, Grosse Isle, and by this means save the cost of the present cumbrous and expensive management. As an instance of the saving to the public funds to be effected by this appointment, the undersigned would state, that the total expenditure for the diet, medi-

cine and medical comforts of all the sick admitted to the Hospital, did not exceed £200, while the pay and allowances of the staff of military, commissioned and non-commissioned officers, employed in superintending the disbursements and keeping the accounts, exceeded considerably the amount expended.

This does not, of course, include the sums paid in hire of steamer, salary of Medical Officers, Hospital nurses and boatmen, all of which being fixed and established by the Executive Government, previous to the commencement of the season, require no supervision or control.

Many other advantages besides those of an economical nature would accrue from the appointment of such officer; the class of patients admitted to both institutions is the same, and the Chief Agent of Emigrants, Mr. Buchanan, has represented the convenience in many instances of transferring sick Emigrants or those falling ill to the Grosse Isle Hospitals, particularly those who have already numbers of their family detained in the Quarantine Hospitals. Again, there are constantly happening cases of sickness or injuries, neither of which can be treated with safety in Hospitals devoted solely to the reception of contagious diseases, and who might be transferred to the Marine and Emigrant Hospital, Quebec. A Commissioner having superintendence over both Institutions would facilitate many such arrangements.

(Signed,)

GEO. DOUGLAS, M. D.,
Medical Superintendent.

Quebec, November 10th, 1852.

Although not coming within the scope of their duty, the Commissioners, take the liberty of laying before the Government the foregoing document sent to them by Dr. George Douglas, the Medical Superintendent of the Quarantine Establishment at Grosse Isle.

It affords an additional argument for the necessity of a Sanitary Board, whose duty it would be to superintend, not merely the Quarantine Hospital, and that at Quebec as suggested by him, but all the Public Hospitals and Charitable Institutions of the Country, supported by or receiving assistance from Government.

Until some such Board be formed, the Establishment at Grosse Isle will cost more for military services than is enough to pay "for the diet, medicine and medical comforts of the sick." There will every now and then be a necessity for a Commission of Enquiry into abuses, alleged or proved, to exist in Penitentiaries, Gaols, Hospitals, &c. In addition, whenever there is an outbreak of pestilence the "Central Board of Health" will have to be formed, the Medical Members of which will not readily give their services, so valuable to their own patients on these occasions, without payment—nor can the Government expect them to do so.

The history of all Public Institutions proves, that it is much more easy and economical to prevent abuses than to correct them. The Government have acted wisely in applying this doctrine to one of their most important Institutions—the Provincial Penitentiary—but it should be applied to all establishments supported by Government, and it would cost the Country less to establish such a Board of Control, as is now alluded to, than to pay for the several Commissions to be employed in examining into the affairs of different Public Institutions.

The foregoing remarks are, with the greatest respect, submitted for the consideration of the Executive, and the importance of the subject it is hoped will be considered sufficient apology for their introduction into this Report.

The whole respectfully submitted.

(Signed,)

WD. NELSON, M. D.
ROBERT MacDONNELL, M. D.
Z. PERRAULT.

Montreal, February 2nd, 1853.

LIST OF PAPERS.

Letters and other Documents composing the Appendix to the Report of the Commissioners appointed to enquire into the management of the Marine and Emigrant Hospital, Quebec.

- No. 1. Copy of letter from Dr. J. Crawford to S. Gerrard, Esquire, President of the Montreal General Hospital, dated 11th January, 1845.
2. Dr. Painchaud's proposal for election of Visiting Physicians.
3. Copy of Provincial Secretary's Letter, dated 17th July, 1847.
4. Circular addressed by Visiting Physicians M. and E. Hospital to Medical Practitioners of Quebec, dated 22nd July, 1847.
5. Letter from Dr. Painchaud to Dr. Douglas, relating to appointment of six Visiting Physicians, dated 5th January, 1848.
6. Dr. Douglas' Letter to Provincial Secretary.
7. Dr. Marsden's Letter to Dr. Douglas, dated 5th July, 1851.
8. Dr. Douglas' reply thereto, of same date.
9. Provincial Secretary's Letter to Dr. Douglas, dated 4th July, 1851.
10. Dr. James Douglas' Letter, complaining of the conduct of the Commissioners, addressed to Provincial Secretary, dated 17th July, 1851.
11. Letter from Provincial Secretary to N. Casault, Esq., Secretary to the Marine and Emigrant Hospital, Quebec, dated 5th August, 1851.
12. Reply of the Commissioners to the Letter of Dr. Douglas, dated 30th August, 1851.
13. Letter from P. Whelan, Stewart of the Marine and Emigrant Hospital, to N. Casault, Esq., Secretary and Treasurer, dated 25th August, 1851.
14. Letter from the Secretary of the Marine and Emigrant Hospital to the Honorable Provincial Secretary, dated 4th Sept., 1851.
15. Letter from Dr. Painchaud to the Secretary of the Marine and Emigrant Hospital, dated 25th August, 1851.
16. Letter from Secretary of the Marine and Emigrant Hospital to Honorable Provincial Secretary, dated 18-19th August, 1852.
17. Letter from Honorable Provincial Secretary to the Secretary of the Marine and Emigrant Hospital, dated 21st August, 1852.
18. Letter from the Commissioners of the Marine and Emigrant Hospital to the Honorable Provincial Secretary, dated 24-25th August, 1852.
19. Letter from Dr. Frémont to Dr. J. Douglas, dated 9th November, 1852.
20. Letter from H. Gowen, Esq., to Dr. J. Douglas, dated 9th November, 1852.
21. Letter from Dr. Lemieux in the case of Lawson, dated 12th November, 1852.
22. Copy of Minutes of *Post Mortem* examination of William Lawson, who died in the Marine and Emigrant Hospital on the 21st January, 1852.
23. Dr. Robitaille's Letter relating to Lawson's case, dated 20th November, 1852.
24. Dr. Jackson's Letter to Dr. J. Douglas, referring to case of Lawson, dated 17th November, 1852.
25. Letter from Dr. Douglas to Dr. Hall, referring to case of Lawson, dated 15th November, 1852.
26. Dr. Hall's Letter to Dr. Douglas, relative to case of Lawson, dated 21st July, 1851.
27. Petition of Dr. L. F. Chaperon to His Excellency the Governor General.
28. Statement of Expenditure on account of the Marine and Emigrant Hospital for years 1849, 1850 and 1851.
29. Return of all patients admitted into the Marine and Emigrant Hospital from 1st January to 31st December, 1851.
30. Return of all patients admitted into the Marine and Emigrant Hospital from 1st January to 27th November, 1852.

APPENDIX.

Letter from Dr. J. Crawford to S. Gerrard, Esquire, President of the Montreal General Hospital, dated 11th January, 1848.

SIR,—In reply to your enquiry with respect to the manner the duties of Montreal General Hospital are conducted, I beg to say, that the Physicians who are now twelve in number, are elected by the Governors of the Institution, and by arrangement between themselves, they attend by two at a time for two months, during which period they have the entire management of the sick, each taking charge of one half of the Wards, and receiving patients alternately by weeks into their own portion of the wards. During their periods of attendance, they have the aid and advice of their colleagues in consultation, if required, but are not interfered with. There is no distinction made between medical and surgical cases, unless it be by private arrangement.

(Signed,)

J. CRAWFORD, M. D.,

Physician to the
Montreal General Hospital.

(No. 2.)

Dr. Painchaud's proposal to appoint six Visiting Physicians, dated Quebec, 21st July, 1847.

The following is the scheme which Dr Painchaud would adopt in conformity with the desire of His Excellency, conveyed in the letter of the Provincial Secretary, dated the 17th instant :

Should Messrs. Douglas & Racey desire the adoption of another, they will be good enough to communicate it to Dr. P., otherwise the present scheme will be carried out.

(Signed,)

J. PAINCHAUD,
Visiting Physician, Q. M. H.Messrs. Douglas & Racey,
Physicians, Q. M. H.

(No. 3.)

Official Letter dated Secretary's Office.

MONTREAL, 17th July, 1847.

SIR,—I have the honor to convey to your fellow Visiting Physicians of the Marine and Emigrant Hospital, the Governor General's desire that you should make it known to the Faculty of Quebec, that you are authorized to select six Physicians to assist you in your duties, but on the distinct understanding that services so rendered will not entitle them to any remuneration, as His Excellency cannot but believe, that many members of the Faculty will be ready to avail themselves of the professional advantage which the practice of such an Hospital will afford them. His Excellency understands that at Montreal, the Physicians are anxious to afford their gratuitous services in the General Hospital, solely for the professional advantage to be gained thereby, and there exists in the Hospital practice at Quebec a superior advantage over that at Montreal.

I have, &c.

(Signed,)

D. DALY,
Secretary.

Circular Letter addressed by Visiting Physicians to Medical Practitioners of Quebec on the subject of nominating six other Visiting Physicians, dated 22nd July, 1847.

(Translation.)

GENTLEMEN, It being the desire of His Excellency the Governor General to add six to the number of the Visiting Physicians of the Marine Hospital, and in order thereto, His Excellency having authorized us to select six members of the profession in Quebec, we would request of you to inform us in writing, whether you would accept the said office of Visiting Physician to the Marine Hospital.

We have the honor to be, Gentlemen,
Your very obedient servants,

(Signed) JOSEPH PAINCHAUD,
JAMES DOUGLAS,
JOHN RACEY,

To the Quebec
Practitioners.

Visiting Physicians to the Marine Hospital.

(No. 5.)

Letter from Dr. Painchaud to Dr. Douglas relating to appointment of Six Visiting Physicians, dated 5th January, 1848.

(Translation.)

MY DEAR DOCTOR,—Your pretending ignorance is very unfortunate. What! After having, with me, appointed Visiting Physicians who have all accepted, you now ask me who they are?

I have added this time the word "Surgeon" to the words "Visiting Physicians" to make the newly appointed Visitors clearly understand, that this general style of designating the Visiting Physicians and Surgeons, in official and other communications only by the short term of Visiting Physicians, is applied to those parties appointed to attend and prescribe without exception throughout the whole Hospital.

I am aware that some of these gentlemen are under the impression that reference will to-day be made to this subject, and that an attempt will be made to separate the department of Surgery from that of Medicine, that is to say, that there shall be a Visiting Surgeon, and that the others shall be Visiting Physicians, an arrangement never intended by Government, as I have been informed at the Government Offices.

I shall require the official communication of the Commissioners. Send it back if you please before noon.

Ever yours,

(Signed,) JOSEPH PAINCHAUD.

(No. 6.)

Letter from Dr. Douglas to the Hon. D. Daly, Provincial Secretary.

SIR,—Dr. Painchaud has given me communication of your Letter, authorizing him with Dr. Racey and myself to appoint six Visiting Physicians to assist us in our duties in the Hospital, without remuneration.

Dr. Painchaud is under the impression that these six gentlemen so to be appointed will form part of the permanent Medical Staff of the Hospital. Dr. Racey and I differ on the interpretation of your letter.

Sir, in the Hospital we require no assistance; the duties just now are arduous, but even without a successor to Dr. Frémont, we can perform them. The sheds,

however, press too heavily on our time, and we have latterly been in hope that one additional medical man, with pay, 20s. per diem, would have been appointed by the Commissioners, to assist us. This is all we require at first, and all we will likely require this season. The medical men, whom you authorize us to appoint, will, I doubt not, object to do duty in the sheds, as not forming part of the Hospital.

The members of the profession here of higher standing, and who would be of advantage to the Hospital will not, I am satisfied, accept under present circumstances, and an addition of six of the junior members of the profession would be worse than useless.

In fact, this Hospital would not work; nine Physicians to an Hospital such as the Marine Hospital, is at present out of all proportion to its size and wants. Some time since, the charter of a medical school, in connection with the Hospital was granted by the Legislature, and it was contemplated by the Faculty to recommend to His Excellency the appointment of the gentlemen who could be the Lecturers.

The present plan would seriously impede this very desirable object, and would exclude Drs. Blanchet, Morrin, Rowley, Nault, Sewell, Jackson and others.

There will be no difficulty in finding a Medical man of good standing to fill up the situation vacated by Dr. Parent. It is, however, necessary at present, and I would respectfully recommend that under existing circumstances, that appointment be deferred until next winter when with likelihood the Medical School will be authorised.

I am authorized by Drs. Morrin & Parent to state, that they entirely concur in the remarks I have here submitted to you.

I will endeavour to induce Dr. P. to suspend any action in the appointment of the six additional Visiting Physicians, until I hear from you, that it is His Excellency's pleasure, that such appointments be made, and that the Visiting Physicians so to be appointed, form part of the present medical staff of the Hospital.

(Signed,) J. DOUGLAS.

(No. 7.)

Letter from Dr. Wm. Marsden to Dr. Douglas dated 5th July, 1851.

SIR,—Will you inform me whether, during your long and valuable connection with the Marine and Emigrant Hospital, any rule or law existed prohibiting medical gentlemen from attending the Hospital, during the regular medical visit hour, or whether in point of fact any medical gentleman was ever refused admission at any of these times to your knowledge.

(Signed,) W. MARSDEN, M. D.

No. 8.

Reply of Dr. Douglas to the above, dated 5th July, 1851.

No medical gentleman has ever been refused admission to the wards of the Marine Hospital during the regular times of visit, and I am not aware that any rule existed prohibiting medical practitioners from attending the practice of the Hospital at these times.

I am, Sir,

(Signed,) JAS. DOUGLAS.

(No. 9.)

SECRETARY'S OFFICE,
TORONTO, July 4th, 1851.

SIR,—With reference to the correspondence which has already taken place between the Government and the Visiting Physicians of the Marine and Emigrant Hospital at Quebec, as also with the Quebec Board of Trade, in relation to certain charges brought by those Bodies against the administration and management of that Institution, I have the honor to state that a Report of a full investigation made by the Commissioners has been received by His Excellency the Governor General.

As your conduct in connection with the above mentioned charges is severely censured and condemned by the Commissioners, His Excellency before taking final action upon their Report, has commanded me to transmit to you a copy of these charges, in order to afford you an opportunity of giving such explanations as you may deem proper to offer to any parts thereof which appear to affect your conduct

I am at the same time commanded to draw your special attention to that portion of the Report which states that “there cannot be any good understanding, mutual assistance, or harmony between Dr. Douglas and the Commissioners, and that prompt measures on the part of His Excellency are necessary to do away with a state of things so much the more dangerous, as the season of navigation is commenced, and as the active co-operation of all the officers of the Institution will be promptly and unavoidably indispensable.”

I have, &c.,

(Signed,)

J. LESLIE,
Secretary.Dr. Douglas,
Quebec.

(No. 10.)

Dr. James Douglas' Letter complaining of the conduct of the Commissioners.

QUEBEC, 17th July, 1851.

SIR,—I have the honor to acknowledge receipt of your communication of the 4th instant, inclosing copy of a Report of Commissioners of the Marine Hospital. The papers, through mistake, were transmitted to Grosse Isle, and only reached me yesterday.

In conformity with His Excellency's desire [that I should furnish him with any remarks or explanations on the Commissioners' Report, I beg very respectfully to reply that I know nothing whatever of the affidavits transmitted to the Commissioners by Dr. W. Marsden. I have had no communication with Dr. Marsden on this matter, directly or indirectly. I have not seen the affidavits, and I do not know the parties who made them.

With regard to the correspondence with the Board of Trade with which the Commissioners have been pleased to identify me, I beg to assure you that I am not the Secretary to that Body. I have not now or never had any correspondence or connexion with the Board either verbally or in writing. I do not know the members. I never conversed with any one of them on the affairs of the Hospital, knowing him to be a member of the Board, with the single exception of Mr. Dean, whom I know very slightly; he called on me during the period when the affairs of the Hospital were the subject of newspaper discussion, to inquire about some transactions relative to the monies of the patients, and to the diet and

treatment of the seamen in the Hospital. I have since then twice met Mr. Dean and conversed with him, but the subject of the Hospital, or of its *attachés*, was not alluded to.

I am charged by the Commissioners with having unjustly attacked and calumniated them; this statement is utterly without foundation, and injustice to me. I hope they will be prepared to state when, where and to whom I ever spoke disrespectfully of them, as my character and motives as Visiting Physician have been impugned by the Commissioners. I consider it a matter of strict justice to myself to submit fully and fairly to His Excellency the state and management of the Hospital, since the appointment of the present Commissioners. These gentlemen, in their Report, have made certain assertions on matters, in which they could have taken, but did not take, any evidence whatever. On other matters, vitally affecting the interests of the Hospital, they carefully avoided calling such evidence as would have elicited the truth. To some of the evidence taken they have given a meaning not intended by the witnesses, but tending to mislead His Excellency, as to the state and efficiency of the Hospital, under their management. This Report, moreover, wants the signature of the President of the Board, and of the only individual in the Commission who fully understands its management, and knows the wants and requirements of an Hospital.

As to the moral conduct of the employés, it is a matter more immediately under the guardianship of the Commissioners; it is, however, the duty of the Visiting Physicians, should they see or suspect anything amiss, to call the attention of the Commissioners to it; and it is obviously their duty to lose no time in instituting an enquiry. In November last I twice waited formally on the Chairman, and stated to him that great irregularities and abuses existed in the Hospital, and which demanded an immediate investigation by the Commissioners. I also waited personally on Mr. Cazeau, the Secretary, and stated to him that I had a communication to make to the Commissioners on the state and conduct of the Hospital, and beg that he would afford me an occasion of doing so. He informed me that he had not power to call the Commissioners together. I then requested to be notified of their first meeting, to be afforded an opportunity of being heard. This opportunity has not been afforded to me; no enquiry has yet been made into these irregularities and abuses, and I have not been even asked by the Commissioners to state what they were.

With respect to conversions, although as Visiting Physician, I have nothing to do with the religious belief of the patients; I am aware that conversions, so called, have been effected. With the particular views which the Roman Catholic Church entertains of the efficacy of certain rights and ceremonials before death, it is to be expected that its clergy should consider it to be a paramount duty to effect as many conversions as possible. It is, however, the business of the Protestant Clergy to look after their own flocks, and to take such steps as will prevent any undue or unfair influence being exerted upon them. A few weeks before the appointment of the present Commissioners, a rule was made, directing Protestant patients to be placed in separate wards, and attended by Protestant nurses. This rule was made on the complaint of the Lord Bishop of Montreal—that Protestant patients were improperly interfered with. I do not know why this reasonable and proper rule has not been persevered in, as it certainly would have obviated the present difficulties about interfering about the religious belief of the patients.

“With respect to the interments, I had heard that at different times two bodies had been buried in the same coffin. As, however, that had been a matter of hearsay, I did not consider it to be my duty to inform the Commissioners until the fact came to my personal knowledge.” I then informed the Chairman of the Commissioners, that two bodies had been buried together, under circumstances the most revolting. This is neither the first nor the second

time the character of the Hospital has suffered by such malpractice; two years ago they were the subject of enquiry in Court. This particular affair yet remains to be enquired into. The Commissioners, in their Report, have not stated all they know on the subject. They refer to the evidence of Messrs. Godbout and Pellerier as *attachés* of the Hospital, and whose names I now hear for the first time. With respect to that part of the Report, referring to the evidence of Drs. Jackson and Hall, their note will prove that their testimony has been most improperly travestied, and that they have not stultified themselves by officially stating a fact one day, and being induced to deny it the next. In their Report the Commissioners state that "they consider it useless to repeat here the answer given by them to complaints of Visiting Physicians." This tends to mislead His Excellency, by conveying an impression that they did answer the repeated complaints of Visiting Physicians. On no occasion did they answer, either verbally or in writing any one of the repeated requests and complaints of the Visiting Physicians. Even the confession of faith by the Commissioners tends to mislead His Excellency. Captain Alceyn ought to have remained silent on this matter, or to have stated that his associations and feelings were altogether Catholic, and that he attended exclusively the Catholic Church.

From the time of the Report—from the refusal to receive evidence tendered to them—from the very improper color to evidence taken—from the anxiety to avoid subjects unfavorable to, and dwell on matters favorable to those whose conduct was the subject of enquiry, I am compelled to express my conviction that in this investigation the Commissioners were anxious to screen the parties and to escape themselves, from a dilemma in which their dereliction of duty and mismanagement of a valuable Institution had placed them.

However estimable and capable the Commissioners may have been in private life, an enquiry into the state and conduct of the Hospital during the past two years will satisfy His Excellency of their utter *unfitness* to manage so important a trust. On this day suits are pending, and a Bill is before the Grand Jury, connected with most disgraceful scenes which took place in the female wards of the Hospital. And a letter from the Visiting Physician in charge, dated 5th instant, and demanding instructions from the Commissioners, has, like all other demands on their attention, been disregarded and unanswered.

My own conduct as Visiting Physician will bear the strictest examination. As Visiting Physician, I have invariably identified myself with the interest of the Hospital, and have done my duty uninfluenced by fear or favor for any one. The only instance in which I feel I have erred was in not earlier submitting the state and condition of the Hospital to His Excellency.

I now beg leave most respectfully, but most distinctly, to assure His Excellency that the charges and insinuations against me as a Visiting Physician, contained in the Commissioner's Report, are utterly without foundation, and not based on one tittle of evidence. Of Jane Hamilton, whose name has been in my opinion most injudiciously associated with the House Surgeon, I know nothing whatever, my duties being confined to a different flat of the Hospital. I have many months ago, in my examination of Mr. Cutter's case, stated to the Commissioners themselves, at a full Board, that of Mr. Beaubien's conduct in the Hospital I knew little. That Dr. Lemieux had proved himself to be a capital House Surgeon, and that if the twain had been guilty of the irregularities and malpractice attributed to them, it was only what might have been expected from young men under their peculiar circumstances, placed as they were in an institution unchecked, irresponsible and neglected by Commissioners.

I now trust to His Excellency's sense of justice, and to his expressed anxiety for the welfare of so important an Institution, that he will be pleased to cause such enquiry to be made as will afford me an opportunity of vindicating my character, so unjustly aspersed, and what is of far more consequence, as will place

the Hospital itself on such a footing of usefulness and respectability as it ought to possess, and as it did possess some years ago.

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

(Signed,) J. DOUGLAS.

The Honorable
James Leslie,
Provincial Secretary.

(No. 11.)

SECRETARY'S OFFICE,
TORONTO, 5th August, 1851.

GENTLEMEN,—I have the honor to enclose to you by command of His Excellency the Governor General, for such remarks as you may see fit to make thereon, the accompanying copy of a letter received from Dr. Douglas, with reference to the Report of the investigation made by you into the state and management of the Marine and Emigrant Hospital.

I have &c.,

(Signed,) J. LESLIE,
Secretary.

The Commissioners of the Marine
and Emigrant Hospital, Quebec,
To N. Casault, Esquire,
Secretary.

(No. 12.)

Reply of the Commissioners to the Letter of Dr. Douglas.

MARINE HOSPITAL,
QUEBEC, 30th August, 1852.

SIR,—We have the honor to acknowledge the receipt of your letter of the 5th instant, which accompanies the copy of a letter from Dr. James Douglas, relative to the Report made upon the conduct of the House Surgeon, the Apothecary and one of the Nurses of the Marine Hospital, and which you addressed to us by order of His Excellency for such remarks as we might think proper.

A reply to all that is said by Dr. Douglas is to be found both in the answers before given by us to the complaints of three of the Visiting Physicians of the Hospital, and in the investigation concerning Mr. Cutter and that concerning the House Surgeon and those who were accused with him.

The Commissioners never pretended to say that Dr. Douglas was Secretary to the Board of Trade, but that he was the secret agent who caused that body to act. And this conviction which was generally felt, was more specially founded upon the letters of the Board of Trade of the 29th January and 3rd March last, and upon those of the Visiting Physicians of the 27th January and 27th February last, which bear so striking a resemblance not only in the complaints which are absolutely the same but even in certain parts of the phraseology itself.

That Dr. James Douglas unjustly attacked the Commissioners, that he has calumniated them, that he has shamelessly traduced them to Government is proved by the answers made by the Commissioners on the 31st March last to the complaints addressed to the Executive by Drs. Douglas, Hall and Jackson, and by the letters in which Drs. Painchaud, Rowand and Robitaille, (30th January and 3rd February, 1850,) inform His Excellency that they had been "*honteusement*

“*nduits en erreur*” by Dr. Douglas, who by that means had caused them to complain of abuses and grievances which did not exist; and also, lately, by the letter which forms the subject of this answer.

Though the Commissioners availed themselves of the opportunity afforded them during the last investigation to enquire into the truth of some of the complaints preferred against the Hospital, yet the enquiry was not made into the management of the Institution, but into the conduct of some officers and servants who were accused and incriminated.

And upon referring to the letter addressed by you, on the 21st March last, to the Board of Trade, a copy of which was addressed to the Commissioners, His Excellency will perceive that in confining their investigation to that subject only, the Commissioners took the same view of the matter as Government did.

As to the absence of the signature of the President of the Commission, it is simply due to that gentleman being absent from Quebec when the Report was sent up. And had it not been that the Report was asked for by a telegraphic despatch, and that they were informed by one of his household that he would not be back before ten or twelve days, the other members of the Commission would probably have awaited his return, so as to procure his approbation in addressing to His Excellency a document of such importance.

The Commissioners have already had occasion to inform His Excellency in their letter of the 31st March last, that Dr. Douglas always refused to put in writing, and officially submit to the Commission his remarks upon the pretended abuses of which, at two different times, and in the course of conversations, he spoke to the President of the Commission; and also that the conversation with the Secretary spoken of by Dr. Douglas had only reference to some knives and forks which he said the Hospital wanted. It remains now with them to show, as they will presently, the object of those conversations.

The Commissioners never denied that conversions to the Roman Catholic Religion took place in the Hospital, but they formally denied that any of the officers or persons employed in the Institution ever took part in, or encouraged it. As to the rule spoken of by Dr. Douglas, the want of rooms, and the increase of expenses which the enforcing of such a rule would cause, render it impossible; and it has never existed, as may be ascertained by reference to the accompanying letters of Dr. Painchaud and Mr. Whelan. The plan mentioned by Dr. Douglas, having been suggested by the Lord Bishop of Montreal, the then Commissioners left it with the Visiting Physician to carry it into effect, if possible and practicable. If it has not been followed, the blame should fall on these latter gentlemen, who are solely charged with the classification of the diseases and patients.

As to the interments, the rules of the Establishment and the investigation upon the House Surgeon's conduct, sufficiently prove that the fault in that case remained with the then Steward, Mr. Cutter, whom His Excellency has since thought proper to dismiss from his office. The Commissioners can only assure His Excellency that it has not since occurred. Dr. Douglas states that the fact of two bodies being buried in one coffin came to his personal knowledge: but how did it come to his knowledge? If it was before interment, why did he not prevent it? If it is by opening the graves in the Burial Ground of an Institution of which he is an officer, who is the more to be blamed, the officer who put two bodies in one coffin, or the one who opened the graves? In that latter case the Commissioners would not be surprised at his obstinate refusal to address the Commission officially, but would be very much surprised at his alluding to a fact of a similar nature which happened two years ago, and which was laid at the time before Government.

During the absence of Mr. Beaubien, caused by illness, Mr. Godbout and Mr. Pelletier, both at different times fulfilled the duties of Apothecary, the one

from the 20th of September until the middle of November, 1849, and the other from the end of June to the end of July, 1850, as established by the evidence of those two gentlemen in the investigation on Dr. Lemieux's conduct. The Commissioners did not think that for the temporary substitution of these gentlemen in his place, they were bound to consult the Visiting Physicians.

As to that part of the Report relating to the testimony of the Visiting Physicians, and particularly that of Drs. Hall and Jackson, the Commissioners beg to refer again to the answers of these gentlemen as dictated by themselves during the absence of the Secretary, Mr. Casault, to his partner Mr. Langlois, and to which they appended their signatures after having read them. If they are susceptible of any other construction than the one put upon them by the Commissioners, in the Report in question, they will acknowledge they had the intention of misleading His Excellency, but if on the contrary their answers are formal and direct, it must of necessity be acknowledged that they were misled into the complaints they were made to sign.

The Commissioners did not answer the complaints made to them by the Visiting Physicians, for the simple reason that they never addressed them any complaints, and that the only letter which they received, in December, 1850, required no answer, having merely reference to a rule, which had long existed and which had then for the first time been found fault with, and the wants of the Hospital for the ensuing spring. The first was immediately attended to, and the latter in due time as already mentioned by the Commissioners, in their letter of the 31st March, 1851. It is true that what they did answer was not complaints, but unjust and calumnious attacks addressed against them to the Government by three of the Visiting Physicians, under the guidance and directions of Dr. Douglas, one of them, as is proved by the document forwarded to His Excellency by Dr. Painchaud.

It must appear more than strange that Dr. Douglas should try to impose upon Captain Alley, religious convictions which this gentleman has declared not to be his; and it would not have merited an answer, were it not that Captain Alley was desirous of stating that he belongs to the Protestant Religion, which he believes not to be inconsistent with the religious faith of his children, and the respect and friendship he feels for certain Ministers of the Roman Catholic Church.

The Commissioners have not shewn favor nor protection to any person, not more to Dr. Lemieux than to Mr. Cutter. They were only desirous of shewing justice. They have heard and they caused to come before them for the purpose of examination, all those persons whom they thought likely to be able to give them any information upon the conduct of those officers of the Institution who were accused. They rejected hearsay evidence, as a species of proof unjust towards the accused and unfit to enable to come at the truth. The evidence before Government, and more particularly the Report on the investigation concerning Mr. Cutter, sufficiently prove that the Commissioners did not "screen" the guilty party so as to conceal their own mismanagement.

Dr. Douglas should have left to the person who had a right to complain the duty of doing so; he should have left to the gentleman who had been insulted by Dr. Marsden; he should have left to the person whose orders were slighted, who was ignominiously dragged before Courts of Justice for having done his duty, and expelled from the Hospital a person who caused disturbances and disgraceful scenes in the female wards of the Hospital; in one word he should have left to Dr. Painchaud the care of saying, if the conduct of the Commissioners on that occasion was condemnable, and if they did not do all that could be expected from them. Dr. Douglas is the last who should have alluded to those disgraceful scenes, after having as he did, informed Dr. Marsden, by a letter produced by that gentleman in a Court of Justice, that there was no rule or order forbidding him an admittance, though he had himself given an order to that effect in the

presence of Dr. Landry. Above all, Dr. Douglas should have given to his letter a date which was not that upon which must have been written (as may be ascertained by reference to the date of the letters of Drs. Hall and Jackson, upon which he comments, his being dated the 17th and theirs the 21st) to state that the Commissioners had not yet answered Dr. Painchaud's letter on that subject.

The Commissioners would wish to believe Dr. Douglas; they would, for his sake, that all he alleges having said about Dr. Lemieux and Dr. Beaubien in the investigations concerning Mr. Cutter, should have been really mentioned. They feel desirous that the Visiting Physicians and Dr. Douglas, who should visit the Hospital every day and make a Report to the Commissioners of all improprieties of conduct there, had warned them of those mal-practices and irregularities. Every one would then have done his duty. Mr. Cutter would not then have committed all the disorders of which he has been proved guilty, and Dr. Douglas would not have "shamefully led his *confrères* into error," spread calumnious reports concerning the Hospital, and excited the public against the Institution.

Dr. Douglas in speaking of the manner in which he has discharged his duties as Visiting Physician, of the manner in which the Hospital was conducted when he commanded there as sole master, when almost every body in it was his creature, and when all was done according to his will, obliges the Commissioners once more to repeat that he has not discharged his duties, and that he has always tried to render the task imposed upon them difficult and arduous. The Commissioners pray His Excellency to refer to the letter addressed by Dr. Douglas to the Provincial Secretary after the nomination of the other Visiting Physicians. From that time which was previous to the appointment of the present Commission, he has not only shewn a want of good will, but he has not given the assistance which was of right to be expected from him in the management of the Hospital. The Commissioners feel themselves under the necessity of stating what is already established in their answers to the charges of three Visiting Physicians, that Dr. Douglas did not make his visits regularly, and did not give the information upon the abuses and wants of the Hospital, which the rules of the establishment and his office of paid Visiting Physician required, more particularly, from him.

The Commissioners may in justice be led to suppose that the complaints which Dr. Douglas states had been made by him in the course of conversation with the President, and which he formerly refused to put down in writing and address officially to the Commission were the consequent effects of a plan formed before hand, and were necessarily to precede the complaints of the Visiting Physicians and of the Board of Trade. For why obstinately refuse to put his complaints down in writing? And why when his quarter had begun on the fifteenth of August and was to finish on the fifteenth of November, wait till that last month before addressing the President of the Commission? Dr. Douglas took charge of the Hospital at a time when there were a great number of patients, and after having suffered to go on during nearly three months, the alleged abuses, improprieties, dereliction of duty and mal-practices, which must have come to his knowledge, if he did his duty, he comes when his time of attendance is nearly over, when the number of patients is considerably diminished, and then, for the first time, complains of the quality of the diet and of the want of knives and forks for the patients; for to that alone were his verbal communications confined. About one month after December, 1850, at a time when there were but very few patients in the Hospital, and while the Commissioners were engaged in the investigation on Mr. Cutter, Dr. Douglas gets the other Visiting Physicians to sign a letter informing the Commission that a certain rule for the admission of the friends of the patients had lately led to abuses, and that the Hospital wanted bedsteads, bedding and clothing. Without having addressed any other communication to the Commissioners for more than eighteen months previous, Dr. Douglas gets again the Visiting Physicians to complain to Government, on the 27th January following,

that their repeated requisitions and their claims on the attention of the Commissioners had equally been disregarded; and two days later the Board of Trade also addressed complaints to Government. Three of the Visiting Physicians have subsequently denied the charges and said that they had been "*honteusement induits en erreur*" by Dr. Douglas. The Board of Trade must then also have been led into error; and by whom? Is it by three Visiting Physicians who withdrew their signatures? Is it by the two others who acknowledged during investigation that they knew of nothing going wrong? or is it by the one who had already for the same purpose "*shamefully led his confrères into error?*"

The facts speak for themselves, and must convince His Excellency of the dispositions and intentions of Dr. Douglas and of the truth of his assertions.

We have the honor to be,

Sir,

Your most obedient servants,

(Signed,)

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JOS. MORRIN,

RICHD. J. ALLEYN,

J. J. NESBITT,

F. X. PARADIS,

T. KELLY.

N. CASAULT,

S. T. C. M. E. H.

The Hon. J. Leslie,
Provincial Secretary.

(No. 13.)

MARINE AND EMIGRANT HOSPITAL,
QUEBEC, 25th August, 1851.

SIR,—In reply to your letter of the 19th instant, received this moment, I hasten to reply. I am asked, "whether at any time there has been a rule in the Hospital, directing Protestant patients to be placed in separate wards, and attended by Protestant nurses, and to state if it has ever been enforced, and when and how long; and also, to state when and for what reason this rule ceased to be persevered in: also, if there has been any other rule respecting the classification of Protestants or Catholics, to state what it was, when and how long it was enforced, and when and for what reason it ceased to be enforced?"

I have the honor to inform you, Sir, that I have no recollection or experience of any such rule being either established or acted upon in the Marine Hospital; but I recollect that the subject had been merely spoken about and suggested by different parties (particularly in 1847) but never was carried into effect in any manner.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

P. WHELAN,

Steward M. & E. H.

N. Casault, Esqr.,
S. T. M. E. Hospital,
Quebec.

(No. 14.)

*(Translation.)*MARINE HOSPITAL,
QUEBEC, 4th September, 1852.

SIR,—I have just discovered that I have omitted to annex to the papers I had the honor to transmit to you yesterday, the accompanying letter from Dr. Painchaud, which is referred to in the letter of the Commissioners.

I have the honor to be,

Sir,

Your very obedient servant,

(Signed,) N. CASAULT,
S. T. M. & E. H.The Hon. James Leslie,
Provincial Secretary.

(No. 15.)

(Translation.)

QUEBEC, 25th August, 1851.

SIR,—In answer to your letter bearing date the 19th instant, requesting me on the part of the Commissioners of the Marine Hospital, to inform them as to whether any regulation was ever in force with respect to the classification of Catholics and Protestants, and also to state at what period and for what reason, and upon whose order this rule was observed, I have the honor to inform you for the information of the Commissioners, that no other rule has ever existed with respect to the classification of Catholics and Protestants than that at present observed, that is to say, that a ticket is affixed to the head of each bed upon which are inscribed the name, country and religious faith of the patient.

In 1847 the President of the former Commission expressed to us the desire of His Lordship the Bishop of Montreal, with respect to the classification of the patients in the Hospital, that the Protestants and Catholics should be placed in separate wards; the President requested us at the same time to inform the Commissioners whether this classification occasioned any inconvenience or additional expense.

My two colleagues, Drs. James Douglas and John Racey, were desirous of returning a favorable answer to the scheme of His Lordship; for myself I was of a contrary opinion; I did not think the thing practicable, and more particularly at certain seasons of the year; but in order to offer no opposition to a trial of the plan, I signed with my colleagues, and there the matter dropped.

I have the honor to be,

Sir,

Your very humble and obedient servant,

(Signed,) JOS. PAINCHAUD,
V. P. Q. M. H.N. Casault, Esquire,
S. M. E. H., Quebec.

(No. 16.)

MARINE HOSPITAL,
QUEBEC, 18-19th August, 1852.

SIR,—The Commissioners of the Marine Hospital would feel obliged to you for informing them, as early as may be convenient, if it is with the permission of His Excellency the Governor General, that Dr. Douglas published the letter addressed by him to Government on the 17th July, 1851, in relation to the

management of the Marine Hospital, and which appeared in the *Quebec Gazette* of the eleventh instant; and also, if that permission was such as to authorize Dr. Douglas to publish that letter without publishing at the same time the answer given thereto by the Commissioners, and all the correspondence on the same subject which was not included in the returns to an Address of the Legislative Assembly, dated the third of July, 1851.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

N. CASALT,

S. T. C. M. E. H.

The Honorable A. N. Morin,
Provincial Secretary.

(No. 17.)

SECRETARY'S OFFICE,
QUEBEC, 21st August, 1852.

SIR,—In reply to your letter of yesterday, I have the honor to state for the information of the Commissioners of the Marine and Emigrant Hospital, that Dr. Douglas having expressed a wish of publishing his letter of the 17th July, 1851, he was informed that the Commissioners had answered the said letter, and that it was the intention of the Governor General to lay the whole before the Legislature at the then approaching Session, as a Supplementary Return to the Address of the Legislative Assembly of the 9th July, 1851, but that there was no objection to his publishing his letter if he thought proper so to do under the circumstances.

I have the honor to be,

Sir,

&c., &c., &c.

(Signed,)

A. N. MORIN,

Prov. Secty.

N. Casault, Esquire,
Secty. to Com. of the
Marine and Emigrant Hospital,
Quebec.

(No. 18.)

MARINE HOSPITAL,
QUEBEC; 24-25th August, 1852.

SIR,—We acknowledge the receipt of your letter of the 21st instant, by which you inform us that it was with the permission of Government that Dr. James Douglas published his letter of the 17th July, 1851.

We cannot refrain from expressing our regret at the course pursued by Government on that matter as well as on the request which we addressed, at different times, to His Excellency in relation to Dr. Douglas.

If His Excellency's advisers gave credit to the charges preferred against the Commission by Dr. Douglas, if they thought that those charges were true, that they were not sufficiently answered by the correspondence, and the evidence in support of it, that the Commissioners addressed to you, at different times, why not order at once an investigation which would have set the matter at rest and which would have shewn whether the Commissioners had neglected their duty. Dr. Douglas calumniated his Superior Officers! If on the contrary,

they were convinced that the accusations brought by Dr. Douglas were false, that he had tried to induce Government in error, after having, for the same object, and to use their own words, shamefully led his *confrères* into error, why not dismiss him at that time? His Excellency's Government cannot surely give as a reason for their not having decided between Dr. Douglas and the Commission at an earlier period, that the matter was in the hands of Parliament, for then what would be the purport of the letter addressed by you to the Commissioners on the 12th of April last, alleging the propriety of waiting for the return of Dr. Douglas, and more specially that of the 27th of July last, by which you informed them "that so soon as the determination of His Excellency on the matter would be formed, you would communicate it to them?"

The Commissioners do not know to what course they should attribute, and further do not know how to explain the permission given to Dr. Douglas to publish his letter of the 17th July, 1851, without at the same time publishing the answer given thereto by them. It is impossible that it should be for the reason assigned by Dr. Douglas, that his letter had not been published with the other documents printed by order of the Legislative Assembly, since the letter in question and the answer given to it by the Commissioners on the 30th August, 1851, and which it was not thought proper to lay before the public at the same time, had both been addressed to the Provincial Secretary, after the order had been given to lay before the Legislative Assembly all the correspondence which had then taken place on the same subject. Furthermore the Commissioners do not know how to account not only for their losing, all at once, the confidence with which, up to that time, Government seemed to honor them, but also for that denial of a justice which every accused parties have a right to expect, that of laying before their fellow-men their defence as well as their accusation. After having gratuitously fulfilled, for such a long space of time, a situation not only troublesome but in the highest degree disagreeable, the Commissioners would have expected that Government would not have lent assistance to the efforts which had been made, for a long time, to prejudice public opinion against them, and had reason to expect that at the same time they allowed Dr. Douglas to publish his letter, they would have obliged him also to publish the letter of the Commissioners of the 30th August, 1851.

The Commissioners would willingly have submitted themselves to an investigation in relation to their own conduct, had it been thought proper by His Excellency to order it, instead of requesting the Commissioners to make themselves that investigation into the conduct of those officers of the Hospital who were more specially accused; they boldly assert its result would still prove in their favor and against their accuser, but they are not left a choice in the course they have now to pursue. Since it has pleased His Excellency to delay so long his decision on their repeated prayer in relation to an inferior officer who falsely accused and calumniated them; since it has pleased His Excellency to permit that same officer to publish his *ex parte* correspondence, and by that means to prejudice and raise the public opinion against them, they have only to tender their resignation and earnestly to pray His Excellency to accept of it.

The Commissioners beg to add that, Dr. Morrin not having been present at any of their meetings since last winter, though he has always been properly notified, they have not thought proper to ask his concurrence to this letter.

We have the honor to be,

Sir,

Your most obedient servants,

(Signed,)

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"

"

F. X. PARADIS,

J. J. NESBITT,

T. KELLY,

RICHARD J. ALLEYN.

No. 19.

QUEBEC, TUESDAY EVENING,
9th November, 1852.

MY DEAR DOCTOR,—In answer to your note of to-day, I cannot, in justice, hesitate to state, that on several occasions, in my presence, you spoke to our friend Morrin on the subject of the very imperfect condition of the Marine Hospital, and urged him for his own sake, as well as that of the Institution, to inquire into the irregularities that you stated existed. I have had very many opportunities of witnessing your assiduous attentions to the sick in that Hospital for many years that I visited it, and certainly never suspected you to shew favor to any servant in the establishment.

Yours *fideliter*,

(Signed,) C. FREMONT.

Dr. Douglas.

No. 20.

QUEBEC, 9th November, 1852.

TO DR. J. DOUGLAS.

MY DEAR SIR,—In answer to your note of yesterday, wherein you say,—“As Chairman of the Commissioners of the Marine and Emigrant Hospital from 1836 to 1847, will you oblige me by stating whether, to your knowledge, I was ever remiss in my duty as Visiting Physician? Whether I had any relative or dependant attached in any capacity to the Institution? and whether you ever suspected or supposed that I made use of any authority I possessed as Visiting Physician, except for the use of and benefit of the Hospital?”

I have much pleasure in stating, in answer to the first question, that I do not recollect any instance when you were remiss in your duties as Visiting Physician; secondly, I am not aware that during the whole period, you had any relative or dependant attached in any capacity to the Institution; and lastly, I never suspected or supposed that you were in the habit of making use of your authority as Visiting Physician, other than what you considered was for the interest of the Hospital.

I am,

Dear Sir,

Your very obedient servant,

(Signed,) H. GOWEN,
Formerly Commissioner M. E. Hospital.

No. 21.

Letter of Dr. Lemieux, on case of Lawson.

James Lawson, aged 21 years, sailor and deserter from the barque “Pet,” was admitted in the Marine and Emigrant Hospital, on the 22nd June, 1851, at about 3 o'clock in the morning, with fracture of the thigh bone, caused by the discharge of a fire-arm. Upon the anterior part of the thigh were to be seen five or six wounds, with as many corresponding at the posterior part, and, opposite the bone, a larger opening through which the shot that caused the fracture must have passed.

Under the circumstances, I thought the best apparatus was Dessault's long splint, which was applied, and, at 8 o'clock in the morning, the patient was handed to Dr. Rowand, who took charge of him. The Dr. approved of my treatment, and the same apparatus was continued, with the approbation of Dr. Jackson, who also saw the patient at the same time.

The patient was then very weak in consequence of the great loss of blood, and it was only two days later that full reaction was brought on.

On the 22nd, Dr. Rowand prescribed :

Morphiac acet. gr. $\frac{1}{4}$ Tr. Hyosciami min. xxx. mist camphor. drach. i. M. F. H. hor. som. sum.

On the 23rd, tumefaction of the limb commenced, and the Visiting Physician prescribed cold applications, which were continued during three days.

24th. Injection.

26th. The bandages were loosened because the patient could not endure the least extension, so considerable was the tumefaction and pain of the limb.

27th. A cataplasm was applied, renewed two or three times a-day, and continued till death.

July 1st. Patient complaining of want of sleep from great suffering, an opiate was administered at night, 7th, 8th, 9th, 10th, 11th, 1 oz. of wine daily.

At this period extension was had recourse to a second time, without more success, the patient being unable to endure the least traction.

20th. Castor oil. The same treatment was continued during Dr. Rowand's quarter, with the only change of an increase in the dose of wine, to four ounces.

15th August. Dr. Rowand was succeeded by Dr. Douglas as Visiting Physician, Lawson being in one of the wards under Dr. Douglas' care. I was under the impression at the time that Dr. Rowand was to continue his attendance upon the patient, although nothing to that respect had been said by the Visiting Physicians before me. The patient was now nearly as well as he had been the first few days after his admission, his general health appearing not to have suffered much. His appetite and digestion were good, he slept well, and still entertained such hopes of saving his leg that I am convinced he never would have consented to have it amputated. The limb was still in a state of great tumefaction, several of the wounds upon the anterior part of the thigh were cicatrized and the patient was without pain, so long as extension was not attempted. Upon the posterior part of the thigh was to be seen a large wound, an inch and a-half in length, and at the bottom the body of the bone could be felt.

Both extremities of the fractured bone could be felt distinctly, but more particularly that of the superior extremity. The two bones overlapped each other laterally to the extent of two inches and a-half or thereabout, the upper extremity being situated externally. From the 15th August to the 4th September, the patient was not seen by any of the Visiting Physicians. It was at this date that Dr. Douglas, during his visit, asked me who was attending the patient. I answered him that nobody had seen him but myself, and that I had continued the same treatment prescribed by Dr. Rowand at the termination of the quarter. Dr. Douglas then replied, "I do not care who has charge of the patient, but at all events something must be done for him." He then completely and carefully examined the limb, ordered the long splint to be removed, as being now useless, because the patient could not endure any extension, and desired me to place the patient upon a double inclined plane, continuing the cataplasm and wine. From this time I considered the patient as under his care; for every day, at his visit, he stopped at his bed as at the others, which he had not done for three weeks previous, that is since the commencement of his quarter. On the 8th September, the patient complained to Dr. Douglas that he was tired of wine; he then prescribed porter, which was continued for a very long time. On the 16th, a bandage was applied to the limb, allowing a space between the folds for the escape of matter. A liniment was also prescribed on the same day for pains of which he complained in other parts of his body.

On the 21st October the Dr. prescribed for Diarrhœa; Rhæi comp. gr. ij., Doveri gr. ij., ter die.

On the 18th October, Tr. Camphoræ comp. drachm. i. h. s.

On the 26th October, Rhæi comp. gr. ij., Doveri gr. ij., ter die.

The patient continued to be under Dr. Douglas' care till the 8th November, 1852, when I took very ill. During all this time I do not recollect that Dr. Douglas ever proposed amputation of the limb to the patient, but I distinctly recollect that the Doctor in speaking of the patient, said repeatedly before me, "I am afraid it is going to be a bad speculation." The general health of Lawson was suffering much, he was now and then exposed to diarrhœa, his appetite diminished, slept little, and was reduced to a considerable degree of emaciation. From the 8th November I ceased to have any communication with the Hospital, till the beginning of January, when I found the patient in a state that announced a speedy dissolution. He was then under the care of Dr. Rowand till the 6th or 8th of January, at which time Dr. Jackson took charge of Lawson till his death, which occurred on the 21st January, 1852. *Post mortem* next day.

(Signed,) C. E. LEMIEUX,
House Surgeon,
M. & E. H.

M. & E. Hospital,
Quebec, 12th Nov., 1852.

No. 22.

Post mortem examination of William Lawson, who died in the Marine and Emigrant Hospital on the 21st January, 1851.

The cranium being opened the brain was found healthy. A few tubercles were found at the apex of the left lung, and slight adhesions were seen between the lungs and parietes of the chest. The heart was soft and pale. The abdomen was opened and all the viscera presented nothing more than a great paleness.

The thigh, being examined, was found $2\frac{1}{2}$ inches shorter than the sound one, the two ends of the bone overlapping each other laterally, the upper end being situated at the outer side. There was no union. The fracture was oblique and a very small piece of bone was detached from the upper extremity. There could be no fissures seen in either of the extremity of the bones. They were exposed at the back part of the thigh, through an opening an inch and a half long. Two of the former openings made by the shot behind being confounded in one. All the wounds in front, with the exception of one, were cicatrized. The soft parts were all condensed and presented a kind of cartilaginous appearance. Nothing whatever was interposed between the two extremities of the bone. The sciatic nerve was injured a little higher up than the fracture.

(Signed,) C. E. LEMIEUX,
House Surgeon.

M. and E. Hospital,
Quebec, 12th Nov., 1852.

No. 23.

(Translation.)

QUEBEC, 20th November, 1852.

Dr. Robitaille's letter in Lawson's case.

SIR,—In reply to your enquiry, dated 20th instant, I have to state that to the best of my recollection, no consultation was held by the Visiting Physicians, touching Lawson's case.

I have the honor to be,
Sir,

Your very obedient servant.

(Signed,) O. L. ROBITAILLE.

J. Douglas, Esquire, M. D.

No. 24.

Letter of Dr. Jackson, referring to case of Lawson.

QUEBEC, 17th Nov., 1852.

MY DEAR SIR.—You ask me in your note of yesterday whether a consultation was called on Lawson's case the day of his admission? and whether you were present at such consultation? I remember Dr. Rowand asked me with one or two others of the Visiting Physicians to look at the case, but to the best of my recollection you were not present.

Very truly yours,

(Signed,)

A. JACKSON.

Dr. J. Douglas.

No. 25.

MY DEAR HALL,—Was a consultation of the Visiting Physicians called on Lawson, shortly after his admission into Hospital?

Did you see the case, and what was your opinion of it?

Under whose charge was Lawson after 15th August and until the middle of September?

Did not Rowand, about that time, ask you occasionally to see Lawson, saying it was not worth his while to go so far to visit one case?

Yours truly,

(Signed,)

J. DOUGLAS.

Quebec, Nov. 15, 1852.

MY DEAR SIR,—The following are my answers to your questions:—

1. In conjunction with Dr. Jackson, I saw Lawson shortly after his admission into Hospital, at Dr. Rowand's request.
2. I saw the case, which I considered a bad one.
3. Doctor Rowand.
4. Yes.

Yours truly,

(Signed,)

J. L. HALL.

Quebec, 16th Nov., 1852.

No. 26.

Letter from Dr. Hall, referring to case of Lawson.

QUEBEC, 21st July, 1851.

SIR,—In answer to your questions I have to state:—

1st. That the Commissioners, to the best of my recollection, never did answer any requisition or complaint made to them by the Visiting Physicians.

2nd. That I was not aware that Messrs. Godbout and Pelletier were in any way connected with the Hospital; and if they had any charge whatever, the Visiting Physicians should have been made acquainted with it.

3rd. That on a late examination by the Commissioners, as far as any useful purpose was concerned, it was a farce, and suggestions and complaints were not alluded to. We were told, that it was a simple enquiry into the moral conduct of the House Surgeon. Of this we knew nothing. The meaning given to one of our answers is dishonest, unworthy of the Commissioners, and degrading to us. Until the examination, I never was afforded an opportunity of seeing either the Commissioners or their Secretary, excepting once.

I am, Sir,

Your obedient servant,

(Signed,)

JOHN L. HALL.

No. 27.

*(Translation.)**Petition of Dr. Chaperon.*

To His Excellency, the Right Hon. JAMES, Earl of Elgin and Kincardine, Baron Elgin, K. T., Governor General of British North America, and Captain General and Governor in Chief of the Provinces of Canada, Nova Scotia, New Brunswick, and Prince Edward's Island, and Vice Admiral of the same, &c., &c., &c.

The petition of L. F. Chaperon, of St. Joseph de la Pointe Levi, humbly represents :

That an announcement on his part with respect to a certain means of treating the Asiatic Cholera, called forth a virulent attack on the part of one of the Visiting Physicians of the Marine and Emigrant Hospital, which, on the following day, appeared in the *Canadien*, under the anonymous signature of "Humbug."

That on the thirteenth of last month the Visiting Physicians of the Marine and Emigrant Hospital through Drs. James Douglas and Oliver Robitaille, offered him either for a limited time, or for the entire duration of the epidemic, at the choice and discretion of your Petitioner, the entire care and direction of all the cases of cholera which should thereafter be admitted into the Marine and Emigrant Hospital.

That, for the said purpose, Your Petitioner, bearing an official note addressed to C. E. Lemieux, Esq., House Surgeon to the said Hospital, went immediately to the said Hospital and took charge of the cholera patients by virtue of the said note.

That Your Petitioner considering more particularly the tenor of the note of which he was the bearer, had a right to expect that he would not meet with the opposition and obstacles to which he was continually exposed, during the whole time that the trial of the proposed treatment lasted.

That he deeply regrets the conduct to which both he and his patients were subjected should be of a nature to require the serious attention of the authorities.

That, in consideration of the facts above alleged, and for the reasons aforesaid, Your Petitioner humbly prays Your Excellency to permit and order that the Commission appointed to enquire into certain charges brought against the Marine and Emigrant Hospital, do also enquire into the facts and conduct referred to in the above memorial, so that justice may thereby be done to the proposed treatment, and also to himself.

And Your Petitioner as in duty bound will ever pray.

(Signed,) L. F. CHAPERON, M. D.

Quebec, 6th November, 1852.

No. 28.

Marine and Emigrant Hospital Expenses.

Amount of expenses in 1849.....	£1949	1	2
“ “ 1850.....	1991	11	8½
“ “ 1851.....	2350	9	2

Salary of the different Officers of the Hospital.

Visiting Physicians	} Dr. Douglas.....	100	0	0
		} Dr. Painchaud,.....	100	0	0
House Surgeon, Dr. Lemieux—salary.....	£125		0	0
	Aliment. Allowance.....	30	0	0
		<hr/>		
		155	0	0
Steward, Mr. Nevile—salary.....	£ 90	0	0	
	Aliment. Allowance.....	30	0	0
		<hr/>		
		120	0	0

Matron, Mrs. Nevile—salary.....	18	0	0	
Aliment. Allowance	30	0	0	
				48 0 0
House Pupil, Mr. Larue, Aliment. Allowance.....				30 0 0

Expenses for 1851.

Ice.....	7	5	10
Milk.....	130	13	2
Meat.....	153	11	10½
Washing.....	58	5	0
Firewood.....	85	17	0
Cartage.....	35	16	4½
Interments.....	56	2	0
Sawing Wood.....	22	5	0
Bread.....	148	6	0
Groceries.....	275	19	8½
Drugs.....	80	6	9½
Sundries.....	5	5	7
Tinsmith Work.....	18	3	10½
Hardware.....	7	18	6
Dry Goods.....	103	3	11
Cleaning Privy.....	4	0	0
Plumber Work.....	30	11	8
Coals.....	50	17	0
Wheelwright Work.....	10	10	0
Earthenware.....	5	4	10
Repairing instrument.....	3	3	8
Stationery.....	18	8	5½
Court expenses.....	1	15	6
Carpenter work.....	78	10	8
Insurance.....	18	0	0
Assessment.....	13	10	0
Linseed.....	4	7	1
Apparatus.....	7	9	6
Dr. Godbout during Dr. Lemieux's illness.....	13	6	8
Contingencies, to wit: Extras ordered by Visiting Physicians for the patients, and bought by the Steward—January, £4 6s. 5s. February, £4 1s. 11d; March, £5 10s. 4d.; April, £3 9s. 8d. May, £3 7s. 8d.; June, £13 14s 3½d.; July, £13 14s. 2½d.; August, £10 10s. 3d.; September, £7 17s. 10½d.; October, £9 9s. 1d.; November, £7 9s. 8d.; December, £6 14s. 10d.	90	6	2½

Servants, Nurses, &c.

January, 9.....	£16	12	0	August, 11.....	18	10	0
February, 6.....	8	12	4	September, 16.....	23	13	0
March, 8.....	10	9	2	October, 20.....	24	7	4
April, 8.....	11	3	4	November, 15.....	18	3	4
May, 14.....	15	4	8	December, 9.....	12	1	0
June, 13.....	18	9	8				
July, 13.....	20	3	0		191	18	10

NOTE.—Some of the Servants included in the number. opposite each month were employed only for a few days.

(Signed,) N. CASAULT,
S. T. C. M. E. H.

The Secretary Treasurer is paid 2½ per cent. on the amount expended.

No. 29.

RETURN of all Patients admitted into the Marine and Emigrant Hospital, from the 1st of January, 1851, up to the 31st December, 1851.

Remained from 1850,.....	50
Total admitted,.....	1330
	—1380
Total discharged,.....	1179
Total died,.....	162
Total remaining,.....	39
	—1380

Classification of Diseases.

DISEASES.		DISEASES.	
Fever,	311	Dropsy,	4
Inflammation of the lungs,.....	55	Amenorrhœa,	1
Inflammation of the liver,.....	5	Scrofula,	3
Inflammation of the bowels,	13	Tympanitis,	1
Inflammation of the heart,	5	Pregnancy,	18
Rheumatism,.....	100	Phthisis,	4
Gastrodynia,.....	1	Hæmorrhoides,	1
Gastritis,	2	Erysipelas,.....	5
Febricula,.....	51	Cancer labii,.....	1
Febris intermit,.....	11	Subluxatio,	2
Dyspepsia,	3	Contusions,	74
Dysentery,	53	Necrosis,.....	2
Diarrhœa,	37	Caries maxil. bone,.....	1
Cynanche Tonsillar,.....	1	Periostitis,	1
Of the skin,	20	Catarrhus Vesicæ,	1
Variola,	26	Diseases of the Eyes.....	8
Rubeola,.....	18	Burns and scalds,.....	6
Apoplexia,	1	Frostbites,	3
Congestion of the brain,.....	3	Hernia,	4
Scorbutus,	2	Strictures,	3
Epilepsia,	1	Gangrena spontanea,.....	1
Hysteria,	1	Concussion of the brain,.....	2
Neuralgia,	2	Inflammation of testicles,.....	13
Delirium Tremens,.....	3	Syphilis,	112
Paralysis,	4	Fractures,	20
Insanity,	1	Dislocations,	2
Nephritis,.....	1	Wounds,	17
Otitis,	1	Abscesses,	105
Cholera,.....	152	Ulcers,	30
Spermatorrhœa,.....	1		
		Total,	1380

(Signed,) C. E. LEMIEUX,
House Surgeon,
Marine and Emigrant Hospital.

Quebec, 29th November, 1852.

No. 30.

RETURN of all the Patients admitted into the Marine and Emigrant Hospital, from the 1st of January, 1852, up to the 27th November, 1852.

Remained from 1851,.....	39
Total admitted,.....	1077
	—1116
Total discharged,.....	946
Total died,.....	103
Total remaining,.....	67
	—1116

Classification of Diseases.

DISEASES.		DISEASES.	
Fever,	144	Phthisis,	4
Inflammation of the lungs,	62	Hæmorrhoides,	3
Inflammation of the liver,	5	Erysipelas,	5
Inflammation of bowels,	9	Pertussis,	2
Inflammation of the heart,	2	Asthma,	1
Phrenitis,	1	Catarrh. vesicæ,	1
Rheumatism,	89	Wounds,	27
Febricula,	62	Abscesses,	76
Feb. intermitt,	9	Subluxatio,	2
Dysentery,	50	Contusions,	85
Diarrhœa,	8	Necrosis,	1
Cynanche Tonsill,	5	Periostitis,	1
Diseases of the skin,	10	Diseases of the eyes,	15
Variola,	13	Burns and scalds,	10
Rubeola,	7	Frostbites,	9
Scorbutus,	2	Strictures,	5
Hysteria,	1	Hydrocele,	4
Delirium Tremens,	1	Fist. in ano.	1
Paralysis,	2	Diseases of ankle joint,	1
Insanity,	1	Concussion of brain,	2
Mania,	1	Inflammation of testicles,	10
Otorrhœa,	1	Syphilis,	111
Cholera,	121	Fractures,	24
Dropsy,	2	Dislocations,	3
Phthyalism,	7	Ulcers,	34
Scrofula,	3		
Morbus coxarius,	1		
Pregnancy,	27		
		Total,	1077

(Signed,) C. E. LEMIEUX,
House Surgeon,
Marine and Emigrant Hospital.

Quebec, 2nd December, 1852.

Mons. Casault's Suggestions to Commission.

QUEBEC, 4th December, 1852.

GENTLEMEN,—I postponed my answer to your letter of the 24th ultimo, in expectation that I would be able to give you my own views on the system upon which the management of the Hospital is now conducted; but not having yet been able to do so at full length, I feel that I cannot delay any more the transmission of the enclosed statement.

I may be, however, permitted to say and suggest that four Visiting Physicians would be sufficient; and that they ought to be paid, say £50 per year. It would put all the Visiting Physicians on the same footing, and it would not (after the death and resignation of present incumbent) increase the present expenditure, and would be a remuneration, though hardly sufficient, for the services of those gentlemen, who cannot in an Hospital solely devoted to Mariners and Emigrants, desire from their services that indirect profit, and acquire that professional celebrity which they could acquire in a General Hospital.

I will also add that the salary of the House Surgeon is not such as will ensure the services of efficient men. I consider that to be prejudicial to the interests of the Institution, as it is impossible to get for that price but a young man scarcely without any experience, who, as soon as he is well acquainted with the duties of his office, understands the wants and requirements of an Hospital, and has been made an efficient officer, looks after better pursuits and resigns his situation. As it is, the Steward and Matron, being always husband and wife, are better paid than him, though his inferior officers.

The Steward and Matron should not be husband and wife, but should exercise a kind of check on each other, and act separately, under the immediate superintendence and orders of the House Surgeon, and have no concurrent power with him. I am also of opinion that Government should never interfere in the nomination of these two officers.

The present system is too complicated. There are too many conflicting powers.

I have the honor to be,
Gentlemen,
Your most obedient servant,

(Signed,) N. CASAULT.

Drs. McDonell and Nelson, Commissioners of Enquiry M. & E. Hospital.

(Translation.)

QUEBEC, 20th March, 1853.

SIR,—I have been officially informed that a Report of the Marine Hospital for the last six years has been sent in to the Commission, including a statement of the deaths occurring both in the sheds and within the Hospital, which must have the effect of shewing in the said Report a most alarming mortality, and of affording a very unfavorable idea of the practice pursued in the Hospital.

I take the liberty of addressing to you herewith a copy of the said Report, with the subtraction which should have been made therefrom, and of another comparative statement for the last ten years.

I would beg of you to manage, if possible, that these two Reports should follow that of the Commission.

I have the honor, &c., &c.,

(Signed,) JOS. PAINCHAUD.

Mr. Et. Parent,
Assistant Provincial Secretary.

(Translation.)

RETURN of the Admissions, Discharges and Deaths at the Marine and Emigrant Hospital for the years 1847, 1848, 1849, 1850, 1851, 1852 inclusive.

Year.	Remaining in Hospital 1st. Jany.	Subsequently admitted.	Total.	Discharged.	Deaths.	Remaining in Hospital 31st. Dec.
1847	24	4973	4997	3697	1228	72
1848	72	1033	1105	1030	57	18
1849	18	1493	1511	1231	263	17
1850	17	1222	1239	1122	67	50
1851	50	1330	1380	1179	162	39
1852	39	1094	1133	994	106	33
		11145		9253	1883	

N. B. In this Report the persons are included who died in the sheds during the epidemics of 1847, 1849, 1851, 1852.

Total number of deaths, 1883.

To be subtracted from the total number of deaths :

Deaths by Typhus in 1847,	1198
“ “ Cholera in 1849,	197
“ “ “ “ 1851,	85
“ “ “ “ 1852,	92

1572

Deaths from other diseases, 311

REPORT of the Admissions, Discharges and Deaths at the Marine and Emigrant Hospital for the ten years prior to the epidemic of 1847.

Years	Admissions.	Discharges.	Deaths.	Years.	Admissions.	Discharges.	Deaths.
1837.....	923	853	70	1842	1149	1079	70
1838.....	627	600	27	1843	1109	1057	52
1839.....	961	922	39	1844	940	919	21
1840.....	1398	1348	50	1845	1434	1392	42
1841.....	1452	1407	45	1846	1714	1625	89

C. E. LEMIEUX,
House Surgeon, M. & E. H.

Jos. Painchaud, Esq.,
Vis. Phy. M. & E. H.

(Translation.)

Remarks on the Report of 1847.

The patients were placed in the sheds so soon as a part of them were completed, but as at first the roof was only composed of boards, not tongued and grooved, it became necessary, at the approach of a storm, hurriedly to remove all the patients into the Hospital. The whole building was filled, and indeed over-crowded; the Chapel, Commissioner's Room, a part of the House Surgeon's quarters, the passages, staircases, garrets, and even the cellars; it was literally necessary to make great strides to avoid treading upon the sick,

the servants themselves took sick, and it was found impossible to replace them, and still more so to increase their number, insomuch that the patients could not always procure drink. This state of things lasted several weeks. Two of the Visiting Physicians fell victims to the typhus fever, and another (the undersigned) narrowly escaped following them to the tomb. Is it now surprising that so great a number of patients should have fallen victims in 1847? Where in America or in Europe, will an Hospital be found, placed in similar difficulties. Can the number of deaths which took place in the sheds with any justice be considered as an appreciation of the practice of the Visiting Physicians of the Marine Hospital? Has the number of the deaths, which occurred at Point St. Charles, been included in the Report of the Montreal General Hospital? Indeed, one of the Commissioners and Visiting Physicians of the Montreal General Hospital would not so willingly have submitted to such a thing! and nevertheless, a perfect analogy exists between the sheds at Montreal and those at Quebec.

(Signed,)

JOSEPH PAINCHAUD,
V. P. M. & E. H.

RETURN

TO AN ADDRESS from the Legislative Assembly, dated the 4th instant, for Copies of Correspondence relating to Dr. Robitaille's services in connexion with the Marine and Emigrant Hospital.

By Command,

A. N. MORIN,
Secretary.

SECRETARY'S OFFICE,
Quebec, 10th May, 1853.

(*Translation.*)

QUEBEC, 14th April, 1853.

SIR,—The Report, bearing the signatures of the High Commissioners appointed to enquire into the affairs of the Marine and Emigrant Hospital, having been communicated to me, I have observed therein, with surprise, a recommendation to His Excellency the Governor General, that my name should be struck out of the list of Visiting Physicians of the said Hospital, and that the Commissioners were prepared to give their reasons in vindication of this their advice.

It is those reasons which I request to see, if they are in the possession of the Executive; otherwise I would pray that Doctors Nelson and MacDonnell be required to furnish them, in order that I may be made aware of their nature. I have reason to express my surprise at the recommendation to strike out my name from the list of Visiting Physicians, as coming from the Commissioners, who stated to me, candidly, that no complaints had been made against me, and that their mission was to clear up certain matters relating to Dr. Douglas and the establishment.

Nothing appearing in the Report to my disadvantage, either directly or indirectly, I have cause to be surprised at such a decision on the part of the Commissioners. I do not doubt the readiness of the Honorable the Members of the Executive to acquiesce in my just and reasonable request, and to enable me to defend myself on that point which I hold most dear—my medical reputation.

I have the honor to be, Sir,
Your very humble and obedient servant,

(Signed,) OL. ROBITAILLE.

To the Honorable A. N. Morin.

QUEBEC, 16th April, 1853.

GENTLEMEN,—Dr. Robitaille having taken communications of that part of your Report on the Marine and Emigrant Hospital, which refers to him, calls upon the Government, as you will see by the accompanying Copy of his letter, for the reasons of your recommendation respecting his being left out of the list of Visiting Physicians of that Institution.

As you state your readiness to give the reasons for that recommendation, if desired to do so—will you have the goodness to comply with Dr. Robitaille's request?

I have the honor to be, Gentlemen,
Your most obedient servant,

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

Drs. R. Nelson and R. L. MacDonell,
Montreal.

MONTREAL, 21st April, 1853.

SIR,—We beg to acknowledge the receipt of your communication of the 16th instant, in which you desire us to give our reasons for omitting the name of Doctor Robitaille as one of the new Staff of the Marine and Emigrant Hospital. By reference to the Report we had the honor of laying before the Executive, you will see that we have recommended that the future Medical Officers of the Marine and Emigrant Hospital should be prepared to perform both the Surgical and Medical duties of the establishment, and as capability and willingness to undertake these duties are more incumbent on the Medical Staff, now than formerly, (their number being reduced to four instead of six,) we were induced to omit the name of Doctor Robitaille, as he had frequently expressed, in our presence, his disinclination to undertake the care and management of the Surgical cases, and as it did not appear that he had ever performed any operations, or treated Surgical cases during his attendance at the Hospital, we did not feel ourselves justified in recommending for such important duties, a gentleman who had such an aversion to their performance.

A reference to the evidence of Robitaille (see Report) will prove that he has no disposition to undertake the Surgical practice of the Hospital, for though averse to doing duty in the same quarter with Dr. Douglas, he nevertheless overcame this objection, on the latter gentleman promising "that he would make things very easy to him" or, in other words, as explained by Dr. Robitaille, that he would relieve Dr. Robitaille of the Surgical practice.

We would beg to remark that we have had no reason to question Dr. Robitaille's qualification as a Physician, and should he be willing to act as *Surgeon* also, it will be for the Executive to dispense with, or retain, his services for the establishment, if they are satisfied of his competency for the discharge of this duty.

We have the honor to remain, Sir,
Your obedient servants,

(Signed,) WOLFRED NELSON, M. D.,
" R. L. MACDONELL, M. D.

The Hon. A. N. Morin, Secretary,
&c., &c., &c.

(Translation.)

QUEBEC, 26th April, 1853.

SIR,—The request contained in your letter of the 14th instant having been communicated to Drs. Nelson and McDonnell, these gentlemen have replied, that they had advised the omission of your name in the new arrangements proposed by them for the management of the Medical Department of the Marine Hospital, by no means on account of your Medical incapacity, but on account of your repugnance,

often expressed even in their presence, to take charge of Surgical cases; a repugnance which is, moreover, clearly established by the fact, that in the whole course of your professional services at the Hospital you had performed no operation and treated no Surgical cases. They considered themselves, the more particularly, bound to give this advice respecting you, that they suggest the reduction of the number of the Visiting Physicians from six to four, from which circumstance arises the necessity, now greater than heretofore, that the Physicians of the Hospital should treat indiscriminately all cases of disease which may present themselves.

I have the honor to be, &c.,

(Signed,)

A. N. MORIN.

(Translation.)

QUEBEC, 29th April, 1853.

SIR,—I have the honor to acknowledge the receipt of your letter, dated 26th instant, in which you inform me that the omission of my name in the new arrangements proposed by Drs. Nelson and MacDonnell, for the management of the Medical Department of the Marine and Emigrant Hospital, proceeds from my having frequently expressed my repugnance, in their hearing, to take charge of Surgical cases; a repugnance which is moreover clearly established by the fact, that in the whole course of my professional services at the Hospital I had performed no operation and treated no Surgical cases.

Permit me to remark, Sir, that I do not admit having expressed to the High Commissioners of Enquiry my repugnance to take charge of Surgical cases.

The High Commissioners, desirous of establishing certain facts relating to Dr. Douglas, submitted to me a few questions which I was unable to answer, remarking, that these facts had not come to my knowledge, inasmuch as I had not taken direct charge of the Surgical cases.

I cannot understand in what manner I can have expressed such repugnance to take charge of Surgical cases, seeing that it appears that I paid particular attention to them whenever they occurred in the performance of my duty as Visiting Physician of the Marine and Emigrant Hospital, which I have attended gratuitously for six years.

If I have not given myself up entirely to the practice of Surgery, it is because Dr. Douglas, my colleague, and in attendance at the same time, was in the habit of leaving to me all the Medical cases, and they, being much more numerous than the Surgical ones, occupied the whole of my time.

I have to add, that I have never nor at any time refused to take Surgical cases under my care, which is proved by the annexed certificate.

I have the honor to be, Sir,

Your very obedient servant,

(Signed,)

OL. ROBITAILLE.

To the Hon. A. N. Morin,
Provincial Secretary.

(Translation.)

QUEBEC, 28th April, 1853.

The undersigned consider themselves bound in conscience and in justice to declare, that Dr. Ol. Robitaille, their colleague for six years past in the Marine and Emigrant Hospital, has fulfilled his duty, as Visiting Physician, with as much zeal and vigilance as if he had been liberally remunerated; and that he has shared equally

with them the Medical and Surgical wards, without evincing any repugnance to either.

The undersigned consider themselves, however, bound to add, that Dr. J. Douglas being always on duty at the same time as Dr. Ol. Robitaille, the latter rarely had occasion to meddle with important Surgical operations, as Dr. J. Douglas was always desirous and solicitous to have the care of them.

(Signed,)

JOS. PAINCHAUD,

“

A. JACKSON, L. R. C.,

“

A. ROWAND, M. D.

HALIFAX AND QUEBEC RAILWAY.

RETURN to an Address from the Legislative Assembly, dated 31st ultimo; praying that His Excellency the Governor General would be pleased to lay before the House, Copies of all Correspondence between the Imperial Government and the Government of this Province, or between any Member of the Administration of the Government of this Province and the Secretary of State for the Colonies, on the subject of the Main Trunk Line of Railway between Halifax and Quebec, and thence Westward through Upper Canada.

By Command.

A. N. MORIN,
Secretary.

SECRETARY'S OFFICE,
Quebec, 13th September, 1852.

SCHEDULE.

CANADA.

DESPATCHES FROM GOVERNOR GENERAL THE EARL OF
ELGIN AND KINCARDINE.

No. in Series.	Date and Number.	SUBJECT.
1 ..	August 28, 1851.—(104)..	Forwarding a letter from Mr. Archibald, containing a proposal for carrying out the contemplated plan of Railway Communication.
2 ..	April 1, 1852.—(29)..	Forwarding a Communication from Mr. Joly, Chairman of the Quebec and Montreal Railroad Committee, praying that the North Shore of the St. Lawrence, from Quebec to Montreal, be adopted for the Main Trunk Line to form a portion of the great Provincial Railway to be executed by the North American Provinces, with the aid of an Imperial guarantee.

CANADA.—(Continued.)

DESPATCHES FROM THE SECRETARY OF STATE.

No. in Series.	Date and Number.	SUBJECT.
1 ..	October 3, 1851.—(644) ..	In reply to Lord Elgin's Despatch No. 104, 3rd. October, 1851, forwarding Mr. Archibald's letter on the contemplated Railways in British North America.
2 ..	November 27, do. —(664) ..	Forwarding Copy of a Despatch to the Lieutenant Governor of Nova Scotia, relative to the remarks on the subject of Imperial assistance contained in his speech to the Legislature on the 4th November, 1851.
3 ..	April do 1852.—(15) ..	Acknowledging a letter from the Chairman of the Quebec and Montreal Railroad Committee, advocating the adoption of the North Shore of the St. Lawrence for the Main Trunk Line of Railway.
4 ..	May 26, do. —(31) ..	Relative to the course to be followed with certain Railway Acts of the Provincial Legislature of the past Session.

CORRESPONDENCE WITH MR. HINCKS.

1 ..	F. Hincks, Esquire, to Earl Grey—5th February, 1852..	Stating the results of a Conference at Halifax of the several Delegates from the Provinces interested in the construction of the proposed Halifax and Quebec Railway. Objections to the line proposed by the Government Officers who conducted the survey in 1848.
2 ..	F. Hincks, Esquire, to Secretary Sir J. Pakington—31st March, 1852	Submitting a statement concerning the proposed line for the consideration of Her Majesty's Government, and with a view to concluding final arrangements.
3 ..	Ditto —1st May, 1852	The final decision of Her Majesty's Government on the pending question required by the 15th instant. Intended withdrawal from negotiations in the event of not receiving such decision.
4 ..	Earl of Desart to F. Hincks, Esquire—6th May, 1852. ..	Acknowledging the foregoing letter.
5 ..	Ditto —20th May, 1852	Communicating the copy of a Despatch addressed to the Governor General of British North America, conveying the decision of Her Majesty's Government on the subject of the Imperial aid required for the construction of a Railroad from Halifax to Quebec.

NOVA SCOTIA.

DESPATCHES FROM ACTING GOVERNOR BAZALGETTE.

No. in Series.	Date and Number.	SUBJECT.
1 ..	August 4, 1851.—(8)...	Transmitting Mr. Howe's report of Conference of Delegates at Toronto. Dissolution of Provincial Parliament reported.
2 ..	September 18, do. —(16) ..	Forwarding a Communication to the Government of New Brunswick on the proposed Legislative measures respecting Railways.

DESPATCHES FROM LIEUTENANT GOVERNOR SIR J. HARVEY.

3 ..	November 3, 1851.—(33) ..	Lieutenant Governor's speech on opening Session, and Addresses of Legislature in reply.
4 ..	do 27, do. —(34) ..	Progress of legislation on Railway policy. Bills transmitted, as also extract proceedings of the Assembly, showing the objections of some of the members to these Bills.
5 ..	December 11, do. —(38) ..	Forwarding copy of speech delivered on the close of the Legislative Session, together with a joint Address to Her Majesty from the Legislative Council and Assembly, for aid for the construction of the inter-colonial Railway from Halifax to Quebec.
6 ..	do do do. —(40) ..	Transmitting a report from Mr. Howe, dated 11th December, 1851, respecting a misinterpretation of the views of Her Majesty's Government relative to the aid to be afforded towards the proposed Railway.
7 ..	do 24, do. —(44) ..	Forwarding a further Communication from Mr. Howe, dated 24th December, 1851, on the same subject.
8 ..	February 5, 1852.—(50) ..	Acknowledging Earl Grey's Despatch of 9th January, 1852, in reply to the preceding communications.
9 ..	do do do. —(52) ..	Forwarding a Correspondence showing the progress of the negotiations between the Provincial delegates met at Halifax, with a view of obviating difficulties and arriving at a combined Railway policy.
10 ..	do 19, do. —(54) ..	Enclosing a resolution of the House of Assembly accepting the proposal made by the delegates from Canada and New Brunswick.
11 ..	March 3, 1852.—[Extract.]	Announcing the intended departure of Mr. Howe for London, with the view of joining the other delegates to Her Majesty's Government.
12 ..	April 12, do.	Enclosing Acts of the Provincial Legislature for raising funds and making provision for the construction of the Halifax and Quebec Railway.

DESPATCHES FROM THE SECRETARY OF STATE.

No. in Series.	Date and Number.	SUBJECT.
1 ..	April 3, 1851.—(264) ..	Acknowledging the address to Her Majesty enclosed in Sir J. Harvey's Despatch, No. 11, of 13th March, 1851.
2 ..	August 27, do. —(284) ..	In reply to the Acting Governor's Despatch, No. 8, of 4th August, enclosing Mr. Howe's report of proceedings of Railway conference; the dissolution of the Provincial Parliament, &c.
3 ..	October 13, do. —(288) ..	Acknowledging Lieutenant Governor's Despatch, No. 16, of 18th September, forwarding copy of a communication to the Government of New Brunswick.
4 ..	November 27, do. —(292) ..	In reply to Sir J. Harvey's Despatch, No. 33, of 13th November, and adverting to a misconception relative to the intentions of Her Majesty's Government, contained in the speech on opening the Session of the Legislature.
5 ..	January 9, 1852.—(297) ..	Reply to Governor's Despatches, Nos. 40 and 44, enclosing communications from Mr. Howe relative to a misinterpretation of the views of Her Majesty's Government.
6 ..	February 20, 1851.—[Separate.]	Forwarding a letter, dated 20th February, addressed to Mr. Hincks.
7 ..	May 26, 1852.—(11) ..	Relative to the course to be followed with certain Railway Acts of the Provincial Legislature of the past Session.
8 ..	do 27, do. —(12) ..	Forwarding copy of a Despatch addressed to the Governor General of British North America, conveying the decision of Her Majesty's Government upon the subject of Imperial aid for the construction of the projected Line of Railway from Halifax to Quebec.
9 ..	June 10, do. —(16) ..	Acknowledging Lieutenant Governor's Despatch, No. 38, of 11th December, 1851, transmitting a joint Address to Her Majesty from the Provincial Legislature on the subject of aid required for carrying on the proposed Railway.

NEW BRUNSWICK.

DESPATCHES FROM THE LIEUTENANT GOVERNOR.

1 ..	June 13, 1851.—(37) ..	Enclosing a copy of certain resolutions passed at a public meeting in the county of Kent.
2 ..	July 11, do. —(44) ..	Forwarding a memorandum of the Executive Council on the subject of certain Railway Facility Bills.

DESPATCHES FROM THE LIEUTENANT GOVERNOR.—(Continued.)

No. in Series.	Date and Number.	S U B J E C T .
3 ..	August 2, 1851.—(51) ..	Reporting arrangements with reference to the Executive Council, and forwarding copy of a memorandum of the policy agreed on by members on the question of the Halifax and Quebec Railway.
4 ..	November 8, do. —(86) ..	With copy of letter and accompanying resolutions received from President of the European and North American Railway Company on the amendments proposed in their Act of Incorporation.
5 ..	January 17, 1852.—(2)....	Forwarding copies of speech on opening the Legislature, and of Addresses presented in reply thereto, having reference to the Railway question.
6 ..	March 23, do. —(8)....	Notifying the appointment of the Honorable E. B. Chandler as a delegate to England on the Railway conference.
7 ..	April —, do. —(12) ..	Governor's speech on closing the Legislative Session.
8 ..	do 8, do. —(16) ..	Referring to the several enactments connected with Railways; the Act respecting the European and North American line, &c.
9 ..	do 9, do. —(18) ..	Forwarding resolutions and addresses to Her Majesty adopted at public meetings of the inhabitants of the counties of Gloucester and Northumberland.
10 ..	do 10, do. —(19) ..	Forwarding copy of resolutions adopted at meeting held at Dalhousie, county of Restigouche.
11 ..	do do do. —(20) ..	Acts for promoting the construction of the Halifax and Quebec Railway, transmitted.

DESPATCHES FROM THE SECRETARY OF STATE.

1 ..	June 27, 1851.—(273) ..	Conveying Her Majesty's confirmation of the Provincial Act, No. 2,063, "to facilitate the construction of the St. Andrew's and Quebec Railway."
2 ..	do 28, do. —(274) ..	In reply to Lieutenant Governor's Despatch, No. 32, of 23rd May, forwarding resolutions passed at a public meeting at Dalhousie.
3 ..	July 8, do. —(278) ..	Acknowledging Lieutenant Governor's Despatch, No. 37, of 13th June, forwarding resolutions passed at a public meeting in the county of Kent.
4 ..	August 5, do. —(281) ..	With reference to the question of submitting for Her Majesty's confirmation the Acts relative to the European and North American Railway.

DESPATCHES FROM THE SECRETARY OF STATE.—(Continued.)

No. in Series.	Date and Number.	SUBJECT.
5 ..	August 28, 1851.—(288) ..	Reply to Lieutenant Governor's Despatch, No. 51, 2nd August, 1851, reporting Council arrangements, and enclosing a memorandum of the Railway policy agreed upon by members.
6 ..	November 27, do. —(300) ..	Forwarding copy of a Despatch addressed to the Lieutenant Governor of Nova Scotia, on the subject of the assistance to be rendered by the Imperial Government in the construction of the proposed Railway.
7 ..	December 5, do. —(302) ..	In reply to Lieutenant Governor's Despatch, No. 66, of 8th November, on the subject of the amendments proposed in the European and North American Railway Act.
8 ..	January 9, 1852.—(308) ..	Transmitting copies of correspondence with the Lieutenant Governor of Nova Scotia.
9 ..	May 25, do. —(6) ..	Acknowledging the Addresses to Her Majesty from the Inhabitants of Gloucester and Northumberland, enclosed in Sir E. Head's Despatch, No. 18, 9th April, 1852.
10 ..	do 27, do. —(9) ..	Transmitting copy of a Despatch addressed to the Governor General of British North America, conveying the decision of Her Majesty's Government on the proposal relative to the Halifax and Quebec Railway.
11 ..	do do do. —(10) ..	In reply to Lieutenant Governor's Despatch, No. 19, 10th April, forwarding resolutions adopted at a meeting held at Dalhousie, county Restigouche.

OTHER CORRESPONDENCE.

ST. ANDREW'S AND QUEBEC RAILWAY COMPANY.

1 ..	B. Sharpe, Esquire, to the Right Honorable Earl Grey—February 11, 1852	Containing a proposal for combining a section of the European and North American line with the Railroad under construction between St. Andrew's and Quebec, and extending communication with Quebec and the United States. Proposed "Albion" settlement.
2 ..	Ditto—February 13, 1852 .....	.....
3 ..	F. Peel, Esquire, M.P., to B. Sharpe, Esquire—February 16, 1852	In reply.
4 ..	B. Sharpe, Esquire, to the Right Honorable Sir J. Pakington—March 2, 1852	Submitting on behalf of the St. Andrew's and Quebec Railway Company a plan for the construction of an entire line of Railway between Halifax and Quebec.

ST. ANDREW'S AND QUEBEC RAILWAY COMPANY.—
(Continued.)

No. in Series.	Date and Number.	SUBJECT.
5 ..	Earl of Desart to B. Sharpe, Esquire—March 13, 1852 ..	In reply to the preceding communication.
6 ..	B. Sharpe, Esquire, to Right Honorable Sir J. Pakington—May 4, 1852 ..	Containing a statement of the views of the Directors of the St. Andrew's and Quebec Railroad Company in reference to the proposed line from Halifax.
7 ..	Earl of Desart to B. Sharpe, Esquire—May 19, 1852 ..	In reply.
8 ..	May 23, 1852 ..	Memorandum on this question left by a deputation from the St. Andrew's and Quebec Railway Company with Sir J. Pakington.
9 ..	Earl of Desart to Earl Fitzwilliam—June 9, 1852 ..	Acknowledging the memorandum.

CORRESPONDENCE WITH MR. JACKSON.

1 ..	W. Jackson, Esquire, M.P., to the Right Honorable Earl Grey—January 12, 1852 ..	Submitting for consideration certain proposals for the construction of Railways in British North America.
2 ..	F. Peel, Esquire, M.P.—January 27, 1852 ..	In reply.
3 ..	W. Jackson, Esquire, M.P.—February 5, 1852 ..	In continuation of previous letter, submits certain definite proposals in conformity with what is understood to be the views of Her Majesty's Government with respect to the great Trunk Line from Halifax to Quebec.
4 ..	do do ..	Proposing also to undertake the construction of a line from the Halifax and Quebec line, by way of the city of St. John, to the United States frontier.

OTHER CORRESPONDENCE.

1 ..	H. B. Willson, Esquire, to the Right Honorable Sir J. S. Pakington—April 28, 1852 ..	Forwarding for consideration a memorandum respecting the proposal of the Honorable Mr. Hincks, Inspector General of Canada, to the Imperial Government, to obtain aid in the construction of the proposed system of Railways in the Provinces of Canada, New Brunswick, and Nova Scotia; and reasons against its adoption by the British Government.
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OTHER CORRESPONDENCE.—(*Continued.*)

No. in Series.	Date and Number.	SUBJECT.
2 ..	The Earl of Desart—May 10, 1852.....	In acknowledgment of the foregoing.
3 ..	R. Gillespie, Esquire—March 20, 1852	Views respecting the proposed Railway.
4 ..	The Earl of Desart—March 31, 1852.....	In reply.
5 ..	T. Willson, Esquire—May 8, 1852.....	Views respecting the proposed Railway.
6 ..	The Earl of Desart—May 22, 1852.....	In reply.

APPENDIX,

CONSISTING OF PROVINCIAL ACTS.

CANADA.

An Act to consolidate and regulate the general clauses relating to Railways.—(Passed the 30th August, 1851.)

An Act to make provision for the construction of a main trunk line of Railway throughout the whole length of this Province.—(Passed the 30th August, 1851.)

An Act to extend the provisions of an Act passed in the present session, intituled, "An Act to make provision for the construction of a main trunk line of Railway throughout the length of this Province."—(Passed the 30th August, 1851.)

An Act for raising by way of loan a sum not exceeding four millions of pounds currency, for making a main trunk line of Railway throughout the length of this Province.—(Passed the 30th August, 1851.)

An Act to incorporate the Montreal and Kingston Railway Company.—(Passed the 30th August, 1851.)

An Act to incorporate the Kingston and Toronto Railway Company.—(Passed the 30th August, 1851.)

NOVA SCOTIA.

- An Act to make provision for the construction of a trunk Railway through British America.—
(Passed the 29th day of November, 1851.)
- An Act for raising, by way of loan, a sum not exceeding one million of pounds sterling for the construction of a trunk Railway through British North America.—(Passed the 29th day of November, 1851.)
- An Act relative to the Crown Land Department.—(Passed the 29th day of November, 1851.)
- An Act for the incorporation of Land Companies.—(Passed the 29th day of November, 1851.)
- An Act to make provision for the construction of a trunk Railway from Halifax to Quebec.—(Passed the 8th day of April, 1852.)
- An Act for raising by way of loan, a sum not exceeding eight hundred thousand pounds sterling for the construction of a trunk Railway from Halifax to Quebec.
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NEW BRUNSWICK.

- An Act to amend an Act to incorporate the European and North American Railway Company.—
(Passed 7th April, 1852.)
- An Act to make provision for the construction of a great trunk line of Railway from Halifax to Quebec.—(Passed 30th March, 1852.)
- An Act for raising, by way of loan, funds for the construction of a great trunk line of Railway from Halifax to Quebec.—(Passed 30th March, 1852.)
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FURTHER CORRESPONDENCE

RELATIVE TO THE PROJECTED

RAILWAY FROM HALIFAX TO QUEBEC.

CANADA.

*Despatches from the Governor General the Right
Honorable the Earl of Elgin and Kincardine.*

No. 1.

(No. 104.)

Copy of a Despatch from the Earl of Elgin and Kincardine to Earl Grey.

(Received September 15, 1851.—Answered, No. 644, October 3, 1851.)

GOVERNMENT HOUSE,

TORONTO, August 28, 1851.

My Lord,—In compliance with the request of Mr Archibald, I have the honor to transmit to your Lordship the copy of a communication which that gentlemen has addressed to me on the subject of the contemplated Railways in British North America.

I have, &c.,

(Signed,) ELGIN AND KINCARDINE.

The Right Honorable Earl GREY,
&c., &c., &c.

 Enclosure in No. 1.

TORONTO, June 21, 1851.

My Lord,—With your Lordship's permission I will now proceed to put in writing the proposals in reference to the contemplated railways in British North America which I have already had the honor of personally submitting, accompanied by such views and explanations as may be calculated to place the whole subject-matter in its proper light.

In order to carry out a complete railway system commensurate with the prospective requirements of the British North American provinces, provision must be made for the construction of a grand trunk line from Halifax to the American frontier at Detroit. Of this line the only part now actually in progress is the Great Western, between Hamilton and Windsor; and it is supposed that the same company will construct the link between Hamilton and Toronto. If all the provinces were to agree to accept the terms proposed by the Imperial Government, provision would be made for the whole line from Halifax to Quebec or Montreal; but whilst it is not quite certain that either province will accept those terms, New Brunswick has actually rejected them. Assuming for the present, however, that Canada and Nova Scotia will concur in accepting the offer of the British Government, it remains to be considered by what means the New Brunswick section can be carried through, and how the great trunk line can be extended from Montreal to Toronto. It may be that the Legislature of New Brunswick, upon reconsideration of the whole subject, may be induced to come into the general arrangement, or that Canada and Nova Scotia may agree to assume a part of her burden. But should neither of these alternatives avail, I hope to be able to suggest a plan that shall eventually accomplish the whole object, without pressing unduly upon the resources of that province.

The configuration and geographical position of New Brunswick render it necessary to the completion of a perfect railway system, that the province should be traversed its entire length by two main lines; and in the present condition of its finances the people appear to be unwilling to assume the burden of constructing *both*, even with the liberal proffer of aid from the British Government. In view of the construction of *one* only of these lines, great differences of opinion and angry discussions have arisen as to their comparative importance. The northern section of the province naturally contends for the northern line, whilst the southern division, including the commercial capital, as strongly advocates its favourite scheme. For my own part, I regard them both as of equal importance, and each indispensable to the requirements of its particular district. It is to the all prevailing sense, not in New Brunswick alone, of the importance of the European and North American line, that we owe the revival of the Halifax and Quebec project, which had been all but abandoned; and if this latter line should now weigh heavier in the general scale, it is due not so much to any special provincial object that it serves as to its bearing upon emigration and colonization, which are questions rather of *national* concern. I do not mean to say that these questions do not very nearly touch New Brunswick; on the contrary, what she most wants is a sound system of colonization and the progressive influx of people of steady habits and some means.

It is estimated that there are in New Brunswick from twelve to fourteen millions of acres of ungranted lands, which however, are at the present moment comparatively worthless. In case of urgent necessity the province could hardly realize £100,000, from the whole of this vast territory; and at the rate at which the lands are now taken up several centuries must elapse before they will be fully occupied. If I am rightly informed, the sales of Crown lands barely realize sufficient to defray the current expenses of the department, and it would appear that in fact they are virtually given away.

At certain periods the lands are put up for sale at public auction, and sold generally to the poorest class of transient emigrants, upon condition that the purchase money is *to be worked out in labour* on some road nearest to the land, and if, as often happens, there is no road to the lot, the purchaser makes one, and so pays for his freehold by a few days labour upon it. It is evident that under such a system a body of settlers will be introduced who can contribute nothing to the public wealth or weal; but on the contrary, it is easy to imagine that when these enfranchised paupers shall become greatly increased in numbers, they may form a class capable of

being influenced prejudicially to the character of the Legislature and the best interests of the province.

It is one of the main features of the plan that I am to propose, to make these wilderness lands available for the completion of the railways, and at the same time the field of a system of colonization that cannot fail to be productive of the greatest benefits to the province as well as to the mother country.

The parties whom on this occasion, in the absence of their more able representative it falls to my lot to personate, are an association of British capitalists and contractors, limited in point of numbers, but powerful from their influence, combinations, and means. The chief among them are the men who have taken the foremost lead in the construction of those great lines of railway and other public works which have been undertaken in Great Britain and upon the continent of Europe during the last five-and-twenty years. It will readily be believed that men of this stamp are not at all under the necessity of seeking employment for their capital or connexions in North America. On the contrary, they are precisely the parties upon whom the largest enterprizes in Europe are continually pressed, and at this moment they are pausing upon very inviting offers, on the part of the French Government, until the fate of these Anglo-American railways shall be decided. In the course of their gigantic operations, an army of dependents and retainers, amounting to several thousands, has sprung up, and for these they feel bound to provide employment. A large division of this veteran force, consisting of artizans and skilled laborers, regularly organized under their clerks of works, architects, surveyors, and foremen, &c. &c., were upon the point of being removed and domiciled in France, when influences were brought to bear upon their employers which induced them to turn their attention to British North America. Upon certain conditions, which I do not think will appear at all unreasonable, these parties are willing to make these countries, upon which British capitalists have hitherto turned their backs, the exclusive field of their future operations, and to transfer here the whole of that disciplined force which has carried them triumphantly through so many great undertakings. Such an opportunity of securing a combination of every thing essential for the construction, equipment, and management of our great railway system may never occur again, and ought not to be left unimproved. The very first detachment of this army of peaceful operatives would introduce more realized wealth than all the thousands of emigrants who have straggled into New Brunswick during the last twenty years. But it is not their worldly possessions, after all, that will prove of most importance. All the various mechanical arts which railway enterprize brings into requisition would be introduced in the highest state of perfection; and the various necessary establishments and factories for purposes of the works would form normal schools for training the rising youth in the knowledge and practise of arts and manufactures, hitherto entirely unknown in the country.

The construction of these great lines of railway, under such auspices and by such means, cannot fail to be productive of the most beneficial effects upon the social, moral, and political condition of the people of these colonies; whilst the mother country will at the same time be greatly relieved by the sound and healthy system of emigration and colonization which they will necessarily promote. The advantages both to the parent state and the colonies are so great and so obvious, that they need not be labored; but I cannot pass by this part of the case without desiring to strengthen the argument, by referring to your Lordship's powerful reasoning, conveyed in the communication to Earl Grey, under date of the 20th December 1848.*

* Parliamentary papers presented to both Houses of Parliament by command, February 1849,—"Halifax and Quebec Railway."

Having said so much, perhaps unnecessarily, with a view of demonstrating the expediency of carrying out these great works by means of British skill and labour, and by consequence, of British capital, I proceed to consider the case of New Brunswick, as it stands at present. So far from joining in the censure which has been unduly attached to that Province, I feel bound to say, that she has done much, and done it well, towards the encouragement of the common object. I discover in her legislation and other proceedings a liberal spirit, which I have no doubt will still further expand itself before a certain prospect of the realization of all their wishes. With respect to the European and North American line, New Brunswick has already granted a liberal charter of incorporation, accompanied by facility bills, which concede a tract of the ungranted lands along the line, and provide for the subscription, on the part of the Province, of £250,000 sterling to the capital stock of the company. Towards the Halifax and Quebec, or northern line, the Province has appropriated £20,000 currency per annum for twenty years; has agreed to provide the breadth of way and stations; and has conceded a tract of land along the line, estimated to contain about 2,000,000 acres.

Supposing that all other plans for obviating the difficulties that have arisen in New Brunswick should miscarry, I propose, on the part of the association to which I have referred, to construct the European and North American line, through New Brunswick, agreeably to the charter of incorporation and the conditions of the facility bills, and to subscribe for this purpose all the capital not already taken up. I therefore provide for the accomplishment of this project upon the precise terms already arranged by the Legislature.

With respect to the Halifax and Quebec, or northern line through New Brunswick, I propose that an Act, corresponding as nearly as circumstances will admit with the charter of the other company, shall be passed, for the purpose of incorporating a company with a capital of £3,000,000 sterling; and all I ask the Province to do, in addition to what she has already pledged herself, is to double the quantity of wilderness lands on both lines, and to subscribe £250,000 sterling to the stock of the northern Company, or, at her option, to divide that amount between that northern and southern lines. In either case, the Province to be entitled to add two directors to the Board of the northern Company. This being done, I propose in like manner, on the part of the association, to organize the company by subscribing all the capital that shall not be taken up in New Brunswick. It is understood that the people of the Province are to have the privilege of subscribing to any extent they please to the stock of both companies. These offers pre-suppose that the Legislature will pass facility bills, securing the pecuniary grant, and conferring all needful powers and privileges for the settlement, disposal, and management of the conceded territory, which, it is understood, is to be vested in the company in fee-simple, with the timber, mines, minerals, and appurtenances, subject, of course, to such restrictions and conditions as shall prevent the company from disposing of the lands, except in a ratio proportionate to the progress of the Railway.

It is quite clear that, with all that New Brunswick is expected to do, a very large amount of capital will remain to be provided by the company, and that too for the construction of a line of Railway which, it is generally believed, will not for an indefinite period pay its working expenses. The great national objects, however, to be attained, justify the expectation of liberal aid and encouragement on the part of the Imperial Government; but this is a part of the case upon which it is not my province to enter. So far as New Brunswick is concerned, she must begin to derive immediate benefit from the proposed arrangements; *ex necessitate*, the company must expedite by every possible means the sale and settlement of their lands, and the development of their resources. The coal-fields will be opened up; iron mines will be worked; foundries, machine shops, and factories established. Every first-class station along the line will become the *nucleus* of a town, and every stopping-

place will form the centre of an agricultural ambit, and a rallying point for the poor and unskilled emigrants, who will be cheered and instructed by the well-regulated operations they will witness on every side. The expenditure upon the works will facilitate the settlement of the lands along the line, and the improvement of these lands will bring traffic to the Railway. It is not too much to expect that the population and revenue of the Province will be doubled within ten years, and long before the £20,000 a year guaranteed to the northern line shall become payable, the amount will be anticipated in the exchequer from the effect of these operations, and thus the end, in advance of its accomplishment, will furnish the means to this extent. This is no fancy picture, nor does it foreshadow half the realities of such a future as New Brunswick may now command.

I come now to another very important part of the general scheme; namely, the section of the grand trunk line from Montreal to Toronto. The capital required for this portion of the work may be estimated at about £1,600,000 sterling, one half of which would be advanced by the Province under the provisions in the Act in this behalf. It is assumed that at least £300,000 would be provided by the municipalities along the line, leaving about £500,000 to be subscribed by other parties. In the event of a favorable charter of incorporation being granted, I have no doubt that, as a part of the general plan, the whole stock that shall not be taken up in the Province will be immediately subscribed. It would appear only a reasonable stipulation in this case, that the Provincial advance, which will be secured by the first mortgage on the line and its tolls, shall not bear more than four per cent. interest until the line shall pay a clear dividend of four per cent. upon the whole paid-up capital; the amount subscribed by the company to form the second charge on the line, and (after payment of the Provincial interest) to be entitled to six per cent. before any interest shall become payable upon the contingent of the municipalities, which, however, shall, in their turn, be entitled to a like interest of six per cent. when the profits will allow. The surplus *ultra*, if any, after payment of six per cent. on all the charges, to be received by the company, or appropriated to form a sinking fund towards the extinction of the Provincial debt. It is understood that the municipalities have already agreed to some such arrangement, and I see no difficulty in organizing a company on the above basis, so soon as an Act of incorporation shall be passed by the Legislature.

It is assumed that the whole line, from Halifax to its extreme western terminus, is to be carried out upon a uniform plan, and that all the Provinces will readily allow Her Majesty's Government to nominate the engineer in chief, who will of course be assisted by other engineers to be appointed in behalf of the respective Provinces.

It is not too much to suppose that, for the reasons above stated, both the Imperial and Provincial Governments would prefer that these great works should be undertaken by British contractors; and it is assumed that the associated contractors, whose names have been submitted to Her Majesty's Government by Wm. Jackson, Esquire, M.P. are to have the entire contracts for all the contemplated lines, upon such fair and equitable terms as may be agreed upon. These parties do not expect or desire any pecuniary preference, but as they and their associated capitalists are about to incur heavy risks, not ordinarily undertaken by contractors, they feel that they are justified in seeking to guard themselves against competition that might have the effect of enhancing the price, labor, and materials to a ruinous extent. The lines to be made by funds provided under the imperial guarantee could be constructed agreeably to estimates to be furnished by the board of engineers, or they might be constructed under inspection, upon terms of allowing the contractors a certain commission to be agreed upon. At all events it will not be difficult to settle the "fair and equitable terms" upon which they are willing to engage the whole scheme.

In undertaking works of such magnitude and importance, it will be wise to look beyond the present, or even the immediate future. Already an enormous traffic awaits these lines; but who can form a notion of the proportions to which it may expand within the next ten or twenty years? Already the knell of protection is sounding along the fertile valleys and boundless prairies of the far west, and those barriers to free trade which we should vainly assail from without will soon be prostrated by the pressure from within. The productions of that vast region, consisting for the most part of the bulky articles of human subsistence, will, in spite of all restraints, flow through the most natural and facile channels, to be exchanged for the products of other countries. But I cannot bound my view by these remote territories, or even the more distant region stretching to the Pacific, or by the ocean itself. A great arc of the globe passing through Halifax and Toronto, if projected on the one hand into Asia, and on the other into Europe, will bisect the richest, most populous, and most civilised countries under the sun. On the one side are the countless millions of the Indian Archipelago, China, and Hindostan; on the other, the over-crowded busy marts of Europe. The interchange of the commodities of Europe and Asia has, in all ages, constituted the most lucrative commerce of the world. Since the days of Solomon, if not before, it has been the desire of nations to possess or control this trade, with which the highest state of prosperity and great power have ever been associated. The track of this commerce has built up cities of Palaces in the desert; its diversion has marked the decline of empires. Once lost, it has never been regained; and although the great nation we most affect now controls the trade of the far east, it is deserving of serious consideration whether the route is not yet capable of one further change. We have the authority of the spirited and intelligent originator of the great Atlantic and Pacific Railroad, who more than any other man has studied the intercommunications of the globe, for the fact that there is a practicable line across the continent of North America that shall shorten the distance between England and the East Indies by more than 5,000 miles in comparison with the route by the Isthmus of Panama. The British possessions in North America lie midway between those great countries occupying that zone of the earth upon which, in the other continents, three-fourths or more of the whole human family are congregated. Within our borders there is a vast unoccupied food-producing territory capable of absorbing a population equal to that of the whole of Europe. In addition, I believe, that we hold the keys and the track of the future communication between the two grand divisions of the human race; and who shall say that a large share of that enriching traffic which has gilded every former path shall not, ere many years, glide along those very channels which it is our present business to open up?

The day is not far distant when this great highway of nations will traverse our now neglected territory as surely as that a straight line is the shortest distance between two given points.

To descend, however, from these speculations, I would beg to suggest that the pending negotiations between the several Provinces, should be brought to issue as speedily as possible. The parties on whose behalf I submit these proposals, and to whom the magnitude of the enterprise is its chiefest recommendation, are abundantly able to accomplish the whole design, and upon the conditions and with the encouragement I have indicated, I believe that they will be willing to undertake the task immediately. The most urgent parts of the work seem to be the section through Nova Scotia, the European and North American line through New Brunswick, and the line from Montreal to Toronto, which might all be commenced simultaneously, so soon as the needful legislative action shall have taken place.

I have thus, my Lord, in great haste, endeavoured to convey the impress upon my own mind of the importance of the great objects to which the foregoing refers, and of the best means of accomplishing them. If these proposals shall be found ac-

ceptable, and the needful measures be speedily adopted by the Imperial and Provincial Governments, the leaves shall not begin to fall before the approach of the coming winter ere the staff and pioneers of a powerful force shall be upon the ground, prepared to commence operations along the whole line.

If, on the contrary, these offers shall be rejected, the present generation, I fear, may abandon all hope of witnessing the attainment of these great and important national objects, for I believe the day of their accomplishment will then be too deep in the womb of time to be sounded by the span of any life in being.

I have, &c.,

(Signed,) C. D. ARCHIBALD.

No. 2.

(No. 29.)

Copy of a Despatch from the Right Honorable the Earl of Elgin and Kincardine, to Secretary Sir John Pakington.

(Received, April 19, 1852.—Answered, April 27, 1852, No. 15.)

GOVERNMENT HOUSE,

QUEBEC, April 1, 1852.

Sir,—I have the honor to enclose a memorial to you, signed by Mr. Joly, Seigneur de Lotbinière, as Chairman of the Quebec and Montreal Railroad Committee, by the north shore, praying that the north shore of the St. Lawrence, from Quebec to Montreal, be adopted for the main trunk line to form a portion of the great Provincial Railway to be executed by the North American Provinces with the aid of an Imperial guarantee. Mr. Joly waited upon me in person, accompanied by a deputation comprising the Mayor of Quebec, several Members of the Provincial Parliament and other influential citizens, for the purpose of placing this memorial and the documents enclosed with it in my hands. He requested that I would both support the prayer of the memorial, and use such influence as I might possess to prevent a decision adverse to the memorialists from being taken before the next meeting of the Provincial Parliament. I replied, that with reference to the former portion of this request, it would be well that they should address themselves to the Commissioners appointed by the Act of the last Session of the Provincial Parliament, 14 & 15 Vic. cap. 73, to whom Parliament had expressly delegated the authority to decide between conflicting Railway lines; and that as to the latter, I could not take on myself the responsibility of tendering any advice which might have the effect of embarrassing the negotiations already entered into by this Government, acting in concert with the Governments of the lower Provinces with the Imperial authorities for the execution of a work so important to all the Colonies. I ventured, however, to assure them that their representations in favor of the north line would not fail to receive your full consideration.

I have, &c.,

(Signed,) ELGIN AND KINCARDINE.

The Right Honorable

Sir J. S. PAKINGTON, Baronet,
&c., &c., &c.

Enclosure 1 in No. 2.

QUEBEC, March 24, 1852.

Sir,—The period seems to have arrived for a decision on the part of Her Majesty's Government whether a guarantee, the granting of which is now in question, for the construction of a Railroad from Halifax to Quebec, shall be extended as far as Montreal.

In case the plan last mentioned should be adopted, the undersigned believes that he represents correctly the wishes of a large majority of the population of the two Canadas in requiring that the north shore of the St. Lawrence, from Quebec to Montreal, should be adopted for the main trunk line, and that the guarantee of the Government should be afforded to it in preference to a line which, passing through Richmond on the south of the River St. Lawrence, would leave Quebec without a Railroad.

In support of this application, the undersigned has the honor to transmit—

1st. A prospectus showing some of the advantages which the country would derive from a road having its course on the north of the St. Lawrence.

2nd. A statement of the resolutions passed at a general meeting of the citizens of Quebec, on the ninth of the present month of March.

The undersigned requests further the permission to urge the following considerations, which appear to him of a nature to make an impression on the mind of Her Majesty's Ministers.

A Railroad from Quebec to Montreal on the north shore of the St. Lawrence, would throughout its entire extent be protected by the river, and these two large Cities would be united by an uninterrupted line, rendering unnecessary any breaking of bulk, even if continued to the extremity of Upper Canada.

If, on the contrary, this Railroad passes upon the south shore of the St. Lawrence, by Richmond, it will approach very nigh to the frontier of the United States, without any natural defence being afforded in case of war, a danger which Major Robinson has endeavoured to avoid in his plan of a Railroad between Halifax and Quebec. It would then be necessary to cross the St. Lawrence twice in order to go from Quebec to Montreal or Upper Canada, which is often impracticable in the spring of the year, in autumn and in winter, when the river ice is in motion.

By passing on the north shore of the St. Lawrence this Railroad will supply the wants of Quebec, a City which has always been loyal and well affected to the British Government; and it will traverse the most populous and the richest part of the country, including the oldest settlements.

If the British Government were to give a preference to the line of road upon the south of the St. Lawrence it would ruin comparatively the City of Quebec, which would be for ever deprived of a Railroad, and the trade belonging to her would be transferred to the opposite shore; it would render discontented the dense population upon the north shore of the river, and be forgetful of the interest of Upper Canada, which evidently require a means of communication with Quebec by Railroad, without any breaking of bulk. For this the Government would receive no other return than that of having advanced the interests of a sparse population and those of a few extensive landowners, whose uncultivated land, by means of this Railroad, would be raised in value.

A Railroad upon the north shore presents no difficulty in the making, and the land could not be more favorable than it is throughout the whole extent. Experienced engineers are about proceeding to the exploration of this route, and the result of their labor will be submitted to Her Majesty's Government within the shortest possible delay.

The undersigned deems it useless to enter into larger details to exhibit the advantages which the northern line has over that of the south in a commercial, political, and military point of view.

If there remain any doubts upon this head the undersigned is authorized, by the committee named by the citizens of Quebec to represent their interest in this matter, to pray that Her Majesty's Ministers will suspend their decision upon the course to be chosen for a Railroad, in continuation of that from Halifax to Quebec, until the wishes and the interests of this Colony be better known by their organ, the Legislative Assembly, at the approaching Session of the Provincial Parliament.

The undersigned has the honor to be, &c.,

G. JOLY,

Chairman of the Quebec and Montreal Railroad
Committee, by the North Shore.

The Right Honorable Sir J. PARINGTON,
&c., &c., &c.

Enclosure 2 in No. 2.

RAILROAD ON THE NORTH SHORE.

At a preliminary meeting of citizens favorable to the construction of a Railroad from Quebec to Montreal, held in this City on Saturday last, a project was submitted and approved of, and is as follows:—

PROJECT of a Railroad from Quebec to Montreal, on the North Side of the River
St. Lawrence.

Never was the question of railroads more agitated than at the present moment. The press of our own and every other Country devote the greater portion of their columns to its advocacy. Everywhere those discussions are followed by results. Quebec only has as yet done almost nothing. The public mind is divided upon this grand question; instead of advancing, we retrograde. One day sees destroyed that which the preceding one accomplished. Whence this hesitation? Does it proceed from indolence, from want of capital, from ignorance of the true interests of the Country? No; it proceeds from none of these.

The citizens of Quebec are fully sensible of the advantages which must necessarily accrue to their City from the establishment of a Railroad which will put it in direct communication with the rest of the world; but they are also aware that all will depend upon the first direction given to it. That if the point of departure be not established in the proper locality, they will have expended their energy and resources uselessly; that if, on the contrary, their first efforts be properly directed, their City must become the depôt of the riches of the west, and one of the greatest seaport towns in the world, as its harbour already is by nature one of the most magnificent.

Who can doubt, witnessing what occurs elsewhere, that before the lapse of many years, we shall have, not only a Railroad from Halifax to Quebec, and from Quebec to the extreme limits of Upper Canada, but also one extending to the very shores washed by the Pacific Ocean? Time and money will of course be necessary to the execution of this magnificent enterprise; but events follow each other in such rapid succession on this young continent, and credit may to so great an extent be substituted for money, that, in a growing country, where in the course of a man's life population and the value of property increase tenfold, we need not be afraid to draw upon the future. In order that this future may prove productive of advan-

tage to Quebec, it is necessary that the Railroad, to which attention is now called, should terminate in Quebec itself.

It has frequently been asserted, that our City is situate on the wrong side of the St. Lawrence. This is an error. If she were situate on the opposite side, we should frequently have occasion to wish her on this. We are on the same side as Montreal, Kingston, and Toronto, as the whole of Upper Canada, and the greater part of Lower Canada. We can communicate without transshipment with nearly the whole of our Country, and this is highly important for a Railroad. In a military and commercial point of view, few Cities in North America are more advantageously situate than Quebec. Let us avail ourselves of this.

From the foregoing, it would appear evident that the principal efforts of the citizens of Quebec ought to be directed to the construction of a Railroad from their City to Montreal, on the north side of the river. It is the only means of having the terminus in Quebec. It is the only means of causing our markets to be plentifully supplied, in winter as well as summer, with a quantity of articles of too cumbersome a nature to admit of long carriage or of being conveyed across the St. Lawrence in canoes,—such as firewood, timber for the construction of ships and houses, building stone, hay, cattle, and numerous other necessaries absolutely required to supply the demands of a large City. Population would be vastly increased by the greater facility that would be afforded of procuring the means of subsistence; and the value of property in the City, as well as in the country, would be enhanced in equal proportion. The magnificent rivers which intersect the north side of the St. Lawrence would be employed in working innumerable manufactories, which cannot now be established for want of such an easy and economical means of transport as the Railroad would afford them. The St. Maurice forges, and divers other manufactories already in existence, experience considerable inconvenience and loss from the want of conveyance for their products during the six winter months.

Happily, an enterprize of such great utility as this does not present any serious engineering difficulties. It is generally admitted that the ground is eminently favourable to the establishment of a Railroad; it would intersect the richest and most populous portion of Lower Canada; the inhabitants on the south side would be extensively benefitted on a large portion of its route, as well as those on the north side.

The distance between Quebec and Montreal, on the north side, is estimated at about 150 miles. It is to be supposed that the Government would do for this route that which they have done for others of less importance—they might guarantee the funds to complete half the road. There would then remain seventy-five miles to be completed by the subscriptions of private individuals and corporations. The probable cost of the road would be £3,000 per mile.* It is easy to prove that, in the States, a large extent of Railroad (single track) did not cost more. We have here the ground, the iron, the wood, and manual labor, at a rate cheaper than our neighbours pay for them.

Taking, then, seventy-five miles, at £3,000 per mile, as a basis, it would amount to £225,000.

The Corporation of Quebec would certainly not refuse to contribute	£100,000
The divers Parishes and Corporations between this and Montreal, inclusively.....	90,000
Individual subscriptions at Quebec and elsewhere	35,000

Total..... £225,000

* In Pennsylvania the Schuylkill Valley Railroad cost \$5,500 per mile (double track); the Schuylkill Railroad (double track) cost \$7,000 per mile; the West Branch Railroad (double track) cost \$10,000 per mile; in New York, the Saratoga, and the Schenectady Railroad cost \$12,000 per mile.

If the different parties interested would come to an understanding among themselves, it would be easy to construct a branch line to connect the St. Lawrence and Atlantic Railroad, at the most advantageous point, with that running between Quebec and Montreal.

The population on the north side of the river between Quebec and Montreal, that of these two Cities included, is estimated at 250,000 at least. According to statistical information, generally admitted, it has been found that each individual comprehended within the territory intersected by a Railroad, contributed, on an average, about 10s. annually to the total revenue derived by the conveyance of merchandise and travellers over such Railroad; therefore, 250,000 persons would occasion traffic to the amount of £125,000. The expenses of working the Railroad are estimated at one half of the gross receipts; which would leave the sum of £62,500 as interest and profit upon a total expenditure of £450,000, being equal to about 14 per cent. Supposing, now, the road to cost £4,000 per mile, the total cost of 150 miles would be £600,000, and the interest even then would be over ten per cent. This would justify the expenditure of a much larger sum, especially if we take into consideration the supplementary traffic that would be supplied by Upper Canada, and by the south side of the River St. Lawrence.

It is to be supposed that the Imperial Government would be as favorably disposed towards the present enterprise, and to extend to it the same facilities which it intends to accord to the Quebec and Halifax Railroad; that is to say, money at 3½ per cent. It is impossible for it not to appreciate the advantages, in a military point of view, which would be derived from the establishment of a Railroad which would link together the principal Cities of Canada, and which would have, as a natural protection, on the only side on which it is vulnerable, a river such as the St. Lawrence.

The moment has arrived when it is necessary to pronounce in a definite manner upon these great questions, under the penalty of seeing other localities enjoy the advantages due to the City of Quebec. A public meeting of the citizens will shortly be convened which will be the moment to put an end to all hesitation, and to enter at once upon all such measures as shall be deemed necessary to carry into execution the present proposition, should it meet with public approbation.

Quebec, 9th February, 1852.

Enclosure 3 in No. 2.

[EXTRACT from "The Quebec Mercury," dated 11th March 1852.]

RAILROAD ON THE NORTH SHORE FROM QUEBEC TO MONTREAL.

Public Meeting.

A numerous and respectable meeting of the citizens of Quebec was held in the City Hall, St. Louis Street, on Saturday evening, the 9th instant, at seven o'clock.

His worship the Mayor, N. F. Belleau, Esquire, presided, and Hector L. Langevin, Esquire, was requested to act as Secretary.

The Chairman having explained the object of the meeting, read the following letter received from G. O. Stuart, Esquire, M.P.P., then absent at Montreal:—

QUEBEC, 5th March 1852.

"Sir,—I have to express my regret that absence upon professional business at Montreal prevents my attending the meeting of the citizens of Quebec, on Tuesday next, having for its object the establishment of a Railroad on the north shore, be-

tween this city and Montreal. Concurring as I do in the opinion entertained by a large number, if not the mass, of my fellow-citizens, that this measure is one of vital importance, and without which not only this city, but the whole north shore of the St. Lawrence, will be most injuriously affected, I beg that you will do me the favor to mention to the meeting that I shall heartily concur in any proceedings which may advance the measure, and afford such co-operation in the matter as the citizens of Quebec may desire.

“G. O. STUART.”

“His Worship the Mayor of Quebec.”

Apologies were also made for the absence of H. Dubord, Esquire, M.P.P.

Mr. Belleau said, that the number of persons who were assembled before him, while a Canadian snow storm raged without, was to him (the mayor) conclusive evidence of the interest taken in the railroad. He felt that the charge of apathy, which had been made so often against the city of Quebec, was going to be disproved; that those whom he addressed would soon have an opportunity of proving their sense of the paramount importance of the subject, and of the incalculable advantages to be derived from railroads. Some encouragement to those zealous and energetic individuals who had set the project on foot was needed; they had succeeded to a certain point, they had made the road popular; but a constitutional agitation among the people was required, in order to induce the Government to examine this route, and decide whether it should form part of the great trunk line from Halifax. He reminded the meeting that on the resolutions to be then adopted depended in some measure the action of the administration; he concluded by saying that, for his part, he entertained no doubt of our gaining the victory for the whole line.

The following resolutions were then adopted, after animated speeches from the movers and seconders:—

Moved by G. Joly, Esquire, seconded by J. E. Turcotte, Esquire, M.P.P.,—

1.—That, in the opinion of this meeting, it is of the highest importance to the commercial interests of these provinces in general, and to the prosperity of this city in particular, that a railroad be constructed which shall unite the two great cities of Lower Canada, intersect the numerous municipalities and parishes on the north shore of the St. Lawrence, and have its terminus in Quebec.

Moved by Angus McDonald, Esquire, seconded by U. J. Tessier, Esquire, M.P.P.,—

2.—That a railroad, traversing the most populous portion of British North America, presenting no difficulties in its construction, and offering greater promise of immediate advantage than any other line in the province, ought to form part of the great line of communication which is destined to unite Halifax with the remotest districts of Upper Canada, intercepting, as it would, all those canals and railroads which are now diverting and conveying to the ports of the United States an immense and increasing commerce, which ought to be and might be retained in our own hands.

Moved by J. Cauchon, Esquire, M.P.P., seconded by M. Scott, Esquire,—

3.—That one of the causes which have heretofore prevented the city of Quebec from enjoying a larger share of the export business to Europe and the lower provinces from Upper Canada and the Western States, has arisen from the tardiness of travel on the lakes, rivers, and canals, and the consequent uncertainty and irregularity of arrivals before the close of the navigation; whilst if the transit from the Lakes Erie and Huron to Quebec were accomplished (as it would be with a railroad), in two or three days, the produce of the West, now turned into other channels, might reach this port with the greatest ease before the shipping season

has closed, and the Quebec route would be preferred to every other, as the shortest, the cheapest, and the only one on which there need be no breaking of bulk.

Moved by W. Lampson, Esquire, seconded by Thos. Gordon, Esquire,—

4.—That, considering the vast importance of this line of communication, not only to the city of Quebec, but also to the several parishes lying between this city and Montreal, the different corporations and municipalities therein interested be invited to contribute, to the utmost of their ability, towards the success of an undertaking which is calculated to secure to them and the country at large such lasting and extensive benefits.

Moved by J. P. Rheume, Esquire, seconded by Dr. Rousseau,—

5.—That a Committee of seventy-five persons, with power to add to their number, be now appointed by this meeting, authorized to adopt all necessary measures towards the formation of a company under an Act of incorporation for the construction of a railroad from Quebec to Montreal, on the north shore, to seek the concurrence and support of the Government, and to procure such amount of subscription as shall guarantee the completion of this important enterprize with all possible despatch, and that the following persons do compose said Committee; viz. :—

In the City of Quebec,—

Messrs. N. F. Belleau, Mayor of Quebec, G. O. Stuart, M.P.P., H. Dubord, M.P.P., J. Joly, U. J. Tessier, M.P.P., James Gibb, Joseph Cauchon, M.P.P., Jeffrey Hale, Joseph Légaré, George Hale, F. X. Paradis, Capt. Boxer, R.N., E. Chinic, Weston Hunt, W. Lampson, Jos. Tourangeau, Angus M'Donald, A. Stuart, J. P. Rheume, George Alford, T. C. Lee, J. Hamel, Thos. Cary, A. Dorval, Henry Benjamin, Dr. Robitaille, J. H. Oliver, L. Bilodeau, Ronald M'Donald, Germain Guay, J. H. Joly, jr., John Childs, W. S. Henderson, &c., in all 80.

In the Country Parishes,—

Ancienne Lorette.—J. Hamel.

St. Augustin.—D. Watters.

Pointe-aux-Trembles.—Capt. Chateauvert, C. Larue, J. Angers.

Écureuils.—L. Dussault.

Cap-Santé.—E. Thibaudeau, Hon. E. Hale, J. Poliquin, H. Smith, A. Logan.

Deschambault.—F. Hamelin, P. Benoit, E. Defoy, A. C. DeLacheyrotière, V. Gariépy.

St. Catharine de Fossambault.—A. J. Duchesnay.

St. Anne Laperade.—A. Bochet.

Batiscan.—Ls. Guillet, A. Marchand (mayor), T. Marchildon (M.P.P.), L. E. Lanouette.

Three Rivers.—A. Polette (M.P.P.), J. E. Turcotte (M.P.P.), J. M'Dougall (M.P.P.), P. B. Dumoulin (M.P.P.), J. Ogden (Sheriff), L. Gordon, J. Dickson.

St. Anne d'Yamachiche.—F. L. Desaulniers, L. L. Desaulniers.

St. Paulin.—T. Kimpton.

Rivière-du-Loup.—The Hon. M. Mayrand.

St. Joseph de Maskinongé.—F. Boucher.

Assomption.—P. H. Archambault, A. Archambault, G. Chagnon.

Berthier.—D. M. Armstrong, Dr Moll, L. A. Olivier.

St. Paul de Lavaltrie.—J. H. Jobin (M.P.P.)

Industrie.—Dr. Leodel, G. De Lanaudière.

St. Roch de L'Achigan.—L. Archambault (Mayor).

In proposing the first resolution, Mr. Joly, Seigneur of Lotbinière, addressed the meeting, as follows :—

Gentlemen,—So much has been already said, and so much written, upon the subject of this railroad, that I should accuse myself of abusing your patience were I now to enter anew into the details of its importance to the city of Quebec. I conceive it to be more desirable to meet the principal objections that have been raised in opposition to this enterprize, which will enable me, at the same time, to convince you of its necessity.

Firstly, then, gentlemen, we have been frequently asked, in a contemptuous manner, “What will be the difference to the good people of Quebec, whether the terminus be in its port or on the south shore? Have not New York, Albany, and Montreal, their *termini* on their respective opposite shores? Do those cities complain of it, or do they believe themselves to have been ruined in consequence?” It will be easy for me to prove to you the futility of such an argument.

The city of New York has so keenly felt the advantage of having a terminus in her centre, that despite innumerable obstacles, and at an immense cost, she has just constructed a railroad of nearly 200 miles in length, for the greatest portion of its distance cut through solid rock, or carried upon piles in the bed of the Hudson river. This railroad connects New York with Troy, and from thence communicates with the greater number of those of New England and the West; thus also placing the first-named city in direct communication with from 1,200 to 1,500 miles of railway.

Albany already possessed a gigantic canal, which bore to her the products of the great lakes. But this alone did not content her. She also desired her terminus; and a railroad extending nearly 300 miles in length now connects her with Buffalo, and gives her communication with a large number of iron highways, over which tribute is brought to her from all directions. Accord us also a certain number of miles of railway on our own shore of the St. Lawrence, and Quebec will cordially extend her hand to Pointe Levi and St. Nicholas, and with unfeigned sincerity wish them all prosperity.

I had almost omitted allusion to Montreal. That city has, in reality, but a short trunk of railway, which unites her to Lachine. But you all are aware of what her citizens have effected. No sooner did they perceive in course of construction at Ogdensburgh, on the opposite bank of the river, a Railway destined to intercept the produce they had expected to receive by the river than they resolved to accomplish one to Prescott. Let it be now proposed to the city of Montreal that in lieu of this road terminating in her port, it be crossed to Beauharnois, to run from thence to Laprairie and Longeuil, and you would instantly hear the just cry of indignation with which her citizens would respond.

It is, however, contemplated for the city of Quebec for ever to disinherit her, and the north bank of the St. Lawrence, from that Railway upon which her future depends.

Was I not correct, gentlemen, in asserting the futility of those objections to which I have replied; or rather is not the example of the three cities I have cited, in favor of the project submitted to you?

Another objection, to which I desire to reply, might possess some force as emanating from the Honorable the Inspector General, on the eve of his departure for England. “Gentlemen,” said he, “in soliciting government aid for this Railroad, while there are already so many in course of construction and in contemplation, you will ruin the credit of the Province.”

I conceive, gentlemen, that Railroads which for a considerable distance on their line would be intended to traverse only swamps and virgin forests, and to serve but for a sparse population,—that undertakings which according to the general belief

will yield their benefits only in a future more or less distant,—I repeat that I conceive such railroads might ruin, or at least compromise the credit of the Province,—but that a Railroad which shall intersect the richest and most populous tracts of British North America,—which shall unite together the largest towns and cities on the same river-bank,—which might eventually be considerably extended,—which in all probability will yield immediate and considerable benefits,—that such a road could ruin the credit of the Province is what you will not more readily or better comprehend than I.

I will request your attention to an objection which more nearly concerns you; it regards the credit and resources of the city of Quebec. We cannot disguise from ourselves the heavy charges which already press upon the city; and when it becomes a question of a fresh appeal to its funds, I can imagine the hesitation it will encounter. You must, however, reflect, gentlemen, that with us, it is,

“TO BE, OR NOT TO BE!”

You will be of opinion with me, that our corporation ought not to fetter its liberality in favor of this enterprise with other restrictions than those which the duty (a duty which should be inviolable) of not entering into any engagements they cannot honorably fulfil, shall impose. The earnest co-operation of a large majority of our fellow-citizens will greatly tend to smoothen this difficulty.

Are you aware, gentlemen, of what is being done to this effect in other parts of the Province? For example, look at what has been done for the Toronto and Simcoe Railroad. The municipality of the County of Simcoe subscribed £50,000, and the city of Toronto £35,000. But that is not all. Toronto also gave (gave, not lent,) the sum of £25,000, nay, more, all the land necessary for the establishment of the terminus in her port. And yet, gentlemen, our population is nearly double that of Toronto, and our position a much finer one. If I may so express it, although that city is at the source of produce, we are at its outlet. Even as our noble river receives in its course the tribute of thousands of smaller streams, so shall the small train started from Toronto, on its way to us, receive its tribute from thousands of localities, until, of vast proportions, it arrives to pour upon our wharves abundance, riches, and sources of labor for our entire population.

Well-intentioned persons, without foresight, perhaps, may say, since this Railroad presents so many advantages it will undoubtedly be constructed some day or another; wait for more propitious circumstances. More treacherous advice could not be proffered you. You are already the last in the race. Can they cite a single city of the importance of Quebec in the United States, in France, or in England, that has not already assured itself of a Railroad? Not one. Wherever those iron arteries do not carry life there will be decay. The largest city without a Railroad must infallibly dwindle into a small one. With the profoundest conviction I tell you, gentlemen, that if you neglect the existing occasion it will never again present itself. Interests and habits will rear themselves in opposition to you, which you will in vain strive to surmount. If, on the other hand, from this moment you declare unanimously and with energy, “we desire this road,” you will get it.

I thank you, gentlemen, for the attention with which you have thus far listened to me, the more that I am unaccustomed to speak in public. It required for me to do so a full conviction of the importance and utility of the measures we are assembled to discuss. If by my feeble efforts I can aid in forwarding this noble enterprise, I shall feel that I have repaid to the good city of Quebec the debt I owe her for the hospitality I have ever experienced at the hands of her citizens.

Mr. Turcotte, M.P.P., in seconding the resolution, said, the little town of Three Rivers was ready to subscribe £10,000, and the citizens would take additional stock to the amount of £7,000 or £8,000. The farmers in the County of St. Maurice felt

so keenly their position—laggards, while all the rest of the world was advancing—that they were ready to take £30,000 stock. From Grondines to Montreal there was not a serious obstacle to be met with. At Bout de l'Isle it was said the bridge required would be expensive; but, if his memory was not at fault, £32,000 had been voted by Parliament in 1842 for a bridge at Bout de l'Isle, and the money was now lying in the coffers of Government. As to the road paying, no one who knew the manufacturing establishments, the water-powers, and the mines on the north shore, could entertain any doubt on that head.

Mr. M'Donald, moving the second resolution, said,—

It affords me unmitigated pleasure to meet so many of my fellow-citizens on this occasion. I think the number and respectability of this meeting is a guarantee that the project will be carried out with success. The resolution put into my hands asserts that the proposed Railroad will pass through the most populous part of British North America. To those acquainted with the country, this requires no proof; but I believe I assert what is within the mark when I say that, independent of Quebec and Montreal, there are 200,000 people that are fairly within reach of this Railroad, taking both sides of the St. Lawrence, and it will be as useful to those on the south side as to those on the north. In summer it is easy to establish ferries to meet the Railroad at the points where it would touch the river, and in winter to drive over on the ice. I may observe that the St. Lawrence will not compete with the Railway for the way travel, even in summer, because, from the natural form of the beaches and the disturbing influences of the tides, steamers cannot approach the shore except at few points, say at Three Rivers and Batiscan on the north shore, and Port St. Francis and Sorel on the south shore, so that the way travel and traffic would be secure to the Railroad all the year round. This would alone be sufficient to justify us in making the Railroad.

The resolution next asserts that the country to be traversed presents no difficulties to its construction. This is admitted; and taking the length of the route, there is not in North America a line, either made or projected, presenting so few difficulties. It has been said that from Grondines to Quebec the ground is irregular and difficult, but by keeping at a reasonable distance from the St. Lawrence, we can escape the inequalities of the highlands bordering on the river, and make the road both straight and level. Another reason why the road can be easily and economically built is, from the large population on the line, there would be no need to introduce crowds of strangers to pillage the farmers and disturb and demoralise the country. I have no hesitation in saying that in my own parish, the people would make the road in one summer, and take stock for a good part of the rest. I could show many parishes on the north shore with as many inhabitants as are to be found from St. Nicholas to Richmond.

It is next asserted that this line, possessing so many advantages, ought to form part of the great trunk line that is to unite Halifax with the remotest districts of Upper Canada. This proposition requires no argument. If the Government is to advance money to build the road, or to give their guarantee to a company, they are bound to see that the said road is built where it would be most likely to pay, and where it would accommodate the greatest number of people. Now, as there can be no comparison between the south shore and the north, in this regard, it is clear, if the interest of the people or the credit of the Province be consulted, the Government has no choice but to make the trunk line on the north shore from Quebec upwards. But, Sir, we do not depend on the Government to make this road; I believe the people interested are both able and willing to make the road for themselves. The advantages are so numerous, that when properly understood, there will be no hesitation. Look, for instance, at our ship-building; where does the material for their business come from? Almost entirely from the north shore. You will find

depôts for collecting knees, birch timber, and red spruce, in every direction, some of them thirty miles from the city, and they have to be collected from perhaps eight or ten miles to those places. It is a wonder our ship-building can be carried on at all, in the face of such obstacles; but once get the Railroad, and at every concession road there would be a station to collect timber and firewood, and then it would be considered as in Quebec. Look, again, at building-stone; it is well known that if a house or church is to be built in Quebec, we have frequently to send the plan to Montreal to get the stone cut, and then bring it to Quebec by barges, while we have quarries of far better stone at Point aux Trembles and Deschambault, directly on the line of the proposed Railroad, which would be a source of great revenue to the road, and at the same time furnish means of employment to our own citizens at preparing the stone in winter for summer building. Mr. Turcotte has mentioned the iron mines of St. Maurice and Batiscan as sources of revenue; but I beg to remind this meeting that it was from Portneuf the iron ore was taken that got the first prize at the Provincial Exhibition, and the quantity is inexhaustible. It would be a profitable business to bring this ore to Quebec, where coal can be got for fuel at a much cheaper rate than wood can be obtained even in the country, and thus open a new branch of industry, the manufacture of iron. It would tire this meeting if I were to go over all the advantages to be derived from making the Railroad on the north shore. I might mention the water-power on the Jacques Cartier, Portneuf, St. Ann's, and indeed all the rivers on the north shore. I am persuaded that, from the abundant water-power and the great population, that the country between Quebec and Montreal is destined to be the Massachusetts of Canada, and that we will supply not only our own markets, but those of Upper Canada, with all sorts of manufactured goods, but to be able to do so we must have means of communication in winter.

My resolution says a trunk line of Railroad would intercept the commerce which the canals and Railroads south of the St. Lawrence are now diverting to the United States, unless we stir ourselves to counteract our very intelligent and persevering neighbours in the United States, we will soon have no commerce at all. I confess I was surprised on turning my attention to this subject lately, to find that the great lakes and the River St. Lawrence are tapped at no less than eleven different places, thus, as it were, sucking the life's blood out of our commerce, and diverting our trade from its natural and legitimate channel. The trade of the west is a prize worth contending for; New York, Philadelphia, and Boston have each spent enormous sums in canals and Railroads, to secure a portion of this trade, while Quebec has been idle. I hope we will now put forth energies worthy of the occasion, and press this business to a successful termination. If this road is once completed, I have not the least doubt but the population will be doubled in ten years, and the value of property increased in an equal or greater extent.

U. Tessier, Esquire, M.P.P., seconded the resolution in a speech of some length. He said that Canada was waking up, and was about to lay out £4,000,000 in Railroads. The people of Quebec and the north shore would be called upon to pay their share of the interest on this sum, and they have a right to a share of the profits accruing from the road. The speaker entered into long details on the advantages of the proposed scheme.

Jos. Cauchon, Esquire, M.P.P., entered at some length into the state of public feeling in Canada, on the subject of Railways. He had always been in favour of the north shore route; and the more he thought of it, the more convinced was he that this new Railroad must be built. He would appeal both to the sentiments and intelligence of his hearers. He would ask them if they meant to be dishonoured, by remaining supinely idle while every one around them was moving? He would observe, that the Railroad would not only pay, but that every landowner on the line would find his property doubled and trebled in value. The annihilation of

distance, and the removal of the obstacles which impede free communication, were the real signs of the progress of a country. He knew that it had never been the intention of the Government, last session, to make any portion of the Montreal and Portland line part of the great trunk road; it was true that a word existed in the Act which conveyed that impression; but that word had been slipped in surreptitiously, and would be explained or amended during next session of Parliament. He declared his intention of supporting the north shore line in the House, and moved *

Mr. Michael Scott, on seconding the third resolution, said,—I am placed in rather a disagreeable position, nearly all I intended to say having been already said. It is with much pleasure I second the present resolution, because its contents exactly agree with my own ideas. The utility of Railroads in other parts of the world, where they have been made, and their great benefit to the cities in which they terminate, and the places through which they pass, are well known. And what I am about to state in relation to the proposed line now under consideration is principally from my own personal knowledge and experience. The resolution proposed extends to operations beyond our own line of road; this is founded on the supposition that it will run in connexion with other lines extending south and west, from the City of Montreal; thereby giving to Quebec and the intermediate places the benefit of these other roads as well as of our own. Some people are of opinion that these Railroads will not be able to compete with water transport; perhaps it may be so, and it would be well it should be so, because there is a great deal of capital invested in vessels on the lakes and river, both steam and sailing vessels; there is also a great deal of money laid out on canals and the improving of the river navigation, so that it would be a serious loss to the province, and private individuals, were this money entirely lost, or the revenue arising therefrom materially impaired; but I do not think that can arise, because as the means of transportation increases the production of transportable property will also increase, and there will be sufficient employment for every means of inter-communication. But whatever rivalry there may be between land and water conveyance, this can exist but for a limited period every year, say, during the summer months; for when the fall sets in, and navigation becomes difficult, dangerous, and expensive, and during winter, when it ceases entirely, it is then Railways will be in request, the trader will feel the benefits of the Railroad. This period especially will be the Railroad's harvest; thus will they make plenty of money without hurting or in any way injuring any other parties or enterprises. The lateness of the season, in which a great part of the trade of Upper Canada has to be transacted, is a great hindrance and drawback to that trade; this I have myself, like many others, often experienced. The system on which the Upper Canada farmer conducts his business is this: when his grain is ripe he cuts it down and secures it, he then turns to ploughing his land and sowing his fall grain, preparatory to next year's crop, and during these operations, nothing will induce the farmers (except very needy ones, of whom there are but few) to thrash and carry their grain to market, rendering operations in grain late, so that it is only at great risk and outlay that grain can be carried to its destination the same year that it grows. This inconvenience has often been severely felt in Quebec. In those years when the navigation closes early, we are left short of breadstuffs, and the 6 lb. loaf has been known to be 1d. to 2d. higher here than in any other parts of the province, even though elsewhere there was great abundance. All these evils will be remedied by Railroads. Some people suppose that Railroads will lower the price of agricultural produce in Quebec; I do not concur in this opinion; indeed it would be a great pity if it should be so, because it would benefit the consumer at the expence of the grower. All, in my opinion, Railroads will do is to equalize prices, both as to time and place, prevent hazardous and frequently mischievous speculation, and cause a

more steady and wholesome state of things. As to that section of the country through which our road will pass, I can speak of it with much certainty, and I think I am not arrogating too much when I say that there is not an individual in the whole province who knows it better than I do. I have lived forty-one years in Canada, and there have been but few years that I have not travelled once or oftener up and down the north bank of the River St. Lawrence from Quebec to Montreal, and frequently intersected the country at various places and at all seasons of the year, so that what I am about to state is from my own personal observation. Also, I have travelled a great deal in the northern and western States, and have no hesitation in saying that there are few places in Canada, or on the whole continent of America, that present greater advantages for a Railroad than this locality. The face of the country is well adapted for the construction of the road, the ground being for the most part level, the soil good for that purpose, and materials handy. The only obstacle is the number of rivers to cross, and some of them pretty large, but even if there should be a little extra expense incurred in bridging, compared with other roads, this will be counterbalanced by the very great facilities of making the road in other respects; so that on the whole, with prudence and economy, it can be made at as low a cost, if not lower, than any road ever made in Canada. As to the support of the road when it is made, its prospects are great. In addition to the through trade, there would be a great deal of way traffic. The greatest part of the line will be through a dense and wealthy population. The country from Three Rivers upwards is rich and fertile, and abounds in agricultural productions. Below Three Rivers the soil is not quite so good, though it is by no means barren, and it abounds in other articles which will give much business to the road. There are rich beds of iron ore to be found here, and in the rear there are vast forests of timber; and last, not least, an endless and vast water-power on the rivers which the road will cross. So that these rivers, though there may be some expense in bridging them, will be on the whole a real benefit to the road, as large manufacturing towns and villages will undoubtedly spring up on their banks. As to the means we have of constructing the road, our prospects are certainly not very flattering, other lines having got the start of us, and all the provincial and city aid that can well be expected to objects of this kind is already engaged, so that we will be in a great measure thrown on our own resources. But we must not succumb as our difficulties increase; rather should we augment our energies, stare our difficulties in the face, and grapple with them, and we will be sure to overcome them. If we are only true to ourselves, there can be no doubt we will receive abundance of assistance, and that perhaps from a quarter whence we least expect it. We may yet get something from the corporations of the cities of Quebec and Montreal, and also from the provincial Government. Who knows but that the Imperial Government may come to our assistance, should this road be selected for military and other purposes. At all events there is one thing we are sure of; that is, if we can only make it appear that money invested in this line will be safe, and yield a suitable return, capitalists will come to our assistance. The only way this can be done for the present is to show that we ourselves have confidence in the undertaking, by coming forward liberally and promptly in taking stock. Then parties will say to us, as Jupiter said to the wagoner, "help yourselves, and we will help you." "Let us give a long pull, a strong pull, and a pull all together," and there is no doubt we will ultimately succeed.

Mr. McDonald being called to the chair, on motion of J. Légaré, Esquire, a vote of thanks was carried by acclamation to his Worship the Mayor, for his able conduct in the chair, and the meeting adjourned.

*Despatches from the Secretary of State.***No. 1.**

(No. 644.)

Copy of a Despatch from Earl Grey to the Earl of Elgin and Kincardine.

DOWNING STREET, October 3, 1851.

My Lord,—I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 104, of the 28th August, enclosing the copy of a letter from Mr. Archibald on the subject of the contemplated Railways in British North America; and should Mr. Archibald be still at the Seat of Government I request that you will thank him for the communication.

I have, &c.,

(Signed,) GREY.

The Earl of ELGIN and KINCARDINE,
&c., &c., &c.

No. 2.

(No. 664.)

Copy of a Despatch from Earl Grey to the Earl of Elgin and Kincardine.

DOWNING STREET, November 27, 1851.

My Lord,*—I transmit for Your Lordship's information the copy of a Despatch which I have had occasion to address to the Lieutenant Governor of Nova Scotia, on the subject of the assistance proposed to be rendered by the Imperial Government, in the construction of a trunk line of Railway through the British Provinces in North America.

No. 292.
27 November, 1851.

I have, &c.

(Signed,) GREY.

The Earl of ELGIN and KINCARDINE,
&c., &c., &c.

No. 3.

(No 15.)

Copy of a Despatch from the Right Honorable Sir John Pakington to the Earl of Elgin and Kincardine.

DOWNING STREET, April 27, 1852.

My Lord,—I have the honor to acknowledge the receipt of your Despatch, No. 29, of the 1st instant, enclosing a letter from the chairman of the Quebec and Montreal Railroad committee, advocating the adoption of the north shore of the St. Lawrence for the main trunk line of Railway; and I have to request that you will

* Similar Despatch addressed to the Lieutenant Governor of New Brunswick.

acquaint Mr. Joly that the representations which he has submitted to me will not fail to receive careful consideration at the proper time.

I have, &c.

(Signed,) JOHN S. PAKINGTON.

The Earl of ELGIN and KINCARDINE,
&c., &c., &c.

No. 4.

(No. 31.)

Copy of a Despatch from the Right Honorable Sir John Pakington to the Earl of Elgin and Kincardine.

DOWNING STREET, May 26, 1852.

My Lord,—Certain Acts passed by the Legislature of Canada, in the session of 1851, having reference to the proposed construction of a trunk line of Railway from Halifax to Quebec, being at present under the consideration of Her Majesty's Government, the operation of which Acts is made contingent upon the question of affording to the Railway the pecuniary assistance of this country, I have to instruct you to report to me your opinion whether, since Her Majesty's Government have decided that it is impossible, under existing circumstances, to apply to the Imperial Parliament for the desired assistance, it would be proper that these Acts should be left to their operation in the usual manner by the Queen in Council, or whether Her Majesty should abstain from making any order thereupon.

I have, &c.,

(Signed,) JOHN S. PAKINGTON.

The Earl of ELGIN and KINCARDINE,
&c., &c., &c.

Correspondence with Mr. Hincks.

No. 1.

Copy of a Letter from F. Hincks, Esquire, to Earl Grey.

(Received February 16, 1852.)

HALIFAX, N.S., February 5, 1852.

My Lord,—Presuming that Your Lordship will be anxious to obtain early and reliable information as to the opinions of the Canadian Government with regard to the prospects of the Halifax and Quebec Railway, I take the liberty of addressing you from this city, in anticipation of the communication which will doubtless be

made to Your Lordship, by His Excellency the Governor General of Canada, after my return to Quebec. In order to place the present position of affairs fully before Your Lordship, I shall have to revert to many circumstances with which you are doubtless well acquainted already. Your Lordship's Despatch of the 14th March last* to the Earl of Elgin and Kincardine, contained a suggestion that a deputation from the Executive Councils of the two Lower Provinces should proceed to the seat of Government in Canada, in order to confer with the Governor General and his Council, for the purpose of coming to some agreement upon the subject of the construction of the Halifax and Quebec Railway, on the basis of the proposition contained in the letter of Mr. Under-Secretary Hawes to Mr. Howe of Nova Scotia, dated on the 10th of the same month. In accordance with Your Lordship's suggestion, the Governor General communicated with the Lieutenant Governors of the Lower Provinces, and the result was, that the Honorable Joseph Howe of Nova Scotia, and the Honorable E. B. Chandler of New Brunswick, arrived at Toronto in June last, and conferred on the subject of the Railway with the Governor General and his Council. Your Lordship is already aware that the favorite scheme both in Nova Scotia and New Brunswick was a line of Railway to connect Halifax *viâ* St. John, N.B., with the lines in the United States leading to Portland and Boston. Such a line would connect all parts of Canada as far eastward as Quebec with the city of Halifax. In a commercial point of view, it is the general impression that such a Railway, constructed with money borrowed at a moderate rate of interest, would be remunerative. On the other hand, the prevailing public opinion in all the Provinces is, that the line recommended by Major Robinson is defensible only as a military road, that a large portion of it would not for a long time pay more than working expenses, and that great difficulties would be experienced in winter from the snow, owing to the length of that section of the road which passes through unsettled territory in Canada and New Brunswick. As it was distinctly laid down as a condition in Mr. Hawes's letter, that "any deviation from the line recommended by Major Robinson and Captain Henderson must, however, be subject to the approval of Her Majesty's Government," the negotiation at Toronto was conducted on the assumption that that line would be the one selected; and I think I am warranted in assuring Your Lordship that a proposition for the three Provinces to unite in constructing, on joint account, a Railway from Halifax to Quebec by Major Robinson's route, would have been unanimously rejected. It would indeed have been vain to bring such a proposition before any of the Legislatures. When, however, it was represented by Mr. Howe that it was the intention of Her Majesty's Government to extend the aid of the Imperial guarantee, and that such was the interpretation to be put on Mr. Hawes's letter, where it is stated that "Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon,—that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States," the difficulty was in a great degree removed. New Brunswick, in consideration of obtaining the aid of the Imperial guarantee for what was considered a paying line, was willing to take an interest of one-third in an unproductive one, believing that her loss on the one line would be compensated by the profit on the other. Nova Scotia, in consideration of securing both lines as feeders to her trunk, consented to take a third also in a line which as a separate speculation she would have refused to do. The inducement for Canada to join was, that under Mr. Hawes's letter, the line was to terminate at "Quebec or Montreal." And as the intermediate line between those Cities offered a fair prospect of being remunerative, she consented, though reluctantly, to co-operate in a work in which she had less interest than the other Provinces. Such were the views of the parties to the conference at Toronto in June

* Papers on the Halifax and Quebec Railway, presented to both Houses of Parliament by Command, 8th April, 1851.

last, and Your Lordship will therefore readily understand how completely your Despatch of the 27th November last destroyed all our calculations. Canada, of course, was not so much affected by that Despatch as the lower Provinces: and as it was important to ascertain with as little delay as possible what course the Governments and Legislatures of those Provinces would be prepared to take under the altered circumstances of the case, it was deemed expedient by His Excellency the Governor General, and by His Council, that a deputation should proceed at once to Fredericton, to confer with His Excellency the Lieutenant Governor of that Province and with His Council, as well as with a deputation from Nova Scotia, which it was hoped would be sent to that City. As it was well known that the consent of New Brunswick could not be obtained to Major Robinson's line as a separate proposition, and as under any circumstances the opinion of the Canadian Government was strongly in favor of a line through the country watered by the tributaries of the St. John, irrespective of merely military considerations, it was agreed that the deputation to be sent to Fredericton should be instructed to endeavor to obtain the joint action of the three Governments in favor of such a line. I was accordingly honored with the commands of His Excellency the Governor General to proceed to Fredericton, in company with the Honorable Mr. Taché, Receiver General, and the Honorable Mr. Young, Chief Commissioner of Public Works, and was duly accredited by His Excellency to Lieutenant Governor Sir Edmund Head, whose kind attentions and whose cordial co-operation in furthering the object of our mission I am bound gratefully to acknowledge. I left His Excellency fully impressed with the conviction that he and his Council had arrived at the same conclusion that we had come to in Canada, that the only feasible mode of constructing the trunk Railway, with Imperial aid, was by adopting the line of the Valley of the St. John, by which means an important section of the European and North American would be common to both lines. As no deputation had been sent from Nova Scotia, and as the Legislature of that Province was on the eve of meeting, it was deemed advisable that we should proceed to Halifax, accompanied by the Honorable Mr. Chandler of New Brunswick. On our arrival here we put ourselves immediately in communication with Lieutenant Governor Sir John Harvey, from whom we have received all the co-operation that we could have desired, and whose kindness and courtesy during our stay have been unremitting. We were put by His Excellency in communication with the members of his Council; and Your Lordship will, I have been assured, receive by this mail copies of the various papers which have passed between the deputations from Canada and New Brunswick and the Councillors of Nova Scotia. Your Lordship will observe, that Nova Scotia conceives that Major Robinson's line, in connexion with the European, would be more advantageous to her local interests. She anticipated connexion with the United States by the latter; while if Major Robinson's had been adopted as the trunk, she relied not only on a trade with the seaports on the Gulf of St. Lawrence and Bay of Chaleurs, but also on a monopoly of the Canada trade which might be diverted by the Valley of the St. John line to the City of St. John. While, therefore, she was ready to incur a liability in proportion to the length of the road in Nova Scotia, she demurred to taking the interest of one-third, which was the basis of the Toronto agreement. The Canadian deputation then proposed that New Brunswick should take five-twelfths interest and Nova Scotia one-fourth, leaving Canada to assume one-third of the line to Quebec and the whole of the continuation to Montreal. This was at first refused, but I have been assured that within a day or two there has been a considerable reaction in public opinion. Among other proofs of this, I may mention that a requisition for a public meeting, most respectably signed, was sent to the Mayor, in accordance with which he called a meeting of the inhabitants of this City, which was held yesterday, and most numerous and respectably attended. Having been invited, with my colleagues, to offer explanations of our

views, we addressed the meeting, and obtained a unanimous vote of thanks; and I have been assured, on what I consider good authority, that the assent of Nova Scotia to the scheme is now a matter of certainty. The question now is, will any difficulty be made by Her Majesty's Government? I can conceive of no objection to the line agreed to, unless one based on mere military considerations; and I trust that Your Lordship will excuse me for offering a few remarks on this point. It is first to be observed, that if a practicable line can be found on the left bank of the St. John River, traversing the country watered by its tributaries, all the Provinces are willing to adopt it. It is believed in New Brunswick that such a line can be found, although it must be admitted that Major Robinson's opinion is unfavorable. Major Robinson, however, did not cause explorations to be made with a view to a line running from the City of St. John, *via* Fredericton or its neighborhood, to the St. Lawrence. In case a practicable line on the left bank cannot be found, then it will be necessary to fall back on the right bank, which certainly would approximate nearer than could be desired to the frontier of the United States. It is, however, the settled opinion of the people of these Provinces, that Railroads should be constructed with a view to commercial advantages; and that great works, erected for merely military purposes, would inevitably prove a failure. The Rideau Canal may be adduced as an evidence of the inexpediency of constructing works of the description referred to. In a commercial point of view great hopes are entertained, as Your Lordship will see by the official papers sent by this mail, of the line by the Valley of the St. John proving remunerative. It would afford the means of conveying western produce into the lumbering regions of the St. John and its tributaries, both in British and United States territory. But I must further remind Your Lordship, that, even with a view to military purposes, important sections of Major Robinson's line will be completed under the proposed arrangement. The Nova Scotia line and that in New Brunswick to the neighborhood of the bend of the Peticodiac will be common to both, as will the line in Canada along the south bank of the St. Lawrence. In course of time, as population and commerce extend, Major Robinson's line will doubtless be completed, but Your Lordship may rely on it that settlement must precede and not follow Railroad communication. I have a strong hope that Your Lordship will not allow this great national enterprise to be sacrificed to mere military considerations. It has been a work of great difficulty to obtain the concurrence of the three Provinces, not only to the line, but also to the mode of dividing the responsibility for the cost of construction. All this, after much labor, has I hope been accomplished, although I fear that the steamer by which I must return with my colleagues to Quebec, will arrive before the sense of the House of Assembly of Nova Scotia has been taken on this question. I will only state to Your Lordship, in conclusion, that it is my settled conviction, that if the present arrangements should prove unsatisfactory, it will be vain to expect the concurrence of the three Legislatures to any new proposition.

I have, &c.,

(Signed),

F. HINCKS.

The Right Honorable Earl GREY,

&c.,

&c.,

&c.

No. 2.

Copy of a Letter from F. Hincks, Esquire, to the Right Honorable Sir John Pakington.

MORLEY'S HOTEL,

Trafalgar Square, March 31, 1852.

Sir,—Having been honored with the commands of His Excellency the Governor General of British North America, to proceed to London to endeavor to make final arrangements with regard to the terms on which a loan can be effected for the construction of a line of Railway in the Provinces of Canada, Nova Scotia, and New Brunswick, with the guarantee of the Imperial Parliament, and having had an opportunity of explaining personally the views entertained on the subject by the Governments and Legislatures of the three Provinces respectively, I now, in accordance with your request, have the honor to place those views before you in a more formal manner, trusting that they will receive the early and favorable consideration of Her Majesty's Government. The scheme of uniting the three principal Provinces of British America by means of a Railway originated with the late Earl of Durham, who formed a strong opinion that Imperial interests would be largely promoted by such a work. No action however was taken in the matter for some years, nor until it was proposed to construct a great military road through New Brunswick at the expense of the mother country. The scheme of substituting a Railway was then revived, on the supposition that, the necessity for a military road being superseded, Imperial assistance would be given in aid of such a work to a considerable extent. On application being made to the Secretary of State for the Colonies on the subject, it was proposed by him that a survey of the line should be made by officers of the Royal Engineers, and that the expense of such survey should be borne by the three Provinces in such proportions as might be agreed on.

At this time Canada had taken little interest in the scheme, and I have no hesitation in saying that had it been announced that Imperial assistance was not to be expected in any shape, the Provinces would, with one accord, have declined incurring the expense of a survey which would have been deemed wholly useless.

The Legislatures of the several Provinces, fully convinced that if the result of the explorations should be satisfactory, Imperial aid would be afforded in some way, did not hesitate to give a pledge to pay the expenses of the survey, which was accordingly ordered, and was in due course executed under the able superintendence of Major Robinson, R.E. That officer strongly recommended the execution of the work, and suggested that it should be undertaken at the risk, in certain proportions, of the Imperial Government, Canada, Nova Scotia, and New Brunswick. Major Robinson's report having been referred to the Railway department of the Board of Trade, the measure was considered by that Board more with reference to the probability of an adequate revenue being derived from the tolls than to its importance in a national and intercolonial point of view, and they recommended that no Imperial assistance should be given to it. It is proper to state here, that in the expectation that the work would be constructed by the Imperial Government, the three Provinces agreed to secure the right of way, the land required for stations, ten miles in extent of all ungranted land on each side of the line, and £60,000 sterling per annum to cover any deficiency in revenue. Such an offer on the part of the three Provinces is sufficient evidence of their anxious desire to co-operate as far as in their power in the construction of this great national work.

It is true that the people of British America are not insensible to the effect which this line of Railway would have in promoting their material interests, but it is my duty to impress on Her Majesty's Government that all the Provinces, and more especially Canada, feel strongly, that quite as much benefit would accrue to the

mother country as to any of the colonies by its construction. The offer made by the three Provinces conjointly having been rejected by Her Majesty's Government, no further action was taken in the matter until last year, when the Honorable Mr. Howe, Secretary of the Province of Nova Scotia, having come to England to promote the construction of local works, was invited to confer with Earl Grey, then Her Majesty's Principal Secretary of State for the Colonies, on a scheme of a more extensive character than his instructions contemplated. The result of this conference was a letter addressed to Mr. Howe by Mr. Under-Secretary Hawes, dated 10th March, 1851, announcing that, on certain conditions, Her Majesty's Government were prepared to recommend to Parliament to afford its guarantee to a loan, or to advance the required sum from the Imperial Treasury, for the construction of a Railway, on British territory, between Halifax and Quebec or Montreal. Earl Grey's project was based on the supposition that the three Provinces would be able to unite on some plan for dividing the responsibility which they were required to assume, and it of course became necessary that the Legislatures of the several Provinces should be consulted. Prior, however, to any Legislative action, the Governor General, the Earl of Elgin and Kincardine, in accordance with the suggestion of Earl Grey, requested the attendance, at the seat of Government in Canada, of members of the Governments of Nova Scotia and New Brunswick. In accordance with His Excellency's request, the Lieutenant Governors of those Provinces directed the Honorable Messrs. Howe of Nova Scotia and Chandler of New Brunswick to proceed to Toronto, where, after much consultation, a satisfactory arrangement was effected as the basis of Legislative action. It was agreed that the line from Halifax to Quebec should be constructed on joint account of the three Provinces, each assuming one-third of the risk, and that the extension to Montreal should be undertaken by Canada alone. On this basis Canada proceeded forthwith to legislate, the Provincial Parliament being in session at the time, and on Mr. Howe's return to Nova Scotia a new Parliament for that Province was summoned to consider the Railway measure, and a Bill was passed in accordance with the Toronto agreement.

Before the meeting of the New Brunswick Legislature, however, a Despatch was received from Earl Grey, by which it appeared that Mr. Howe had misunderstood His Lordship's intention and Mr. Hawes's letter in a very important particular, viz., as to the Imperial guarantee being afforded to the Branch Line leading by the city of St. John, New Brunswick, to the frontier of the state of Maine. This line being the one of the greatest importance to New Brunswick, no doubt was entertained in Canada, on the receipt of Earl Grey's despatch, that the Legislature of that Province would abandon the scheme agreed to at Toronto. Under these circumstances I was deputed, with two of my colleagues, by the Governor General to proceed at once to Fredericton to endeavor to effect a new arrangement. After conferring with Lieutenant Governor Sir Edmund Head, and with the members of his council, it was deemed advisable that we should continue our journey to Halifax, having been joined by the Honorable Mr. Chandler, member of the Executive Council of New Brunswick. The negotiations which took place in that city have been officially communicated to Her Majesty's Government, and I need not enter here into any detailed statement of them. When, after much anxiety and trouble, the serious difficulties arising from conflicting interests were removed, it was deemed expedient that a member of each Government should proceed to London to arrange matters of detail finally with Her Majesty's Government. The Legislatures of Nova Scotia and New Brunswick being in session, Messrs. Howe and Chandler were unable to leave their respective Provinces as early as circumstances enabled me to do, and they, therefore, requested me to do all in my power to arrange matters before their arrival, which my full knowledge of their views enables me to do.

I cannot too strongly impress on Her Majesty's Government the importance of coming to an early decision on this important subject. If a satisfactory arrangement of details can be made, it is highly desirable that no time should be lost in commencing the survey and location of the line, and in preparing the estimates. I am not without hope that Her Majesty's Government may consent to submit a measure to the present Parliament to authorize the guarantee, but it is my duty to anticipate a refusal to take such a step at the present juncture. I feel persuaded that Her Majesty's Government will be most anxious to prevent, if possible, the delay and vexation that will be caused by a refusal to adopt any measure to promote the great enterprise which I have been instructed to advocate, especially as in case the present opportunity of arranging difficult matters of detail with members of the several Governments be lost, so favorable a one may not occur again. I feel convinced that if the details can be agreed on with Her Majesty's Government, an assurance that the measure of granting the Imperial guarantee would be submitted during the first session of the next Parliament would answer every present purpose. On such an assurance surveys could be commenced and estimates prepared, and all other necessary arrangements effected.

The details to be arranged are few, and I shall now proceed to their consideration. First, the line: The result of the negotiations which have lately taken place between the Governments of Canada, Nova Scotia, and New Brunswick, and on which legislation has been based, has been the adoption of a different line from that recommended by Major Robinson, which was carried away from the most populous settlements of New Brunswick, and from her principal cities, St. John and Fredericton, through an unsettled country, to the St. Lawrence. The proposed line is to pass by the city of St. John, the commercial capital of New Brunswick, and thence, by the valley of the River St. John, to the St. Lawrence.

In a commercial point of view the two lines do not admit of comparison, but as the advantages of the valley of St. John line have been urged in papers already under the consideration of Her Majesty's Government, I feel that I should unnecessarily trespass on your time by discussing them here. It is admitted that the northern line is recommended principally on military considerations. It must, however, be borne in mind, that when Major Robinson made his report, the Oregon question had assumed a very threatening aspect, and such perhaps, as to cause undue weight to be given to the advantage of the railway in a mere military point of view. It is further to be recollected that Major Robinson recommended that large Imperial assistance should be given to the work, and that consequently revenue was treated as a secondary consideration. My own conviction is, that in the improbable contingency of war with the United States, the section of the line on the south bank of the St. Lawrence, between Rivière du Loup and Quebec, distant less than thirty miles from the Maine frontier, would be nearly if not quite, as much exposed to the enemy as that passing by the valley of the St. John. The Halifax and Quebec line is only a section of a great trunk line, which must very soon be completed to the western frontier of Canada, and which in many points would be equally assailable with the proposed line in New Brunswick; and it may be observed that the obstruction in time of war of any portion of this great line, extending from Halifax to the Detroit River, would be as injurious as that of the particular section between the city of John and the St. Lawrence. It must, I think, be sufficiently obvious that in time of war the section of the British Railroads lying between such important posts as Quebec and Halifax, and having a large population in its neighborhood which would be interested in its defence, would be less exposed to the attack of an enemy than any of the numerous lines in those parts of the United States bordering on British territory. I have, perhaps, dwelt too much on the subject of the proposed location of the line, especially as I had the honor of bringing the subject under the consideration of Her Majesty's Government in a letter dated 5th ultimo, ad-

dressed to the Right Honorable the Earl Grey, and which was acknowledged by Mr. Under-Secretary Peel on the 20th ultimo, in terms which encouraged the hope that the decision arrived at in Halifax, regarding the route, would not prove a barrier to the carrying out of the liberal intentions of Her Majesty's Government. I ought, however, to state that the opinion expressed at the conclusion of my letter to Earl Grey, that "if the present arrangement should prove unsatisfactory, it will be vain to expect the concurrence of the three Legislatures to any new proposition," has only been confirmed by all that has since come to my knowledge. If the decision of Her Majesty's Government should unfortunately lead to the abandonment of this magnificent enterprise, the three Provinces will be placed in the position in which they were two years ago, and will have to follow out separately their various schemes of Railway communications, all of which, it is to be regretted, tend to foster intercourse with a foreign country rather than with that to which the people of British America are united both by ties of affection and interest. The second matter of detail is the amount of the guarantee and the principle upon which the aid of the Imperial Parliament is to be extended. Hitherto no definite sum has been named in the official communications, and it is rather to be inferred from Mr. Hawes's letter, that the guarantee would be given for whatever sum should be found necessary to construct the line between Halifax and Montreal. I can readily understand that serious objections would be taken in Parliament to any proposition which would involve the guarantee of an indefinite amount, and it therefore seems to me that it would be the most satisfactory arrangement for all parties that the guarantee should be given for a specific sum, which should not be exceeded in case of its insufficiency, and that no objection should be made to the expenditure of this sum on the main line of Railway as far west as it could be made available. If that principle, which appears to be both the most simple and most satisfactory be approved of by Her Majesty's Government, the only remaining point to be settled is the amount of the guarantee. Major Robinson's estimate of the line to Quebec was £5,000,000 sterling. The proposed line may be fifteen to twenty miles longer, but the expense may be estimated at the same sum. For the extension to Montreal, which was contemplated by Earl Grey, as will be seen by a reference to Mr. Hawes's letter, taking Major Robinson's estimate as a guide, a million might be estimated, and I therefore consider that the minimum sum required to carry out the contemplated arrangements is six millions of pounds sterling. I desire, however, to submit for the serious consideration of Her Majesty's Government, whether the security of the Imperial Government would not be strengthened, and the great objects of the work promoted, by authorizing a guarantee of seven millions instead of six. A glance at the map will show that the British line from the Detroit River to Halifax will have to compete with several great lines of the United States for the western trade. In this competition they will have several advantages. It will be the best road, will have the best guage, and by far the best gradients of any line in America. The American lines are in the hands of a number of corporations, which have often conflicting interests, but a common object to obtain large dividends. The object of the three Provinces would be to place the tolls at the lowest possible rate, even at the risk of causing a charge on their revenues, so as to secure not only the passenger travel to and from Europe to the west, as well as between Halifax and Boston and New York, but likewise to obtain the passenger trade from the west to the principal Atlantic cities of the United States. This trade would diverge at various points along the line, such as Hamilton, Toronto, Kingston, Prescott, and Montreal, to the American railroads. It must be obvious that the line west of Montreal will be the best paying portion; and indeed the only reason urged for confining the Imperial aid to the section between Halifax and Montreal has been, that the western section being likely to prove remunerative, no necessity existed for granting Imperial aid. It may however, be well worthy of consideration whe-

ther it is wise for the Imperial Government to abandon its lien on the section of the line admitted to be commercially the best, and to retain it on the section expected to be unproductive. It may be urged that in case the guarantee was extended to seven millions there would be no security for the completion of the line. In answer to this I have to state that eminent English capitalists have announced their readiness to construct the entire line from Halifax to the western frontier on the assurance that the Imperial assistance will be extended to seven millions. I am myself persuaded that if the principle of granting aid at all be admitted, it is the interest of the Imperial Parliament to grant seven millions and secure the completion of the entire line. I believe that the importance to Imperial interests of this great work is not sufficiently appreciated. I have reason to believe that were a line of Railway completed from Halifax, and that port made the terminus of the voyage of the ocean steamers, fully £50,000 per annum might be saved in the Atlantic mail service, independent of the saving of the sum now paid to the United States for carrying the Canada mails,—a service most unsatisfactorily performed and most extravagantly charged for. Instead of the British mails being carried over the American Railways, it must be obvious that the mails and passengers destined for New York, Boston, and other American cities would be carried over the projected railway from Halifax to St. John, and thence by branch lines to their several destinations. Such a railway would lead to the establishment of ocean steamers of a larger class than those now used, and which would convey the emigrants at all seasons of the year cheaply and expeditiously. With such a means of rapid communication between the mother country and all parts of the British American territories, not only would the charges for transporting troops and stores be materially reduced, but a considerable diminution in the military force might be made if such a step were on other grounds deemed expedient. I need not urge the advantage which would accrue to the mother country by the employment of labour in the construction of these works, and the ultimate settlement in British America of a population which would be consumers of British manufactures. Although in advocating the extension of the loan to seven millions I may be thought to be peculiarly urging the claim of Canada, I have the satisfaction of knowing that the importance of completing the entire line to the Detroit River so as to connect it with the valley of the Mississippi and the great western states is fully appreciated by the Governments and people of Nova Scotia and New Brunswick. The aspirations of the people of Halifax are that their city should be the great Atlantic terminus for North America; but I must admit that those who feel most strongly on the subject are the people of Upper Canada. Whatever reluctance was evinced in the Canadian Parliament to aid in the great railway scheme arose from the restriction of Imperial aid beyond Montreal. The upper Canadians felt that their interests would be wholly overlooked if the construction of a line from Halifax to Montreal were secured, and that extending westward from Montreal left in uncertainty. Many of them would have preferred constructing the western section without Imperial assistance, thus applying all the unaided energies of the province to the favorite and more profitable section in Upper Canada. In fact the Legislature, in agreeing to assume the heavy responsibility of the Halifax and Montreal line, was mainly influenced by the consideration that it was one of great national importance, and that as an integral portion of the empire Canada would not be justified in declining to co-operate with the sister provinces in securing its construction.

In concluding this branch of my subject I have merely to add that I consider the guarantee of six millions as indispensable to give effect to Earl Grey's proposition, and that while I have no doubt that the three provinces will thankfully carry out their pledges if that sum be guaranteed, I trust to the liberality of Her Majesty's Government, and to the soundness of the arguments which I have advanced, to fix

it at seven millions, it being understood that the entire line is to be completed and the whole revenue pledged to the Imperial Government.

I proceed, thirdly, to consider the conditions on which the guarantee was to be granted, as I find them stated in Mr. Hawes's letter to Mr. Howe of the 10th March last. The first of these was, that the three provinces should agree upon the proportion of the liability to be respectively borne by each in the construction of the whole line. An arrangement has been effected by which the cost of the line between Halifax and Quebec is to be borne, one-fourth by Nova Scotia, five-twelfths by New Brunswick, and one-third by Canada, the line being constructed on account of the three provinces, and the entire net revenue going to each in proportion to its interest in the work. The next stipulation was, that the line should pass through British territory, a condition of course which the provinces are equally anxious with the mother country to affirm. The next stipulation is, that the new loan should be made a prior charge on the provincial revenues after any existing debts and payments on account of the civil list, and also that permanent taxes should be imposed, sufficient to cover the interest, and a sufficient sinking fund. To the principle of making the new loan a prior charge on the revenue of each province after any existing debts there can be no objection, but I feel assured that on further consideration it will not be deemed necessary to require the imposition of fresh taxes specially applicable to the new loan. It can easily be shown that the revenue of Canada is an amply sufficient security for her proportion of the risk. Instead of finding it necessary to impose new taxes, I was, as finance minister of Canada, only able during last Session to resist the demand for a reduction of duties on the ground that the new loan would entail increased burthens on the province, and render it unsafe to reduce the revenue. The sister provinces have no debt worthy of notice, and of course all their revenues of every kind will be liable for their proportion of the loan. Taxes specially appropriated are for many reasons objectionable; they have been found so in England, and the same objections may be urged against them in the colonies; a better security cannot be given than a consolidated revenue fund which embraces every description of revenue that is received into the colonial exchequer. I believe that the same high sense of honour, for which England has justly obtained such credit, will be found among the people of British North America; and I am convinced that any colonial finance minister who would allow the provincial credit to be impaired would be as utterly ruined, as a public man, as the Chancellor of the Exchequer would be in this country by similar mismanagement. I hold that the best possible security that the Imperial Government can have is a charge upon the revenues of the several provinces; and as I know that this view is participated in by the Governments of the sister provinces I trust that the provisions of the Acts passed by the several Legislatures will be found satisfactory. I may observe, that in the British provinces, as in England, there are frequently changes made in the tariffs owing to the pressure of public opinion, and it would be found extremely inconvenient to have particular taxes specially appropriated. The revenue of each province will be maintained at an amount sufficient for the liquidation of all demands on it, and this is all that the public creditor can require. Canada has provided a sinking fund of two per cent. to commence immediately, but the provinces of Nova Scotia and New Brunswick have not deemed it expedient, in view of the probability of having to pay the interest out of their general revenue, to assume the additional burthen of a sinking fund, relying, as they are justified in doing, on the rapidly progressive increase of the tolls. In the case of the Canada guaranteed loan of 1841, the Imperial Government permitted the postponement of the sinking fund for a period of years, and Nova Scotia and New Brunswick have relied on the liberality of the Imperial Government not to press too severely on their small revenues. The caution manifested by the Legislatures referred to is a proof that they are determined to fulfil

their engagements. To the condition that the Government troops, stores, and mails should be sent over the line at reasonable charges no objection can exist. One other point requires consideration, viz., the mode in which Her Majesty's Government will exercise supervision over the expenditure. In the absence of all information as to the views of Her Majesty's Government it would be presumptuous in me to discuss the subject, but I feel assured that no difficulty can arise on this point. I have to apologize for the length of this communication, which I trust you will attribute to my anxious desire to fulfil the trust reposed in me, and to represent to the Queen's Government the wishes of Her Majesty's loyal subjects in British North America. I cannot, however, conclude without expressing to you, sir, my warmest acknowledgments for the courtesy with which you have received me, and for the interest which you have taken in the subject which it has been my duty to bring under your consideration.

I have, &c.,

(Signed,)

F. HINCKS.

The Right Honorable

Sir JOHN S. PAKINGTON, Baronet, M.P.

&c.,

&c.,

&c.

No. 3.

Copy of a Letter from F. Hincks, Esquire, to the Right Honorable Sir John S. Pakington.

MORLEY'S HOTEL, London, May 1, 1852.

Sir,—At the interview with which the Honorable Mr. Chandler of New Brunswick and myself were yesterday honored by the Earl of Derby, we were given to understand by His Lordship that he would examine the various papers on the subject of the British American Railway, and that he would see us again after the arrival of Mr. Howe of Nova Scotia. I left His Lordship in the confident hope that I should receive an early communication of the intentions of Her Majesty's Government, and although at great inconvenience, I determined to postpone my departure from England until the 22nd instant. I must, however, be permitted to say that Mr. Howe's arrival can have no effect whatever on the question of route, the only one yet raised by Her Majesty's Government. If a final arrangement were agreed to, Mr. Howe's presence to adjust some details as to the mode of constructing the work would, doubtless, be important; but as the Legislature of Nova Scotia has passed an Act settling the route by the city of St. John, Mr. Howe would not be in a position to enter into any new arrangements; and even if he were, as Mr. Chandler and I could be no party to them, the negotiation, unless based on the valley of St. John route, would fall to the ground. I may here observe that it is not only the anxious wish, but the confident hope of the three Provinces, that a practicable line may be obtained on the left bank of the river St. John, or rather in the country watered by the tributaries of that river, a point that I think the Earl of Derby seemed to attach much importance to. I trust, Sir, that you will perceive that Mr. Howe's presence in England, at the present stage of the negotiations, is of no importance whatever; whereas if any satisfactory result be arrived at, my presence during the arrangement of details will be almost indispensably necessary. Observing, by the report in the "Times" of this morning of a conversation which took place last evening in the House of Commons, that it is not the intention of

Her Majesty's Government to come to any final decision without communicating information to the House, and apprehending that much delay may yet be contemplated, I feel that it is my duty, on the part of the Province whose interests are entrusted to my care, to explain frankly, but most respectfully, to Her Majesty's Government, that it will be quite impossible for Canada to continue any longer a negotiation which has already involved her in much expense and trouble, and which has naturally retarded other arrangements which can be made for securing the construction of the most important sections of a great Canadian trunk line of Railway. I am anxious that Her Majesty's Government should understand most distinctly that I have not been sent to England as an humble suitor on the part of Canada for Imperial aid. Canada was invited by the Imperial Government to aid in the great national work under consideration, and I must be permitted to say that she has generously and patriotically responded to the invitation. Much time has unfortunately been lost, though not from any fault on the part of the Government or Legislature of Canada; and I therefore trust that my present formal appeal to Her Majesty's Government will not be attributed to impatience, but to an anxious desire to promote the interests of my country. It seems to me far from improbable that, on some ground or other, this negotiation will prove a failure. If so, it is of the very highest importance to Canada that the fact should be known as soon as possible. I have reason to believe that I can effect arrangements on the spot with eminent capitalists, to construct all the Railroads necessary for Canada, with our own unaided credit. I have likewise reason to know that the European line from Halifax to the frontier of Maine can be constructed by the unaided credit of Nova Scotia and New Brunswick. We cannot afford to lose the opportunity of effecting such an important object to us, which will afford communication between Halifax and the western frontier of Canada. I am convinced that Her Majesty's Government, if unable to meet our wishes by granting us the aid spontaneously offered by the late Government, would regret extremely that we should lose the opportunity of effecting other desirable arrangements, and that they will not deem me importunate or unreasonable in respectfully begging for an answer, after being delayed nearly seven weeks in England. I must leave this country by the steamer of the 22nd instant, and I cannot possibly effect the arrangements which must be carried out, whether the negotiation with Her Majesty's Government succeeds or fails, in less than a week. I therefore most respectfully request of you, sir, that you may give me a final answer by the 15th instant; and I must add, that, if Her Majesty's Government are unable, either from want of time or from the necessity of consulting Parliament, to come to a decision by that period, I must beg it to be understood that Canada withdraws from the present negotiation, and that I shall deem it my duty to enter into arrangements, which if confirmed, as I believe they will be, by the Government and Legislature, will put it out of the power of the province to negotiate on the present basis. I must also observe, that my conviction is, that there is but one mode of securing the construction of the favorite military road, which is, by the Imperial Government undertaking it at their own expense. I cannot conclude this letter without expressing my deep regret that so little confidence has been manifested by Her Majesty's Government in Mr. Chandler and myself, being, as we are, sworn confidential advisers of the Crown. I have reason to believe that at this time foreign influence is at work to prevent the accomplishment of the great national object which we have in view. I have reason to believe that Mr. Cobden, M.P., the avowed opponent of the colonies, is in communication with parties actuated by motives of the most anti-British character. Communications have been made to the Colonial Office on the subject of this railway hostile to the views of the Governments and Legislatures of the three provinces of Canada, Nova Scotia, and New Brunswick, supported as those views are by the Queen's able representatives in those provinces. No communication of

those papers, the existence of which I only know by current rumour, has been made to us. Our position has been in no way recognized by Her Majesty's Government; and I cannot but express my conviction, that such withholding of confidence has not conduced to the interests of the Queen's service.

I have, &c.,

(Signed,) FRANCIS HINCKS.

The Right Honorable Sir J. S. PAKINGTON,
&c., &c., &c.

No. 4.

Copy of a Letter from Lord Desart to F. Hincks, Esquire.

DOWNING STREET, May 6, 1852.

Sir,—I am directed by Secretary Sir John Pakington to inform you, that he can at present only acknowledge the receipt of your letter of the 1st instant, on the subject of the proposed Halifax and Quebec Railway, and that he extremely regrets any inconvenience to which you may have been exposed by a delay, from unavoidable circumstances, in coming to a decision on a subject of such great importance as that which you have brought under his notice.

I am to add, that the question itself is now under the consideration of Her Majesty's confidential advisers, and that in a few days Sir John Pakington hopes to have it in his power to answer your letter more fully, and at the same time to communicate to you the final decision of Her Majesty's Government on the subject.

I have, &c.,

(Signed,) DESART.

FRANCIS HINCKS, Esquire,
&c., &c.

No. 5.

Copy of a Letter from Lord Desart to F. Hincks, Esquire.

DOWNING STREET, May 20, 1852.

Sir,*—I am directed by Secretary Sir John Pakington to communicate to you
No. 25, a copy of the despatch which he has this day addressed to the
20th May, 1852. Governor General of British North America, conveying the decision of Her Majesty's Government on the subject of the construction of a railroad from Halifax to Quebec.

I have, &c.,

(Signed,) DESART.

FRANCIS HINCKS, Esquire.

* Similar letter addressed to W. B. Chandler, Esquire.

NOVA SCOTIA.

Despatches from the Lieutenant Governor.

No. 1.

(No. 8.)

Copy of a Despatch from the Officer administering the Government, to Earl Grey.

(Received August 18, 1851.—Answered August 27, 1851, No. 284.)

GOVERNMENT HOUSE,

HALIFAX, August 4, 1851.

My Lord,—Referring to Your Lordship's Despatch of the 14th of March, (No. 569,* addressed to the Governor General), I have now the honor to enclose a copy of the Report made to this Government by Mr. Howe, the delegate selected to attend the conference at Toronto, held under Your Lordship's instructions.

The important measure matured at that conference seeming to depend on the legislative action of the Provinces interested, and the spirit, if not the strict letter of the law rendering an appeal to the constituencies of Nova Scotia indispensable before the Session could be held, I deemed it to consist with my duty to dissolve Parliament by Proclamation on the 29th day of July.

In taking this step I have been sustained by the unanimous opinion of the Executive Council, and trust that it will meet with Your Lordship's approval.

The Elections will be held on the 28th of August, and the writs are returnable on the 20th of September.

I have, &c.,

(Signed,)

JOHN BAZALGETTE,

Administrator.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 1.

DELEGATION TO CANADA.

MR. HOWE'S REPORT.

AMHERST, July 20th, 1851.

Sir,—The negotiations which I was charged to conduct with the Governments of Canada and New Brunswick having been brought to a close, in a final conference held with the delegate from the latter Province this afternoon, I lose no time in submitting, for the information of His Honor the Administrator of the Government, a Report of my proceedings under the commission and instructions with which I was honored by His Excellency Sir John Harvey.

* Papers respecting Halifax and Quebec Railway, presented to both Houses of Parliament by Command, April 8, 1851.

You are aware that His Excellency Sir Edmund Head had selected the Honorable Edward B. Chandler to represent the Government of New Brunswick at Toronto, and that it had been arranged that I was to meet him at Dorchester on the 1st of June.

As I had to pass through the County of Cumberland, where the Bill, pressed so earnestly on the Legislature at its last Session, originated, and as it was more than probable that public opinion in New Brunswick would be largely influenced by the decision of that county against the measure, and in favor of the proposition made by Her Majesty's Government, I deemed it to consist with my duty to invite, in the shire Town, the most ample discussion of the whole subject. I therefore addressed a letter to the *Custos Rotulorum* of Cumberland, acquainting him with my intention to attend any meeting that might be called for that purpose.

On reaching Amherst, I found that a meeting had been convened, and that a very numerous and respectable body of the leading men of Cumberland crowded the Court House. The result of an animated discussion, which extended over several hours, was an almost unanimous decision to sustain the views and policy of the Government.

At Amherst, I received invitations to attend two meetings in the County of Westmoreland, New Brunswick, and another in the County of Kent; the former I accepted, as the places named lay upon my route; the latter I was compelled to decline. The unanimity of feeling displayed at Dorchester, and at the Bend of Peticodiac, convinced me that the rural population of New Brunswick only required information; and that, when the subject came to be fully discussed, their support would be given to any fair modification of the terms which the Legislature had rejected.

An experiment on the City of St. John appeared to offer less assurance of success. The office-bearers and agents of the Portland Company resided there, and formed, with their friends, clients, and stockholders, an organized combination. A large portion of the press had taken its tone from these gentlemen; and for many weeks the propositions contained in Mr. Hawes's letter, and the general policy of this Government, had been discussed in a spirit which was certainly not calculated to ensure me a very cordial reception. When I entered the city I was assured that there would not be three exceptions to the unanimity with which the offers of Her Majesty's Government would be rejected and condemned. The result of the discussion which ensued, at a public meeting to which I was invited by the citizens, may be gathered from the altered tone of a very influential portion of the press, and from the fact that the promoters of the Portland Company have postponed further proceedings until the 20th August. "It is evident," says the editor of the "*Freeman*," (a journal originally hostile—still doubtful, but faithfully interpreting the prevailing sentiment of the community,) "that the public mind is "excited by the magnificent proposal of Earl Grey, as interpreted by Mr. Howe and others."

Having attended three meetings within His Excellency's Government, I deemed it but respectful to proceed to Fredericton, and explain to Sir Edmund Head the reasons by which I had been influenced, and the general views which I entertained. These explanations were regarded as satisfactory, and I received from His Excellency very gratifying marks of confidence and consideration.

On reaching St. Andrews, on my way to the United States, I was met by a deputation, with a request that I would address a public meeting at that place on the following day. Though apprehensive that the interest which the people of St. Andrews naturally felt in the success of their own Railroad might place them in hostility to their inter-colonial lines, I consented to attend the meeting, and received at its close the most satisfactory assurances from a very large assemblage of

all ranks and classes, that no mere local interests or predilections would induce St. Andrews to place herself in opposition to a great scheme of inter-colonial policy and improvement.

The charge having been frequently made that the Government of Nova Scotia had broken faith with the Portland convention, and much pains having been taken to persuade the people of that city that the North American and European line had been abandoned, it appeared very desirable that the conduct of this Government should be vindicated, and its policy clearly explained to the leading men of this friendly and very interesting community. Mr. Chandler and myself spent nearly a day at Portland on our way to Canada. John A. Poor, Esq., one of the most active members of the convention, rejoined us at Toronto, and we exchanged frank explanations with and received much courtesy from that gentleman and his friends on our return. Misconceptions previously entertained were dispelled by these friendly conferences. Mr. Hawes's letter of the 10th of March, Earl Grey's despatch of the 14th, addressed to the Governor General, with copious extracts from the correspondence between the Imperial and Colonial Governments, have been published and extensively circulated in the state of Maine: Assuming that the policy explained to them will be acted upon in good faith, and "that the provinces of New Brunswick and Nova Scotia will, in some mode or other most agreeable to themselves, carry out the plan of a continuous line of railway from the boundary of Maine to the eastern shores of Nova Scotia," all opposition to our policy has been wisely withdrawn by the people of Portland, who are now appealing to the Legislature and citizens of Maine to come promptly forward, and supply the means to complete that portion of the line which is to extend from Bangor to the boundary of New Brunswick.

Mr. Chandler and myself reached Toronto on the 15th of June, and during our stay at the seat of Government received from His Excellency the Governor General, from the Speakers of the two Houses of Parliament, from the members of Administration, and from the mayor and citizens of Toronto generally, such marks of distinction and courtesy as assured us of the very high estimation in which the provinces we represented were held.

Invited to take seats in Council on the 16th, we were at once assured of the cordial co-operation of the Government of Canada, of the readiness of the Administration to accept the terms offered by the Imperial Government, and to unite with Nova Scotia in meeting the difficulties presented in New Brunswick, by such fair modification of those terms as would enable Mr. Chandler to secure the co-operation of that province. It is due to that gentleman to state, that he made no important demands; explained the position of his Government and the prevailing sentiment of the country frankly, and then left it to the discretion and good feeling of the conference to determine to what extent the peculiar aspects of New Brunswick should be considered, and aid given to that province, in the construction of one of her great lines, to enable her to complete them both.

If New Brunswick maintained an antagonistic position, it was clear that neither the line to the St. Lawrence nor that to Portland could be accomplished; the proposition of the British Government would in that case have to be rejected, and the three provinces be driven, in bad temper and at ruinous rates of interests, to carry on their internal improvements without mutual sympathy or co-operation.

To obviate this state of things appeared to all parties most desirable; and, at length, Mr. Chandler was empowered to invite the co-operation of his Government upon these terms, it being understood that the Governments of Canada and Nova Scotia were to be bound by them if New Brunswick acquiesced:—

That the line from Halifax to Quebec should be made on the joint account and at the mutual risk of the three provinces, ten miles of Crown land along the line

being vested in a joint commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required :

That New Brunswick should construct the Portland line, with the funds advanced by the British Government, at her own risk :

That Canada should, at her own risk, complete the line from Quebec to Montreal, it being understood that any saving which could be effected within the limits of the sum which the British Government are prepared to advance, should be appropriated to an extension of the line above Montreal :

That on the debt contracted on the joint account of the three provinces being repaid, each should own the line within its own territory.

It was also understood that Canada would withdraw the general guarantee offered for the construction of railways in any direction, and that her resources should be concentrated upon the main trunk line, with a view to an early completion of a great inter-colonial highway, on British territory, from Halifax to Hamilton; from whence to Windsor, opposite to Detroit, the Great Western Company of Canada, have a line already in course of construction.

This policy having been arranged, it became very desirable that Mr. Chandler should return promptly to New Brunswick to submit it to his colleagues; and to assure himself that in the event of the administration assuming the responsibility which it involved, they would be sustained by a majority of the Legislature. Allowing a sufficient time for a deliberate review of the whole ground, and for a final decision, a meeting was arranged with Mr. Chandler at Dorchester on my return. I rejoined him this afternoon, and was happy to receive from him the assurance that the Government of New Brunswick will be prepared to submit the policy agreed upon to the Legislature of that province, with the whole weight of its influence, so soon as the Government of Nova Scotia intimates that it is prepared to co-operate on the terms proposed.

The final adoption of this great scheme of inter-colonial policy now rests with the people of Nova Scotia, to whom it is probable that it will be submitted by a dissolution of the Assembly at an early day. I have pledged the government to it beyond recal. I have staked, upon the generous and enlightened appreciation of their true interests by my countrymen, all that a public man holds dear. Having done my best to elevate Nova Scotia in the eyes of Europe and of the surrounding colonies, I have no apprehension that she will repudiate the pledges which I have given.

Her clear interest demands the prompt acceptance of the proposition,

1st. Because it secures to her, within very few years, a railway communication of 1,400 miles, extending through the noble territory of which she forms the frontage, and with which her commercial, social, and political relations must be very important in all time to come.

2d. Because it gives to her, almost at once, connexion with 8,000 miles of railway lines already formed in the United States, makes her chief seaport the terminus for ocean steam navigation, and her territory the great highway of communication between America and Europe.

3d. Because, on the extinction of the debt, she will possess a road with which there can be no competition within the province, a road towards which two great streams of traffic must perpetually converge, and the tolls upon which must become a source of revenue, increasing with each succeeding year.

4th. Because the completion of these great lines of communication will give to all the North American provinces a degree of internal strength and security and consideration abroad, which will far transcend any pecuniary hazards which may be incurred.

5th. Because the completion of these lines will draw into the province much of the surplus labour and capital of Europe.

6th. Because, the line from the seaboard once completed to Canada, there cannot be a doubt that it will soon be extended into the fertile and almost boundless country beyond; being followed at every advance by a stream of emigration, and ultimately, and in our own time, reaching the shores of the Pacific.

It may be argued that we ought not to risk any thing beyond the limits of our own frontier. But I regard the risk as involving a very slight liability beyond what we have already cheerfully assumed.

All our calculations have been based upon the presumption that our roads will cost £7,000 currency per mile. From the best information we could obtain in Canada and in the United States, and we gathered the opinions of the chief promoters of the Vermont, Great Western, Portland and St. Andrews roads, there is every reason to believe, if the provinces avail themselves of the most modern experience, and of the present low price of iron, that with the money in hand, and large contracts to offer, the work need not cost much more than £5,000 currency per mile. Should this be the case, the sum which was originally contemplated will probably cover the whole expenditure for which Nova Scotia will be liable; and if it does not, with her present low tariff and annually increasing consumption, the deficiency may soon be supplied.

But, after a careful examination of the country traversed by American and Canadian railroads, and of the general testimony borne by their promoters and officers, that in all cases the money with which they have been constructed has cost from 7 to 12 per cent., I have brought my mind to the conclusion that a railway built with money at $3\frac{1}{2}$ per cent. will pay almost immediately, even if made through a wilderness, provided the land be good, water-power and wood abundant; and provided that there are formed settlements at either side, to furnish pioneers, and local traffic with them, when they are scattered along the line. We have other resources, beyond our own limits, in associations of the industrious and enterprising, who are prepared to come into the provinces the instant these great works are commenced, and who within the limits at least of the lands dedicated to this enterprize, will soon form a continuous street through that portion of the territory between our frontier and the St. Lawrence, which appears to present any really serious hazard.

In estimating the relative risks and advantages which this scheme involves, it should also be borne in mind, that while Nova Scotia has but little Crown land left along her portion of the line (and this has been frankly explained) the lands which Canada and New Brunswick are prepared to grant are extensive and valuable. They will probably amount to 3,000,000 of acres, which, if sold at 5s. an acre, (and with a railroad running through them they will soon command a much higher price,) would form a fund out of which to pay the interest on the whole capital expended for the first three or four years.

I cannot close this report without some notice of the very enthusiastic and honorable treatment that I received during short visits to Quebec and Montreal. In both cities, men the most distinguished for social positions, commercial and intellectual activity, and commanding influence, vied with each other in recognizing the importance and value of the maritime provinces. Among all ranks and classes the railroads seem to be regarded as indispensable agencies by which North Americans would be drawn into a common brotherhood, inspired with higher hopes, and ultimately elevated, by some form of political association, to that position which,

when these great works have prepared the way for union, our half of this continent may fairly claim in the estimation of the world.

I have the honour to be,

Sir,

Your very obedient Servant,

JOSEPH HOWE.

WILLIAM H. KEATING, Esquire, Deputy Secretary.
&c., &c., &c.

No. 2.

(No. 16.)

Copy of a Despatch from the Officer administering the Government to Earl Grey.

(Received September 29, 1851.—Answered, October 13, 1851, No. 288.)

GOVERNMENT HOUSE,

HALIFAX, September 18, 1851.

My Lord,—With reference to my Despatches of the 4th August and 15th instant, I have the honor to transmit, for your Lordship's information, copy of a letter which the Provincial Secretary, by my direction, addressed to the Honorable J. R. Partelow, for the information of the Lieutenant Governor of New Brunswick, in relation to the subject of the proposed inter-colonial railways.

I have, &c.,

(Signed,)

JOHN BAZALGETTE,

Administrator.

The Right Honorable EARL GREY,
&c., &c., &c.

Enclosure in No. 2.

PROVINCIAL SECRETARY'S OFFICE,

HALIFAX, September 15, 1851.

Sir,—I have it in command from his Honor the Administrator of this Government to acquaint you, for the information of his Excellency Sir Edmund Head, that his Honor will be prepared to call an extra session of the Legislature of this province to consider the subject of inter-colonial railways, whenever the Legislature of New Brunswick has decided to accept the terms described in my report of the 20th July, for the construction in three equal portions of the trunk line from Halifax to Quebec.

His honor commands me to say, that his Government will be prepared to submit such a measure, and carry it through the Legislature, whenever his Honor is assured that the Government of New Brunswick adhere to the Minute of Council, dated at Fredericton on the 1st of August, and is prepared to confirm, or has confirmed, by legislation, the policy embodied in that minute.

I have, &c.,

(Signed,)

JOSEPH HOWE.

The Honorable J. R. PARTELOW,
&c., &c., &c.

No. 3.

(No. 33.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to
Earl Grey.

(Received November 24, 1851.—Answered November 27, 1851, No. 292.)

GOVERNMENT HOUSE,

HALIFAX, November 13, 1851.

My Lord,—I have the honor to enclose a copy of the speech with which I opened the extra session of the Legislature of this province on the 4th instant.

Copies of the answers of the two branches, adopted with unusual promptitude and unanimity, and of my replies to both, are also enclosed.

Your Lordship will be gratified to learn that the railway bills submitted by the Government have been, up to this moment, discussed in a temperate and dignified manner by the members of the lower house, and that there is now no doubt of their being carried by a large majority.

I have, &c.,

(Signed,)

J. HARVEY.

The Right Honorable EARL GREY,
&c., &c., &c.

Enclosure 1 in No. 3.

His Excellency opened the Session with the following speech :—

Mr. President and Honorable Gentlemen of the Legislative Council :

Mr. Speaker, and Gentlemen of the House of Assembly :

Public attention has for some time past been directed to the importance of establishing railway communication between the southern sea-board of Nova Scotia, and the St. Lawrence, with a branch line to connect the main trunk with the railway systems of the United States.

The negotiations, which I deemed it my duty to open last year, with the Right Honorable the Secretary of State for the Colonies, resulted in a generous offer from Her Majesty's Government to recommend to Parliament to guarantee or advance the funds required to construct both these lines upon certain conditions, the adjustment of which, during the past summer, rendered communications with the Governments of the neighbouring provinces indispensable.

The Legislature of Canada has made provision for their portion of the line from Halifax to Quebec, and for its extension, through the territory of that province, to the western frontier.

The Government of New Brunswick waits your ratification of the terms proposed at the conference held at Toronto in June last, to assemble the Legislature with a view to secure its friendly co-operation.

As the Imperial Parliament will probably meet early in the new year, and as it is of great consequence that the laws passed by the Colonial Legislatures should be transmitted without delay, to secure the appropriations contemplated in time to warrant the commencement of operations in the spring, I have called you together at this unusual period, confident that you would, at whatever personal sacrifice, cheerfully aid me by a prompt and calm consideration of a question of the greatest magnitude and importance.

The correspondence that has taken place, and the measures which I have directed to be prepared, shall be laid before you as soon as the forms of Parliament permit.

I confidently commend the subjects which they embrace to your diligent and enlightened review; and believing, as I do, that the destinies of these noble provinces are, to a great extent, involved in the result of your consideration of this question, I shall anxiously await your decision, and trust that the Author of all wisdom and goodness may guide your deliberations.

Enclosure 2 in No. 3.

THE ADDRESS OF THE LEGISLATIVE COUNCIL.

To His Excellency Lieutenant General Sir JOHN HARVEY, Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant Governor and Commander in Chief in and over Her Majesty's Province of Nova Scotia and its dependencies, &c. &c. &c.

May it please Your Excellency,

We, Her Majesty's loyal subjects, the Legislative Council of Nova Scotia, thank your Excellency for the speech with which you have been pleased to open the present Session of the General Assembly.

A Railway communication through a large portion of Her Majesty's North American Provinces being deemed of sufficient importance by Your Excellency to require a special meeting of the Legislature, we shall give to that subject our most careful attention.

The advancement of these noble Provinces in population, and in agricultural and commercial prosperity, being an object of our deepest solicitude, we unite with Your Excellency in the desire that that Great Being who governs and controls all things may assist and guide us in our deliberations.

HIS EXCELLENCY'S REPLY.

Mr. President, and Honorable Gentlemen of the Legislative Council:

I willingly receive this loyal and dutiful Address as an earnest of the calm and temperate spirit in which you are about to approach the discussion of the important measure to which your attention has been called.

J. HARVEY.

Government House, November 5, 1851.

Enclosure 3 in No. 3.

ADDRESS OF THE HOUSE OF ASSEMBLY.

To His Excellency Lieutenant General Sir JOHN HARVEY, Knight Commander of the Most Honorable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant Governor and Commander in Chief in and over Her Majesty's Province of Nova Scotia and its dependencies, &c., &c., &c.

May it please Your Excellency,

We, Her Majesty's dutiful and loyal subjects, the representatives of the people of Nova Scotia, thank Your Excellency for the confidence expressed in our readiness to aid Your Excellency in the calm review of a question of great magnitude and importance.

The mode by which Railway communication with each other, and with the populous states beyond the frontier, may be best secured, deeply interests the inhabitants of British America.

When the correspondence which illustrates the state of the negotiations hitherto conducted, and the measures promised by Your Excellency, have been submitted, we shall endeavour to bring to their consideration a spirit that we trust will warrant the hope expressed by Your Excellency that the Author of all wisdom and goodness may guide our deliberations.

HIS EXCELLENCY'S REPLY.

Mr. Speaker, and Gentlemen of the House of Assembly :

The promptitude and unanimity with which you have responded to my sentiments at the opening of this Session, assures me that your future deliberations will be characterised by harmony and wisdom.

No. 4.

(No. 34.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

(Received December 9, 1851.—Answered January 9, 1852, No. 297.)

GOVERNMENT HOUSE,

HALIFAX, November 27, 1851.

My Lord,—On the 13th instant I had the honor to report the opening of an extra Session of the Legislature, called to mature the measures required to carry out the Railway policy suggested in Mr. Hawes's letter of the 10th March, and Your Lordship's Despatch of the 14th *idem*.

2. The negotiations conducted at Toronto in June last, formed the basis of the Bills introduced, and I have the honor to forward copies of those Bills as they finally passed the lower House by large majorities. They are now before the Legislative Council, and will probably receive the sanction of that body without material alteration.

3. Two other Bills providing for an improved management of the Crown Lands, and giving power to the Governor in Council to charter land companies and prepare for emigration, have also passed the Assembly, and are before the Council. Copies of these Bills are also enclosed.

4. The sheets of the journals which I have the honor to forward will show the character of the objections urged to the Railway Bills, and the very decisive majorities by which they were carried.

5. Your Lordship will be gratified to receive the assurance that never, during my long administration of Colonial Government, have I known a great subject de-

bated with more dignity and moderation than have characterized the legislative discussions in this Province during the present Session. The questions involved have been treated as affecting interests too elevated and important to permit the indulgence of mere party or personal feelings, and the majorities have included gentlemen of all shades of political opinion.

6. I shall send copies of the Bills to His Lordship the Governor General, and to His Excellency Sir Edmund Head by the next mail.

I have, &c.,

(Signed,) J. HARVEY.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 4.

EXTRACT FROM THE JOURNALS OF THE HOUSE OF ASSEMBLY.

The Order of the day for the further consideration in Committee of the Railway Bills, being read;

The House resolved itself into such Committee.

Mr. Speaker left the Chair.

Mr. Thorne took the Chair of the Committee.

Mr. Speaker resumed the Chair.

The Chairman reported from the Committee that they had gone through both the Bills referred to the Committee, viz.:—the Bill to make provision for the construction of a trunk Railway through British North America, and the Bill for raising by way of loan a sum not exceeding one million of pounds sterling, for the construction of a trunk Railway through British North America, and had made amendments thereto respectively, which they had directed him to report to the House with the Bills; and he delivered the Bills and amendments in at the clerk's table, where the amendments were read.

Upon the usual question being propounded from the Chair that such Bills be fairly engrossed,—

Mr. Killan moved, by way of amendment, that the House do come to the following resolution:—

Whereas it is the duty and the privilege of the people, by their representatives, from year to year to impose the taxes and grant the supplies necessary to conduct the civil government, and the continued exercise of this right is essential to the preservation of liberty and a just influence over the administration of affairs.

And whereas it has hitherto been the just and wise policy of the Legislature of this Province to apply, by a fair and equitable distribution, the remaining revenue, after defraying the ordinary expenses of Government, in constructing and improving the roads and bridges, in the advancement of education, and in forwarding other objects of general utility.

And whereas the Bills before the House, by placing in the hands of the Executive and disposing of the principal part of the available revenues of the Province, diminishing the salutary power of the people and their representatives, afford no security against a lavish expenditure, and by confining the application of that revenue to a single work of vast magnitude, the benefits of which cannot be equally participated in by the different sections of the Province, which involves an expenditure disproportioned to our limited resources, and extends far beyond the bound-

dary of the Province, propose entirely to change and subvert the existing policy of this Legislature:

Resolved, therefore, That a measure involving changes of such vital importance, and pregnant with results which, if not successful, must prove highly detrimental to the best interests of the country, is not the best and safest course of obtaining Railway communication through this Province, and that for these reasons the Bills be re-committed, with a view to the adoption of a measure more consonant with sound British principles and practice, and less hazardous to the highest interests of Nova Scotia.

Which proposed amendment being seconded and put, and the House dividing thereon, there appeared for the amendment, fourteen; against it, thirty-six.

For the Amendment:

Mr. Wade,	Hon. Mr. Johnston,	Mr. Josiah Coffin,
“ Comeau,	Mr. Whitman,	“ Moore,
“ Brown,	“ Shaw,	“ Jost,
“ Marshall,	“ Killam,	“ Creighton.
“ Thorne,	“ Ryder,	

Against the Amendment:

Mr. M'Kinnon,	Mr. Murray,	Mr. Locke,
“ Henry,	“ Jas. Campbell,	“ S. Campbell,
“ Martell,	“ J. Munro,	“ M'Lelan,
Hon. Fin. Sec.,	“ Freeman,	“ Dimock,
Mr. Zwicker,	“ Doyle,	“ Wier,
“ Fraser,	“ B. Smith,	“ Holmes,
“ Esson,	“ John Campbell,	Hon. Atty. General,
“ Hall,	“ Mosher,	“ Prov. Sec.,
“ H. Munro,	“ Thos. Coffin.	Mr. Fulton,
“ Young,	“ Cowie,	“ Archibald,
“ M'Queen,	“ Bent,	“ Wilkins,
“ P. Smyth,	“ M'Leod,	“ Chipman.

So it passed in the negative.

The Hon. Mr. Johnston then moved, by way of amendment, that the house do come to the following resolution:

Resolved, That a railroad through Nova Scotia connecting this province by a line of railroad through New Brunswick with the frontier of the state of Maine, and thence with Portland, whereby a general railway communication would be opened with the United States, and also with Montreal, Quebec, and other parts of Canada, promises more remunerative returns and more general advantages to this province than can be expected from a railway route from the frontier of Nova Scotia through New Brunswick directly into Canada; and that the formation of both lines would lead to an expense greater than any benefit to be expected from the concurrent existence of the two; and therefore resolved, that the bills be re-committed for the purpose of amending the same in such a manner that the railroad through Nova Scotia may be kept distinct from and independent of the formation of a railroad through New Brunswick directly into Canada.

Which proposed amendment being seconded and put, and the house dividing thereon, there appeared for the amendment, fourteen; against it, thirty-six.

For the Amendment:

Mr. Wade,	Hon. Mr. Johnston,	Mr. Josiah Coffin,
“ Comeau,	Mr. Whitman,	“ Moore,
“ Brown,	“ Shaw,	“ Jost,
“ Marshall,	“ Killam,	“ Creighton.
“ Thorne,	“ Ryder,	

Against the Amendment:

Mr. M'Kinnon,	Mr. Murray,	Mr. Locke,
“ Henry,	“ Jas. Campbell,	“ S. Campbell,
“ Martell,	“ J. Munro,	“ M'Lelan,
Hon. Fin. Sec.,	“ Freeman,	“ Dimock,
Mr. Zwicker,	“ Doyle,	“ Wier,
“ Fraser,	“ B. Smith,	“ Holmes,
“ Esson,	“ John Campbell,	Hon. Atty. General,
“ Hall,	“ Mosher,	“ Prov. Sec.,
“ H. Munro,	“ Thos. Coffin,	Mr. Fulton,
“ Young,	“ Cowie,	“ Archibald,
“ M'Queen,	“ Bent,	“ Wilkins,
“ P. Smyth,	“ M'Leod,	“ Chipman.

So it passed in the negative.

The Hon. Mr. Johnston then moved, by way of amendment, that the house do come to the following resolution:

Resolved, That an agreement for the formation of a railroad from Halifax to Quebec, through New Brunswick, at the equal expense of the three provinces of Canada, New Brunswick, and Nova Scotia, not only entails upon this province the expense of contributing to keep up an unproductive line of road, whereby any profit that may be expected from the more productive line through our own territory will be absorbed and lost, but will in effect impose upon Nova Scotia the expense of constructing and operating upwards of sixty-five miles, which Canada, and of twenty-two miles which New Brunswick, would respectively have to bear were the several provinces to construct and operate the portion within their own limits, and that a share in the ungranted lands on the line would be a very inadequate consideration for the unequal burden thus imposed on Nova Scotia; and therefore resolved, that the bills be re-committed for the purpose of being so amended that the agreement among the three provinces of Canada, New Brunswick, and Nova Scotia may be so restricted that this province shall not be required to assume a greater responsibility than the construction and operation of that part of the line within its own territory.

Which proposed amendment being seconded and put, and the house dividing thereon, there appeared for the amendment, fourteen; against it, thirty-six.

For the Amendment:

Mr. Wade,	Hon. Mr. Johnston,	Mr. Josiah Coffin,
“ Comeau,	Mr. Whitman,	“ Moore,
“ Brown,	“ Shaw,	“ Jost,
“ Marshall,	“ Killam,	“ Creighton.
“ Thorne,	“ Ryder,	

Against the Amendment:

Mr. M'Kinnon,	Mr. Murray,	Mr. Locke,
“ Henry,	“ Jas. Campbell,	“ S. Campbell,
“ Martell,	“ J. Munro,	“ M'Lelan,
Hon. Fin. Sec.,	“ Freeman,	“ Dimock,
Mr. Zwicker,	“ Doyle,	“ Wier,
“ Fraser,	“ B. Smith,	“ Holmes,
“ Esson,	“ John Campbell,	Hon. Atty. General,
“ Hall,	“ Mosher,	“ Prov. Sec.,
“ H. Munro,	“ Thos. Coffin,	“ Fulton,
“ Young,	“ Cowie,	“ Archibald,
“ M'Queen,	“ Bent,	“ Wilkins,
“ P. Smyth,	“ M'Leod,	“ Chipman.

So it passed in the negative.

The Hon. Mr. Johnston then moved that the house do come to the following resolution :

Resolved, That the bills be re-committed for the purpose of adding a clause providing that when the railroad shall be paid for, this province shall retain the ownership and benefit of one third thereof, or such a proportion thereof as this province may have contributed to make.

Which proposed amendment being seconded and put, and the house dividing thereon, there appeared for the amendment, nineteen; against it, thirty-one.

For the Amendment :

Mr. Wade,	Mr. Shaw,	Mr. John Campbell,
“ Comeau,	“ Killam,	“ Freeman,
“ Brown,	“ Ryder,	“ Cowie,
“ Marshall,	“ Josiah Coffin,	“ M'Leod,
“ Thorne,	“ Moore,	“ H. Munro.
Hon. Mr. Johnston,	“ Jost,	
Mr. Whitman,	“ Creighton,	

Against the Amendment :

Mr. M'Kinnon,	Mr. Murray,	Mr. M'Lelan,
“ Henry,	“ Jas. Campbell,	“ Dimock,
“ Martell,	“ J. Munro,	“ Wier,
Hon. Fin. Sec.,	“ Doyle,	“ Holmes,
Mr. Zwicker,	“ B. Smyth,	Hon. Atty. General,
“ Fraser,	“ Mosher,	“ Prov. Sec.,
“ Esson,	“ Thos. Coffin,	Mr. Fulton,
“ Hall,	“ Bent,	“ Archibald,
“ Young,	“ Locke,	“ Wilkins,
“ M'Queen,	“ S. Campbell,	“ Chipman
“ P. Smyth,		

So it passed in the negative.

Mr. Brown then moved, by way of amendment, that this house do come to the following resolution :

Whereas the trade and consumption of the whole province will be equally taxed for the production of a revenue to discharge the interest of the debt incurred by the construction of the Quebec railroad, amounting at three and a half per cent. to the annual sum of £43,750. And whereas the inhabitants of the counties through which the said railroad will pass are chiefly interested in and will be principally benefitted thereby, while the distant counties will receive no immediate corresponding benefit.

Resolved, Therefore, in order to obviate the partial operation of the measure before the house, that the lands and real estate within twenty miles of the railroad shall contribute one fifth part of the whole interest accruing on the said debt, to be levied on the owners thereof, in a fair and equitable proportion, by assessors or commissioners, or otherwise, due regard being had to the relative advantage to be derived from the greater or less proximity of the several owners, and other circumstances incidental thereto; and that the bills be re-committed for the purpose of amending the same accordingly.

Which proposed amendment being seconded and put, and the house dividing thereon, there appeared for the amendment, seventeen; against it, thirty-three.

For the Amendment :

Mr. Comeau,	Mr. Shaw,	Mr. Creighton,
“ Brown,	“ Killam,	“ John Campbell,
“ Marshall,	“ Ryder,	“ Freeman,
“ Thorne,	“ Josiah Coffin,	“ Cowie,
Hon. Mr. Johnston,	“ Moore,	“ M'Leod.
Mr. Whitman,	“ Jost,	

Against the Amendment.

Mr. M'Kinnon,	Mr. Murray,	Mr. Dimock,
“ Henry,	“ Jas. Campbell,	“ Wier,
“ Martell,	“ J. Munro,	“ Holmes,
Hon. Fin. Sec.,	“ Doyle,	Hon. Atty. General,
Mr. Zwicker,	“ B. Smith,	“ Prov. Sec.,
“ Fraser,	“ Mosher,	Mr. Fulton,
“ Esson,	“ Thos. Coffin,	“ Archibald,
“ Hall,	“ Bent,	“ Wilkins,
“ Young,	“ Locke,	“ Chipman,
“ M'Queen,	“ S. Campbell,	“ H. Munro,
“ P. Smyth,	“ M'Lelan,	“ Wade.

So it passed in the negative.

Mr. Whitman then moved by way of amendment, that the second of such bills, viz., the bill for raising by way of loan a sum not exceeding one million of pounds sterling, &c. be re-committed to a committee of the whole house for the purpose of inserting the following clause therein :

“ And be it enacted, that in order the more fully to provide for the annual payment of the interest that may become due and payable under this Act, the city of Halifax, shall be assessed annually for the amount of interest on one hundred thousand pounds, at the same rate of interest at which the loan is obtained, such annual sum to be assessed and levied by the same authority and in the same manner that county or city rates are now assessed and levied, and to be paid into the hands of the Receiver General to form a part of the general revenues of this province, and to continue so to be annually assessed, levied, and paid in until the loan obtained under this Act shall become extinguished under the provisions thereof.”

Which last proposed amendment being seconded and put, was agreed to by the house; and thereupon,

Ordered, That such railway loan bill be re-committed to a committee of the whole house for the purpose of inserting such clause.

Ordered, That the Bill to provide for the construction of a trunk railway, &c. be engrossed.

Then the house adjourned until to-morrow at Twelve of the Clock.

No. 5.

(No. 38.)

Copy of a Despatch from Lieutenant Governor Sir J. Harvey, to Earl Grey.

(Received December 22, 1851.—Answered June 10, 1852, No. 16.)

GOVERNMENT HOUSE,

HALIFAX, December 11, 1851.

My Lord,—The proceedings of the recent very satisfactory meeting of the gene-

ral Assembly of this province having terminated, I have the honor to transmit to your Lordship a copy of the speech with which, on the 29th ultimo, I closed the session; also certified copies of the Acts passed during the sitting of that body, with the Attorney General's remarks thereon, and the joint Address of the Legislative Council and Assembly to the Queen, designed to obtain for the proposed important undertaking to construct an inter-colonial railway from Halifax to Quebec, the aid and most favorable consideration of the Imperial Government.

In transmitting this Address, I have much pleasure in adding my earnest recommendation that it may be favorably entertained by Her Majesty.

I have, &c.,

(Signed,)

J. HARVEY.

The Right Honorable EARL GREY,
&c., &c., &c.

Enclosure 1 in No. 5.

His Excellency was pleased to close the Session with the following Speech:—

Mr. President, and Honorable Gentlemen of the Legislative Council,
Mr. Speaker, and Gentlemen of the House of Assembly,

Never during my long administration of colonial Governments, did I close a legislative session with more pride and more entire satisfaction than I feel at this moment.

Having served in all the provinces which you have labored to unite by bands of peace and mutual co-operation, I know their value and highly estimate their vast resources.

At the close of a long life, nearly thirty years of which have been passed in the North American colonies, in peace and war, the great measure in which you have been engaged assures me that, more firmly set and beaming with high lustre, they are yet to remain the brightest jewels in the British Crown.

The moderation and elevated spirit which have pervaded the deliberations of both branches will ever honorably distinguish the present session.

In returning to your homes, I beg you to be assured that the high powers which you have conferred, and the grave responsibilities that you have imposed upon my government, will but increase my vigilance and care to carry out the measures you have perfected in the spirit in which they have been conceived.

Enclosure 2 in No. 5.

To the Queen's most Excellent Majesty :

The humble Address of the Legislative Council and House of Assembly of
Nova Scotia.

May it please your Majesty,

We, Your Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Nova Scotia in Provincial Parliament assembled, beg leave to thank Your Majesty for the gracious offer made to the North American provinces in the letter addressed by the Under-Secretary of State to the delegate from Nova Scotia on the 10th day of March last.

The construction of trunk lines of railway through these provinces must advance their material prosperity, multiply their commercial and social advantages in tran-

quill times, and greatly strengthen them should the peace of this continent be broken.

Strongly impressed with the high political and industrial interests involved in the completion of these great highways, the Legislature of Nova Scotia have not only cheerfully made provision for that part of the main trunk line which crosses this province, but, with a view to relieve a sister colony, have also pledged the public revenues for the extension of that line far into the bosom of New Brunswick.

While we have done this, and while we have felt deeply sensible of the substantial service to be rendered to the colonies by the interposition of Imperial credit, we will not disguise from your Majesty that a very strong feeling prevails that the great interests at stake upon this continent would warrant some direct aid from the Imperial Treasury.

The same policy which secured the highlands of Scotland from disquiet, which has bridged the ocean with noble steam ships, would seem to justify direct aid to a great national work, that, however desirable, the provinces are scarcely able to accomplish.

This railway will, we trust, before many years, be extended across this continent, securing to the mother country, upon British soil, and under the protection of the national flag, and of the Queen's own subjects, easy and rapid communication, not only with the rising communities upon the Pacific, but with the rich and populous provinces and nations which lie beyond.

With entire confidence in the wisdom of our Sovereign and the liberality of the Imperial Parliament, we commend this great subject to their care, having given it all the aid which can be justified by the limited resources of our country.

Legislative Council,

29th November, 1851.

MICHAEL TOBIN, President.

House of Assembly,

29th November, 1851,

(Signed) W. YOUNG, Speaker.

No. 6.

(No. 40.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

(Received December 22, 1851.—Answered, No. 297, January 9, 1852.)

GOVERNMENT HOUSE,

HALIFAX, December, 11, 1851.

My Lord,—Having, as my first duty, placed your Lordship's despatch, No. 292, dated 27th November, in Mr. Howe's hand, that gentleman has made to me a report, a copy of which there is barely time to enclose, leaving any observations which I may deem it right to offer for another mail.

The Legislature of New Brunswick, I learn by telegraph, is to meet on the 7th of January.

I have, &c.

(Signed)

J. HARVEY.

The Right Hon. Earl GREY,
&c., &c., &c.

Enclosure in No. 6.

HALIFAX, December 11, 1851.

May it please your Excellency,

As the mail for England closes this evening I deem it a duty which I owe to the Right Honourable the Secretary of State for the Colonies, no less than to your Excellency, to lose no time in offering such explanations as appear to be demanded of me by the tenor of the despatch from his Lordship, No. 292, dated 27th November, which has just been put into my hands.

That I have read that despatch with regret and deep mortification I cannot conceal from your Excellency. That in a question of such vital importance to the success of the policy of which I have been the advocate I have misunderstood the views of Her Majesty's Government, and for six months have misrepresented them to all British America, is as apparent from that despatch as that much time has been wasted in an unavailing attempt to ripen a scheme of improvement which must now fall to the ground.

While I do not shrink from the full weight of the responsibility which this despatch throws upon me, and while it would be unfair to disguise from your Excellency for a moment the inevitable consequences of the decision which it communicates, I am now only solicitous that your Excellency should be convinced that, however I may have misinterpreted the views of Her Majesty's Government, I have acted throughout with candour and good faith.

In my first letter to Earl Grey, dated 25th November,* I set forth at large the advantages, not only to the maritime provinces but to the empire, of a line across Nova Scotia and New Brunswick to shorten the time required to make the passage between Europe and America, and secure to our own ports the advantages of ocean steam navigation. I pointed out the danger of allowing this line to be made by foreign capitalists at high rates of interest, and, assuming that it would be so made if the British Government did not interpose, claimed the guarantee for it, under the impression that the line to the St. Lawrence had been abandoned.

In my second letter of the 16th of January a wider range was taken. The extent, value, and political and industrial importance of the provinces was argued, and assuming that it would be good policy for the mother country to aid them by guaranteeing or advancing funds for their internal improvements, I reasoned upon the construction of the two great lines of Railroad in which they were interested, and treated them as indispensable portions of one great scheme.

I never dreamed that New Brunswick would assume the responsibility of making the northern line unless the European were provided for, nor have I ever entertained that opinion. The following passage near the close of the letter of the 16th* January shows that in referring to that province I assumed that she had two lines to make, for which provision must be made.

" Although having no authority to speak for the other colonies, I may observe, " the province of New Brunswick, which lies between Nova Scotia and Canada, " has, in addition to her ordinary sources of revenue, 11,000,000 of acres of ungranted lands. She might pledge to Her Majesty's Government the proceeds of as " many millions of acres of these lands *along the lines to be opened* as might be necessary, in addition to the pledge of her public funds, to secure this country from " loss. The troops might be employed and settled in this province also. The " lands pledged could be sold to emigrants, the British mails and soldiers could be " transported at fair prices, and the amounts might be carried to the credit of *the " loans*. I believe that New Brunswick could, if moderately aided, ultimately " make *her great lines*, absorb and provide farms for millions of emigrants, increas-

*Papers relative to Halifax and Quebec Railway, April 8, 1851.

“ing the home market for British goods by the annual amount of their consumption, and in a very few years pay any loans she may require to contract without costing England a farthing.”

On the 10th of March* I received Mr. Hawes's letter, containing the passage quoted in Earl Grey's despatch:—“It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States.”

Having urged that provision should be made for both lines, and being satisfied that the one ranked far higher in the estimation of New Brunswick than the other, I did not for a moment suppose that the line which she valued most was to be excluded from the advantage of the imperial guarantee, or that she could be tempted to aid the other colonies to make a national highway, leaving her chief commercial city without any connexion with Great Britain, the United States, or the other colonies by the work for which her revenues were to be so deeply pledged.

Had I so interpreted this passage of Mr. Hawes's letter I should at once have abandoned the negotiation as hopeless, for I believed then, as I believe now, that New Brunswick will never consent to pledge her revenues to make a northern or central road unless the European is included in the arrangement. If she has to make one road with money costing six or ten per cent. she will of course make that which is to her of primary importance. She can make but one, if either is to cost so much, and the line to Canada must be postponed until her resources increase.

It is unfortunate that this matter should have been misconceived, and the blame must rest entirely upon me, for nothing could exceed the frankness and unreserve with which I was treated by Earl Grey upon all occasions.

That I never understood Mr. Hawes's proposition to include less than I have assumed is apparent from my report to Mr. Keating, dated two days after its receipt.

“I have now the honour to enclose a copy of a letter addressed to me on the 10th instant by Mr. Hawes, in which the Lieutenant Governor will be gratified to learn that my mission has resulted in the determination of Her Majesty's Government to propose to Parliament to advance, or guarantee, the funds which may be required by the three North American Provinces to make a Railroad from Halifax to Quebec or Montreal, including a line of connexion across New Brunswick, with the Railroad lines of the United States.”

At the public meeting held at Mason Hall shortly after my return I described the offer of Her Majesty's Government as I have ever understood it until to-day. After stating the generous terms proffered, and the policy to be pursued, I used this language:—

“Three hundred and thirty miles will connect us with Portland, with all the lines which interlace the American Republic, and bind together the prosperous communities of the south and west. Six hundred and seventy miles more, opening up the central lands and settlements of New Brunswick, will not only connect us, as we originally contemplated, with Quebec and the St. Lawrence, but, passing through one hundred and eighty miles of settlements on that noble river, will place us in communication with that populous city of Montreal, which will soon be in connexion with Portland on the other side; the circle being thus complete, and chains of intercommunication established, easily accessible by shorter lines to all the rising towns and settlements which that wide circuit will embrace.”

*Papers relative to the Halifax and Quebec Railway, April 8, 1851.

At the meetings held in New Brunswick, whenever charged with abandoning the Portland line, my invariable answer was that provision had been made for it, and that both lines could be built for the same price with the imperial guarantee that one would cost without it.

Mr. Chandler and myself went to Toronto in this belief. Neither of us would have gone with any other, for we both knew that New Brunswick would be no party to any arrangement which threw her funds into a comparative wilderness, and left her chief commercial cities in a state of hopeless isolation.

In my report of the proceedings at Portland, where Mr. Chandler and I passed some time, secured "provision" for the branch line to the States was propounded in vindication of the good faith of the Colonial Governments. In the report of the results of the negotiations at Toronto it was distinctly stated, that, in consideration of Nova Scotia consenting to make one third of the road to the St. Lawrence, "New Brunswick should construct the Portland line *with the funds advanced by the British Government at her own risk.*"

To this engagement we have bound her in the bills recently passed, in one of which it is expressly declared, "That this Act shall not go into operation unless provision be made by the province of New Brunswick for the construction of a branch line from some convenient point of intersection with the main trunk line to the river St. Croix."

The presence of this clause shows the interest which Nova Scotia as well as New Brunswick has in the branch line. This province would never have consented to make eighty miles beyond her frontier of the northern road, except with the certainty of securing both. With the traffic of the European line added to its own the northern line will pay. Standing by itself the risks would be too great to tempt either of the maritime provinces, unaided, into the speculation.

I deeply regret that any misconception upon this important point, propagated and reiterated in a variety of public documents and speeches, most of which were transmitted to the Colonial Office as they appeared, should have been corrected so late. Nova Scotia will have to charge to one, overzealous in her service, the cost of an extra session of the Legislature ending in disappointment.

New Brunswick will have received the intelligence in time to shape her legislation to suit her obvious interests. What course your Excellency's Government may deem it prudent to pursue in the altered circumstances in which they stand there is but little time to consider, but I would respectfully suggest that laws passed by the three branches under an entire misconception should not be submitted for the Queen's assent until after Parliament meets again.

I have, &c.,

(Signed,)

JOSEPH HOWE.

No. 7.

(No. 44.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

(Received January 5, 1852.—Answered January 9, 1852, No. 297.)

GOVERNMENT HOUSE,

HALIFAX, December 24, 1851.

My Lord,—Referring to my despatch No. 40. of the 11th instant, and its encl-

sure, I have now the honor to transmit a copy of a second report which Mr. Howe has placed in my hands.

Your Lordship is aware that I was absent from the province from the beginning of May to the end of September, having returned only just in time to meet the Legislature. In submitting the measures matured by my Government, I acted upon the wider interpretation of the proposition embodied in Mr. Hawes's letter, upon which the three Governments had negotiated throughout the summer, and which it is but due to Mr. Howe to state has been, within the provinces, universally recognized.

I have thought it but fair to Sir Edmund Head not to promulgate your Lordship's despatch here until publicity is given to it in New Brunswick. Your Lordship will perhaps allow me the expression of my firm conviction that the failure of this great enterprize would, in the present state of feeling in these provinces, do mischief in the same proportion that its successful accomplishment would have done good. Combined action for the construction of reproductive works under the auspices of the Queen's Government would, I am assured, have cheered the public mind, and elevated the character of the colonists. The disappointment of hopes so highly raised I sincerely trust may yet be averted by the wisdom and magnanimity of Her Majesty's Government.

I have, &c.,

(Signed,) J. HARVEY.

The Right Honorable EARL GREY,
&c., &c., &c.

Enclosure in No. 7.

HALIFAX, December 24, 1851.

May it please your Excellency,

Since the departure of the last mail for England, I have had leisure to reflect upon the whole subject partially embraced by my hasty report of the 11th instant.

The question at issue turns upon the interpretation which may be fairly given to the single passage in Mr. Hawes's letter of the 10th of March.

If your Excellency has given to that passage too wide an application, the error has been shared by the Legislatures and Governments of the three provinces, and by the press and the public at large.

The importance of the interests involved will perhaps justify me in placing before your Excellency some further references to public documents which may have been overlooked.

On the 22nd of March, with Mr. Hawes's permission, the whole correspondence was placed in the hands of Messrs. Jackson, Peto, Betts, and Brassy, who were desirous of contracting for the construction of the railroads for which provision had been made. The opening passage of their letter will show the construction they put upon that of Mr. Hawes.

"9 GREAT GEORGE STREET, WESTMINSTER,
March 25, 1851.

" Sir—Having understood that it is proposed to construct through the provinces
" of British North America *certain lines of railway*, to connect those provinces with
" each other, and *with the railway lines of the United States*, and that Her Majesty's
" Government have consented to aid the Provincial Governments by guaranteeing
" the loans or advancing the funds required for *these works* on certain conditions,

“which it is probable will be accepted, we wish to make through you a tender of our services in the formation of those railroads.”

So far was I from suspecting that these gentlemen had misread Mr. Hawes's letter, or that any other interpretation would be given to it at the Colonial Office, that, on the 26th of March, I sent a copy of it to Lord Grey.

This letter, signed by Messrs. Betts and Brassy, was read at the Toronto dinner in presence of the Governor General, published in nearly all the Canadian papers, some of which were sent to Earl Grey by the next mail.

My last report contained an extract from the speech delivered by me at the Masons' Hall, in May. I have since looked carefully over that speech, and find the whole scope and structure of it founded upon the view then taken of the contents of Mr. Hawes's letter. Combating the arguments urged in New Brunswick against the acceptance of the terms proposed, I said, “New Brunswick, in my opinion, will reap the largest amount of benefit from the expenditure. She will get two most important lines at three and a half per cent, the other provinces but one.”

At the risk of appearing tedious, I must trouble your Excellency with another passage:—“But it has often been said that we have broken faith with the people of Portland; but in what essential have we broken faith? We offer to our neighbours the means to make the whole line. We have pledged our public resources to make our part of it. Have they offered us a pound, or raised one fifth of what they want themselves? Nay, can either or both show us anybody's obligation to lend them or us one tenth of what we jointly require. They ask us to co-operate with them to obtain a railroad, and we have broken faith by providing for our own requirements, and offering them money to build it to their very doors.”

But it may be said such a speech might have been made, and yet never have reached the Colonial Secretary, to challenge criticism or correction. If such had been the case my position at this moment would be very awkward. But on the 28th of May, copies of this speech were sent to Lords Grey, Stanley, and Montague, under date of the 12th of June. I was honored with a note from the Colonial Secretary, by which it is apparent that the speech had been carefully read, and was approved.

In the letter which I had the honor to address to your Excellency on the 11th instant, I referred briefly to the report made on the 20th of July of the results of my mission to New Brunswick and Canada. I have since looked carefully over that report, and find that its whole structure is based upon the conviction that all the money required to carry out the combined enterprise was to be advanced or guaranteed by the British Government.

Permit me to call your Excellency's attention to the passages in which the advantages that Nova Scotia was to derive from accepting the terms suggested at Toronto were summed up.

“Her clear interest demands the prompt acceptance of the proposition,—

“1st. Because it secures to her, within very few years, a railway communication of 1,400 miles, extending through the noble territory of which she forms the frontage, and with which her commercial, social, and political relations must be very important in all time to come.

“2d. Because it gives to her, almost at once, connexion with 8,000 miles of railway lines already formed in the United States, makes her chief seaport the terminus for ocean steam navigation, and her territory the great highway of communication between America and Europe.

“3d. Because on the extinction of the debt she will possess a road with which there can be no competition within the province. A road *towards which two great*

“ *streams of traffic must perpetually converge*, and the tolls upon which must become a source of revenue, increasing with each succeeding year.

“ 4th. Because the completion of these great lines of communication will give to all the North American provinces a degree of internal strength and security, and consideration abroad, which will far transcend any pecuniary hazards which may be incurred.

“ 5th. Because the completion of these lines will draw into the Province much of the surplus labor and capital of Europe, &c.”

This Report was published in the Colonial and in some of the English papers. It was transmitted by his Honor the Administrator of the Government, to the Colonial Office, accompanied by a Despatch, of which the following is a copy:—

“ No. 8.

“ GOVERNMENT HOUSE,

HALIFAX, August 4, 1851.

“ My Lord,—Referring to Your Lordship’s Despatch of the 14th of March, (No. 569, addressed to the Governor General), I have now the honor to enclose a copy of the Report made to this Government by Mr. Howe, the delegate selected to attend the conference at Toronto held under Your Lordship’s instructions.

“ The important measure matured at that conference, seeming to depend on the legislative action of the Provinces interested, and the spirit, if not the letter of the law rendering an appeal to the constituencies of Nova Scotia indispensable, before the Session could be held, I deemed it to consist with my duty to dissolve Parliament by Proclamation on the 29th day of July,

“ In taking this step, I have been sustained by the unanimous opinion of the Executive Council, and trust that it will meet with Your Lordship’s approval.

“ The Election will be held on the 28th of August, and the writs are returnable on the 20th of September.

“ I have, &c.,

(Signed,)

“ JOHN BAZALGETTE,

“ Administrator.”

The official answer addressed to his Honor the Administrator, was in these terms:—

“ No. 284.

“ DOWNING STREET, August 27, 1851.

“ Sir,—I have the honor to acknowledge the receipt of your Despatch No 8, of the 4th of August, enclosing a printed copy of the Report made by Mr. Howe to the Government of Nova Scotia, of his proceedings with respect to the Railway conference, and I have to acquaint you, that I am not aware of any objection to the measure which with the advice of your Council, you have adopted of dissolving the Provincial Parliament.

“ I am, &c.,

(Signed,)

“ GREY.”

The Government of New Brunswick was reconstructed, or rather strengthened, on the 1st of August. It will be seen by the following memorandum, that the support of the three gentlemen who went into the Executive Council was secured on the express condition that both lines were to be made:—

“ NEW BRUNSWICK.

“ Memorandum in regard to the Railway policy of the Provincial Government.

“ That the proposals made by the Secretary of State for the Colonies, as expressed in Mr. Hawes’s letter under date of 10th of March, 1851, upon the subject of Railways in this Province, shall be accepted in full, so far as the amount necessary is concerned, and upon the propositions specified in Mr. Howe’s Report to his Government on his return from the deputation to Canada, or on terms not less favorable; and upon such better modification of the terms specified in Mr. Hawes’s letter respecting the securities to be offered by the Province as can be obtained, it being distinctly understood that the Government will not accept any proposals for building the great trunk line which shall not embrace in an equally favorable and explicit manner the European and North American Railway, the liability for the latter line being solely confined to the Province.

“ It is also understood that the Government will urge upon the Imperial Government the propriety of obtaining Imperial aid, in addition to the guarantee, in consideration of the valuable lands which will be conceded by New Brunswick along both lines for emigration purposes, and of the great national importance of the undertaking.

“ Fredericton, August 1, 1851.”

This document, or a report of the facts it discloses, was, I presume, transmitted to Downing Street, in August. That the gentlemen who went into the Council at that time would then have given in their adhesion to the Government, had Mr. Hawes’s letter been understood to include provision only for a Railway which would not come within 100 miles of the commercial centre of New Brunswick, which two of them represented, those who know that Province will not readily believe.

Praying Your Excellency’s pardon for the length of this communication.

I have, &c.,

(Signed,) JOSEPH HOWE.

No. 8.

(No. 50.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

(Received February 16, 1852.)

GOVERNMENT HOUSE,

HALIFAX, February 5, 1852.

My Lord,—I have had the honor to receive Your Lordship’s Despatch of the 9th January. Mr. Howe has not thought it respectful to Your Lordship to offer any observations on that Despatch, nor have I thought that further discussion on the points involved would advance the public service. The intentions of Your Lordship and the views of Her Majesty’s Government having been clearly explained, the Provinces must now endeavour to carry forward their internal improvements with the limited amount of assistance which Her Majesty’s Government can afford.

I have, &c.

(Signed,) J. HARVEY.

The Right Honorable Earl GREY,
&c., &c., &c.

No. 9.

(No. 52.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to
Earl Grey.

(Received February 16, 1852.)

GOVERNMENT HOUSE,

February 5, 1852.

My Lord,—On the 27th January, the Honorable Messrs. F. Hincks, J. Young, and E. P. Taché, Members of the Executive Council of Canada, and the Honorable E. B. Chandler, Member of the Executive Council of New Brunswick, arrived at Halifax, and put themselves in communication with my Government with a view to obviate the difficulties which had arisen, and endeavour to combine the three Provinces in a common Railway policy.

The correspondence which I have the honor to enclose will show the progress of the negotiation.

The second proposition made by the Canadian Delegates will probably be accepted by Nova Scotia.

Your Lordship will, I trust, see the importance of having the Bills sent over in December, carefully reviewed, that if there are any other difficulties they may be pointed out and obviated while the Legislature is in Session.

I have, &c.,

(Signed,) J. HARVEY.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 9.

EXTRACT FROM CORRESPONDENCE, &c.

GOVERNMENT HOUSE,

FREDERICTON, January 23, 1852.

Sir,—This letter will be delivered to Your Excellency by the Honorable E. B. Chandler, a Member of my Executive Council, who accompanies three Gentlemen, Members of the Council of His Excellency the Governor General of British North America.

I have reason to believe that an understanding exists between my advisers and the gentlemen representing Lord Elgin's Government, on the subject of the proposed Railway from Halifax to Quebec. The liberal view taken by the Legislature of Nova Scotia, under Your Excellency's guidance, leads me to anticipate no serious obstacle on the part of your Government to the arrangements now contemplated.

Propositions made to Her Majesty's Government on behalf of these Provinces will acquire much strength from the fact that the three Governments individually co-operate in promoting the same scheme. I know that Your Excellency and Your Council would hail such result with sincere satisfaction.

Mr. Chandler will explain to Your Excellency the basis on which it is hoped by

my Council that a definite proposal may at last be made in conjunction with Canada and Nova Scotia.

I have, &c.,

(Signed,) EDMUND HEAD.

His Excellency Sir JOHN HARVEY,
K.C.B., K.C.H.

MEMORANDUM.

The undersigned, members of the Executive Council of Canada and New Brunswick, having come to Halifax with a view of ascertaining definitively whether, in the event of the Government of New Brunswick submitting to the Legislature of that province a measure, based on the third proposition offered for its consideration on the 21st June last by the Government of Canada, and by the Hon. Joseph Howe on behalf of the province of Nova Scotia, for the construction on joint account of the three provinces, of a line of Railway from Halifax to Quebec, with the aid of the Imperial Government; Nova Scotia will be prepared to co-operate in that work, notwithstanding the recent despatches from the Right Honourable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, to His Excellency Sir John Harvey, Lieutenant Governor of Nova Scotia; and having conferred with the members of the Executive Council of Nova Scotia on the subject, propose to submit their views more formally for consideration.

The scheme of uniting the three provinces of Canada, New Brunswick, and Nova Scotia, by a Railroad, originated in the latter province, which sought the assistance of Canada and New Brunswick, in obtaining a preliminary survey of the line at the common expense of the three provinces, and which has repeatedly pressed upon them various schemes for effecting an object peculiarly advantageous to Nova Scotia, and especially to its important seaport, Halifax. The propositions of Nova Scotia were invariably met in that liberal spirit which, in the opinion of the undersigned, should influence the negotiations of the Governments of great provinces. The importance of the object having been admitted, it became, with the Governments of Canada and New Brunswick, a subject of anxious consideration how the various obstacles which from time to time presented themselves might be removed. The first scheme suggested was, that the work should be undertaken by the Imperial Government, the three provinces contributing an annual sum to make up any deficiency in revenue. The principle then adopted was, that each province should bear an equal share of such contribution. The Imperial Government having declined to undertake the work, the scheme was abandoned as impracticable, and the provinces directed their attention separately to those lines which appeared to them as of the highest importance in a commercial point of view. While Canada and New Brunswick were engaged in following out their plans of improvement, Nova Scotia appointed the Hon. Mr. Howe to proceed to England to obtain the means of constructing the Nova Scotia section of the trunk line, which it was proposed to connect with the European and North American line in New Brunswick. While in England, Mr. Howe urged strongly on Her Majesty's Government to aid Nova Scotia exclusively in her projected Railroad. This separate and exclusive aid having been refused, the scheme of uniting the three provinces by a line of Railway was revived, and Mr. Howe returned from his mission, having succeeded in obtaining a proposition from the Imperial Government, which he lost no time in pressing most earnestly on the sister provinces. Earl Grey having suggested that the lower provinces should send deputations to the Governor General, the Honorable Messrs. Howe and Chandler proceeded in June last to Toronto, and held confer-

ences on the subject with the Governor General and the members of his Council, which resulted in a Memorandum, dated the 21st June last, in which the parties express an anxious desire to surmount any obstacles which might present themselves to the success of the enterprise. After a full discussion of the subject, the proposition which seemed most likely to obtain the assent of New Brunswick was as follows:—"That the line between Halifax and Quebec should be undertaken on the joint account of the three provinces, and that the Crown Lands lying on each side of the line should be conceded by each province for the benefit of the road, and that until payment of the cost of construction and interest, the receipts should be common property; after which each province to own that portion of the road which passes over its own territory." This proposition having been favourably entertained by the Government of New Brunswick, the Government of Canada submitted a measure to the Legislature of that province to give it effect, which they succeeded in carrying. It was agreed that the scheme should be submitted to Nova Scotia as soon as practicable, and accordingly an extra session of the Legislature of that province was held, with the view of obtaining its concurrence, and the result was the passage of an Act based on the Toronto proposition. Although no reference was made in that proposition to the European and North American line, yet it was clearly understood that the assent of New Brunswick could only be obtained to the main line by the assurance of Imperial aid in the construction of the European line. That aid, it appears from Earl Grey's despatches will not be granted, and it therefore follows that the northern line must be considered as entirely abandoned for the present. The only line, therefore, which is now open for consideration, is one which, following Major Robinson's line from Point Levi to River du Loup, or Trois Pistoles, would cross to Lake Temiscouata, and from thence traverse in its main course a country watered by tributaries of the River St. John to the city of St. John, from which city it would take the European line to the bend of the Peticodiac, from whence it would follow any line through Nova Scotia that may be found most eligible by that province. That such a line would meet the approbation of the Imperial Government, if supported by the Governments of the three provinces, the undersigned confidently anticipate; and the more so, as it is now evident that in case of its rejection the whole scheme must be abandoned,—a result which, however much it would be to be deplored, ought, if inevitable, to be ascertained as soon as possible. The line above suggested is not inconsistent with the Toronto proposition, nor with that of the Imperial Government, in both of which propositions the location of the line was left for future consideration. The undersigned, however, have learned with regret since their arrival in Halifax, from their conversations with the members of the Executive Council of Nova Scotia, that a new difficulty is likely to arise. It is said that the understanding in Nova Scotia was, that the northern or Major Robinson's line was to be adopted, and that in case Canada and New Brunswick are favourable to the southern route, Nova Scotia will not be prepared to carry out the Toronto proposition. The undersigned cannot admit that Nova Scotia had any just grounds for assuming that the northern line would be the one adopted, and as the New Brunswick Legislature has granted liberal aid to the European line, which, under the scheme now proposed, will only extend from the city of St. John to the frontier, it appears to the undersigned that Nova Scotia will obtain her two great objects,—a connexion with the Atlantic cities of the United States, as well as with Canada and the Western States by the St. Lawrence route. In a commercial point of view, the question as to the eligibility of the two routes does not admit of an argument. The southern line, there is sufficient ground for believing, would be a remunerative one. The great lumbering regions in New Brunswick and Maine take large supplies of bread stuffs and provisions which are now subject to enormous charges for transport. It is the interest of Nova Scotia, as well as of

the other provinces, that this great line should not cause a heavy charge on her revenue, and thus cripple her means of extending branch lines to connect with the great trunk. The southern route is defensible in a commercial point of view, and money being obtained at a little over three per cent. will probably pay. The other line would for some years at least pay little if anything more than working expenses. The undersigned, having stated the grounds on which they believe that the only scheme now practicable for connecting the British provinces by a line of railway, is the one suggested above, have only to urge upon the Government of Nova Scotia, which has hitherto taken the lead in pressing for the construction of this work, not to refuse to co-operate with the sister provinces, in a proposition to the Imperial Government, which must be a final one.

F. HINCKS,
E. P. TACHE',
JOHN YOUNG,
ED. B. CHANDLER.

Halifax, January 28, 1852.

MEMORANDUM.

The undersigned, members of the Executive Council of Nova Scotia, having maturely considered the altered circumstances in which the Colonial Governments are placed, by the construction put on Mr. Hawes's letter of the 10th March, by Earl Grey's despatches of the 27th November and 9th January,—

And, having considered the written proposition submitted by the Honorable Messrs. Hincks, Taché, Young, and Chandler, delegates from the sister provinces of Canada and New Brunswick, and the verbal explanations of those gentlemen, are not prepared to advise his Excellency the Lieutenant Governor to recommend to Parliament to grant the money required on the terms proposed, for the following reasons:—

The agreement entered into between the three provinces, represented at Toronto, was based upon the construction then given to Mr. Hawes's letter of the 10th March.

By that agreement, Nova Scotia, in consideration of her making one-third of the line to the St. Lawrence, secured not only the advantage of roads to the chief centres of commerce in Canada, New Brunswick, and the United States, but, if the northern or any direct route had been selected, she would have participated in the carrying trade of Western Canada, of the seaports on the gulf, and have established very intimate relations with the population which might have been thrown into central New Brunswick.

The delegates from the sister provinces now propose, that, having no positive assurance of the completion of the European line, abandoning all hope of connections with the gulf seaports or the settlements of central New Brunswick, and adopting a line up the River St. John, Nova Scotia should still make one-third of it. This is scarcely reasonable. The equivalents being varied or withdrawn, this province should be relieved from a burthen which she assumed under very different circumstances.

Besides, if the St. Lawrence and European lines are combined, New Brunswick will have 100 miles less of road to make, while the quantity of land to be thrown into common stock will be largely diminished. The undersigned are confident that the proposition now made by the honourable delegates would not meet the appro-

val of the Provincial Parliament, even if submitted with the whole influence of the Executive Government.

J. B. UNIACKE,
MICHAEL TOBIN,
JAMES McNAB,
JOSEPH HOWE,
HUGH BELL,
SAMUEL CREELMAN.

28th January, 1852.

(Copy.)

WAVERLY HOUSE,
HALIFAX, January 29, 1852.

Sir,—I have the honor to enclose a copy of a Memorandum, signed by myself and two of my colleagues now in Halifax, suggesting a new scheme for the construction of the Halifax and Quebec Railway, I entertain sanguine hopes that Nova Scotia will assent to this proposition, and I earnestly entreat of you to consider it favorably, and to obtain the immediate concurrence of the Government of New Brunswick, and an assurance that that Government will submit it to the favorable consideration of the Legislature, with the weight of its influence.

I have, &c.,

(Signed,) F. HINCKS.

Honorable E. B. CHANDLER.

MEMORANDUM.

The undersigned, members of the Executive Council of Canada, have learned with deep regret that the Government of Nova Scotia is of opinion, that in the event of the Halifax and Quebec Railway being located on a line traversing the country watered by the tributaries of the River St. John to the city of St. Johns, and thence following the line of the European and North American Railway to the frontier of Nova Scotia, the Legislature of that province would not be likely to take so large an interest in the work as was contemplated by the proposition agreed to at Toronto by the Government of Canada and Mr. Howe, and submitted for the consideration of the Government of New Brunswick. It is needless to discuss further the subject of the location of the line, and the undersigned feel that no further assistance can be expected from Canada than what has been on all occasions frankly offered. It is well known that the line between Quebec and Halifax is not a favorite one with the people of Canada. It is true that the opposition to the scheme has arisen, in a great degree, from want of information, among the inhabitants residing west of the district of Quebec, Of that highly valuable tract of country on the south bank of the River St. Lawrence, from Quebec to the eastern frontier of Canada. This part of the province is almost unknown to the people of Upper Canada, and two of the undersigned have, for the first time, had an opportunity of visiting it on their late journey. They are now enabled to confirm all that has been said by Major Robinson, and others, with regard to the importance of opening railway communication through a country, which has been well described as a "continued village." Though their journey was performed at a most unfavorable period of the year, the general appearance of the farmhouses, with the

excellent barns and other outbuildings, was such as to satisfy them that a people evidently in such a prosperous condition must have the advantage of a fertile soil, and be of industrious habits, and that there is reasonable ground for expecting that a line of railway, which, owing to the favorable character of the gradients, might be constructed very cheaply, would prove remunerative. It is not unworthy of remark in this place, that in crossing the portage road from Rivière du Loup to Lake Temiscouta, the undersigned met no less than forty-two sleighs, in one day, returning from New Brunswick, having delivered loads of pork and flour, destined for the supply of the lumbering regions of New Brunswick and Maine. The flour had been manufactured in Upper Canada, and the cost of transportation from Rivière du Loup to the Little Falls in New Brunswick, a distance of about seventy miles, was 6s. 3d. currency per barrel. They ascertained further, that Upper Canada flour was carried as far south as the Grand Falls, a distance of thirty-six miles further, at a cost of 2s. 6d. per barrel additional. The points south of the Grand Falls are supplied from the city of St. John, and principally with Upper Canada flour, which has reached that seaport by New York or Boston, by the route of the American canals and railroads. To divert so important a trade to the St. Lawrence must be of immense importance to all the provinces; and that it can be diverted, and that the railroad between the St. Lawrence and the Atlantic will be most advantageous to all the provinces, the undersigned entertain no doubt. Having pointed out the commercial advantages of those sections of the line which are least appreciated, they deem it unnecessary to dwell on the acknowledged merits of the section within Nova Scotia, or of that between St. John and the Nova Scotia frontier. It is likewise unnecessary for the undersigned to dwell further on the importance to the three provinces of securing a line between Portland and Halifax, which has been a favorite one in Canada, as well as in Nova Scotia and New Brunswick, as it will open a direct communication by railway between Montreal and Halifax by the St. Lawrence and Atlantic route, as well as by the Quebec route. The undersigned are unwilling to believe that the Government and Legislature of Nova Scotia will assume the serious responsibility of finally rejecting the proposal of the Imperial Government to aid in the construction of a work of such importance to British America as the Halifax and Quebec Railway, and they therefore feel it incumbent upon them to make a final appeal to the Governments both of Nova Scotia and New Brunswick. It cannot in their opinion, be denied, that by the adoption of the southern route New Brunswick will obtain many advantages, and that she is therefore in a position to grant increased aid to the construction of the main trunk. The undersigned would offer as a final proposition, that the line should be constructed on joint account of the three provinces, as suggested at Toronto, but that Nova Scotia should only be called upon to take an interest of one-fourth in the common stock, while New Brunswick should be required to take five-twelfths, and Canada as originally proposed one-third. It is of course understood by the undersigned, that in accordance with the terms of Mr. Hawes's letter to Mr. Howe, Imperial aid will at least be granted to the line to Montreal, the responsibility for the construction of the section between Quebec and Montreal falling exclusively upon Canada. That province, in order to complete its trunk line, will have to construct, either by public or private enterprise, the line from Montreal to the Detroit River, a distance of about 600 miles. As this line is one of importance to all the provinces, as well as to the empire, the undersigned hope that the proposition of the Imperial Government will be construed in the most liberal manner; but at all events, they can entertain no doubt as to the extension of aid to the line between Quebec and Montreal, as the passage in Mr. Hawes's letter referring to "Quebec or Montreal," is cited by Earl Grey in his despatch of the 9th instant. The undersigned, in making to Nova Scotia and New Brunswick a final proposition, have the satisfaction of believing, that in the event of its rejection, Canada will be

relieved from all responsibility for the failure of the grand scheme of uniting the British Provinces of North America by a railway.

F. HINCKS.
E. P. TACHE.
JOHN YOUNG.

Halifax, 29th January, 1852.

HALIFAX, January, 29, 1852.

Sir,—I have the honor to acknowledge the receipt of your letter of this day, containing a copy of a Memorandum, signed by the Members of the Executive Council of Canada now in Halifax, suggesting a new scheme for the construction of the Halifax and Quebec Railway, and pressing for the immediate concurrence of the Government of New Brunswick. Before entering into the consideration of any new proposition, I am desirous of calling the attention of yourself and colleagues to a new scheme, the outlines of which I have learned since my arrival in Halifax.

I have been informed that, by the next mail, a proposition is expected from eminent capitalists in England (who have been largely engaged in railway contracts), the basis of which will, in substance, be, that the Quebec and Halifax and European and North American lines will be constructed by a private company, under an Imperial charter, the provinces being required to make an annual grant in favor of the Company of from £90,000 to £100,000 to be divided amongst them, and to be continued for twenty years, and the further contribution of from 3 to 5,000,000 of acres of land. Such is an outline of the proposition which I have reason to believe, will be made by next mail; and I have to request that you will favor me with the opinion of the delegates from Canada as to its practicability.

I am, &c.,

(Signed,) E. B. CHANDLER.

Honorable FRANCIS HINCKS.

WAVERLY HOUSE,

HALIFAX, January 29, 1852.

Sir,—I lose no time in replying to your letter of this day, the object of which is to ascertain the opinions of myself and colleagues as to the practicability of constructing the European and North American Railway, as well as the Quebec and Halifax, through the instrumentality of a private company, which would require as a condition an annual grant for twenty years of from £90,000 to £100,000 besides a large tract of the public domain. Prior to the receipt of your letter I had been made aware of the proposition to which you refer, and had discussed it, not only with the Honorable Messrs. Taché and Young, but likewise with Mr. Howe and other gentlemen of Nova Scotia. I am therefore enabled to give you a prompt answer to your inquiry, and to assure you that it would not be entertained for a moment.

I have, &c.,

(Signed,) FRANCIS HINCKS.

The Honorable E. B. CHANDLER.

WAVERLY HOUSE,

HALIFAX, January 31, 1852.

Sir,—We have the honor to enclose copies of a Memorandum from the Honorable E. B. Chandler, a member of the Executive Council of New Brunswick, and of accompanying correspondence, from which you will learn that the Government of that province is prepared to submit to the Legislature a measure for the construction of the Quebec and Halifax Railway, based on the proposition which we offered for the consideration of Nova Scotia and New Brunswick, on the 29th instant. We sincerely hope that the Government of Nova Scotia will assume the responsibility of submitting a similar measure to the Legislature now in session. Should the present attempt at negotiation prove a failure, not only will the three provinces be deprived of the advantages of the Imperial guarantee, and consequently of inter-colonial communication, but there is serious ground for apprehension that the refusal, on the part of Nova Scotia, to co-operate with the sister provinces in this great national undertaking, will have a baneful influence on all our relations. The responsibility for the failure of this great enterprise must now rest upon Nova Scotia, which has hitherto taken the lead in advocating the measure. We trust that you will be able to communicate to us the final decision of the Government of Nova Scotia on the proposition recently submitted by us before our departure for Canada; and we think it only candid to inform you that in our opinion the rejection of this proposition by Nova Scotia will materially injure the British American Colonies in the estimation of the Imperial Government and of the people of the United Kingdom.

We have, &c.,

F. HINCKS.

E. F. TACHE'.

JOHN YOUNG.

Honorable JOSEPH HOWE.

MEMORANDUM.

The undersigned Member of the Executive Council of New Brunswick, has given his anxious consideration to the Memorandum, signed by Messrs. Hincks, Taché, and Young, Members of the Executive Council of Canada, suggesting a new scheme for the construction of the Halifax and Quebec Railway.

The undersigned participates fully in the regret expressed by the delegates from Canada at the decision of the Members of the Nova Scotian Council, by their Memorandum of the 28th instant. It is well known that the line of Railway on which public opinion in New Brunswick was concentrated was the European and North American, a line which there was every reason to believe would prove remunerative, and which, instead of embarrassing the finances of the Province, would have facilitated the extension of a Railroad system, which, at no distant time, would have included the seaports on the Gulf as well as the territory designated as central New Brunswick.

The Government and Legislature of New Brunswick have, moreover, been persuaded that, by assuming a large responsibility for a line that would not for many years be a paying one, they would not only seriously embarrass their finances, but would deprive the bulk of the population of the advantage of a line of Railway that would subject them to no loss.

When the undersigned was deputed by His Excellency the Lieutenant Governor of New Brunswick to visit Toronto in June last, at a conference invited by the Governor General, he was fettered by resolutions of both Houses of the Legisla-

ture of New Brunswick, rejecting any proposition based on the conditions contained in Mr. Hawes's letter of the 10th of March last. At that conference, Mr. Howe, the delegate from Nova Scotia, earnestly pressed the importance of the great trunk line between Halifax and Quebec, as a means of connecting the British Provinces in close communion and friendly relations. Mr. Howe was aware that the scheme advocated by him was not favorably received in New Brunswick; and but for the inducement of obtaining the aid of the Imperial guarantee for the European and North American line, the co-operation of New Brunswick could not have been secured. Even with this advantage, it was with great hesitation that the Government of New Brunswick undertook the serious responsibility of assuming that portion of the risk which was proposed at Toronto.

It would, at that time, have been held as a wholly inadmissible proposition, that New Brunswick should be called upon to make the section of the line within her own territory. It is evident that such an arrangement was never contemplated by the Imperial Government. Mr. Hawes, in his letter to Mr. Howe, says:—"If it should appear that, by leaving it to each Province to make that part of the line passing through its own territory, the proportion of the whole cost of the work which would fall upon any one Province would exceed its proportion of the advantages to be gained by it, then the question is to remain open for future consideration, whether some contribution should not be made by the other Provinces towards that part of the line." There can, in the opinion of the undersigned, be no doubt in the mind of any one, that the paragraph above cited was an intimation to Nova Scotia—the Province deriving the greatest advantage from the line, and, at the same time, having the smallest portion within her territory—that she would be expected to contribute more than the cost of her own line.

The proposition to take an interest of one-third in the line emanated from Nova Scotia, in conjunction with Canada. It was pressed on New Brunswick, and was, after much consideration by her Government, reluctantly consented to, they being unwilling to assume the responsibility of refusing to co-operate with the sister Provinces in a great national undertaking, and of rejecting the liberal offer of the guarantee of the Imperial Government.

The Government of New Brunswick has faithfully adhered to its obligations; and with this view had prepared a measure to be submitted to the Legislature, which was, for this purpose, convened at an early and inconvenient period. Difficulties, arising from misunderstandings, for which New Brunswick is not responsible, have precluded the possibility of New Brunswick adhering rigidly to the Toronto proposition, and accordingly the Government of New Brunswick, when invited by the delegates from Canada to consider a new proposition, did not feel justified in declining to do so; the change of route being inevitable, the Government of New Brunswick anticipated no difficulty on the part of Nova Scotia in carrying out the spirit of her own proposition, made at Toronto. It however appears from the Memorandum of the Executive Councillors of Nova Scotia, that the construction of a great trunk line of Railway to the chief centres of commerce in Canada and New Brunswick, and the union of the great Provinces of British America in close commercial and friendly relations, are not sufficient inducements for Nova Scotia to co-operate with her sister colonies, and that she accordingly declines to take an interest of one-third in the projected work.

Without, however, dwelling further on the subject, the undersigned has now to reply to the final proposition made by the Canadian delegates, in their Memorandum of the 29th instant. That proposition calls on New Brunswick to take an interest of five-twelfths, or nearly one-half of the whole line from Halifax to Quebec, while Nova Scotia is only required to take one-quarter. These proportions, the undersigned feels bound to urge, press heavily on New Brunswick; but feeling that the responsibility is cast upon New Brunswick of accepting or refusing what

must be considered as a final proposition for the construction of a great national and inter-colonial work, and that the suggestions made by the Canadian delegates may be considered in the light of the award of arbitrators between Nova Scotia and New Brunswick, he is prepared to state, that having communicated with the Government he represents, they will be ready to submit to her Legislature, now in Session, a measure in accordance with the proposition of the Canadian delegates.

(Signed,) E. B. CHANDLER.

Halifax, 31st January, 1852.

No. 10.

(No. 54.)

Copy of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

(Received March 1, 1852.)

GOVERNMENT HOUSE,

HALIFAX, February 19, 1852.

My Lord,—Referring to my Despatch No. 52, of the 5th instant, and the correspondence which it enclosed, I have now the honor to report, for your Lordship's information, that a resolution, a copy of which is enclosed, accepting the proposal of the delegates from Canada and New Brunswick, passed the House of Assembly, after debate, by a majority of 22, the division being 36 to 14.

I have, &c.,

(Signed,) J. HARVEY.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 10.

Resolved,—That in view of the difficulties created by the interpretation given to Mr. Hawes's letter of the 10th of March, by Earl Grey's Despatches of the 27th of November and 9th of January, and by which interpretation an abandonment of Major Robinson's route is rendered indispensable, the Executive Government be empowered to accept the proposition made by the delegates from Canada, on this condition, that the interest which this Province shall have in the general enterprise contemplated shall be a perpetual interest to the extent of the funds contributed, which shall not exceed one-fourth part of the whole cost thereof.

No. 11.

Extract of a Despatch from Lieutenant Governor Sir John Harvey to Earl Grey.

(Received March 17, 1852.)

GOVERNMENT HOUSE,

HALIFAX, March 3, 1852.

My Lord,—I beg to refer to my Despatches of the 5th and 19th ultimo, Nos.

52 and 54, enclosing certain resolutions on the subject of the contemplated Railway from Halifax to Quebec, and also informing your Lordship that Members of the Canadian and New Brunswick Governments had met here and concurred in an arrangement on that subject.

I am informed that it is contemplated the provinces should be represented in London by a delegate from each, and that Mr. Hincks will repair to England in the packet to sail from hence on the 4th instant. I have selected the Honorable Mr. Howe to represent Nova Scotia, and he will quit this in company with Mr. Chandler, as soon as the Legislature of New Brunswick has matured its measures on this important subject.

No. 12.

(No. 9.)

Copy of a Despatch from the Officer administering the Government to Sir John Pakington, Baronet.

(Received April 28, 1852.)

GOVERNMENT HOUSE,

HALIFAX, April 14, 1852.

Sir,—I have the honour to transmit for Her Majesty's Assent, with the observations of the Attorney General thereon, copies of two Acts passed by the Legislature of this province, entitled, 1st, "An Act for raising by way of Loan a Sum not exceeding £800,000 Sterling, for the Construction of a Trunk Railway from Halifax to Quebec;"—2d, "An Act to make Provision for the Construction of a Trunk Railway from Halifax to Quebec."

I have, &c.

(Signed,) JOHN BAZALGETTE,
Administrator.

The Right Honorable
Sir JOHN PAKINGTON, Baronet,
&c., &c., &c.

Despatches from the Secretary of State.

No. 1.

(No. 264.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir John Harvey.

DOWNING STREET, April 3, 1851.

Sir,—I have to acknowledge the receipt of your Despatch No. 11,* of the 13th of March last, enclosing an address to Her Majesty from the magistrates, freeholders, and inhabitants of the county of Cumberland, praying for Imperial aid in the construction of a line of railway from Halifax to the boundary of the province.

*Parliamentary Paper, Halifax and Quebec Railway, April 8, 1851.

I have laid this address before the Queen, who was pleased to receive it very graciously, and I am commanded to instruct you to refer the memorialists in reply to the communications which you have already received from me on the subject of the Halifax and Quebec Railroad.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir JOHN HARVEY,
&c., &c., &c.

No. 2.

(No. 284.)

Copy of a Despatch from Earl Grey to the Officer administering the Government of Nova Scotia.

DOWNING STREET, August 27, 1851.

Sir,—I have the honour to acknowledge the receipt of your Despatch No. 8, of the 4th August, enclosing a printed copy of the report made by Mr. Howe to the Government of Nova Scotia of his proceedings with respect to the railway conference, and I have to acquaint you, that I am not aware of any objection to the measure which, with the advice of your Council, you have adopted of dissolving the provincial Parliament.

I have, &c.,

(Signed,)

GREY.

The Officer administering the
Government of Nova Scotia.

No. 3.

(No. 288.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir John Harvey.

DOWNING STREET, October 13, 1851.

Sir,—I have to acknowledge the receipt of Lieutenant Colonel Bazalgette's Despatch No. 16, of the 18th September, enclosing the copy of a letter which he had caused to be addressed to the Provincial Secretary of New Brunswick on the subject of the proposed inter-colonial railways.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir JOHN HARVEY,
&c. &c. &c.

No. 4.

(No. 292.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir John Harvey.

DOWNING STREET, November 27, 1851.

Sir,—I have the honour to acknowledge the receipt of your Despatch, No. 33, enclosing a copy of the speech with which you opened the extra session of the Legislature of Nova Scotia on the 4th instant, and I consider it necessary to point out to you without loss of time an error into which you have fallen, and which I much regret, in stating that Her Majesty's Government are prepared to recommend to Parliament that provision should be made for raising, with the guarantee of the British Treasury, the funds required for the construction of both the lines of Railway adverted to in your speech to the Provincial Legislature.

Upon reference to the correspondence transmitted in my Despatch, No. 260*, of the 14th of March last, you will find that it is distinctly stated that the only railway for which Her Majesty's Government would think it right to call upon Parliament for assistance, would be one calculated to promote the interests of the whole British empire, by establishing a line of communication between the three Provinces in North America. It was added that there would be no objection to the plan which might be decided upon including "a provision for establishing a communication between the projected Railway and the Railways of the United States;" but it is obvious from the whole tenor of the communication made to Mr. Howe, and of the Despatches which I addressed to yourself and to the Governor General, that while Her Majesty's Government entertain no objection to the establishment of a Railway communication with the United States, it was not contemplated that the assistance of Parliament should be applied for this or for any other object than the formation of the main line connecting the British Provinces.

Looking to the large amount of the expenditure which would have to be incurred for this object, I do not anticipate that it would be in the power of Her Majesty's Government to extend to other lines the assistance which it is proposed to grant to the main one in question, though until some definite proposal is made on the part of the three Provincial Legislatures no final decision can be adopted.

I have, &c.,

(Signed,) GREY.

Lieutenant Governor Sir JOHN HARVEY,
&c. &c. &c.

No. 5.

(No. 297.)

Copy of a Despatch from Earl Grey, to Lieutenant Governor Sir John Harvey.

DOWNING STREET, January 9, 1852.

Sir,—I have to acknowledge the receipt of your Despatch of the 11th of December last, enclosing a report by Mr. Howe on the subject of his having misinterpreted the views of Her Majesty's Government, in undertaking to aid the North American Provinces in the construction of an inter-colonial railway. I have also received

* Parliamentary Paper, Halifax and Quebec Railway, April 8, 1851.

your subsequent Despatch of the 24th December, enclosing a second report from that gentleman on the same subject.

2. I greatly regret that a misunderstanding should have arisen respecting the extent to which Her Majesty's Government would be prepared to recommend that the loan to be raised by the Provinces for this purpose should be guaranteed by the Imperial Parliament. I do not of course doubt Mr. Howe's assertion that I failed to make him understand my views on this question, as I certainly failed to detect the misconception with regard to them into which he had fallen; nor did I for a moment suppose, till I read your speech on opening the late session of the Legislature of the Province, that my Despatches and communications on this subject were construed to bear any other sense than that which they were intended, and still in my opinion appear to convey.

3. From a perusal of these reports I observe that Mr. Howe, in explaining the view which he has taken of the proposal of Her Majesty's Government, dwells not so much on the letter of Mr. Hawes of the 10th March 1851, in which the decision of the Government was communicated to him under my direction, as on the language which he has himself held since his return to America in reference to his communication with me, and upon his having assumed throughout these communications, that New Brunswick would not be ready to join with Nova Scotia and Canada in the construction of the proposed line of communication from Halifax to Quebec, except upon the condition that the arrangement should embrace in equally favourable terms a provision for a branch line between the projected Railway and the Railways of the United States.

4. As to the first of these statements, I have to observe that I perceive, now that my attention has been drawn to them, that there are, in some of Mr. Howe's reports, addressed to the Government of Nova Scotia, and in his letters and speeches which were communicated to me, expressions which I ought to have understood to imply that he expected Her Majesty's Government to make an application to Parliament for assistance for both lines. I can only account for my having failed to perceive this, by supposing that, owing to the very great length of these papers, I must in reading them have overlooked the particular expressions to which my attention is now directed, or have read them with so full a belief that Mr. Howe was well aware of the limits within which Her Majesty's Government proposed that the assistance of Parliament should be confined, as to have attached to them a different meaning from that which they were intended to bear, by supposing that Mr. Howe meant to say that both lines were to be executed, but only one with the assistance of Parliament.

5. Adverting in the next place to the other statement, I have undoubtedly always understood that it was unlikely that the people and Legislature of New Brunswick would be disposed to enter into the plan of the Quebec and Halifax Railway unless the Portland line could also be constructed. At the same time, I believed that I had made it fully understood in the repeated conversations which I had with Mr. Howe, and in interviews with other persons interested in the New Brunswick Railways, that the view which Her Majesty's Government took of the subject was, that looking to the very great number of important public works projected in almost every British colony, and to the extent of the demand for the assistance of this country in completing them, that assistance could not be given without inconvenience and risk, unless it were strictly limited to objects calculated to promote some important interest of the empire at large, and not merely of some individual colony. The projected line from Halifax to Quebec answered this description, because its construction tended to draw closer the bonds uniting the North American Provinces with each other and with the mother country, but the various other Railways that were projected, though no doubt calculated to be very useful to the several Provinces, would not have had any such important bearing upon the interests of the empire at

large, and it appeared to me therefore that they ought to be executed by the colonies interested or by private enterprise when practicable, but without any responsibility being incurred by the mother country for the expenditure.

6. The Despatches addressed to the respective Governors of the colonies and the letters of Mr. Hawes will be found to be in strict conformity with this view of the subject; but the principle is laid down so clearly in the following extract from Mr. Hawes's letter, that it will be unnecessary to cite any other passages in support of what I have stated:—

“In the first place, as Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British empire as a whole, (and they do not consider that the projected Railway would answer this description unless it should establish a line of communication between the three British Provinces.) it must be distinctly understood that the work is not to be commenced, nor is any part of the loan for the interest on which the British Treasury is to be responsible to be raised, until arrangements are made with the Provinces of New Brunswick and Canada, by which the construction of a line of Railway passing wholly through British territory from Halifax to Quebec and Montreal shall be provided for to the satisfaction of Her Majesty's Government.”

7. I must also add that New Brunswick being in the opinion of many of its inhabitants more interested in the southern line, my belief was, that contemplating the execution of this line by such means as could be found without the assistance of Parliament, the people of New Brunswick would find a great advantage in the execution of the Halifax and Quebec line by the assistance of Parliament, because this would provide for the execution of that portion of the line through Nova Scotia which would be common to both without requiring that the capital should be provided on the spot, and would thus leave a large amount of that capital available for the line which New Brunswick was to execute for itself.

8. Having thus adverted to that part of Mr. Howe's statement of which the object is to show that I had not been left in ignorance of his understanding as to the proposal to be submitted to Parliament, I have next to consider what were the actual engagements into which Her Majesty's Government entered, and what the decision arrived at on Mr. Howe's application, as communicated to him in Mr. Hawes's letter of the 10th of March.

In this letter Mr. Hawes was directed to inform him that the guarantee of a loan which Nova Scotia proposed to obtain for the construction of that portion of the projected line to be established in British territory, between the provinces of Nova Scotia, New Brunswick, and Canada, which would pass through the province of Nova Scotia, would be granted, upon condition that no part of the loan should be raised until arrangements were made with Canada and New Brunswick, by which the construction of a line of railway passing wholly through British territory from Halifax to Quebec should be provided for to the satisfaction of the Government, and that to facilitate such arrangements Her Majesty's Government would recommend to Parliament that the like assistance should be rendered to those provinces as to Nova Scotia, in obtaining loans for the construction of their respective portions of the work.

9. It is quite clear, therefore, that no assistance was promised to New Brunswick in the construction of any line but that one which should form part of a continuous railway from Halifax to Quebec. The expression “the line” is repeatedly used in describing the object for which the loan was to be guaranteed; and to make it perfectly clear what that line was, it is stated that “any deviation from the “line recommended by Major Robinson and Captain Henderson must be subject “to the approval of Her Majesty's Government.”

10. And when it is added, that Her Majesty's Government would by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected railway and the railways of the United States, it is obvious, as I have already pointed out in my Despatch to you of the 27th of November last, that nothing further was contemplated in that passage than that Her Majesty's Government would sanction such a provision for the purpose as the Legislature of New Brunswick might deem expedient to make upon its own liability.

11. Mr. Hawes's letter was acknowledged by Mr. Howe on the day following that on which it was received, in a letter which I have now before me, and the expressions used by Mr. Howe on this occasion left me under the impression that he was fully aware that it was one Railroad only for the construction of which Her Majesty's Government was prepared to propose to Parliament to advance the funds, or to pledge the national credit, because, they speak of "the work," "the Railroad," "the great national highway," and contain no allusion to more lines than one or to a line of connexion across New Brunswick with the Railroads of the United States.

12. I must also refer you to my Despatch to Lord Elgin, dated the 14th March last, copies of which I transmitted to you as well as to the Lieutenant Governor of New Brunswick. Lord Elgin was then distinctly informed, that the guarantee promised by Her Majesty's Government, in acceding to the proposal and application of Mr. Howe, would be confined to loans required by the three provinces for the projected Railway from Halifax to Quebec.

13. Mr. Howe, in his second report, lays great stress on a memorandum signed by the members of the Executive Council of New Brunswick in August 1851, and transmitted to me, as showing that I acquiesced at that time in a much wider interpretation of Mr. Hawes's letter than I have now allowed it to admit of, inasmuch as that memorandum states that the Council "will not accept any proposal for building the great trunk line which shall not embrace in an equally favourable and explicit manner the European and North American Railway, the liability for the latter being solely confined to the province."

14. The inference I drew from this memorandum upon receiving it was, that notwithstanding some ambiguity in the expressions made use of, the concluding words of the above extract implied that the members of the Executive Council of New Brunswick, by whom the paper was signed, correctly understood Mr. Hawes's letter in the sense which I have explained above, but that they entertained a hope that the amount of assistance to be granted to that province might hereafter be increased. But to prevent any misconception on their part as to the intention of the Government, I took occasion in acknowledging the Despatch of Sir Edmund Head, enclosing that memorandum, to observe with respect to it, that it would be premature to enter upon the consideration of a proposal not yet submitted to me, but I think it right to observe that Her Majesty's Government would not be prepared to recommend to Parliament to extend assistance to the projected railways in British North America further than was promised in my Despatch of the 14th of March last.

15. I must again express my regret, that on a point of so much importance, Mr. Howe should have misunderstood the view of Her Majesty's Government and the tenor of my Despatch on this subject. The extent to which the assistance of Parliament should be asked for towards the establishment of railway communication in the North American provinces formed the subject of careful deliberation at the time when Mr. Howe was in this country, and he was made acquainted with the decision eventually arrived at by Her Majesty's Government, in language which even now I am of opinion was so explicit and unambiguous, that I cannot regard

myself as responsible for the error into which he has been betrayed, most probably by the natural eagerness with which he pursued an object of such deep importance to the whole of British North America. I have only to add, that I hope the Legislature of Nova Scotia will not too hastily abandon as impracticable the design of executing this great work, with the limited amount of assistance which Her Majesty's Government are ready to recommend to Parliament, and which I confidently believe that Parliament would readily grant.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir JOHN HARVEY,
&c. &c. &c.

No. 6.

Copy of a Despatch from Earl Grey to Sir John Harvey.

(Separate.)

DOWNING STREET, February 20, 1852.

Sir,—Mr. Hincks having expressed his wish that my answer to a letter which he addressed to me from Halifax on the 5th instant, on the subject of the projected Railroad between that city and Halifax, should be forwarded to him through you, I have now, in complying with his request, to inform you that as my communication relates to the interests of Nova Scotia as well as of February 20, 1852. Canada, it is desirable that you should avail yourself of this opportunity of perusing it. For that purpose my answer is placed in an envelope with a flying seal. In the event of Mr. Hincks having left Halifax before this reaches you, you will be so good as to take the necessary steps for forwarding it to him safely.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir JOHN HARVEY,
&c. &c. &c.

No. 7.

(No. 11.)

Copy of a Despatch from the Right Honorable Sir John Pakington to the Officer administering the Government of Nova Scotia.

DOWNING STREET, May 26, 1852.

Sir,—Certain Acts passed by the Legislature of Nova Scotia in the session of 1851, having reference to the proposed construction of a trunk line of Railway from Halifax to Quebec being at present under the consideration of Her Majesty's Government, the operation of which Acts is made contingent upon the question of affording to the railway the pecuniary assistance of this country, I have to instruct you to report to me your opinion, whether, since Her Majesty's Government have decided that it is impossible, under existing circumstances, to apply to the Imperial Parliament for the desired assistance, it would be proper that these Acts should be left to their operation in the usual manner, by an order of the Queen in

Council, or whether Her Majesty should abstain from making any order thereupon.

I am, &c.,

(Signed,) JOHN S. PAKINGTON.

The Officer administering the
Government of Nova Scotia.

No. 8.

(No. 12.)

Copy of a Despatch from the Right Honorable Sir John Pakington to
the Officer administering the Government of Nova Scotia.

DOWNING STREET, May 27, 1852.

Sir,—I have the honor to transmit herewith the copy of a despatch which I have
addressed to the Governor General of British North America,
No. 25. conveying to his Lordship the decision at which, after mature
May 20, 1852. deliberation, Her Majesty's Government have arrived upon the
proposals laid before them, on the part of Canada, Nova Scotia, and New Brun-
swick, on the subject of the projected line of railway from Halifax to Quebec.

I have, &c.,

(Signed,) JOHN S. PAKINGTON.

The Officer administering the
Government of Nova Scotia.

No. 9.

(No. 16.)

Copy of a Despatch from the Right Honorable Sir J. S. Pakington to
the Officer administering the Government of Nova Scotia.

DOWNING STREET, June 10, 1852.

Sir,—I have to acknowledge the receipt of the late Lieutenant Governor Sir J. Harvey's despatch of the 11th of last December, No. 38, transmitting an address to the Queen from the two Houses of the Legislature of Nova Scotia, having for its object the obtaining direct aid from the Imperial Government, in the construction of the Halifax and Quebec line of railway.

The state of this question having as I learn, precluded my predecessor from submitting this address to Her Majesty whilst he was in office, it has devolved upon me to do so; and I have now to instruct you to inform the Legislative Council and House of Assembly that I have fulfilled their wishes in the presentation of the address, and that Her Majesty has been pleased to receive the same very graciously. In returning this answer, you will at the same time add the expression of regret which is entertained by Her Majesty's Government, that, for the reasons explained in my despatch of the 26th of May, it has not been in their power to meet the

desire of the Legislature for the pecuniary assistance of this country in the construction of the proposed railroad.

I have, &c.,

(Signed,) JOHN S. PAKINGTON.

The Officer administering the
Government of Nova Scotia.

NEW BRUNSWICK.

Despatches from Lieut. Governor Sir E. Head.

No. 1.

(No. 37.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to
Earl Grey.

(Received July 3, 1851.—Answered, No. 278, July 8, 1851.)

GOVERNMENT HOUSE,
FREDERICTON, N. B., June 13, 1851.

My Lord,—I have the honor to enclose a copy of certain resolutions passed at a public meeting in the county of Kent in this province, respecting the Halifax and Quebec Railroad.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure 1 in No. 1.

At a public meeting convened by the High Sheriff of the county of Kent, pursuant to a requisition presented to him, and held at the Court House in Richibucto on Tuesday, the 3d day of June instant, to take into consideration the Halifax and Quebec Railway, the following resolutions were passed unanimously.

Resolved, That this meeting desires to express entire satisfaction with the proposition of Her Majesty's Government, as communicated in the letter of Benjamin Hawes, Esquire, Under-Secretary of State for the Colonies, to the Honorable Joseph Howe, by which funds will be advanced to the provinces of Canada, Nova Scotia, and New Brunswick for the construction of railways connecting Nova

Scotia, through this province, with Quebec and Montreal, on terms which secure the completion of that work at little more than one half it would cost without the interposition of the Imperial Government.

Resolved, That a railway from Halifax to Quebec would tend more than any other public work to advance the interests of this province, both by facilitating commercial intercourse and promoting the settlement of its wild lands, while it would constitute a bond of union between the British North American colonies, and bind them more closely to the parent state, and, therefore, whether viewed as a provincial or national undertaking, it is a subject of paramount importance.

Resolved, That this meeting deeply regrets the hasty decision of the Legislative Council and House of Assembly on the liberal offer of Her Majesty's Government, before the subject could be brought under the consideration of the Legislatures of Canada and Nova Scotia, and trust that the Legislature will, at an early day reconsider the whole subject of railways with a view to harmonious and combined action with the adjoining provinces.

Resolved, That a copy of the foregoing resolutions be transmitted to his Excellency the Lieutenant Governor, and that his Excellency be respectfully requested to transmit the same to Her Majesty's Principal Secretary of State for the Colonies.

(Signed,) GEORGE PAGAN.
Chairman.

C. W. WELDON, Secretary.

Richibucto, June 7, 1851.

No. 2.

(No. 44.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

(Received July 30, 1851.—Answered, No. 281, August 5, 1851.)

GOVERNMENT HOUSE,
FREDERICTON, N. B. July 11, 1851.

My Lord,—I have the honor to enclose a memorandum handed to me at a meeting of my Executive Council on the 8th of July last, with reference to your Lordship's Despatch of the 12th of June last, No. 269.*

I have, &c.,
(Signed,) EDMUND HEAD.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 2.

The Executive Council of New Brunswick much regret that Her Majesty's Principal Secretary of State for the Colonies should have determined in not submitting the facility Bills of last Session, relating to the two Railways, for the confirmation of Her Majesty in Council, because the Act incorporating the North American and European Railway Company does not contain some provisions deemed by Her Majesty's Government essential for the protection of Imperial in-

* Parliamentary Papers relative to Halifax and Quebec Railway, June 16, 1851.

terests. These provisions the Council cannot entertain the least doubt will be made whenever the Legislature are again convened, an event which will in all probability take place at an earlier period than usual. The facility Bills were introduced into the House of Assembly by the local Government, as measures in which they considered the interests of this Province were deeply involved, and were carried almost by acclamation in both Houses. Under these circumstances, the Council feel, that as a part of the Government, they are seriously weakened in public estimation by the action of the Imperial authority, more particularly as no objection has been raised by them against the facility Bills, but on the contrary in all their provisions they are sanctioned by Earl Grey's Despatch.

The Council feel that no possible injury could arise by passing the Bills in question; but holding them in abeyance until the amendments be made in the Act of incorporation must inevitably have a tendency to excite great dissatisfaction among a large portion at least of the people of this Province interested in the success of the North American and European Railway, inasmuch as no action, so far as receiving subscription for stock, can nor will be had until the acquiescence of the Crown on the facility Bill for that Railway be first had.

The Council, therefore, humbly hope and trust that Earl Grey will feel himself authorized to waive all objections, and that he will submit the Bills for Her Majesty's gracious approval.

W. S. HAREN.

J. S. STRUT.

J. R. PARTELOW.

J. W. B. KINNEAR.

GEORGE S. HALL.

No. 3.

(No. 51.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

(Received August 18, 1851.—Answered, August 28, 1851, No. 288.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., August 2, 1851.

My Lord,—I have the honor to submit, for Her Majesty's approval, the following arrangements with reference to the Executive Council of this Colony.

Mr. Hill, now a member of that body, resigns his seat, and I propose to allow him to retire with his rank and precedence, as a mark of the sense which I entertain of his services.

This retirement leaves three places to be filled, and I have appointed, provisionally, the following gentlemen to fill these vacancies.

Mr. Robert Duncan Wilmot, M.P.P., for the County and City of St. John.

Mr. John Hamilton Gray, Barrister-at-Law, and M.P.P., for the County and City of St. John.

George Hayward, Esquire, M.P.P., for the county of Sunbury.

These appointments, if sanctioned by the Queen, will complete the full number of Executive Councillors for New Brunswick.

I have also the honor to append to this Despatch a copy of a Memorandum agreed

upon by the Members of the Council thus reconstructed as expressing the policy they propose to pursue in the matter of the Halifax and Quebec Railway.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 3.

Memorandum in regard to the Railway Policy of the Provincial Government, viz:—

That the proposals made by the Secretary of State for the Colonies as expressed in Mr. Hawes's letter, under date of * , upon the subject of Railways in this Province, shall be accepted in full so far as the amount necessary is concerned, and upon the propositions specified in Mr. Howe's Report to his Government on his return from the delegation to Canada or on terms not less favorable, and upon such better modification of the terms specified in Mr. Hawes's letter respecting the securities to be offered by the Province as can be obtained; it being distinctly understood that the Government will not accept any proposals for building the great trunk line which shall not embrace in an equally favorable and explicit manner the European and North American Railway, the liability for the latter line being solely confined to the Province.

It is also understood that the Government will urge upon the Imperial Government the propriety of obtaining Imperial aid in addition to the guarantee, in consideration of the valuable lands which will be conceded by New Brunswick along both lines for emigration purposes, and of the great national importance of the undertaking.

(Signed,)

E. B. C.

R. L. R.

A. R.

J. R. P.

J. A. S.

W. B. K.

GEO. HAYWARD.

ROBERT D. WILMOT.

J. H. GRAY.

Committee Room, August 1, 1851.

No. 4.

(No. 66.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

(Received November 24, 1851.—Answered, December 5, 1851, No. 302.)

GOVERNMENT HOUSE,

FREDERICTON, N. B., November 8, 1851.

My Lord,—I have the honor to enclose a letter addressed to your Lordship by Mr. R. Jardine, President of the European and North American Railway Com-

pany, together with certain resolutions passed at a meeting of the shareholders of that company.

I am, &c.,

(Signed.) EDMUND HEAD.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure 1 in No. 4.

ST. JOHN, NEW BRUNSWICK, November 6, 1851.

My Lord,—I have the honor to submit copies of resolutions passed by the stockholders and by the directors of the European and North American Railway Company, by which your Lordship will perceive that the company and directors have formally consented to the amendments in the Act of incorporation deemed by your Lordship indispensable in your Lordship's despatch to his Excellency Sir E. W. Head, dated June 12, 1851.

As your Lordship's objections to the Act of incorporation have been thus removed, and as the want of Her most Gracious Majesty's assent to the bills, severally intituled "An Act to facilitate the construction of the European and North American Railway," and an Act further to facilitate the construction of the "European and North American Railway," cripples the exertions of the company, and seriously retards the important work so anxiously desired by the people of this province, and as farther delay would probably prevent the possibility of operations being commenced at a sufficiently early period in the spring, and so lead to the loss of another season, I have, in the name and behalf of the company, most earnestly to request your Lordship to submit the said bills for Her most Gracious Majesty's approval.

I have, &c.,

(Signed,) R. JARDINE, President,
E. & N. A. Railway Company.

The Right Honorable Earl GREY,
Her Majesty's Secretary of State.

Enclosure 2 in No. 4.

At a meeting of the directors of the European and North American Railway Company, held in the Commercial Bank Building, in conformity to notice, the 27th October, 1851.

The following resolutions were unanimously adopted:—

That the European and North American Railway Company, do hereby consent and agree that section of the Imperial Act, 7 and 8 Vic., cap. 85, respecting the transportation of troops, &c., &c., be incorporated in their charter by way of amendment in lieu of section 61.

Resolved also, That this company hereby consent to such amendments in their charter as will secure the use on fair terms of the traffic between Halifax and Quebec of their part of the line of the railway now proposed to be constructed which will be common to the two lines, fully to meet the views of his Lordship as expressed in his Despatch to the Right Honorable the Earl of Elgin and Kincardine, dated the 12th June, 1851.

Resolved, That copies of the above resolutions under the seal of the company and signed by the president, be forthwith transmitted through His Excellency the Lieutenant Governor to the Colonial Minister, with an earnest request from the president that his Lordship would submit the bills, severally intituled "An Act to facilitate the construction of the European and North American Railway Company," and "An Act further to facilitate the construction of the European and North American Railway Company," for Her most gracious Majesty's assent.

R. JARDINE, President.

THOS. B. MILLIDGE, Secretary.

At a meeting of the stockholders of the European and North American Railway Company, held pursuant to notice in the Commercial Bank Building, on Saturday the 25th October 1851,

The following resolution was unanimously adopted :

That the Board of Directors to be appointed are hereby requested and authorized to consent to such alterations in the charter of this company as they may think proper (to meet the views of Her Majesty's advisers.)

R. JARDINE, President.

THOS. B. MILLIDGE, Secretary.

No. 5.

(No. 2.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to Earl Grey.

(Received February 3, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N. B., January 17, 1852.

My Lord,—I have the honour to enclose for your Lordship's information a copy of the speech with which I opened the Legislative Session in this province on the 8th instant, together with copies of the addresses presented in reply thereto.

I have, &c.

(Signed)

EDMUND HEAD.

The Right Honorable Earl GREY,
&c. &c. &c.

Enclosure 1 in No. 5.

EXTRACT.

Mr. President and Honorable Gentlemen of the Legislative Council,
Mr. Speaker and Gentlemen of the House of Assembly,

I have called you together rather earlier than usual, and I have much pleasure in meeting you again on the present occasion. The legislation which has taken place in Canada and Nova Scotia has made it expedient that an opportunity should be afforded you with as little delay as possible, for considering the very important

subject of railway communications in British North America. At the same time I rejoice that circumstances have been such as to spare the expense to the province, and the inconvenience to yourselves, which an extraordinary session would have occasioned, but which the importance of the subject would have warranted.

* * * * *

A considerable mass of papers relating to the proposed construction of a Halifax and Quebec Railway will immediately be placed in your hands, and from these papers you will learn the present condition of this great question. You know that Canada and Nova Scotia have manifested an earnest desire to accept in some form the aid offered by Her Majesty's Government for the promotion of this great object. I sincerely trust that it may appear consistent with the interest of New Brunswick, to co-operate cordially in such a scheme; of this at any rate I feel convinced, your interests are part and parcel of the interests of British North America.

In the Despatches laid before you, you will find the reasons why Her most Gracious Majesty has not been advised as yet to assent to the Act passed last session in aid of the European and North American Railway. A bill containing the proposed amendment will be submitted for your consideration.

In my opinion, a railroad uniting Canada, New Brunswick, and Nova Scotia, especially in connexion with a line to the United States, would produce an abundant return to this province. I believe that your revenue would increase very largely, without imposing additional burthens on any one; that millions of acres now untrodden would supply food for man, and that millions of tons of timber now standing worthless in your forests would find a profitable market.

It will, however, be obvious to you, that the introduction of capital from other quarters is almost indispensable to the construction in this province of works of such a character on a large scale. If you have made up your minds to have railways, the question is, "How can such capital be got?" The surplus capital of our own province would go but a little way. The distances are great, and our means are limited. You know as well as I do, that to withdraw a large amount of private capital suddenly from its present employments would derange and dislocate all the ordinary industry of the country. The farmer, the fisherman, the lumberer, the merchant, and the agriculturist would have to forego at once the use of sums on which they severally rely for the prosecution of their business. Although it is no doubt true, that such an outlay would ultimately repay itself with ample interest, yet, in the interval, without an advance of capital from some other source, great distress would be suffered.

Having said this much on the subject of railways, I leave the matter in your hands."

Enclosure 2 in No. 5.

EXTRACT.

To His Excellency Sir EDMUND WALKER HEAD, Baronet, Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.

The humble Address of Her Majesty's Legislative Council in General Assembly convened.

May it please Your Excellency,

We, Her Majesty's dutiful and loyal subjects the Legislative Council in general Assembly, beg to offer our thanks for your Excellency's speech at the opening of the present session.

The promptitude shown by your Excellency in calling us together at an earlier period than usual, with an especial reference to the important subject of establishing railways in these provinces, evinces your Excellency's watchful care for the public interests.

The promise of your Excellency to lay before us papers relating to the proposed construction of a Halifax and Quebec Railway affords us much satisfaction, being convinced that the people of this province are anxiously expecting information respecting this great work, and we hope it may be found to consist with the true interests of New Brunswick cordially to co-operate with Canada and Nova Scotia in accepting the proffered aid of Her Majesty's Government. The bill alluded to by your Excellency for amending the European and North American Railway Act shall receive our best attention.

We fully appreciate your Excellency's observations on the establishment of a railway uniting Canada and Nova Scotia with this province, connecting us at the same time with the United States; and as there is no subject in the present advanced state of knowledge, and in the circumstances of this country, which can more deeply interest us, so we believe there is none which should receive at our hands a more careful and deliberate consideration.

Enclosure 3 in No. 5.

To His Excellency Sir EDMUND WALKER HEAD, Baronet, Lieutenant Governor and Commander in Chief of the province of New Brunswick, &c. &c. &c.

The humble Address of the House of Assembly.

May it please your Excellency,

We, the representatives of Her Majesty's faithful and loyal subjects the people of New Brunswick, offer our thanks to your Excellency for your speech at the opening of the present session.

We readily appreciate the motives and objects which have led your Excellency to call us together at this earlier period, and we are fully sensible that the legislation which has taken place in Canada and Nova Scotia upon the subject of railway communication has made it expedient to do so, at the same time we rejoice that circumstances have enabled your Excellency to spare the expense to the province, and the inconvenience to ourselves, of an extraordinary session.

We shall thankfully receive from Your Excellency all papers and other information having reference to the construction of the Halifax and Quebec Railway. We are aware that Canada and Nova Scotia have manifested a desire to accept the aid offered by Her Majesty's Government for the promotion of this great object, and we sincerely trust that it may be consistent with the interests of New Brunswick cordially to co-operate in so important an undertaking, readily admitting that the best interests of this Province are identified with those of British North America.

The House of Assembly will be anxious to learn from the Despatches to be laid before them the grounds for Her Most Gracious Majesty not having yet been advised to assent to the Facility Bill, passed the last Session, in aid of the European and North American Railway, and trust these grounds will be removed by the Bill to be introduced by the Government for that purpose.

A Railway uniting Canada, New Brunswick, and Nova Scotia, especially in connexion with a line to the United States, we believe, with Your Excellency,

would prove highly beneficial; and we are glad to learn that it is Your Excellency's opinion that it would produce an abundant return, increase the revenues of the Province without imposing additional burdens on the people, lead to a speedy settlement of large tracts of wilderness land, and be the means of opening a profitable market for the productions of the Province.

It is no doubt obvious that the introduction of capital from other countries is, in this young Province, indispensable for the construction of great public works, that the surplus capital of our own Provincial resources could do little, and therefore to embark in undertakings of this nature without aid from the mother country would have the effect of withdrawing a large amount of private resources from present employment, and thereby derange and dislocate the ordinary operations of the country in the manner Your Excellency has pointed out; and although we do not doubt that such an outlay might ultimately prove remunerative, yet in the interval it must lead to much distress and inconvenience.

Your Excellency may rest assured, however, that the subject of Railways will receive our best and most attentive consideration, and we sincerely trust that the information contained in the Despatches upon this subject may be such as to enable us to promote that great object without embarrassing the affairs of the Province.

No. 6.

(No. 8.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to the Right Honorable Sir John S. Pakington, Baronet.

(Received April 14, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., March 23, 1852.

Sir,—I have the honor to enclose a copy of a Minute approved by me in Council on the 17th of March, in pursuance of which the Honorable E. B. Chandler (senior Member of the Executive Council and a Member of the Legislative Council of this Colony,) has been authorized by me to proceed to England by the mail packet of the 31st instant from Halifax.

This step has been taken with the less hesitation, on account of the wish expressed on the part of Lord Grey in Mr. Peel's letter to Mr. Hincks, dated February 20, 1852.* I desire to add that I have perfect confidence in Mr. Chandler's zeal, discretion, and intelligence, as well as in his thorough knowledge of the interests and resources of New Brunswick. He is the bearer of printed copies of the two enclosed Bills relating to the proposed Railway, which have passed the Legislative Council and Assembly, and only wait my assent to become laws.

It is my sincere and earnest hope that the exertions of Mr. Chandler and the other delegates may succeed in securing the completion of a work which, in my opinion, will prove most advantageous to the interests of all British North America, and will conduce to a thorough good feeling between the three Provinces themselves, as well as between Great Britain and her North American Colonies.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir J. S. PAKINGTON, Baronet,

&c., &c., &c.

* Copy of this Letter sent to Sir E. Head in Earl Grey's Despatch, No. 313, February 20, 1852.

Enclosure in No. 6.

In Council, March 17, 1852.

Ordered, That the Honorable Edward B. Chandler, in whose integrity and ability the Council have perfect confidence, should be requested by His Excellency the Lieutenant Governor to proceed to England by the next packet from Halifax, as a delegate on behalf of the Executive Council of New Brunswick, according to the suggestion referred to and approved of in Mr. Peel's letter of the 20th February, 1852.

2. That Mr. Chandler be directed to co-operate with Mr. Hincks on the part of Canada, and with any delegate from Nova Scotia, in conducting such negotiations in relation to the Halifax and Quebec Railway as may appear expedient, and may be warranted by the provisions of the two Bills now awaiting His Excellency's assent.

3. That the provisions of such two Bills be considered as the instructions on this subject given to Mr. Chandler by His Excellency in Council, by which he is to be guided, and subject to which he is to exercise his discretion in promoting the interests of this Province in the matter of such Railway.

Extract from the Minutes.

JOHN C. ALLEN,
Clerk of the Executive Council, New Brunswick.

No. 7.

(No. 12.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to the Right Honorable Sir John S. Pakington, Baronet.

(Received April 28, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., April, 1852.

Sir,—I have the honor to enclose a copy of the speech with which I this day closed the Legislative Session in this Province.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir J. S. PAKINGTON, Baronet.

Enclosure in No. 7.

EXTRACT.

“ Mr. President and Honorable Gentlemen of the Legislative Council,

“ Mr. Speaker and Gentlemen of the House of Assembly,

“ I congratulate you on having brought to a close a Session of considerable length and considerable importance, a Session marked by the enactment of some measures which may in all probability exercise great influence on the future destinies of this Province, and of British North America generally.

"I allude more particularly to the Acts for the construction of a Railway from Halifax to Quebec. The moment your deliberations on these Bills had closed, I despatched a Member of my Executive Council to England, in order that, co-operating with delegates from Canada and Nova Scotia, he might obtain the means for carrying out your wishes. I trust heartily that he may succeed in the object of his mission. The Legislation of this Session has seemed for the moment to bring into conflict the interests of different portions of the Province; I venture, however, to hope, that the time will come when all Her Majesty's subjects in New Brunswick, wherever they may reside, will look back with satisfaction on the measures which you have passed, and enjoy the prosperity which we earnestly pray may spring from them."

No. 8.

(No. 16.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to the Right Honorable Sir John S. Pakington, Baronet.

(Received April 23, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., April 8, 1852.

Sir,—The Legislature of New Brunswick in their Session of 1851, passed two Acts, with suspending clauses, for the purpose of facilitating the construction of the European and North American Railway.

These Acts were transmitted by me, with a despatch dated April 7, 1851, No. 16,* but Earl Grey in his despatch of June 12, 1851, No. 269,* and the enclosure thereof, assigned certain reasons why he declined laying them before the Queen at that time.

2. My Executive Council forwarded a memorandum urging the expediency of passing these bills; Lord Grey still adhered to his resolution unless certain amendments should be made in the Act incorporating the European and North American Railway. In reply to a letter from the President of the European and North American Railway Company, his Lordship stated that he thought the Legislature of New Brunswick ought to have an opportunity of reconsidering the whole subject.

3. This opportunity has now been given, and the result has been, the passing of the two Acts, of which, as bills, copies were forwarded with my despatch by the last mail relating to the mission of the Honorable E. B. Chandler. Besides these Acts the Legislature have passed an Act, of which a certified copy is enclosed, containing such amendments as Lord Grey appeared to consider indispensable to the Act incorporating the European and North American Railway.

4. In addition to such amendments it has been thought right to add certain provisos in the last clause. One of these enacts that the two Acts for facilitating the construction of the European and North American line, passed in the session of 1851, shall, if assented to by the Queen, be construed as one Act with this; and the other provides that the privileges and advantages granted to the European and North American line shall not clash with or impede the enjoyment of any advantages given to the Halifax and Quebec line. This was necessary, as the two lines

* Papers relative to the Halifax and Quebec Railway, June 16, 1851.

now profess to pursue the same route for a very long distance, and the gift of land, &c., &c., could not belong to both.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir J. S. PAKINGTON, Baronet,
&c., &c., &c.

No. 9.

(No. 18.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head
to the Right Honorable Sir John S. Pakington, Baronet.

(Received April 28, 1852.—Answered, No. 6, May 6, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., April 9, 1852.

Sir,—In compliance with the resolutions passed at public meetings held in the counties of Gloucester and Northumberland respectively, I have the honor to enclose addresses to Her most Gracious Majesty on the subject of the proposed railway from Halifax to Quebec.

I request that these addresses may be laid at the foot of the Throne.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable

Sir J. S. PAKINGTON, Baronet,
&c., &c., &c.

Enclosure 1 in No. 9.

NEWCASTLE, NORTHUMBERLAND, March 30, 1852.

May it please your Excellency,

In pursuance of a resolution passed at a public meeting of the inhabitants of this county, held at the Court House on the 23d instant, I have the honor to enclose herewith the resolutions passed, and a memorial founded thereon to Her Majesty the Queen, and I have respectfully to beg that your Excellency will be pleased to forward the memorial as early as possible to Her Majesty's Principal Secretary of State for the Colonies, to be laid at the foot of the Throne.

I have, &c.,

(Signed,) W. A. BLACK,
Sheriff of Northumberland.

To His Excellency

Sir EDMUND HEAD, Baronet,
&c., &c., &c.

Sub-Enclosure 1 in Enclosure 1 in No. 9.

At a meeting of the Inhabitants of the county of Northumberland, held at the Court House at Newcastle, on Tuesday the 23d March instant, for the purpose of petitioning the British Government against the route contemplated for the Halifax and Quebec Railway.

The High Sheriff was called to the chair ; and Martin Crannay, Esquire, requested to act as secretary.

Moved by George Kerr, Esquire, and seconded by R. Hutchinson, Esquire ;

Whereas the line of railway from Halifax to Quebec, through New Brunswick, called the Eastern Route, surveyed by Major Robinson in 1848, and recommended by him as possessing greater advantages than any other route for security from hostile attacks, as a field for the settlement of emigrants, as likely to afford the greatest amount of remuneration, and as tending to develop the fisheries of New Brunswick, and as being accessible by bays and rivers at numerous points, whereby the expense of construction would be greatly lessened, has been abandoned ; and the Council and Assembly of New Brunswick have passed a Bill, fixing the route of the railway to pass from the bend of Petitcodiac to the city of Saint John, and thence to the northern boundary of the province, through territory watered by the tributaries of the river Saint John :

And whereas the practicability of carrying a railway along the intended line has never been ascertained by competent engineers ; and, if practicable, a large portion of the land fit for settlement has been granted, whereby the advantages anticipated from an influx of emigrants to settle along the line of railway be greatly lessened:

Therefore Resolved, That a petition be prepared, and forwarded to Her Majesty, praying, that before the aid of the Imperial Government be given to raise the funds necessary to construct the said railway, the line shall be surveyed and approved by competent engineers appointed by the Home Government.

Moved by John M. Johnson, Esquire, and seconded by William Salter, Esquire, and

Resolved, That a Committee of five be appointed to prepare a petition founded on the foregoing resolution, to be signed by the chairman, and sent to his Excellency the Lieutenant Governor, to be by him forwarded to be laid at the foot of the Throne.

Resolved, That George Kerr, Richard Hutchison, Peter Mitchell, John Wright, and John M. Johnson, Esquires, be said committee.

Moved by Peter Mitchell, Esquire, and seconded by John M. Johnson, Esquire, That the High Sheriff leave the chair, and that R. Hutchison, Esquire, be called thereto.

W. A. BLACK,
Chairman.

Sub Enclosure 2 in Enclosure 1 in No. 9.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The humble Memorial of the Inhabitants of the County of Northumberland, in the Province of New Brunswick, in North America.

May it please Your Majesty,

Your Memorialists beg leave to approach Your Majesty with an humble but sincere assurance of their devoted loyalty to Your Majesty's royal person and throne, and a firm confidence in Your Majesty's gracious disposition to promote their happiness and welfare.

Your Memorialists regarded, with anxious interest, the project lately brought under the notice of Your Majesty's Government, of uniting Your Majesty's North American provinces by a great trunk railway, passing from Halifax, through the north-eastern portion of New Brunswick, to the city of Quebec, viewing it as a scheme full of promise for the speedy advancement of this colony in wealth and population; and it was with feelings of deep gratitude they learned that Your Majesty's Government had generously offered the necessary aid for its accomplishment.

Your Memorialists are, however, impressed with the conviction that Your Majesty's Government, in tendering its countenance and assistance to this great work, was influenced by certain weighty considerations, and looked forward to very important advantages which were to flow from it, not alone to Your Majesty's subjects in these colonies, but to the whole British Empire; and apart from which the undertaking would not have been deemed prudent or practicable.

Your Memorialists formed their convictions upon the opinions clearly and repeatedly expressed in the correspondence of Your Majesty's Government on the subject of this railway, but more particularly on those contained in the letter of Mr. Hawes to Mr. Howe, of Nova Scotia, of 10th March 1851, and the despatch of Earl Grey to Lord Elgin, of the 14th of the same month, wherein the considerations which commended this project to the favor of Your Majesty's Government are clearly defined, and which your Memorialists would here beg leave briefly to recapitulate: As a national or public undertaking, and not as a mere mercantile speculation, it claimed attention. The profits and advantages were to be derived by its opening up new districts for settlement; by the demand for labour, which would be created during its progress, swelling the annual consumption and revenue of the colony; by the increased value of the public lands in its vicinity, and the rapid and easy communication it would afford between the sister colonies, enabling them to afford to each other mutual support and assistance in times of difficulty; while the conditions were declared indispensable that it should be constructed on a well ascertained practicable route, and on British territory beyond the danger of foreign interference.

Your Memorialists would most respectfully bring under Your Majesty's notice, that the scheme for promoting this railway recently concurred in by Canada and Nova Scotia, adopted by an Act of the Legislature of this province, and which is now awaiting Your Majesty's royal approbation, completely overlooks and disregards many of the most important considerations above referred to, and substitutes for the route recommended by Major Robinson one which, starting from the southern line of the province, passes centrally to the valley of the upper Saint John, and thence towards the Saint Lawrence; thence running for some distance parallel to, and in close proximity with, the frontier line of a foreign nation, and through districts where the soil for the most part is already appropriated, if not occupied, and whose sale will rather increase private gain than the public revenues; a route whose chief recommendation is that of subserving the commercial interests of the cities of Montreal and Saint John.

Your Memorialists would therefore humbly pray Your Majesty to take the premises into consideration, and withhold the Royal Assent from the Acts lately passed to promote the construction of the Halifax and Quebec Railway, until such a thorough survey and examination of the proposed route be made by competent persons under Your Majesty's authority, as will satisfy Your Majesty's Government that it is not only practicable, but that it possesses all those essentials of a broad and national character to justify this yet young and feeble province involving her-

self in a work of such vast cost and magnitude.

W. A. BLACK, High Sheriff of the
County of Northumberland, in the
Province of New Brunswick.

NEWCASTLE, MIRAMICHI, March 30, 1852.

Enclosure 2 in No. 9.

BATHURST, March 30, 1852.

Sir,—I am directed by the committee appointed for the purpose, to enclose to you a memorial addressed to Her most Gracious Majesty the Queen, from the inhabitants of Gloucester County, on the subject of the proposed railway from Quebec to Halifax; and to beg you will have the kindness to convey to his Excellency the respectful desire of the Memorialists that he will transmit the same to Her Majesty's Colonial Minister, to be laid at the foot of the throne.

A copy of the memorial is also enclosed for his Excellency's use.

I have, &c.

(Signed,) CHRISTOPHER M'MANUS,
Secretary of the Meeting.

To Honorable JOHN R. PARTELOW,
&c. &c. &c., Fredericton.

Sub-Enclosure 1 in Enclosure 2 in No. 9.

COUNTY OF GLOUCESTER.

At a Public Meeting of the Inhabitants of the County of Gloucester, convened pursuant to requisition by the High Sheriff, on Friday the 19th instant, at the Court House in Bathurst,

Henry W. Baldwin, Esquire, was unanimously called to the chair, and Mr. Christopher M'Manus requested to act as Secretary;

When the following resolutions were passed unanimously:—

1st. Resolved, That, in the opinion of this meeting, the several Acts lately passed by the Legislature of this province making provision for the erection and maintenance of a Line of Railway from Halifax to Quebec, through the valley of the Saint John, will in their effects be ruinous to the interests and future prospects of this Province.

2nd. Resolved, In the opinion of this meeting, That as the chief considerations which induced Her Majesty's Government to extend to this railway project its countenance and support, so clearly defined and explained in Mr. Hawes's letter to Mr. Howe of the 10th March, 1851, and Earl Grey's Despatch to Lord Elgin of the 14th of the same month are completely overlooked, disregarded, and sacrificed to subserve the commercial views of the merchants of Montreal and Saint John, in the negotiations concluded between the delegates of Canada, Nova Scotia, and this province, it therefore becomes the duty of the inhabitants of these northern counties to address an humble memorial to the Queen praying Her Majesty to withhold the Royal Assent from the Acts of the General Assembly recently passed to promote this undertaking, until such a perfect survey and examination of the substituted route be made as will enable Her Majesty's Government to judge not only of its practicability, but of its capability of fulfilling all those conditions

which Earl Grey deemed essential to justify engaging in a work of such cost and magnitude.

3d. Resolved, That a committee be appointed to prepare a memorial to Her most Gracious Majesty, in accordance with the foregoing resolutions; and further resolved, that Henry W. Baldwin, William Napier, and Theophilus Desbrisay, Esquires, be such committee to prepare said memorial.

4th. Resolved, That the memorial now read be adopted and signed by the chairman on behalf of the meeting, and immediately transmitted, together with a copy of the proceedings of this meeting, to his Excellency Sir Edmund Head, with a request that he will be pleased to forward it by the first steamer to the Honorable Her Majesty's Principal Secretary of State for the Colonies, to be laid at the foot of the Throne.

5th. Resolved, That the proceedings of this meeting be published in the "Miramichi Gleaner."

HENRY W. BALDWIN, Chairman.

The thanks of the meeting were tendered to the chairman for the efficient and courteous manner in which he conducted the proceedings of the meeting.

CHRISTOPHER M'MANUS, Secretary.

Sub-Enclosure 2 in Enclosure 2 in No. 9.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The humble Memorial of the Inhabitants of the County of Gloucester in the province of New Brunswick in North America.

May it please Your Majesty,

Your Memorialists beg leave to approach Your Majesty with an humble but sincere assurance of their devoted loyalty to Your Majesty's royal person and throne, and a firm confidence in Your Majesty's gracious disposition to promote their happiness and welfare.

Your Memorialists regarded with anxious interest the project lately brought under the notice of Your Majesty's Government, of uniting Your Majesty's North American provinces by a grand trunk railway, passing from Halifax through the north-eastern portion of New Brunswick to the city of Quebec, viewing it as a scheme full of promise for the speedy advancement of this colony in wealth and population; and it was with feelings of deep gratitude they learned that Your Majesty's Government had generously offered the necessary aid for its accomplishment.

Your Memorialists are, however, impressed with the conviction that Your Majesty's Government, in tendering its countenance and assistance to this great work, was influenced by certain weighty considerations, and looked forward to very important advantages which were to flow from it not alone to Your Majesty's subjects in these colonies, but to the whole British Empire, and apart from which it would not have been deemed prudent to encourage it.

Your Memorialists found their convictions in this respect, upon the opinions so clearly and repeatedly expressed in the correspondence of Your Majesty's Government on the subject of this railway, but more particularly on those contained in the letter of Mr. Hawes to Mr. Howe of Nova Scotia of the 10th March, 1851, and the Despatch of Earl Grey to Lord Elgin of the 14th of the same month, wherein the considerations which commended this project to the favour of Your

Majesty's Government are plainly defined, and which may be thus briefly recapitulated, namely:—

That as a public or national undertaking, and not as a mere mercantile speculation, it claimed attention; that its anticipated profits and advantages were to be derived from "its opening up new districts for settlement," from the demand for labour which would be created during its progress, swelling the annual consumption and revenue of the colony "from the increased value of the public lands in its vicinity," and "the safe and easy communication it would afford between the sister colonies, enabling them to afford to each other mutual support and assistance in "times of difficulty," while it was pronounced indispensable that it should be constructed on a well ascertained practicable route, beyond the danger of foreign interference.

Your Memorialists would most respectfully bring under Your Majesty's notice, that the scheme for promoting this railway, recently concurred in by Canada and Nova Scotia, and adopted by an Act of the Legislature of this province, and which now only awaits Your Majesty's Royal Sanction to be carried into execution, completely overlooks and disregards some of the most important considerations above described, and substitutes for the route recommended by Major Robinson one which, avoiding the wide extent of public land as well as the various harbours of the eastern shore, passes from the southern side centrally through the province to the valley of the upper St. John, and thence towards the St. Lawrence, thus unavoidably running for a considerable distance parallel to and in close proximity with the frontier line of a foreign nation, and traversing a district already appropriated if not occupied; where the increased value of the lands will tend more to increase private gain, than to swell the revenues of the colony; a route whose chief recommendation is that of subserving the commercial interests of the cities of Montreal and Saint John.

Your Memorialists would, therefore, humbly pray Your Majesty to take the premises into your gracious consideration, and withhold the Royal assent to the Acts lately passed to promote the construction of the Halifax and Quebec Railway, until such a perfect survey and examination of the proposed route be made by competent persons under Your Majesty's authority as will satisfy Your Majesty's Government that it is not only practicable, but that it possesses all those essentials of a broad and national character, to justify this yet young and feeble province involving herself in a work of such cost and magnitude.

And Your Majesty's Memorialists will ever pray.

Signed on behalf of the Memorialists, by a resolution passed at a public meeting,

HENRY W. BALDWIN,

Sheriff of Gloucester.

No. 10.

(No. 19.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to the
Right Honorable Sir John S. Pakington.

(Received, April 28, 1852.—Answered, No. 10, May 27, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., April 10, 1852.

Sir,—I have the honour to enclose a letter addressed to yourself, covering a copy

of certain resolutions having reference to the Halifax and Quebec Railway.

I have, &c

(Signed,)

EDMUND HEAD.

The Right Honorable Sir J. S. PAKINGTON,
&c., &c., &c.

Enclosure in No. 10.

To the Right Honourable Sir JOHN SOMERSET PAKINGTON, Baronet, Her Majesty's Principal Secretary of State for the Colonies, &c., &c.

Sir,—In pursuance of one of the accompanying resolutions, we have the honour to forward to you, through his Excellency the Lieutenant Governor of this province, the proceedings of a county meeting held at Dalhousie, in the county of Restigouche and province of New Brunswick, on the 25th instant.

And are, &c.,

P. TAYLOR,
CHARLES SIMONDS,
A. FERGUSON,
P. STEWART,
W. S. SMITH.

DALHOUSIE, RESTIGOUCHE, N.B., March 25, 1852.

Sub-Enclosure in Enclosure in No. 10.

At a County Meeting held at the Court House, Dalhousie, in the county of Restigouche and province of New Brunswick, on the 25th March 1852, in pursuance of public notice given by the High Sheriff, who declared the meeting legally assembled;

Alexander Campbell, Esquire, J.P., was called to the chair, and Mr. Donald Stewart appointed Secretary.

When the following resolutions were passed unanimously :—

Moved by Peter Stewart, Esquire, J.P., seconded by John M'Millan, Esquire, J.P. ;

Whereas the majority of the House of Assembly of this province have by an Act recently passed adopted the suggestions of the Canadian Government through its delegates as respects the route of the proposed Halifax and Québec Railroad, and determined the same by the valley of the Saint John River, and in consequence skirting the American frontier for upwards of one hundred miles :

And whereas, such a course is at variance with the spirit of Mr. Hawes's letter of March 1851 : therefore—

Resolved, That this meeting highly disapprove of the course pursued by the Government and majority of the House of Assembly of this province during the present session as regards the route of the proposed Halifax and Quebec Railroad, and are of opinion that the interests of the mother country and of New Brunswick have been sacrificed to the furtherance of Canadian commerce and the interested motives of our southern members.

Moved by Adam Ferguson, Esquire, J.C.P., seconded by Mr. David Sadler ;
Whereas one of the main objects contemplated by the British Government in

the offer of the Colonial Secretary is the opening up and settlement of ungranted Crown lands along the proposed line, as a means of providing for the surplus population of Great Britain and Ireland:

And whereas in the counties of Kent, Northumberland, Gloucester, and Restigouche in this province (through which the line recommended by Major Robinson would pass) the number of acres of ungranted Crown land (say 5,000,000) is greater and of far superior quality to those lying on or near the line adopted by the Legislature of New Brunswick; therefore—

Resolved, That this great object (immigration) has been entirely lost sight of in the recent proceedings of the Legislature on this subject, and the desire of the parent state to benefit her colonial possessions thus frustrated.

Moved by William S. Smith, Esquire, J.P., seconded by John U. Campbell, Esquire;

That the route surveyed and recommended by Major Robinson in 1848 possesses many natural advantages, over any other yet submitted, in the numerous harbours along the gulf shore, the comparative evenness of the surface of the country, as well as being far removed from the influence or power of an enemy in case of war, while a branch line to the city of Saint John would afford equal facilities for traffic with Canada, and in addition thereto a participation in the valuable fisheries of the Baie des Chaleurs and Gulf of Saint Lawrence, and intercourse with the north-eastern counties of the province.

Moved by Daniel Ferguson, Esquire, seconded by Mr. David M'Intosh;

Resolved, As the opinion of this meeting, That the delegates from this province of Canada (with one from New Brunswick), assembled at Halifax on the subject of the contemplated railway from that city to Quebec, by their own admission by memorandum dated 29th January last, do not possess that local knowledge of the country to entitle their opinion to any weight in opposition to the disinterested report of the scientific officers employed exploring the line in 1848. That in respect to New Brunswick the bill passed by a majority in the Legislature defines but two points, namely Saint John and River du Loup, leaving the unsurveyed intermediate distances undefined, showing a total want of knowledge of the country, a great portion of which presents insurmountable engineering difficulties, and is generally sterile and unfit for settlement.

Moved by Charles Simonds, Esquire, seconded by Hugh Montgomery, Esquire, and

Resolved, That the interests of Great Britain demand that the route for a railway uniting the three British North American provinces should not be left to the decision of the Colonial Legislature, but that commissioners appointed by the Home Government should decide a matter of so much importance, and also have the control of the expenditure of money for building the same. And further Resolved, That the line adopted by the three Colonial Governments and the Legislature of New Brunswick never having been thoroughly explored, by reason of the very great difficulties that presented themselves in the outset, an additional expense must of necessity be incurred, which would be avoided in the event of the line recommended by Major Robinson having been adhered to.

Moved by Dr. Taylor, seconded by Peter Stewart, Esquire;

Resolved, That a copy of the proceedings and resolutions of this meeting, signed by the chairman and countersigned by the secretary, be forwarded to Sir John Somerset Pakington, Her Majesty's Principal Secretary of State for the Colonies; and that he be respectfully requested to advise Her Majesty to withhold her assent to the Bill lately passed by the Legislature of New Brunswick defining the route of the proposed Halifax and Quebec Railroad, and, if circumstances permit, to

adopt the construction put upon Mr. Hawes's letter by Mr. Howe, and sanction such action as may be founded thereon as the only means of obtaining an inter-colonial line likely to forward the interests of this province generally, and give general satisfaction to its inhabitants; and that Peter Taylor, Charles Simonds, Adam Ferguson, Peter Stewart, and William S. Smith be a committee to furnish the same.

ALEX'R. CAMPBELL, Chairman.

DON. STEWART, Secretary.

No. 11.

(No. 20.)

Copy of a Despatch from Lieutenant Governor Sir Edmund Head to the Right Honorable Sir John S. Pakington.

(Received April 28, 1852.)

GOVERNMENT HOUSE,

FREDERICTON, N.B., April 10, 1852.

Sir,—I have the honor to enclose one copy under the Province seal and five other copies of each of the two Acts which have passed in the Session just ended, for promoting the construction of the Halifax and Quebec Railway.

I have, &c.,

(Signed,) EDMUND HEAD.

The Right Honorable
Sir J. S. PAKINGTON, Baronet,
&c., &c., &c.

Despatches from the Secretary of State.

No. 1.

(No. 273.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.*

DOWNING STREET, June 27, 1851.

Sir,—With reference to the last paragraph of my Despatch, No. 269,* of the 12th instant, I have to inform you that having now had an opportunity of further considering the provisions of the Act, No. 2063,* "to facilitate the construction of the St. Andrews and Quebec Railway," in connection with the previous laws of the Provincial Legislature relating to this line, I do not find any ground for advising

* Papers relative to Halifax and Quebec Railway, June 16, 1851.

Her Majesty to withhold the Royal Assent, and I therefore transmit to you an Order of the Queen in Council confirming the Act.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 2.

(No. 274.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, June 28, 1851.

Sir,—I have to acknowledge the receipt of your Despatch, No. 32,* of the 23rd May, transmitting the copy of a Petition from certain gentlemen of New Brunswick, composing a Committee appointed to forward to you the resolutions passed at a county meeting held at Dalhousie on the 9th ultimo, deprecating the rejection by the Provincial Legislature of the plan suggested by Her Majesty's Government for raising the necessary funds for the construction of the Halifax and Quebec Railway, and also requesting that the Royal Assent may not be given to the Acts lately passed by the local Legislature for the furtherance of the European and North American, and the St. Andrews, and Woodstock Railways.

My Despatch of the 12th instant, will have explained to you the views of Her Majesty's Government upon the subject of two of the Acts (2061, 2062,) to which the public meeting at Dalhousie has expressed its objection; and as regards the third Act (2063,) I have by the last mail had the honor to convey to you the decision of the Queen. I have, therefore, only to observe, that it has not occasioned me any surprise to learn that a difference of opinion has begun to manifest itself in New Brunswick upon the decision of the Legislature to decline availing itself of the aid of Her Majesty's Government towards the construction of the Halifax and Quebec Railway on the terms contained in my Despatch of the 14th † of last March.

(I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 3.

(No. 278.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, July 8, 1851.

Sir,—I have to acknowledge the receipt of your despatch, No. 37, of the 13th of June, enclosing a copy of resolutions passed at a public meeting in the county of

* Papers relative to Halifax and Quebec Railway, June 16, 1851.

† Papers relative to Halifax and Quebec Railway, April 8, 1851.

Kent in New Brunswick, respecting the Halifax and Quebec Railroad.

I have, &c.,

(Signed,) GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 4.

(No. 281.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, August 5, 1851.

Sir,—I have to acknowledge the receipt of your despatch, No. 44, of the 11th July, enclosing a memorandum of the Executive Council of New Brunswick, with reference to the Railway Bills which formed the subject of my despatch, No. 269*, of the 12th of June last.

My subsequent despatch, No. 273, of the 27th of June, will have placed you in possession of the Order of Her Majesty in Council confirming the Act to facilitate the construction of the St. Andrews and Quebec line.

With respect, however, to the Acts for facilitating the construction of the European and North American Railway, much as I regret that any delay should occur in submitting them for Her Majesty's approval, I cannot regard the evils which may arise therefrom in so serious a light as those which would result from omitting, in legislation upon this subject, the provisions necessary to secure the several interests of the Empire; and I must therefore consider it my duty to defer tendering any advice to Her Majesty respecting these Bills, until the amendments in the Act of Incorporation, required by my despatch of the 12th of June, shall have been adopted by the provincial Legislature.

I have, &c.,

(Signed,) GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 5.

(No. 288.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, August 28, 1851.

Sir,—I have to acknowledge the receipt of your despatch, No. 51, of the 2d of August, reporting the resignation by Mr. Hill of his seat in the Executive Council, and the provisional appointment of three gentlemen to fill the vacancies which have occurred in that body.

I approve of the retiring member retaining his rank and precedence, as a mark of the sense entertained of his services. I have submitted to the Queen the names

* Papers relative to the Halifax and Quebec Railway, June 16, 1851.

of the three new members; and the necessary warrants for their appointments will be forwarded to you by an early opportunity.

With respect to the memorandum of your Council appended to your despatch, it would be premature to enter upon the consideration of a proposal not yet submitted to me, but I think it right to observe that Her Majesty's Government would not be prepared to recommend to Parliament to extend assistance to the projected railways in British North America further than was promised in my despatch of 14th of March last.

I have, &c.,

(Signed,) GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 6.

(No. 300.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, November 27, 1851.

Sir,—I transmit for your Lordship's information the copy of a despatch which I have had occasion to address to the Lieutenant Governor of Nova Scotia, on the subject of the assistance proposed to be rendered by the Imperial Government in the construction of a trunk line of railway through the British provinces in North America.

I have, &c.,

(Signed,) GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 7.

(No. 302.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, December 5, 1851.

Sir,—I have to acknowledge the receipt of your despatch, No. 66, of the 8th November, transmitting a letter from the President of the European and North American Railway Company, enclosing copies of certain resolutions passed at a meeting of that company on the 27th of October, on the subject of the two Bills passed in the last Session of the Legislature of New Brunswick, for facilitating the construction of the line.

You will acquaint Mr. Jardine that I have duly received his communication; that I am anxious to avoid causing unnecessary delay in the commencement of a work of so much importance to provincial interests as this railway, but that I still consider that, before these Acts can be submitted to the Queen in Council, the

Legislature of New Brunswick ought to have an opportunity of reconsidering the whole subject.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c. &c. &c.

No. 8.

(No. 308.)

Copy of a Despatch from Earl Grey to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, January 9, 1852.

Sir,—I transmit to you copies of two despatches which I have received from Sir
40.—Dec. 11, 1851. John Harvey, on the subject of the undertaking of Her Majesty's
44.—Dec 24, 1851. Government respecting the proposed lines of railway through
297.—Jan. 29, 1852. Nova Scotia and New Brunswick, together with their enclosure,
and a copy also of the answer which I have made to them.

I trust that the Legislature of New Brunswick will not come to any decision on this subject without careful deliberation, and without fully considering both the great importance to the province of establishing a system of railway communication, and the probable difficulty of raising upon reasonable terms the capital required for this purpose without the assistance of Parliament.

I have, &c.,

(Signed,)

GREY.

Lieutenant Governor Sir EDMUND HEAD,
&c., &c., &c.

No. 9.

(No. 6.)

Copy of a Despatch from the Right Honorable Sir John S. Pakington to Lieutenant Governor Sir Edmund Head.

DOWNING STREET, May 25, 1852.

Sir,—I have received your despatch, No. 18, of the 9th ultimo, transmitting addresses to the Queen from the inhabitants of Gloucester and Northumberland on the subject of the proposed railway from Halifax to Quebec.

I have had the honour to lay these addresses before the Queen, and Her Majesty was pleased to receive the same very graciously. The representations they contain will receive every consideration on the part of Her Majesty's Government.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

Lieutenant Governor Sir E. HEAD,
&c., &c., &c.

No. 10.

(No. 9.)

Copy of a Despatch from the Right Honorable Sir John S. Pakington to the Officer administering the Government of New Brunswick.

DOWNING STREET, May 27, 1852.

Sir,—I have the honour to transmit herewith the copy of a Despatch which I No. 25. have addressed to the Governor General of British North America, conveying to his Lordship the decision at which after mature deliberation, Her Majesty's Government have arrived upon the proposals laid before them on the part of Canada, Nova Scotia, and New Brunswick, on the subject of the projected line of railway from Halifax to Quebec.

I have, &c.,

(Signed,)

JOHN S. PAKINGTON.

To the Officer administering the
Government of New Brunswick.

No. 11.

(No. 10.)

Copy of a Despatch from the Right Honorable Sir John S. Pakington to Lieutenant Governor Sir E. Head.

DOWNING STREET, May 27, 1852.

Sir,—I have received your Despatch No. 19, of the 10th ultimo, forwarding a letter addressed to me by certain gentlemen of Dalhousie, with a copy of resolutions passed at a public meeting of the inhabitants of that place, having reference to the Halifax and Quebec Railroad.

In answer to these resolutions, I can only refer you to my Despatch of this date, conveying the decision of Her Majesty's Government on the proposed railway.

I am, &c.

(Signed,)

JOHN S. PAKINGTON.

Lieutenant Governor Sir E. HEAD,

&c.,

&c.,

&c.

OTHER CORRESPONDENCE.

*Correspondence with the St. Andrew's and Quebec
Railway Company.*

No. 1.

(No. 1.)

Copy of a letter from B. Sharpe, Esquire, to Earl Grey.

HANWELL PARK, February 11, 1852.

My Lord,—I have the honour to bring before your Lordship the following proposal for combining the most important section of the European and North American Line with the railroad under construction between St. Andrew's and Quebec, in order to complete the latter with as little delay as possible, as well as to place the important and populous city of St. John on a great trunk line of communication extending both to Quebec and the Canadas and to the United States system of railways.

As the letter addressed to your Lordship on the 20th of May of last year fully described the principle of the plan, I will not at present occupy your time with further details, but I may have the satisfaction of stating that I am prepared with documents transmitted from New Brunswick, in which the plan is both highly approved and considered as the only one under all the circumstances of the provinces open for adoption.

From the experience already obtained in the construction of the first ten miles of the St. Andrew's and Quebec line, it is ascertained that one and a half millions will amply suffice to open a single truck line of rails, commencing at St. John and joining the above line about twenty miles from St. Andrew's, and which shall continue by it, *viâ* Woodstock and Grandfalls, to Quebec, passing entirely through British territory, and traversing its most southern and least inclement portion.

To effect the above object it is proposed the British Government should advance half a million at three and a half per cent., the interest on which to be guaranteed by the Canadas and New Brunswick rateably per mile according to the distance the line traverses the respective provinces; the repayment of the principal to be guaranteed in a similar manner, as also to be further secured by the creation of a certain number of shares, the proceeds of which, when subscribed for by the public, to be devoted exclusively to the repayment of the loan.

The capital of the Company to consist of one and a half millions, in 70,000 shares of £20 each; one third of these to be set apart for the repayment of the British Government, whose claim is to be liquidated in twenty-five years after the opening of the line, at the rate of £25,000 per annum. This would afford the Home Government an additional security, as well as materially if not entirely lighten the annual burden on the finances of the two provinces.

The provinces to appropriate and make up to the Company an extent of ten miles of wilderness lands on either side of their line, they agreeing to give away one tenth of them for the purpose of founding communities of settlers on the same principles as detailed in the accompanying prospectus of the Albion Settlement; and should any rise in the price of labour render an application necessary, the Bri-

tish Government to permit the temporary employment of prisoners convicted of minor offences.

The above proposal is not intended to interfere with the ultimate extension of the European and North American line round the Head of the Bay of Fundy, should it be hereafter deemed desirable to carry it in that direction, or with any line connecting Fredericton and extending to Miramichi.

Should your Lordship entertain the above proposal, the Class "A" Shareholders of the St. Andrew's and Quebec Railroad Company propose applying for the requisite powers with as little delay as possible.

I have, &c.,

(Signed,) B. SHARPE,
Managing Director.

The Right Honorable Earl GREY,
&c., &c., &c.

Enclosure in No. 1.

THE ALBION SETTLEMENT.

Committee :

The Right Honorable the Earl Fitzwilliam, (Chairman.)

Sir T. Tancred, Baronet.
Benjamin Sharpe, Esquire.
H. Maudsley, Esquire.

J. Montagu, Esquire.
W. S. Featherstone, Esquire.

Secretary.

J. W. Byrne, Esquire.

Bankers.

Messrs. ———

The above Committee has been formed with the view of undertaking the management of a considerable tract of land in the Province of New Brunswick, which has been set apart by the directors of the St. Andrew's and Quebec Railroad for the purpose of founding a settlement, in which an endeavour will be made to preserve the distinctive features presented by an English community, by providing such an admixture of the different classes as will secure a due representation of each, in order that employment both for capital and labour may be readily obtained through the necessary dependance of the one on the other.

The following brief account will further detail the objects in view, and the mode of carrying them out:—

The St. Andrew's and Quebec Railroad Company was formed for the important object of constructing a great trunk line of Railway to connect the Canadas with the Atlantic by the shortest road through the British territory; and the Province of New Brunswick, desirous of encouraging a work of so much value to its interests, has recently granted to the company the whole of the unappropriated Crown Lands to an extent of five miles on each side of their Railroad. It became therefore a subject of considerable importance to the directors to devise a plan by which they might afford a successful example of systematic colonization, and be the means of arresting a portion of that tide of emigration which now annually enriches foreign territories; and in addition to this object they were desirous of introducing such a system of policy, as—while it duly regarded the commercial character of the under-

taking and the interests of the shareholders—would at the same time conduce to the comfort and happiness of the future inhabitants of the district.

The directors of the Company further taking into consideration the fact that, although, according to Professor Johnston's report, the province of New Brunswick possesses far greater agricultural capabilities than any other portion of either the United States or the British possessions, and is moreover considerably nearer to Great Britain than either the Canadas or the States, its advantages are generally but little known, and there is great difficulty in spreading a sufficient knowledge of them to induce emigrants to leave the beaten track, and select as their future home this beautiful province. With the view, therefore, of turning public attention towards it, by affording a successful example of colonization by small capitalists, they have determined to make a sacrifice of a large block of 20,000 acres by offering it as a gift, with the condition attached, that those who accepted portions should pay a sum at the rate of 30s. per acre to form a fund to be laid out for the general benefit of the new community, in about the following proportions; say one third for roads, surveying, &c.; one third for church and schools; and one third to cover the various necessary expenses. They have determined to convey this land, and transfer its whole control and disposition to a committee of noblemen and gentlemen, who have agreed to undertake the sole management of the new settlement, and who will see the money is duly laid out.

The enforcing this amount of expenditure will have the effect of confining the acceptance of the gift to men who must at least have some small capital, and who will at once become the employers of labour, as it is on the presence of a due proportion of this class that the success of this, or it may be truly said, of any other scheme of colonization must mainly depend. It is indeed hard to conceive how any community can start into being should they be wanting; but with these employers of labor (who immediately require the laborer's aid) a demand for labor of the most healthy description at once arises, and a legitimate field for employment is opened, capable of quickly absorbing large bodies of our rural population, who find on their arrival both homes and employment, and will not experience the present fate of the colonist, which is either a miserable existence in the woods, or an expatriation to the neighbouring States in search of employment.

The absence of any capital, as in the case of a pauper community, is the greatest drawback to a young settlement, as it entails on it a stunted and protracted infancy which never attains a vigorous manhood. Under the term capital is comprised not merely that which an individual may possess and can give in exchange for the labour of another, but public works in course of formation are also included, and these latter cause the very best expenditure of capital, as when completed they generally open new sources of employment, and quickly formed and prosperous will the settlement be in whose vicinity they are carried on.

It is at the outset, more than at any subsequent period of his career, that the emigrant requires assistance; it is to start him in his new life, to maintain him until the earth shall yield a return that the necessity for supplying him with aid or employment is so urgent and imperative. Strongly impressed with this, and deeply sensible that any attempts to colonize by paupers unmixd by capitalists will be unsuccessful, the directors of the St. Andrew's and Quebec Railroad have on commercial grounds, as well as from higher motives, determined to make that which they advisedly consider to be a great sacrifice; for the lands which they proposed to surrender comprise some of the finest in the colony, well watered by rivers and covered with timber, and, with the great trunk line of railway to the Canadas passing through, must eventually become of the highest value.

Having however felt that in their position as railway directors they could not so successfully prosecute the scheme as would a separate body, they have decided on at

once placing the whole management in the hands of others, with certain reservations as to the price of land, which is not to be reduced without special authority from the directors of the railway, and that the church and schools are to be of the present Established Church of England, and that, as far as it is practicable, provision should be made for the endowment as well as erection of the church and schools, in order that the future maintenance of the clergyman and schoolmaster might press as lightly as possible on the straightened means of the young community.

The Committee of the Albion Settlement are ready to receive applications for land on the foregoing terms; and after approval by the Committee, they will be registered according to their dates, in order that each applicant may exercise a right of choice by priority of application.

A deposit of five shillings per acre will be at once payable; the remaining twenty-five shillings per acre will be paid on the conveyance of the land being made.

Any further information may be obtained by application to the Secretary, at the Offices, 26, Parliament Street, Westminster.

Form of Application for Land in the Albion Settlement.

To the Committee of the Albion Settlement;

Gentlemen,—I request you to allot me _____ acres of land in the Albion Settlement, and I hereby agree to accept the same, or any less number which may be allotted to me, to pay the deposit of five shillings per acre thereon, and when the conveyance is made the further sum of twenty-five shillings per acre; and I further agree, that in default of my so doing, you shall be at liberty to declare forfeited all such land, and all deposits which I may have paid thereon.

Dated the _____ day of _____ 1851.

Name in full _____
 Residence _____
 Business or profession (if any) _____
 Reference _____

ON THE CLIMATE OF NEW BRUNSWICK.

Opinion of the Bishop of Fredericton, contained in "Annals of the Diocese of Fredericton," by Ernest Hawkins, B.D., and published by the Society for promoting Christian Knowledge.

As there exists in England much misapprehension on this point, it may be right to state, that I consider it beyond all question a finer climate than that of England. It is, undoubtedly, hotter and colder; inasmuch as in July and August our thermometer ranges from 75° to 100°, and in December, January and February, from a few degrees above freezing to 30° below zero; but, in the first place, neither the heat nor the cold are proportionably so trying as they would be in England, 30° below zero is only known at night. I have travelled with the thermometer at 4° below zero, without suffering, and once at 16° below; but this, perhaps, occurs only two or three days in a whole winter. I do not hesitate to say, that the chilly, starving, feel of cold and wet together is almost unknown here. Our sunshine in winter is at least three to one compared with England, the bright sun giving a cheerful look to the snowy landscape. My health has been, on the whole, good, and my children's health nearly uninterrupted. As to the notion of wild

beasts, &c. it is too ridiculous to talk of seriously. There are wolves, and bears, and wild cats in the thick part of the forests; but one must go to look for them, generally speaking. The roads of general communication from town to town are very good; in the unsettled places they are, what roads in woods and bye-places in England are, very bad.

Opinion of professor JOHNSTON, F.R., S.L. and E., Honorary Member of the Royal Agricultural Society of England, and Author of "Lectures on Agricultural Chemistry and Geology."

In my report, I set out with allowing two things as indisputable. First, that this climate is exceedingly healthy; and secondly, that, as far as I can judge, the climate is not such as materially to interfere with the amount of the produce of the land; and that, in spite of the climate, the average produce is greater than in the adjoining countries of Canada and the United States.

No. 2.

Copy of a Letter from B. Sharpe, Esquire, to Earl Grey.

HANWELL PARK, Middlesex, February 13, 1852.

My Lord,—In the copy of the letter I had the honour to address your Lordship on the 11th February, two clerical errors have been found to exist. I trust you will permit their correction should they appear in the original.

One and a half millions should divide into 75,000 shares of £20 each, instead of 70,000, and the repayment of the half million would be at the rate of £20,000 a year instead of £25,000.

I beg, at the same time, to enclose a table showing the decreasing sum the provinces would be annually chargeable with for interest, in consequence of the repayment of the loan by the annual sale of a thousand £20 shares.

Years.	Interest.	Years.	Interest.	Years.	Interest.	Years.	Interest.
	£		£		£		£
1	17,500	8	12,600	14	8,400	20	4,200
2	16,800	9	11,900	15	7,700	21	3,500
3	16,100	10	11,200	16	7,000	22	2,800
4	15,400	11	10,500	17	6,300	23	2,100
5	14,700	12	9,800	18	5,600	24	1,400
6	14,000	13	9,100	19	4,900	25	700
7	13,300						

The above charge for interest would be merely nominal, as at a very low calculation the railway would realize at least $3\frac{1}{2}$ per cent. on its capital, and thus pay the interest on the loan.

I have, &c.,

(Signed,)

B. SHARPE,
 Managing Director of the
 Class "A" Shareholders of the
 St. Andrew's and Quebec Railway.

No. 3.

Copy of a Letter from F. Peel, Esquire, M.P., to B. Sharpe, Esquire.

DOWNING STREET, February 16, 1852.

Sir,—I am directed by Earl Grey to acknowledge the receipt of your Letters of the 11th and 13th instant, submitting a plan for the construction of a branch railroad between St. Johns, New Brunswick, and the St. Andrew's and Quebec line, and to inform you, that after a careful perusal of the same his Lordship does not consider it to be one that Her Majesty's Government could entertain.

I have, &c.,

(Signed,)

F. PEEL.

B. SHARPE, Esquire.

No. 4.

Copy of a Letter from B. Sharpe, Esquire, to the Right Honorable Sir John S. Pakington, Baronet.

ST. ANDREW'S AND QUEBEC RAILROAD OFFICE,
26, Parliament Street, Westminster, March 2, 1852.

Sir,—In consequence of the change which has taken place in Her Majesty's Ministers, I have delayed replying to Mr. Peele's letter of the 16th instant. In that letter the proposal submitted to Her Majesty's Government in my letters of the 11th and 13th was evidently misunderstood, as it was termed by Mr. Peel, "A plan for the construction of a branch railroad between St. Johns, New Brunswick, and the St. Andrew's and Quebec line," whereas it was a proposal for the construction of the entire line between St. John and Quebec.

But since the 16th instant copies of Lord Grey's Despatches relative to the contemplated American Railways, as well as the final proposals of the Canada and New Brunswick delegates, printed for the Nova Scotia House of Assembly, and dated 31st January 1852, have been received,

These documents are of considerable importance to the St. Andrew's and Quebec Railroad Company, as they contain the decision giving up the northern and central lines, as well as an offer made by certain capitalists in England, and they give the terms on which the British Government are prepared to afford assistance.

But the final proposition of the provinces of Canada and New Brunswick, alluded to above, at once confirms and strengthens the position of the company; as the Halifax and Quebec Railroad is now proposed to be carried for a considerable part of its distance over the same route as the St. Andrew's and Quebec Railroad now under construction.

The company building this latter line, sensible of their claims for consideration, have therefore felt it incumbent on them at once to step forward with such a plan as will combine the present conflicting interests, and carry out this great national work without entailing any ultimate cost either on the provinces or mother country.

I may premise by observing that in the objects they severally seek to attain, the different provinces are naturally somewhat opposed. Lower Canada desires the shortest route to a winter port on the Atlantic, and is indifferent to the European and North American line; but with Upper Canada the reverse is the case, the Es-

ropean and North American line having always been a favourite scheme. This latter line Nova Scotia is also most anxious to obtain, as it would connect her with the whole of the United States system of railways, but she is disappointed at the failure of the northern route to Quebec. New Brunswick, on the other hand, is much opposed to the northern line, as it would pass at a considerable distance from her chief centres of commerce; but, for the same reasons as Nova Scotia, is as much in favour of the European and North American line.

It therefore appears that, with the exception of Nova Scotia's predilection for the northern route, the principal views of all will be met by connecting the European and North American with the St. Andrew's and Quebec line, this latter having a distance of ten miles already built, and at the same time constituting by far the shortest route between Quebec and the Atlantic. And it is in furtherance of this last proposal that I have now, on behalf of the St. Andrew's and Quebec Railroad Company, the honour to submit, for the consideration of Her Majesty's Government, the following plan for the construction of an entire line of railway between Halifax and Quebec.

To avoid any local names, it is proposed to call it "The British North American Railway." Commencing at Halifax, it will follow the course intended for the European and North American Railroad to the point of its junction with the St. Andrew's and Quebec line, about twenty miles from St. Andrew's, continuing by it to Quebec.

THE HALIFAX AND QUEBEC,

OR

THE BRITISH NORTH AMERICAN RAILWAY.

Capital, £3,000,000, in 150,000 shares of £20 each.

The money in the first instance to be raised at $3\frac{1}{2}$ per cent. under the guarantee of the British Treasury.

The interest to be guaranteed by the three provinces, but paid out of the profits of the line.

The principal to be repaid in twenty-five years by annual calls on the shares sold, those shares to be guaranteed an interest of 6 per cent. by the provinces.

On the completion of the line, after paying the working expenses, the profits are to be devoted to the payment of the interest to the British Government, and guaranteed shareholders; any surplus beyond this to be divided amongst the shareholders.

The wilderness lands for an extent of ten miles on either side to become the property of the shareholders, and any deficiency in that amount to be made up from elsewhere, but in the vicinity of the line. The shareholders are to devote one-tenth of these lands to church, school, or hospital purposes.

MANAGEMENT.

There are to be fifteen local directors, five for each Province, who will elect one of their number to represent them at a central board, in which will be vested the chief control.

This board to consist of seven members; as follows:—

A representative of the interests of each province.....	No. 3
Ditto of each local board of directors.....	“ 3
Ditto of the English shareholders, with a casting vote in addition.....	“ 1
	7

No allusion has been made to a continuation of the line beyond Quebec, as it is assumed that Canada will prefer making her own arrangements with the British Government, distinct from the other provinces.

The following table has been added, in order to prove that a profit of 8 per cent. and less will amply cover the annual charges for interest; 8 per cent. has been taken as the amount yielded by a large proportion of the United States Railways.

Trusting this proposal may meet with a favorable consideration of Her Majesty's Government,

I have, &c.

(Signed,) B. SHARPE,
Managing Directors,
Class "A" Shareholders, &c.

Sir J. S. PAKINGTON, Baronet,
&c., &c., &c.

A TABLE showing the sums which will be annually due for Interest during the Three Years of Construction, as well as for the subsequent Twenty-five.

Years.	Interest at 3½ per Cent.	Interest at 6 per Cent.
	£ s. d.	
1	21,824 10 0	Under Construction.
2	56,824 10 0	Ditto.
3	91,824 10 0	Ditto.

AFTER COMPLETION.

Years.	Interest at 3½ per Cent.	Interest at 6 per Cent.
	£	£
1	105,000	
2	100,800	7,200
3	96,600	14,400
4	92,400	21,600
5	88,200	28,800
6	84,000	36,000
7	79,800	43,200
8	75,600	50,400
9	71,400	57,600
10	67,200	64,800
11	63,000	72,000
12	58,800	79,200
13	54,600	86,400
14	50,400	93,600
15	46,200	100,800
16	42,000	108,000

17	37,800	115,200
18	33,600	122,400
19	29,400	129,600
20	25,200	136,800
21	21,000	144,000
22	16,800	151,200
23	12,600	158,400
24	8,400	165,600
25	4,200	172,800

No. 5.

Copy of a Letter from Earl of Desart to B. Sharpe, Esquire.

DOWNING STREET, March 13, 1852.

Sir,—I am directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 2d instant, and to acquaint you in reply, that whenever the proper time shall arrive, the proposal which you have submitted for the construction of a trunk line of Railway through the British North American Provinces, will not fail to receive the careful consideration of Her Majesty's Government.

I have, &c.,

(Signed,) DESART.

B. SHARPE, Esquire.

No. 6.

Copy of a Letter from B. Sharpe, Esquire, to the Right Honorable Sir John Pakington, Baronet.

ST. ANDREW'S AND QUEBEC RAILROAD OFFICE,

26, Parliament Street, Westminster, May 4, 1852.

Sir,—Owing to the strong opinion which has been expressed in favor of the plan submitted to Her Majesty's Government on behalf of the St. Andrew's and Quebec Railroad Company, for the formation of the line of Railway between Halifax and Quebec, the London Board of Directors are very desirous that a further exposition of their views should be laid before Her Majesty's Government.

They moreover feel it but due to the people of this country, who are about to become responsible for the large sum proposed to be raised, that, before the Legislature should be called on to consent to the guarantee of the British Treasury being given, attention should be first drawn to the features of the plan proposed by the delegates, and a comparison instituted into the relative merits of the two proposals.

They consider this more particularly necessary, as the Honorable Mr. Howe (one of the delegates) has frequently stated in his speeches, that the money was to be obtained, although the means for its repayment might be uncertain. The following is an extract from one of his speeches:—

“Suppose New Brunswick does take the money, and is not able to pay, John Bull is not a hard creditor, and will not coerce or compel payment. Who ever heard of his acting like a sheriff, and distraining any of these rascally repudiating

“states—(laughter); and would he be more severe on his own children? He has lent money to Mexico and Peru, to Greece and Spain, and who ever heard of his compelling payment? When he is cheated he bears it calm and unprovoked.”

The two propositions may be briefly viewed as follows: both in the first instance propose to raise the money at $3\frac{1}{2}$ per cent. on the guarantee of the British Treasury. The plan of the delegates places the expenditure of this money, amounting to several millions, in the hands of the Governments of the three Provinces, affording them a most powerful and unconstitutional means of influence, without any other than the slight control afforded by the Provincial Assemblies, and with all the evils inherent to the prosecution of works by the state; their plan has this additional disadvantage, that the whole course of policy pursued in the construction of the line is at any moment liable to be changed with a change of ministry.

The means provided by the New Brunswick Act for the repayment of the British Government seem totally inadequate for the purpose; and it naturally warrants the assumption that the provision for the liquidation of the debt has not formed the most prominent part of the measure. It is stated, that “if required by the Imperial Parliament, the profits of the Railway accruing to this province shall, after deducting interest, repairs, working, and incidental expenses, to be allowed as such by Her Majesty’s Government, be set apart to form a sinking fund; and when at any time after the expiration of ten years from the time of completing such Railway, such profits should not realize two per cent. annually on the loan contracted, then there shall be annually thereafter set apart from and chargeable on the general revenues of this province, such a sum as will make up two per cent. to constitute such sinking fund.”

The annual charge for interest on a loan of only three millions would amount to £105,000, and it is proposed to raise a much larger sum, but this, together with the other expenses, would principally absorb the profits of the first ten years, and extend the final extinction of the debt to a period of sixty years.

The plan of the St. Andrew’s and Quebec Railroad Company, on the other hand, having raised the money on the guarantee of the British Treasury, (and which amounts but to three millions, that sum being considered amply sufficient to construct a line between Halifax and Quebec,) proposes the formation of a company, with a capital of three millions, in 150,000 shares of £20 each, and by annual calls on those shares to repay the money which has in the first instance been advanced; this will secure both the British Government and the provinces from any ultimate liability; an annual call of 16s. per share will in twenty-five years produce the three millions, and extinguish the debt, the interest being in the mean time paid from the proceeds of the line.

It will thus be seen that the proposal is peculiarly adapted to the provinces, for, although appealing to the capitalist, it is essentially fitted for the investment of the poor man’s savings, for, however humble his lot, there is not a man in them who could not take up a £20 share on being allowed 25 years to pay it in; 16s. a year could be paid by even children from their earnings; it is not only a savings bank on a large scale, but it has the advantage of uniting all classes by an identity of interest in the prosecution of a great national work, and keeps constantly before the inhabitants the advantages they possess by their connexion with the parent state.

On the shares being subscribed for the security of the Home Government is at once doubled, and the provinces relieved from the payment of so large a sum as three millions.

The construction of the line will be managed by local boards of five directors in each province, but the chief control will be vested in a central board of seven members, three of whom will represent these local boards, three the interests of the provinces, and one those of the English shareholders; and to these might not inap-

appropriately be added a commissioner from the British Government. The peculiar feature of this arrangement is the combination of private interest with Government control.

In the success of this proposal the St. Andrew's and Quebec Railway Company have the deepest interest; having already built ten miles, and having recently contracted with an English firm for the completion of the remaining seventy of the distance to Woodstock, they are naturally most anxious to see the further portion of their line completed to Quebec with the least possible delay.

Their claims for consideration are of the highest kind, for they fearlessly assert that had it not been for the tenacity with which, throughout every discouragement and difficulty, they have adhered to their original project, public opinion would never have been aroused to the necessity for railways in the manner it has; to them the credit is alone due, to them exclusively belongs the honor of having commenced the first railway in New Brunswick, on which, without incurring debt, they have already expended some £30,000 of British capital.

They trust their views are of an enlightened kind, having recently given 20,000 acres to found the Albion Settlement, the plan of which has given so much general satisfaction; and the same policy which has hitherto guided them has again led them in the present proposition to set apart one-tenth of the lands for church, school, or hospital purposes.

In addition to these claims they already occupy the ground between St. Andrew's and Quebec, and which has been recognized in a series of acts. A parallel line or any infraction of their territory would therefore equally constitute a breach of faith; but apart from these considerations a parallel line would not be tolerated by the northern interests of New Brunswick, who have a prior and powerful claim for the establishment of a line from Miramichi to Fredericton and the United States frontier.

With respect to the amount of wilderness lands to be given up on either side of the line, the directors are willing to adopt the five miles as voted by the Assembly instead of the ten miles as proposed by them; and they confidently hope that this clear exposition of their views will prevent any misapprehension of their plan, but at the same time they will be happy to furnish any further explanation Her Majesty's Government may require.

I have, &c.,
(Signed,)

B. SHARPE,
Managing Director of the
Class "A" Shareholders.

Sir J. S. PAKINGTON, Baronet,
&c. &c. &c.

No. 7.

Copy of a Letter from the Earl Desart to B. Sharpe, Esquire.

DOWNING STREET, May 19, 1852.

Sir,—I am directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 4th instant, representing the views of the directors of the St. Andrew's and Quebec Railroad Company, in reference to the line which it is proposed to construct from Halifax to Quebec.

I have, &c.,
(Signed,)

DESART.

No. 8.

MEMORANDUM left by the Deputation from the ST. ANDREW'S AND QUEBEC RAILROAD COMPANY with Sir JOHN PAKINGTON, on the 28th May, 1852.

Sir,—The proposal for constructing a continuous line of railway between Halifax and Quebec having been fully detailed in the two letters the St. Andrew's and Quebec Railroad Company recently addressed you, it may, on the present occasion be merely necessary to advert to a few of its principal features. In order to raise a sum of three millions at three and a half per cent. on provincial debentures, Great Britain is asked to become responsible for the repayment should the provinces at the end of twenty-five years fail in providing funds to meet them.

Against this contingency the provinces are to prepare by setting apart certain annual sources of revenue to provide for the accruing interest, and furnish a sinking fund for the repayment of the principal.

Thus far the proposal (except that a larger sum was required, with sixty years for its repayment,) is the same as that advocated by the provincial delegates, but their plan affords no further means of repayment; whereas the most important feature of the plan of the St. Andrew's and Quebec Railroad Company is the additional security given by the gradual transfer of the onus of repayment from the shoulders of the Home and Provincial Governments to those of a private company, which is managed thus: a company is formed, with a capital of three millions, in 150,000 shares of £20 each, and a call of 16s. per share is annually made which will produce £120,000 a year, and in twenty-five years complete the repayment of the three millions, the amount of the calls being annually paid over to the Home Government, to form a sinking fund.

When a period of twenty-five years is given to pay up a £20 share, the annual burden of which is only 16s., it is assumed that it will easily be within the compass of the very poorest in the provinces, who will eagerly seek such an investment for their savings, the beneficial effect of which may be readily imagined.

The principle of the measure is to make the line, not with money received from the Government, but, as in the United States, by funds raised on its faith, and these are to be gradually repaid by a company acting under the joint control of the Home and Provincial Governments and the shareholders; as, for instance, the Home Government supplies one director, each of the Provincial Governments the same; the English shareholders also supply one, and the shareholders in each of the provinces one; the power is therefore equally divided between the Governments and shareholders, and is free from the objections which might be urged against its confinement to either one or the other.

An objection on military grounds has been urged by Her Majesty's Government against the proximity of the line to the United States frontier, but as that frontier for upwards of sixty miles runs parallel to the River St. Lawrence, at only a distance of about twenty-four miles, it is clear that any line that can be devised must be liable to the same objection, as all have to traverse that narrow strip of ground; but a Railroad may be 100 miles inland, and more open to attack than one situated near the frontier; all depends on the features of the country through which they pass, for in the event of war the arbitrary lines which separate the British dominions from the territories of the United States would never be adhered to; a chain of elevated or easily defensible parts must be at once established, irrespective of the legal lines of demarcation between the two countries.

But if the Government, for military reasons, declines to lend its guarantee for a trunk line passing near the United States frontier, it absolutely disposes of the

question, for no other would be sanctioned by either Canada or New Brunswick; and the result must be that until the St. Andrew's and Quebec line is completed, the Montreal and Portland, passing through the United States, would be the trunk line of communication between England and the Canadas. If therefore Her Majesty's Government consider that it is not desirable that the great trunk line should pass near the United States frontier, they must surely admit that a line which passes directly through the United States territory must be infinitely worse. A great excitement with respect to Railways has been raised in the Provinces during the last two years by the communications from the Colonial Office, and great expectations have been justly entertained that assistance would be given; we would therefore implore Her Majesty's Government to pause before they disappoint these legitimate hopes, and cause a comparison to be instituted with the neighbouring states who freely lend their aid to these great undertakings.

But should these three millions be obtained, the proposed continuous line would not only be opened, but by dint of great economy (if permission were granted,) it is not improbable that a sufficient surplus might be saved to complete several important branches in the different Provinces, particularly one to connect St. Johns *via* Fredericton with Miramichi. The greatest content and satisfaction would then be immediately diffused, and would a thousand-fold repay the people of this country for any remote risk they might run in being called on for the repayment of the money.

If Her Majesty's Government be unwilling to incur the risk of guaranteeing three millions, they may very possibly not object to sanction one-half of that sum being raised, as a million and a-half would suffice to open that portion of the trunk line which lies between St. Johns and Quebec. Should this again be considered as too venturous, half a million will be sufficient to connect the St. Andrew's and Quebec Railway with the St. Lawrence, and thus open the communication between that river and the Atlantic.

The New Brunswick Legislature have passed a Bill, by which they will become subscribers to the extent of £50,000 in the St. Andrew's and Quebec Railroad Company, and have made grants of public land in aid of the undertaking, and which receive the sanction of the late Government, who in a public letter wished this company every success. This has enabled them to contract with an English firm for the completion of the first section of 80 miles to Woodstock. Half a million is therefore all that is now required to open a direct communication with the St. Lawrence.

If the Government are in favour of the northern route, they will have to construct it themselves, as Fredericton, St. Johns, and St. Andrews, the three great centres of population, are directly opposed to it. The northern line may open up certain wilderness lands, and supply Mr. Cunard's steamers with coal, but lying several degrees to the north of St. Andrew's, it will be exposed to all the fury of the terrific snow-storms of the Gulf of St. Lawrence. In a commercial point of view it will be utterly useless, and as a trunk line it will never be used, for it is clear that goods and passengers will always proceed by the shortest and cheapest route. The St. Andrew's and Quebec Railway will therefore always supersede it, as it will convey them from the Atlantic to Quebec by a line some 300 miles shorter than the northern route of 635 miles, and with the same benefit to themselves as a charge of one half.

It is also to be borne in mind that even the Railway passing through the United States would afford a cheaper and shorter transit of goods to the Atlantic than a line passing through the eastern and northern districts of New Brunswick.

No. 9.

Copy of a Letter from Earl Desart to Earl Fitzwilliam.

DOWNING STREET, June 9, 1852.

My Lord,—I am directed by Secretary Sir John Pakington to acknowledge the receipt of a “Memorandum left by the deputation from the St. Andrew’s and “Quebec Railroad Company with Sir J. Pakington, on the 28th May, 1852,” and to acquaint Your Lordship, that after a full consideration of the representations made to him by the deputation, he is of opinion that it will not be possible for Her Majesty’s Government at present to recommend to Parliament to guarantee the funds required for the construction of the projected line.

I have, &c.,

(Signed,)

DESART.

Correspondence with Mr. Jackson.

No. 1.

Copy of a Letter from W. Jackson, Esquire, M.P., to Earl Grey.

BIRKENHEAD, January 12, 1852.

My Lord,—In the month of May last I had the honour to bring under your Lordship’s notice certain considerations and proposals in reference to the contemplated railways in British North America, which were principally intended to obviate the difficulties which had arisen, by reason of the rejection on the part of the province of New Brunswick, of the plan then recently proposed for carrying out those important works. Although those proposals were favourably received, it was suggested that under the existing state of things, they would come more appropriately before Her Majesty’s Government if first brought under the consideration of the provincial authorities, and they were accordingly submitted to his Excellency the Governor General in a communication addressed to his Lordship by Mr. Archibald, bearing date at Toronto the 21st June last.

I have in the mean time given great consideration to the subject, and a better acquaintance with the condition and requirements of the North American provinces, added to great experience derived from extensive connexion with railway enterprise in this country and upon the continent of Europe, enables me to offer some further suggestions and proposals which I trust may not be considered undeserving of your Lordship’s attention.

The object which Her Majesty’s Government have more immediately in view, as a work of paramount national importance, is the construction of a continuous line of railway through British territory from Halifax to Quebec, and in connexion with this a line (greatly desired by the provinces) to communicate with the great railway system of the United States. For both these lines Her Majesty’s Government have agreed to ask the Imperial Parliament to sanction the advance or gua-

rantee of the necessary funds, upon certain terms and conditions which the Legislature of New Brunswick has frankly declared the inability of that province to comply with.

On reference to the legislative proceedings which have taken place in Canada and Nova Scotia upon this subject, I am strongly of opinion that they do not meet the views and intentions of Her Majesty's Government; and regarding the whole matter open to re-consideration, I propose to submit a plan which I have reason to believe will be acceptable to the provinces, as well as to Her Majesty's Government.

The first question is, by what means can the needful assistance be afforded to the provinces to enable them to carry out these important public works without undue pressure upon their resources? My answer is, by the introduction of British capital, skill, and enterprise, and by making the railways the base and support of a well regulated system of colonization.

The Legislature of New Brunswick, in rejecting the plan lately proposed, formally renewed the offers previously made towards the construction of the Halifax and Quebec Railway, viz: to grant £20,000 a year for twenty years, to provide the breadth of way and stations, and to concede a tract of the ungranted lands along the line, estimated to contain upwards of two million acres, and there is good reason to believe that the province would liberally increase these grants of money and lands to ensure the completion of both the main lines. It is assumed for the present that the provinces of Canada and Nova Scotia would also proportionately increase the offers of money and land which they formerly made towards the Halifax and Quebec line; and the next thing, therefore, to ascertain is, whether Her Majesty's Government, for the purpose of accomplishing these great national objects, will superadd such encouragement as would make it worth while for British capitalists and contractors to employ their resources in North America.

This combination of Imperial and Provincial encouragement in aid of private enterprise appears to present the most feasible plan, and to offer the best guarantee for the speedy and effectual realization of objects of such vast magnitude, requiring not only immense pecuniary resources, but also great practical skill and experience.

At the present moment almost every country in Europe is bidding high for British capital and skill, and none with more eagerness than those states which commenced upon the mistaken system of attempting to construct and manage their railways as Government works. It needs no argument to prove that such undertakings can be better and more advantageously managed by private enterprise, and particularly in countries where they are about to be introduced for the first time. It is quite clear that the skill and experience necessary for the construction and administration of the provincial railways must be imported from this country or the United States, and it is very evident that all the advantages anticipated to the colonies and the mother country can only be realized by the employment of British resources, labour, and skill. By such a combination a much better and more permanent description of work will be ensured, and the important national object of colonization will be carried out upon a system that cannot fail to succeed. The elements of successful colonization are capital, industry, skill, and employment, and nothing can so effectually combine all these essentials as well-directed railway enterprise. If the proposals which I am to have the honour to submit should meet the approbation of Her Majesty's Government, well-known British capitalists, with associated contractors of great eminence, stand ready to undertake these railways on their own account and risk. These parties have at their command large numbers of skilled workmen, and a numerous staff trained and disciplined upon the most important public works in this country. Amongst them are many possessed of considerable means, and these, with their families, would become permanently do-

miciled in the country, whilst the requirements of the railways would necessarily lead to the introduction of the mechanic arts and many branches of industry at present entirely unknown.

It is not necessary that I should occupy your Lordship's time by referring to the purposes which these British American railways are intended to serve, but regarding them as works of great national importance, and looking forward to their probable extension across the entire continent, I may be permitted to say that they ought to be constructed upon a uniform plan, and in a substantial and permanent manner. All experience tends to prove that it is the worst possible economy to make cheap railroads; they are never efficient, consequently require repair, and at the end of a few years must be almost entirely re-constructed.

One great object in these Railways is, to give to the British Maritime Provinces the benefit of their geographical position as regards transmission of mails and passengers between Europe and America, and this can only be secured by high rates of speed beyond the capabilities of the ordinary American Railroads. It is quite clear these great undertakings can never be carried out without very liberal aid from the Imperial Government, and it can hardly be intended that the funds so provided should pass into the hands of foreign contractors, as must inevitably be the case if the cheap American Railways be adopted as models.

In order, therefore, to ensure a uniform plan, and substantial and permanent work, I would beg leave to suggest that Her Majesty's Government should appoint some engineer of eminence to superintend the construction of all those Railroads in British North America which are, in whole or in part, to be carried out by funds to be advanced or guaranteed by the Imperial Government. This step appears the more expedient since in the present financial condition of the Provinces the Railways themselves, if properly constructed and managed, will prove an available security to the British Government against their liabilities.

Having premised so much, I beg leave to state that the first object of the association which I represent is, to provide for the construction of the two main lines of Railway which are to traverse New Brunswick, namely, the European and North American, and the Quebec line. The course of the former is pretty well defined by the physical geography of the country; the direction of the Quebec line through New Brunswick, however, is not yet ascertained, but there is little doubt that a favourable central line can be found that shall open up the interior of the country, materially shorten the distance, and reconcile all conflicting interests.

The first step to be taken is to have the country carefully explored and surveyed in the direction which may be approved by the Legislature, and for this purpose the association will be prepared to send out competent staff under the direction of Joseph Locke, Esq., M.P., civil Engineer, so soon as the season will admit. By these means accurate surveys, plans, sections, working drawings, and estimates of both the lines will be provided, and the Association offer to bear one-half the cost and expenses, upon the understanding that should their proposals not be eventually accepted, the provinces shall reimburse the amount, and receive all the plans, estimates, and other fruits of the surveys.

The Association will then be ready to provide all the capital, and to undertake the construction of both lines on their own account and risk upon the following terms and conditions.

The British Government to guarantee the debentures of the Association as the works progress to the extent of one half the cost of construction and equipment, agreeable to estimates to be duly made, taking by way of indemnity or counter security a first mortgage or hypothecation of the lines and their tolls, provision being made for a sinking fund as may be arranged hereafter.

The Province of New Brunswick to contribute the sum of £30,000 sterling per annum for twenty-five years, to provide the breadth of way and stations, and to concede to the Association for purposes of colonization, four million acres of ungranted lands along the lines, or as near thereto as circumstances will admit.

So far as New Brunswick is concerned the foregoing presents the full amount she will be required to contribute; and one great advantage of the plan is, that it will admit of an early commencement of operations. The European and North American line will naturally be the first to be constructed, and whilst it is in progress there will be ample time to determine the course and direction of the Quebec line.

Should it become necessary or expedient, the Association will undertake to carry out the whole line from Halifax to Quebec upon the like guarantee of the British Government, and upon obtaining from the Provinces of Canada and Nova Scotia such aid in money and lands as may hereafter be agreed upon.

I have, &c.

(Signed,) W. JACKSON.

The Right Honorable Earl GREY,
&c., &c., &c.,

No. 2.

Copy of a letter from F. Peel, Esquire, M.P., to W. Jackson, Esquire, M.P.,

DOWNING STREET, January 27, 1851.

Sir.—I am directed by Earl Grey to acknowledge the receipt of your letter of the 12th instant, submitting for his Lordship's consideration certain proposals for the construction of railways in British North America.

In order to place you fully in possession of Lord Grey's views on this subject, and to explain the present position of the question, I am to transmit to you copies of a recent correspondence between his Lordship and the Lieutenant Governor of Nova Scotia, which has been occasioned by a misunderstanding on the part of the local authorities of the intentions of Her Majesty's Government in regard to the assistance that was proposed to be afforded to the Halifax and Quebec line; and I am to observe, that although Her Majesty's Government are very anxious to encourage, as far as may be possible, the construction of Railways in British North America, they cannot, for the reasons herein explained, undertake to recommend to Parliament that direct assistance should be given to any other than one work having for its object the common benefit of the empire. On this ground it was never intended to extend the proposed assistance beyond the line projected from Halifax to Quebec.

I am to add that if any definite proposal for constructing the Railway in conformity with these views by the gentlemen with whom you are associated can be suggested to Lord Grey, his Lordship will be happy to consider it, and, if it should appear practicable, to recommend it to the Provincial Legislatures.

I have, &c.

(Signed,) F. PEEL.

W. JACKSON, Esquire.

No. 3.

Copy of a letter from W. Jackson, Esquire, M.P., to F. Peel, Esquire, M.P.

February 5, 1852.

Sir.—I have the honor to acknowledge the receipt of your letter of the 27th ultimo, with the several enclosures explanatory of the misunderstanding which has arisen in Nova Scotia, in regard to the assistance proposed to be afforded by Her Majesty's Government, to the contemplated Railways in British North America. I now understand that Her Majesty's Government, with every desire to encourage the construction of those Railways, cannot undertake to recommend to Parliament to extend the proposed assistance beyond the projected grand trunk line from Halifax to Quebec, which from its vast importance to the empire at large is regarded as an exceptional case.

Begging, for the purpose of saving time and recapitulation, to refer to my letter to Earl Grey under date of the 12th ultimo, I will now proceed, in accordance with your invitation, to submit certain definite proposals for the construction of that line of Railway in conformity with what I believe to be the views of Her Majesty's Government.

The important purposes, which this great inter-colonial highway is intended to serve, imperatively demand that the work should not only be of the most substantial character, but that the route and direction of the line should be the most favorable that the nature of the country will admit. It may be safely assumed that that line which experienced parties (who have to construct and maintain the Railway at their own cost and risk, and who have the best engineering skill at their command,) shall select will also prove the best for all national and public purposes; and the first proposal I have to make is, that the country be thoroughly explored and surveyed with a view of fixing the shortest and best practicable route, and for this purpose the parties with whom I am associated will be prepared to send out a competent staff as early as the season will admit. By these means accurate and reliable surveys, plans, sections, working drawings, and estimates of the whole line from Halifax to Quebec will be made, and the Association offer, in the first instance, to bear one half the cost and expenses, upon the understanding that should their proposals for carrying out the undertaking not be eventually accepted, the provinces shall reimburse the amount, and possess all the plans, estimates, and other fruits of the surveys.

In my former communication it is assumed that, for the reasons therein stated, Her Majesty's Government will appoint some engineer of eminence to superintend the construction of this important work, to whom, as a matter of course, all the plans and estimates will be submitted, and when by these or other means the route shall be determined, and the cost of construction and equipment satisfactorily ascertained, the Association will undertake to provide all the funds, and to construct and work the whole line on their own account and risk, upon the following terms and conditions; namely:—

First. That the Association shall be incorporated by Royal charter, recognised and confirmed by the several Provincial Legislatures, and that all needful enactments and facilities shall be conceded. "Clauses to be inserted regulating "tolls, &c. &c."

Secondly. That Her Majesty's Government guarantee the bonds or debentures of the Association as the works progress to the extent of one half the estimates, taking by way of indemnity or counter security a first mortgage or hypothecation of the line; provision being made for a sinking fund as may be hereafter agreed upon.

Thirdly. That an annual sum to be hereafter agreed upon be allowed to the Association, by Her Majesty's Government, for the transmission of the mails to and from Great Britain over the whole of the line, such amount to be held by Her Majesty's Government as a guarantee towards the payment of the interest on the guaranteed bonds.

Fourthly. That the provinces of Canada, Nova Scotia, and New Brunswick shall grant to the Association the sum of ninety thousand pounds sterling per annum for thirty years.

Fifthly. That the three provinces shall concede to the Association six million acres of the ungranted lands along the line, or as near thereto as circumstances will admit, and shall in their respective territories provide the breadth of way and stations.

I have thus endeavoured to present in the simplest form the terms and conditions upon which the parties I represent are ready and willing to undertake the construction and management of this great national work, which is universally admitted to be of immense importance to the empire at large, and absolutely essential to the wellbeing of the British North American possessions.

I have, &c.,

(Signed,)

W. JACKSON.

F. PEEL, Esquire,

&c. &c.

No. 4.

Copy of a Letter from W. Jackson, Esquire, M.P., to F. Peel, Esquire, M.P.

February 5, 1852.

Sir,—Referring to my letter of this day's date, conveying proposals for the construction of the great trunk line of railway from Halifax to Quebec, I beg now to state that, in the event of those proposals being accepted, the same parties will undertake to construct a line of railway from the Halifax and Quebec line, by way of the city of St. Johns, to the United States frontier, without requiring the province of New Brunswick to contribute more than is provided for by the facility bills in aid of the European and North American Railway; the Company being at the same time free to negotiate with the province for any modification of existing enactments or arrangements that circumstances may render necessary or expedient.

The company will also undertake in the same manner, and on the same terms and conditions, to survey the country for the purpose of determining the best route.

I have, &c.,

(Signed,)

W. JACKSON.

F. PEEL, Esquire,

&c. &c.

OTHER CORRESPONDENCE.

No. 1.

Copy of a letter from H. B. Willson, Esquire, to the Right Honorable Sir John S. Pakington.

36 BLOOMSBURY SQUARE, April 28, 1852.

Sir,—I beg most respectfully to submit, for the consideration of Her Majesty's Government, the accompanying memorandum on the subject of the proposed inter-colonial railway from Halifax to Quebec, and thence to the western frontier of Canada, to construct which Imperial aid is being sought at the present time by agents from the provinces.

I believe that my views are perfectly in accordance with those of the great majority of the people of western, and of a large number in eastern Canada.

In consequence of the necessity of placing these views in the hands of Her Majesty's ministers, before they should decide upon the expediency of complying with the request of the colonial agents, I have not had time to communicate with my friends in Canada to obtain their co-operation.

In order to supply this deficiency, and to corroborate my statements, I have added in the shape of Appendices several extracts from Canadian newspapers, and the resolutions of the Honorable Mr. Merritt, late President of the Canadian Government, and also remarks on Major Robinson's report, to which I beg respectfully to invite your earnest attention.

I have, &c.,
(Signed,) H. B. WILLSON,
of Hamilton, Canada West.

To the Right Honorable
Sir J. S. PAKINGTON,
&c. &c. &c.

If it will not be trespassing too greatly upon your valuable time, I shall be happy to afford any personal explanation that you may desire.

H.B.W.

MEMORANDUM respecting the proposal of the Honorable Mr. Hincks, Inspector General of Canada, to the Imperial Government, to obtain aid in the construction of the proposed system of Railways in the provinces of Canada, New Brunswick, and Nova Scotia; and reasons against its adoption by the British Government.

Mr. Hincks's scheme, as set forth in the published correspondence between the Commissioners of the three provinces, at their recent meetings at Halifax, and as explained more at length in his resolutions and speech in the Parliament of Canada, during its last Session, embraces the following leading features:—

First. A main trunk line from Halifax to Quebec, by way of the valley of the St. Johns, to be constructed and owned jointly by the three provinces, on condition that the British Government guarantee the debentures of the said provinces, which are to bear interest at the rate of $3\frac{1}{2}$ per cent, and on certain conditions set

forth in a despatch from Earl Grey to the Governor of Nova Scotia on that subject, specifying that the entire line shall be within the British territory :

Second. A line from Quebec to the western frontier of Canada, passing through Montreal, Toronto and Hamilton, and all the intermediate towns on or near the margin of the St. Lawrence and the shore of Lake Ontario, to be undertaken and constructed by the province of Canada as a provincial work, with the like guarantee by the Imperial Government if it can be obtained, and without it, if withheld.

It is not yet made public whether these two propositions have been submitted for the consideration of the Imperial Government by Mr. Hincks, separately or conjoined as an entire plan, to be adopted or rejected by the Home authorities. The inference to be drawn from the proceedings of the joint commission at Halifax, and the resolutions of the Canadian legislature, strongly indicate that they are to be urged upon this Government as separate measures.

Assuming this to be the fact, and that the promise of Earl Grey, late Secretary of State for the Colonies, to recommend to Parliament a measure to afford the Imperial guarantee in the manner set forth in his despatch, was made upon *ex-parte* representations, the following considerations are respectfully submitted as worthy the attention of the Imperial Government. It may here be noted that the despatch above referred to was subsequently explained by another, dated 9th January 1852, limiting the promised guarantee to such line only as might be considered national in its character.

1. The principle of undertaking the construction and management of Railways, as well as of many other public works, by popular Governments, has been found in Canada, and in nearly all the adjoining states, to be open to the most serious objections. Owing to the party character which all such Governments generally assume, the outlay of large sums of money upon state or Provincial works, is made the object of bitter political strife and contention. In many of the States the tendency to abuse the discretionary power which the Executive must be allowed in the construction and management of public works has been such, that very many of them have amended their constitutions, or framed new ones, expressly to limit the power of their Legislatures to raise money on loan for such purposes. Even in the great State of New York, where the system of canals has been a source of large profit in consequence of that State's being the great highway between the Atlantic seaboard and the Western States and Canada, rather than owing to economy in their construction and management, such a clause was inserted in the new constitution framed in 1848. The gross mismanagement of State works in Mississippi, Arkansas, Michigan, and Indiana, on account of the state of parties, has even been alleged to have been one of the fruitful causes of repudiation, and in Pennsylvania and Maryland for non-payment of the interest on their debts.

2. In 1848 and 1849, Canada was only saved from being placed in the same disgraceful position as the latter States by the issue of nearly a million dollars of ten and twenty dollar promissory notes, bearing six per cent interest, and payable one year after date. This arose from the profligate expenditure of sums beyond the resources of the Province at the time upon unproductive public works. It is not a subject for discussion here, whether these works have not been of substantial benefit to the Province, particularly the large extent of plank and macadamized roads for which a part of the debt was incurred; the question is, whether they could not have been constructed at a greatly reduced cost by incorporated companies, either with or without Government aid.

3. The latter is now the only mode by which such roads are made in Canada, except in a few instances where the County Councils have lent their aid. But even here abuses are found to exist; and it may now be fairly assumed, that no macadamized or plank roads are undertaken in that Province except by joint stock

companies. These companies are becoming very numerous in consequence of the passage of an Act expressly to give them corporate powers, and intended to relieve the Legislature from future application to make such roads.

4. The public roads constructed by the Government of Canada cost nearly cent. per cent more than similar roads made by companies, and the profits arising from tolls were proportionably less. So great a burden had these roads become to the province, and so many and so pressing the demands upon the Treasury to keep them in repair, that the Inspector General, Mr. Hincks, obtained from Parliament, in 1850, an Act to authorize their sale. Under this Act, roads, bridges, and harbours, which cost the province nearly two million of dollars, were sold at auction at less than one third their cost, and are now owned and managed by joint stock companies. Most, if not all, of these works, after a large additional outlay by their new proprietors, to restore them from the dilapidated condition in which the Government agents had left them, are now yielding a handsome profit.

5. Another striking example to illustrate the superior management of companies over State or Provincial Governments may be found in the case of the Central Michigan Railway. This work was originally built by the State, and although the line of road was a most favored one, and of great importance in shortening the distance between the States of Illinois, Wisconsin, and Indiana, and the seaboard, by 500 miles, as compared with the only other thoroughfare for travel by lakes Michigan and Huron, it was found, under Government management, not to pay expenses, and the road itself began to fall into disrepair. The Legislature at length resolved to sell it, and passed a Bill for that purpose. As in the case of the roads in Canada, sold by Mr. Hincks under his Bill, the Michigan Railroad was purchased by a company, and the same results followed the change of ownership in the one instance as in the other. The new company entirely relaid the line with heavier and better iron; and, under economical and judicious management, the road has for several years paid large dividends.

Vide Mr. Merritt's
Resolutions.
Appendix No. 1.

6. If the public works of Canada, and the several States referred to, have been the subject of so much extravagance, and have proved so unprofitable in the hands of the respective Governments, when money was hard to be got, even at a high rate of interest,—when their credit was pushed to the utmost, and whilst there was every incentive to economy,—it is to be expected that a different system will prevail, if the British Government pour into the Provincial Exchequers eight millions sterling at the low rate of interest now ruling?

7. The expenditure of such a sum by the Provincial Governments, it is to be feared, would become the subject of political strife. The gates of peculation and corruption would be thrown wide open, and the results would, in all probability, prove most disastrous to the morals and interests of the community. There is, perhaps, no country in America where the elements of abuse of such a system of works exist in greater abundance than in the British provinces. They are comparatively poor, and are full of needy adventurers, who, when no better occupation offers, are sure to turn political agitators, and are by no means scrupulous how they rise to power and consideration in the State. The experience of the past leaves no room to hope that the Governments which would have the management of these great lines of railway would not be composed, more or less, of such men.

8. The next point to be considered is, whether these lines of road, if constructed upon the most economical principles, would as Government works, be any more productive than the other public works of Canada. There is already in a forward state of completion a railway from the Niagara Falls to the western frontier opposite Detroit, which touches the head of Lake Ontario at Hamilton. This road is called the Great Western, and is building by a company which recently negotiated in England on favorable terms £200,000 of their bonds. This railway it is proposed

by Mr. Hincks to buy up, in order that the Government may have a monopoly of the entire railways of the provinces. The Great Western forms a part of the great main trunk line from Hamilton westward, 200 miles; being also, by having an extension eastward to the Niagara Falls, a link in the great system of American railroads, with which it is to be connected at each end; and, running through the best settled part of Canada for its whole length, will undoubtedly prove a most productive enterprise.

9. That portion of the main trunk line between Hamilton and Quebec would skirt the borders of Lake Ontario and the St. Lawrence all the way, and be subject to the Steamboat competition during seven months of the year. But as it passes through all the large towns, such as Toronto, Port Hope, Cobourg, Kingston, Montreal, and numerous others of considerable commercial importance, and cuts through the most rich and flourishing parts of Canada, there is every reason to think favourably of it, under the judicious management of one or more companies. If the Government of Canada would lend its aid to such companies, with or without the Imperial guarantee, there are responsible parties ready to undertake the contracts for its completion.

10. To this mode of affording aid to the projected line of Railways there can be no objection, provided the Government advance only one-half or two-thirds of the cost of construction, and take a mortgage on the road and equipment. If the British Government desire to aid the Province of Canada in its Railway enterprises they will be perfectly safe in guaranteeing Provincial debentures, to be thus loaned to joint stock companies, taking care to have a margin of from 33 to 50 per cent. as a warranty that the money will be prudently expended, and the works well managed.

11. If, on the contrary, the proposal now submitted by Mr. Hincks should be acceded to, and the roads be made as Government works, it would be better for the British Government in the first instance to build them through its own agents, and retain the management in its own hands. This would save any unpleasant collision between this country and the colonies in consequence of a failure to meet either interest or principal on so large an addition to the already heavy debts of the Provinces, and especially of Canada.

12. There are many forcible if not conclusive reasons for believing that the portion of the trunk line from Quebec to Halifax, by way of the St. Johns or any other route, can never pay running expenses and repairs. It would extend this paper to too great a length to adduce these arguments in detail. A few general facts will, however, elucidate the true position of this part of the project.

13. The advocates of the line from Quebec to Halifax, in making up their data for a business for their favorite scheme, are compelled to rely largely upon the local or way traffic to be created by the future settlement of the country traversed. The settlements are at present very limited, and the people very poor. At least two thirds of the entire distance is through a perfect wilderness, hitherto seldom trod by the foot of civilized man. This vast wilderness, of more than 400 miles, is only in part susceptible of cultivation. Much of it is of the same mountainous character as that described by the North-eastern Boundary Commissioners, and the proposed railway would run through the country a little north of, but adjacent to, the boundary line between Maine and New Brunswick, which is formed for about 100 miles by the river St. John. When the advocates of a line of railway predicate the business of their road upon the future settlement of the country, some ten or twenty years hence, it is difficult to combat their figures. With disinterested financiers such calculations must go for little or nothing.

14. Hitherto the projectors of railways, instead of selecting lines with a view to settling new countries, which require at least a quarter of a century before they can afford any considerable traffic beyond the scanty supplies required for the sustentation of the settlers, have invariably chosen routes through the wealthiest and most populous districts. Although this rule has been so generally observed, railway investments have not been found to be so extremely productive as to warrant the adoption of a directly opposite principle, as in the present instance. Besides, there are millions of acres of more fertile lands in Upper Canada and the Western States, where the climate is more genial, to attract the attention of the better class of emigrants for half a century to come.

15. The estimates based upon the enhanced value of the lands, and the proceeds to arise and flow into the provincial exchequers therefrom, are no more reliable than the predicated sources of revenue for the railway itself. It is an indisputable fact, that the Crown Lands departments in the provinces have not realized enough, from the entire gross sales of land, to defray the expenses of management. This fact is sufficient to overthrow the assumption of profit from that source.

16. It is evident that a railway from Quebec to Halifax cannot compete for the traffic of Western Canada, with the numerous lines running from New York, Boston and Portland, to the Canada frontier. There are, at least, eight better routes, each of which is shorter by two-thirds or one-half, by which the freight and passenger traffic can reach one or the other of these seaports. These different railways tap the Canadian frontier at the following points; namely, at Dunkirk on Lake Erie, Buffalo, Niagara Falls, Rochester, Oswego, Kingston, on Lake Ontario, Ogdensburgh on the Saint Lawrence, and the Province line near Montreal. All these lines, except the New York and Erie, which leads direct to New York, afford a choice between the markets of that city and Boston, the two greatest centres of civilization and commerce in America, where all the mail steamers plying to Europe depart and arrive. In addition to these lines there is the St. Lawrence and Atlantic railway connecting Montreal with Portland. This route is about 250 miles in length, whilst from Montreal to Halifax *via* Quebec is more than 800 miles.

17. It would therefore be absurd to suppose that the business of Montreal, or any of the productions of Western Canada, would find their way to Halifax, for shipment to foreign markets by the route in question. But, more than this, it is questionable if the business of Quebec itself will not be drawn over the line of road now building from that city to intersect the St. Lawrence and Atlantic Railway at Melbourne, and so to Portland. Quebec by this route will be about 300 miles from that city, whilst it is 600 distant from Halifax by the one proposed.

18. The proposed line, in order to get round the State of Maine, which makes a deep indentation into the territory of the provinces, has to be carried more than 100 miles out of a direct course, which must greatly increase the cost and running expenses, and give to the numerous competing lines running through Maine, Vermont, and the State of New York immensely superior advantages.

19. It will be an act of great injustice to the people of Upper Canada to be compelled by a majority of members in Lower Canada to pay a heavy tax for the construction of a work in which they have no interest whatever. Indeed, the chief burden would fall upon them, in consequence of their being by far the largest consumers of goods paying duty upon importation into the provinces.

20. The following vote, taken last summer in the Assembly at Toronto, upon Mr. Hincks's resolutions on this question, will show how the members from the two sections of the province viewed the subject:—

	For.	Against.
Upper Canada members.....	11	20
Lower " "	27	3
	38	23

Of the eleven Upper Canada members who voted for the resolutions, three or four, including Mr. Hincks, were members of the administration, and as many more of them were rejected by their constituents at the recent elections, and persons opposed to the scheme elected in their places.

See Appendix No. 3.
Extracts from Toronto Globe and other Papers.

21. Should the Imperial Government, therefore, extend its aid to the construction of this part of the great main trunk line, and refuse assistance to the part from Quebec to Hamilton, it will become a subject of the most serious dissatisfaction to the people of Western Canada, who require but a small motive to go *en masse* in favour of a dissolution of the union with the lower or eastern section of the province. What ulterior results might follow such a movement it is impossible to predict.

22. The only advantage which the British Government would derive from the construction of a railway from Quebec to Halifax would be the facility it would afford for the transportation of troops and munitions of war. Should Earl Grey's proposal to withdraw the troops from Canada, and to throw the burden of self-defence on the province, be carried into effect, even this small advantage would be lost. But it is doubtful whether a railway on the proposed line would be available for this purpose in case of war with the United States; and it would only be in case of such a contingency that a military highway between the provinces would be required. This doubt arises from its proximity to the State of Maine, whence it would be easy to send detached forces to break up the road, or otherwise to intercept communication.

23. In conclusion it must be borne in mind by all parties concerned, that it is matter almost of equal importance to this country, as to the provinces themselves, that so large a liability as eight millions sterling should not be incurred for the construction of railways under circumstances and in localities so little encouraging. Canada is already heavily indebted, and has been compelled to levy a duty of $12\frac{1}{2}$ per cent. on all British as well as foreign manufactures, in order to keep faith with her creditors. If she should expend three or four millions more upon unproductive works this duty will have to be increased to 20 or 25 per cent. to meet interest and principal.

H. B. WILLSON,
of Hamilton, Canada West.

April 28, 1852.

Appendix No. 1.

In striking contrast with the extravagant systems by which the Provincial Governments have managed their lands and conducted their sale, may be cited the economy and prudence of the Canada Company. The Crown lands in the provinces were the gift of the Imperial Governments, whilst the association just mentioned acquired their domain by purchase. Nevertheless the latter have made

their lands a source of large annual profit to the shareholders. On the other hand, the provincial lands departments have been so prostituted to political patronage as to require, in addition to the gross receipts of sales, annual grants to make up the deficits. Is not this another powerful argument in favour of leaving the railways of the provinces to be constructed by private enterprise, as in England and the United States? To such legitimate enterprises the Provincial and Imperial Governments may properly lend their credit in the manner pointed out. The following resolutions, taken from a series moved by the Honorable William Hamilton Merritt, in amendment to those introduced by Mr. Hincks in the Legislative Assembly of Canada last summer, are valuable as bearing on this question. Mr. Merritt is the father of the canal system of that province, and has had more experience in these matters than any other man in it. He was, moreover, for some time president of Mr. Hincks's ministry, and had then but recently resigned the presidency of the Board of Works and his place in the administration. His opinions are therefore entitled to great consideration.

“2. That all former experience, both in the United States and in Canada, tending to prove that the construction and management of railways by Government is unwise and inexpedient, and has invariably resulted either in great public loss, or in a total failure to produce the anticipated benefits; as, for example, in the State of Michigan, where it is alleged that the central railroad, constructed by the State, created offices for maintaining political paupers at public expense; giving employment to a class of persons incompetent for the duty to be performed; and ultimately causing so much dissatisfaction that the road was sold, at a great loss, to a private company, who, by their prudent and economical management, have since made it a profitable concern. That, in like manner, the removal of local works in Canada from the management of local commissioners to that of the provincial Government has been attended with similar results, by occasioning a yearly increase of the public expenditure, until, by experience, the Government became convinced that all public works, except such as relate to the leading water communications, ought to be under local management; consequently a transfer of the same into the hands of municipalities or private companies has been effected.

“3. That, in the opinion of this House, it would be inexpedient, with the imperfect information it now possesses, to undertake the construction of 1,216 miles of railway; involving an expenditure (at £6,500 per mile) of about £8,000,000, which in the event of the roads not being economically managed and yielding a profit, would, at three and a half per cent. interest, subject the province to an increased tax of £280,000 per annum, unless some additional security be provided to guard against future loss.”

Appendix No. 2.

The last published despatch from the Imperial Government, on the subject of the Quebec and Halifax Railway, is from Mr. F. Peel to Mr. Hincks, and was written under the direction of Earl Grey, and dated 20th February last. It concludes as follows:—

“Lord Grey directs me to add, that no proposal for obtaining assistance of Parliament towards the construction of the proposed railway could be entertained by Her Majesty's Government, unless it can be shown that it would establish a complete line wholly on British territory.”

The question then resolves itself into this:—Of what value will such road be, either to England or the Colonies, if it is incapable of competing with the numerous shorter lines of the United States, which everywhere intersect the great line of communication by the lakes and the St. Lawrence, by which larger and better markets are reached? All the provinces are earnestly seeking to obtain reciprocal free trade with the United States; numerous agents have been from time to time sent by the Provincial Governments to Washington, and Mr. Hincks amongst the number, to promote this object. This proves that what the provinces most want is to extend their commercial intercourse with that country, and not with each other. It is the great markets of the Union with which they wish to have intercourse. These markets also afford the best entrepôts through which to carry on a foreign and transatlantic trade. The trade between the provinces themselves forms a very insignificant part of their entire commerce, as will appear by the following official statement of the imports and exports of Canada for the year 1850, given in Halifax currency, equal to 16s. 8*d.* sterling to the pound.

Total of imports	£4,245,517
From Great Britain	£2,407,980
From United States	1,648,715
From all British North America	96,464
From all other countries	92,358
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Total of Exports (1850)	£2,669,998
To Great Britain	£1,200,849
To United States	1,237,789
To all British North America	202,194
To all other countries	29,166
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By the above table it will be seen that the United States were better customers to Canada for her productions by £37,000 in 1850 than Great Britain, and by £1,035,000 than all the rest of British North America put together, and this in the face of considerable custom-house restrictions. Any attempt to force a trade between the colonies by legislative enactments, and high tariffs against other countries, would be contrary to the present policy of the empire, and would, most certainly prove disastrous to the commerce and prosperity of the colonies. The result of such a policy it would be difficult to calculate. A measure calculated to destroy half their commerce would probably not only prove the destruction of the Provincial Administration that attempted it, but might lead to a speedy severance of these colonies from British connexion. It is not reasonable to suppose that the great mass of people in Canada, and especially those of Upper Canada, who have all the energy and enterprise of the Anglo-Saxon race, which only requires scope for development to make them a great people, will quietly submit to be taxed in order to favor any particular branch of industry or commerce, or one line of Railway or water communication, at the expense of any other which may present itself, whether it be British or foreign.

Appendix No. 3.

EXTRACTS FROM CANADIAN AND NEW BRUNSWICK PAPERS.

From the "Toronto Globe," (Reform, formerly the organ of Mr. Hincks's Government,) 28th August, 1851.

"The Trunk Railway.—We beg our readers to peruse the debate in another column on the trunk Railway from Halifax to Quebec; and if they are not then satisfied that Upper Canada interests are completely sacrificed to the demands of the French Canadians, nothing will convince them. Mr. Hincks has absolutely induced the House of Assembly to authorize a debt of sixteen millions of dollars, for which at this moment, not the slightest necessity has been shown, nor one calculation exhibited of anticipated traffic, revenue, or expenditure. Were a road built from Quebec to Detroit, the prospect of profitable traffic eastward from Quebec would even then be exceedingly doubtful for years to come; but, without a road west from Quebec, it is difficult to imagine what business can be done upon it. Yet, with this prospect, Mr. Hincks pushes on the scheme and sinks the millions! And, besides its unprofitable aspect, it is very clear that ere the road could be built we will have Railway communication to Halifax by the Portland route without paying a sixpence. So there is no justification for the thing, except that the French Canadians want it.

"The debate brings out very clearly several important facts. First, that Nova Scotia and New Brunswick are not only to have the trunk line through their country, entirely built with the $3\frac{1}{2}$ per cent. loan, but are to have the surplus of the loan to build their road to Portland in the United States, in direct opposition to the Canadian line, in direct frustration of the very object it was intended to accomplish, namely, to turn the highway of the European passenger trade through the British provinces. How Mr. Hincks could have agreed to this, we cannot imagine. Second, it is clear that the prospect held out of a surplus being received from the Imperial loan to build the Quebec and Hamilton route, is a complete delusion. There will be no such surplus, and if there were the Halifax and Portland line would get it all, and if it did not get it all, it would be four or five years before it could be known if there was to be anything over,—a period of time we could scarcely wait for;—and if we could wait, and there were any over, Mr. Hincks admits there is no security for our getting it then. Thirdly, Mr. Hincks builds the Lower Canada Railroad at the expense of the whole province; the Upper Canada road he proposes to build half from our local funds, and half from provincial funds.

"The whole scheme is perfectly outrageous, and ought to have been kicked out without hesitation. A trunk road from Halifax to Detroit and Sarnia, with the British guarantee for the whole, we could comprehend; but to sink sixteen millions on a road through a wilderness, which must be closed for a great part of the year; and leave to chance the road really needed, is a scheme which none but the Honorable Francis Hincks dared to enunciate. The explanation of it is only too obvious: "Concessions must be made to preserve the union," as well in railways as in territories. We ask Upper Canada reformers to notice the manner in which Mr. Hincks has carried this scandalous bill.

	For.	Against.
"Upper Canadians	11	20
"Lower Canadians	27	3
	<hr/> 38	<hr/> 23

“The only Upper Canadians not in the Government, who voted for the bill, were Messrs. Bell, Fergusson, Morrison, Prince, Richards, Smith of Durham, and Wilson, 7.”

From the “Toronto Colonist,” (Conservative,) July 11, 1851.

“Our assent to the proposition for the construction of the Quebec and Halifax Railway would be qualified most decidedly by the condition that the Imperial guarantee shall be extended to the whole line of road from Halifax to Hamilton (head of Lake Ontario). Without this it would, in our estimation, be folly on the part of the Province of Canada to involve herself for the construction of the Quebec and Halifax Line. Let it be a Halifax, Quebec, and Hamilton line, and we will go for it most cordially.”

From the “St. Johns Courier,” (New Brunswick,) February, 1852.

“That a Railroad from Quebec to Halifax, especially as constructed and managed by Government, will not for the first twenty years pay half its working expenses, there not being at present capable of travelling by it over fifty thousand people on the whole seven hundred miles. Before the money can be got, there are various questions to be settled;—such as the approval of the route,—a provision for the troops stationed in the province, say some trifle of £30,000 a year,—salaries of £2,000 or £3,000 a year to the Imperial Commissioners, who are to take charge of our revenues,—and various other such minor details.”

From the “Kingston News,” (Conservative,) July, 1851.

“It is really too much, however, to ask the Canadian people to tax themselves for \$16,000,000 additional debt, on the demand of Mr. Hincks, to accomplish an object which not only can be productive of no adequate benefit to them, but which, if attained, may and doubtless will effectually prevent the undertaking for years and years to come of that line of Railway communication throughout the province, which has long been to them an object of ambition. Our Government may, with the aid of the Imperial guarantee, raise the four millions required for the Halifax and Quebec line; but they cannot, we feel persuaded, follow up that loan, and obtain the additional three or four millions necessary for the Quebec and Hamilton Railway. If the sum necessary to construct the whole line can be procured under the Imperial guarantee, it would be well enough to enter upon the gigantic undertaking; but it seems to us nothing short of madness to proceed in the reckless manner suggested by Mr. Hincks, and sanctioned by a majority of the late Assembly.”

From the “Cobourg Star,” (Conservative,) July, 1851.

“Upper Canada plundered to benefit Lower Canada.—The independent portion of the press of Upper Canada, of all shades of politics, is out against the grant for the Halifax and Quebec Railroad. By the terms of Mr. Hincks’s Act, Canada is pledged to pay the interest on sixteen millions of dollars; and as Upper Canada pays four-fifths of the taxation, we shall be victimised to the extent of one dollar per head for every man, woman, and child for the next hundred years, for interest to say nothing of the tax for the principal. Should the road not pay expenses—and it will not—we shall have an additional tax for that. True, Mr. Hincks has provided in his Act that if there be any surplus we should have it, as far as it will go, to build a road from Quebec to Hamilton. But no sane man expects that there will be any surplus. Indeed, if Mr. Killaly has the management of the Canada portion of the road, we fear that the seven millions will not build the road even to Quebec. The Quebec Chronicle has the cool impudence to tell us that “a line of Railroad is not surely so much wanted between Hamilton and Quebec, there being now a

direct and speedy communication by water." The writer is evidently under the impression that our steamers run to Montreal the year through, and, we suppose, will be much astonished to find that for six months we are as much ice-bound as himself. But Mr. Hincks's Act not only compels Upper Canada to pay for a road which is of no more service to her than if built in the moon, but it actually prevents our municipality from going on with their own road. For not only will the people not consent to pay a double tax, one for a road down there, and another for a road here, but even supposing they were willing to do so, the money could not be obtained, for the sixteen millions pledge will have exhausted our credit at home. A country, like an individual, has only a certain amount of credit, and a certain amount of name, and the moment the one or the other reaches its extent it is of no further use."

From the "Cobourg Star," March, 1852.

"Halifax and Quebec Railway.—We may now cease to look for Government assistance to the front or rear line of railway from Montreal West. In the above memorandum we find it clearly stated, 'that Canada, in order to complete its trunk line, will have to construct, either by private or public enterprise, the line from Montreal to the Detroit river, a distance of 600 miles.' All our credit being absorbed in providing funds for the Halifax and Quebec road, our line must be built by private enterprise, or not at all. To sink all our resources for a scheme that no man expects to be profitable, to the prejudice of railroads that would pay, and whose construction is of urgent necessity, must be highly injurious."

Appendix No. 4.

REMARKS ON MAJOR ROBINSON'S REPORT.

In drawing up the accompanying reasons against the proposal to construct the great inter-colonial railway from Halifax to Quebec, and thence to Hamilton, by the Provincial Governments, instead of leaving the project in its several parts to the enterprise of joint stock companies aided by Government, it was not considered necessary to enter into the voluminous details set forth by Major Robinson and his associates in their Report of the survey of the line between Quebec and Halifax. The facts stated in the memorandum are sufficient to show that Major Robinson has evidently allowed his enthusiasm in making out a case for his favourite scheme to get the better of his judgment. A few facts connected with the estimates of the Report, both as to the cost of construction and the probable business of the road, will serve to show that Major Robinson's data are to be received with great caution.

First, as to cost. The estimates of probable cost are based wholly upon similar undertakings in the United States, and particularly of the roads in Massachusetts, and of the New York and Erie and Hudson River Railways in the State of New York. How far such data can be relied on must be determined by the similarity or dissimilarity of the particular routes chosen. In Massachusetts the average cost per mile of single track is put down at £7,950 sterling; but owing to the cheaper rate at which iron can be supplied to the British Provinces, the cost of the Quebec and Halifax line is set down at £7,000, to which ten per cent. is added for contingencies, making in all £7,700 per mile. The entire line of 635 miles is therefore estimated to cost £5,000,000 sterling.

But the Commissioners have failed to take into account the important fact, that in Massachusetts the railways almost invariably follow the more level courses of the numerous rivers and streams, and rarely cross the mountain ridges. This almost uniform principle observed in selecting the lines of road in New England possessed, in addition to the advantages of avoiding engineering difficulties, the great desideratum of traversing the most densely settled parts of the country. It is an indisputable fact that the valleys of the streams, being the most fertile, were the first settled, and at the commencement of the grand system of railways in New England were thickly peopled with an enterprising industrious population engaged in agriculture and manufactures. Every stream had already been turned to some account, and New England had become famous for its numerous and beautiful towns and villages.

On the other hand, by Major Robinson's own showing (page 8 of his Report), the greater portion of the Quebec and Halifax Railway will not only pass through a perfect wilderness, but will run at right angles to the general courses of the streams and rivers, and consequently to the mountain ridges. But it will be more conclusive to give the words of the Report itself:—

“It will be evident, therefore, that any line from the coast of Nova Scotia to the St. Lawrence has a general direction to follow, which is the most unfavourable that could have occurred for it, having to cross all these mountain ranges, streams, and valleys at right angles nearly to their courses.”

This comparison must prove conclusively that the roads of Massachusetts cannot be assumed as correct data for the basis of an estimate for the Quebec and Halifax line.

The rugged broken country traversed by the New York and Erie Railway, 450 miles in length, is undoubtedly more characteristic of the line recommended by Major Robinson, or “any line from the coast of Nova Scotia to the St. Lawrence.” At page 19, the report gives the estimates for this New York road, then making (August 1848) at “£6,250 per mile, exclusive of equipment.” This is an excellent example of the value to be attached to the generality of reports got up to make out a favourable case.

The writer of this paper was one of the invited guests of the New York and Erie Railroad Company, at the grand fête given in May 1851, to celebrate its completion, and heard the detailed history of the work over and over again from the mouths of the president and other officers. The entire cost of the road at that time, with only 30 miles of double track, was stated by all the speakers at twenty-five millions of dollars, or more than £5,000,000 sterling. To this must be added another million of dollars (£2,000,000 sterling) for subsequent equipment. This will give in round numbers about £11,500 sterling per mile, or £5,250 more than the estimate put down by Major Robinson.

The Hudson River Railroad is set down in the Report at £7,440 per mile.—Upon its completion in October last, it was found to have cost more than £12,000 per mile.

The latter road follows the river its whole length; and the New York and Erie the valleys of the Delaware, Susquehanna, Chemung, Genesee, and Alleghany rivers, and their tributaries, for at least three-fourths of the way. The inference therefore is, that they have cost less per mile than a road running across “mountain ranges, streams, and valleys at right angles.” It will not be assuming too much to place this disadvantage as a set off against the additional cost of iron in the States. But the New York and Erie railway, by following the courses of the rivers, also followed the lines of settlements where men, horses, and provisions for both could be had for a moderate price on the spot; whilst all these would have to

be transported, at enormous cost, through hundreds of miles of wilderness, if the work is to be completed within any reasonable time, for the Halifax line.

But supposing, with all these drawbacks, that the Halifax road can be constructed as cheaply as the New York and Erie, which is assuming more than circumstances warrant, it will cost £11,500 sterling per mile, or for the whole length (633 miles) £7,302,500 which is £2,302,500 more than Major Robinson's estimate. Even this sum is regarded by experienced American engineers as far too low for completing and equipping a road running 600 miles through a wild mountainous country, covered for six months every year with snow (stated by Major Robinson himself to be not less on an average than from three to four feet);—a country entirely deficient in men, horses, and food,—in fact, in every pre-requisite for cheap construction, excepting only timber and stone, which in America are everywhere cheap.

Another thing must not be lost sight of in taking the American roads mentioned by Major Robinson as data for estimating the probable cost of the Halifax railway: that is, the fact that the former are owned by companies, which all experience goes to prove to be more economical by far than governments, whom most of the world seem to regard as legitimate objects for plunder; whilst it is proposed to construct the latter as a provincial work, through the medium of Government agents. It must also be borne in mind that a work of such magnitude will require some double track, in order to its being worked with safety. This Major Robinson has not estimated for.

Its entire cost and equipment cannot, therefore, under all the circumstances, be honestly estimated at less than from eight to ten millions sterling.

It is not intended to apply any of these arguments against the proposed line from Quebec to Hamilton, or to the Great Western, now in a forward state of construction. The country here is of an entirely opposite character. It is almost a level plain all the way having nearly as regular a grade as the Great River and Lake themselves, whose beautiful, fertile, and well-settled banks it will follow for its whole length, and from which there is a fair promise of a paying business.

Secondly, as to the estimated business resources.

If Major Robinson has been wide of his mark in his estimate of the *cost* of his pet road, he has most certainly taken a higher flight into the regions of fancy in search of data to supply it with traffic. A few facts, to which the four years that have elapsed since his Report was got up have given birth, will serve to bring the subject within the comprehension of ordinary and less excitable minds.

At page 21, the Report assumes the population "within the area which will be benefitted by and become contributors to the line" at 400,000. This includes the two termini. It is then taken for granted that each inhabitant will contribute eleven shillings sterling per annum, in the shape of business, towards supporting the line, this being the amount per head in Massachusetts. Now it is *not* to be taken for granted, that a population chiefly engaged in lumbering, and so poor that a St. Johns paper published a statement in 1849, to show that about 10,000 persons left New Brunswick every year for the States, would afford the same support for a railway as the wealthier and far more energetic inhabitants of one of the most important States of the Union. Besides, it must first be proved that the people of Quebec, numbering 50,000, and about an equal number in its vicinity, taken into Major Robinson's calculations, will not prefer the shorter way to the sea at Portland or Boston. Taking these circumstances into account, this item of the estimate may fairly be shorn of three-fourths of its proportions; or, in other words, the gross sum of £200,000 must be cut down to £75,000 as the probable result.

Before going further, it may be as well to have some criterion by which to estimate the probable cost of operating and keeping the line in repair. The editor of the

"American Railroad Journal" last summer, having access to the most reliable information, sets down the cost for operating and road repairs and renewals for the New York and Erie line, 450 miles, at 2,500,000 dollars, say £500,000 sterling, per annum. Taking into account the additional length of the Halifax road of 185 miles, that line could not at the same rate be operated and maintained at less than £700,000 per annum.

It may be argued that the business of the Halifax line could not be expected to be equal to that of the New York and Erie, and that consequently these expenses would be less. The answer to this is obvious. If the business does not *exceed* that of the Erie, then the road will be a hard bargain for the provinces. The larger the traffic of a railway, so that it be within its capacity, the less will be the cost of operating, compared with its business. If this be true, and it is laid down as so established, a road must have a certain amount of traffic before it will pay for operating and maintenance of way, after which a certain portion of the receipts, to be ascertained by experience, will be profit, and the other portion go to defray the increase of expenditure. Now the receipts of the New York and Erie, taking the Company's own statements, are put down for last year at 3,000,000 dollars or £600,000 sterling, leaving for profit on an investment of £5,000,000 sterling the sum of £100,000, or 2 per cent.

If, therefore, the Halifax line should only cost at the same rate per mile as the Erie (£11,500) or £7,300,000 for the whole, and its business should be equal to the latter, a supposition too improbable to be entertained, there would be an annual loss of £100,000 in addition to the interest to be paid on its cost. Taking the interest under the Imperial guarantee to be $3\frac{1}{2}$ per cent., it would amount to £255,500, or, including loss on running and maintenance, £355,500 to be provided for out of the Provincial revenues. But from the facts adduced in the accompanying Memorandum, supported by Mr. Merritt's resolutions, establishing the improvident and extravagant management of public works by the Provincial Government of Canada, even this estimate of loss on operating and maintenance of way will be found too low; and it will probably not be too much to put down in round numbers \$2,000,000 or £400,000 sterling, as the sum that will have to be provided for every year by the Provinces. This estimate, it must, however, be recollected, is based upon the supposition that the traffic will equal that of the Erie line. Should it fail in doing so, and no man who knows anything of the subject will be found hardy enough to assert that any other result will follow, then the loss to the Provinces will increase in nearly the same ratio that the business decreases. Or, to make it more clear, if the receipts amounted to only one-half, or £300,000, then the expense of operating and maintaining would probably amount to only £500,000,—the same amount as in the case of the Erie,—which would cause a loss of £200,000 instead of £100,000, to be added to the interest. The sum to be provided by the Provinces every year would then amount to two and a-half millions of dollars.

Bad as this case may appear for the Halifax line, it is by no means the worst view of the enterprise. It now remains to be shown that nearly all the other estimates of traffic are wholly fallacious and improbable, except that which would grow out of the comparatively small business of transporting supplies of provisions for the local residents, until the products of the country would equal the deficit already existing, or which would be created by a sudden influx of population. This latter source of business cannot be insisted upon as likely to be of any considerable importance.

At pages 22 and 23 of the Report, it is attempted to be shown that not only the surplus productions of Western Canada, which are sent to England and other transatlantic countries for a market, but also a large quantity of those of the Western States, would find their way to the port of Halifax for shipment.

At the time the Report was delivered to the Secretary of State for the Colonies, (August, 1848,) the system adopted by the American Government, of admitting the transit of Canadian produce and merchandise through its territories for exportation free in bond, was only in its infancy. There was but one line of Railway through the State of New York that touched the navigable waters of Lake Ontario, and that line was not permitted to compete with the Erie Canal during the season of navigation, and could not carry freight, even in winter, when the canal was closed, except by payment of "canal dues," as they were called.

Since that time there have been opened several new lines of Railway between the ports of New York and Boston, and various points along the Canadian frontier, and there will shortly be several more. These various roads tap the Province line, or terminate at harbours on the lakes at the following points; namely, at Dunkirk and Buffalo on Lake Erie, and the Niagara River at the Falls, which is to be crossed by a substantial Railway bridge to carry over heavy trains; at Rochester, Oswego, Sackett's Harbour, and Kingston, on Lake Ontario and Ogdensburgh, on the St. Lawrence, a road already doing an immense Canadian traffic; and at Montreal, where there are two lines now open, leading, the one to New York and the other to Boston; and a third, the St. Lawrence and Atlantic, nearly completed, leading to Portland. Recently a law has been passed in New York to allow all the roads in that State to carry freight, and compete with the canal free of dues. There has also been a reduction of forty per cent. upon the tolls of the Erie Canal.

The effect of the competition of the Railways has not yet been felt in reducing the cost of transport, except in the case of the Ogdensburgh line; but the general tendency of these measures has already been to divert more than one-half of the traffic from the St. Lawrence. The following statements of the trade of Canada will show how the case stood at the close of 1850:—

No. 1.

Exhibiting the comparative value of all articles the produce and manufacture of Canada (excepting the products of the forest) exported into the United States and Great Britain respectively in the years following:—

	1849.	1850.
Into the United States.....	£651,803	£1,022,511
“ Great Britain.....	338,755	229,474
	<hr/>	<hr/>
In favour of the United States.....	£313,048	£793,037

No. 2.

Showing the comparative quantity of flour and wheat, the latter being reduced to barrels, exported into the United States and Great Britain, and imports, including and all other countries, by the St. Lawrence, for the years following:—

	1848.	1849.	1850.
Into the United States.....	£352,294	£400,928	£673,030
“ Great Britain and other countries, via St. Lawrence	422,105	339,871	301,165
	<hr/>	<hr/>	<hr/>

No. 3.

Showing comparative export of Wheat in bushels of 60 pounds :—

	1847.	1848.	1849.	1850.
To the United States.....	No return.	£297,011	£928,980	£1,213,078
“ Great Britain, &c.....	628,091	238,051	72,289	81,951
In favour of the United States }	£58,960	£856,691	£1,131,127	

The official returns for 1851 have not yet been filed at the Colonial Office. They will doubtless exhibit a still more striking result in favour of the American routes to the seaboard.

The causes of this rapid diversion of trade from the St. Lawrence to the American channels of traffic are wholly owing to the lower rates of freight and insurance by the latter. It is evident that inland freights have not yet reached their minimum under the competition of the several lines of Railway, and the removal of the $2\frac{1}{2}$ per cent. *ad valorem* duty until lately charged by the American Government upon all goods passing through in bond. Within two years the enlargement of the Erie Canal will be completed between Albany and Oswego. Vessels of 250 to 300 tons burden can then go from Lake Ontario, and all the upper Lakes, with cargoes all the way to New York, without breaking bulk. It is estimated that flour can then be carried from Lake Ontario to New York for 25 cents. or 1s. sterling per barrel.

Major Robinson gives the following as the rates for transporting flour in 1848 ; namely :—

From Upper Canada to Quebec	2s.
“ Quebec to Liverpool, by the river.....	5s.
Total.....	7s.

He says, at page 23, that “it has been calculated that the cost of transport for a barrel of flour from the Lakes to New York was 5s. 1d. sterling, to Boston, 6s., exclusive of charges for transhipment.” The freight from New York and Boston to Europe is not stated, but could not be put at less than is estimated from Halifax ; namely, 3s. This would make the cost for sending a barrel from the Lakes to Liverpool, *via* New York, 8s. 1d. sterling, and *via* Boston, 9s. The estimates for transport by his Halifax line, is as follows :—

Upper Canada to Quebec	s.	d.
Quebec, by Rail, to Halifax.....	2	0
Halifax to Liverpool	2	2
Halifax to Liverpool	3	0
Total.....	7	2

According to these data the cost by the Halifax route would be 2d. per barrel more than by the river. But this it is argued would be far more than counterbalanced by saving in time, avoiding the risks of a dangerous navigation, and ability to reach a seaport after the St. Lawrence is closed in winter. There would be, as compared with New York, a saving of 11d., and with Boston of 1s. 10d. These facts are stated in order to contrast them with the present rates of charges.

During the month of October last, the freight on flour from New York to Liverpool ruled at about $7\frac{1}{2}$ d., and was at one time as low as 6d. per barrel. At the pre-

sent time it is quoted at 1s. 7½d to 1s. 9d. sterling. The average rate would probably be under 1s. 6d. From Lake Ontario the average may be correctly stated at the same sum, making 3s. from Canadian ports on the Lake to England, as the average cost by the United States.

The effect of this competition has been to bring down the freights by the St. Lawrence. In a little work containing information respecting the trade with Canada, recently published by Messrs. Henry Chapman and Co. of Montreal, commission merchants, the freight on flour is set down for the present year at 2s. 6d. to 3s. 6d. If 3s. be taken as the average, the cost of transporting a barrel of flour from Montreal or Quebec by the river to Liverpool will be the same as it is from Toronto or Hamilton *via* New York. The cost per barrel from Toronto to Montreal cannot be assumed to be less than 1s. 2d., including transshipment and port charges. Thus much have the American routes this permanent advantage over the St. Lawrence.

Giving to the Halifax route the benefit of the reduced charges on freight, and still adhering to Major Robinson's estimates, the case will stand thus at the present time :—

Cost per barrel, Upper Canada to Montreal	s.	d.
“ thence to Quebec, say	0	4
“ Quebec to Halifax, by rail	2	2
“ Halifax to England	1	6
	<hr/>	
In all	5s.	2d.
	<hr/>	

Excess over the river route 1s. 2d., over the States route 2s. 2d. But it can be shown, that Major Robinson has set down the actual cost of transport over his line at only 25 per cent. of what has been found to be the minimum on the American railways. He has evidently been led into this error by the statements published by the New York and Erie Railway company in 1847. It has already been shown, that the estimates of this company as to the probable cost of their road were fully 85 per cent. too low.

The following table is taken from a very able report, published in the American Railroad Journal of 27th March, 1852, made by Walter Gwynn, Esquire, chief engineer of the James river and Kanhawa canal. It has evidently been compiled with great care, and may be relied upon as exhibiting the nearest approximation to the actual cost of transport on American railroads ever published.

“ Actual cost (approximately) per ton per mile of transporting freight on the following railroads in 1850 :—

“ MASSACHUSETTS.

“ Western	1,561	Cents.
“ Boston and Worcester	1,720	“
“ Boston and Maine	2,958	“
“ Boston and Providence	2,206	“
“ Boston and Lowell	2,531	“
“ Old Colony	2,967	“

“ NEW YORK.

“ (Note that the estimates on the New York roads are exclusive of cost of iron, repairs of road, depreciation of engines and machinery and freight and passenger cars.)

“ Albany and Schenectady.....	4 Cents.
“ Hudson and Berkshire	2.3 “
“ Hudson River Railroad.....	4 “
“ Northern Railroad.....	4.3 “
“ Oswego and Syracuse.....	2.4 “
“ Rochester and Syracuse.....	1.6 “
“ Utica and Schenectady	1.8 “
“ New York and New Haven	3.1 “

These tables show a maximum of 4 cents and three-tenths a ton per mile, and a minimum of 1 cent 561 thousandths, which may be called $1\frac{1}{2}$ cents.

In order to extract from the above table anything like reliable data, to form an estimate of the actual cost of transporting freight on the proposed Quebec and Halifax railway, it would be necessary to select some line of road bearing the nearest resemblance to it in its gradients. But giving to the Halifax line the benefit of the lowest estimate, namely, upon the western road from Boston to Albany, and also the advantage of the fraction of $\frac{1}{10000}$ of a cent, thrown off to make the estimate an even cent and a half per ton per mile, the result will be as follows:—

Cost per ton over the Halifax road at $1\frac{1}{2}$ cents per mile (635 miles), 9 dollars 52½ cents, equal to about 40s. sterling, instead of 11s. assumed by Major Robinson upon his erroneous data. At this rate allowing 10 barrels to the ton (in America the ton in all estimates is taken at 2,000lbs.), the cost for transporting flour from Quebec to Halifax would be 4s. sterling per barrel. Add to this the very moderate sum set down in the report “to pay interest on capital” of 1s. 1d., the charge for transporting a barrel will be 5s. 1d.

But unless there was a very large freight traffic, the expense to the road would be greater, as previously pointed out. Enough however has been shown, upon Major Robinson’s own figures, to prove that a railway from Halifax to Quebec, if it should be now constructed, cannot compete either with the St. Lawrence or any of the American routes for the Canadian Transatlantic business.

If any more conclusive evidence in support of this deduction is required, it will be found in the fact that the American routes, by being so much shorter, would command the business, if the Governments of the provinces should be so liberal as to carry freight over the Halifax line for nothing and pay all expenses, a piece of liberality which even Major Robinson has not thought it commendable for them to undertake.

If the minimum cost of transport on the American roads be admitted as the basis for estimating for the Halifax line, it does more than overthrow the assumption that this road would command any share of the Canada Transatlantic trade. It establishes, by equally conclusive evidence, that the supplies of Western Canada produce, required for home consumption in New Brunswick and Nova Scotia, can be transported cheaper both by the St. Lawrence and the American ports. If flour can be carried (as it is regularly done at present) from Lake Ontario to Liverpool at from 3s. to 3s. 6d. per barrel, (the latter may be taken as the maximum,) it is clear that it can be delivered at St. Johns and Halifax at the same rate or lower, whilst it is shown that 5s. 1d. is the lowest charge that could be made for carriage over the proposed railway, to which must be added at least 1s. 6d. for transport from Upper Canada to Quebec.

The following table of distances will serve to elucidate the subject still further, and ought to convince every unprejudiced person that the chances of the Halifax line are utterly hopeless:—

Quebec to Halifax <i>via</i> proposed Railway	635 Miles.
“ “ “ Valley of the St. Johns ...	600 “
“ Portland “ St. Lawrence and Atlantic line	270 “

Quebec to Boston <i>viâ</i> Montreal	500 Miles.
“ New York “	570 “
Montreal to Halifax <i>viâ</i> Quebec and Halifax Line.....	815 “
“ Portland	250 “
“ Boston	320 “
“ New York	370 “
Toronto to Halifax by Quebec route ..	1,185 “
“ New York <i>viâ</i> Oswego	470 “

There is only one thing more that need be noted, as a great additional inducement for Canada to trade through and with Boston and New York in preference to Halifax, and that is the advantage always conceded as pertaining to large markets over small ones.

The proceeds expected to arise from the sales of lands opened up by the railway have already been disposed of in the accompanying memorandum. Instead of a profit resulting from them, it will be seen, by reference to the *North American Review*, published at Boston for January, 1852, article, “Commerce of the British Provinces,” that in New Brunswick the gross amount of sales is insufficient to defray the expenses of the department which has their management. This part of Major Robinson’s estimate of profits must therefore go for nothing, or rather a sum must be added to the interest account of the enterprise to be paid out of the Provincial Treasuries.

By reference to a memorandum signed by Mr. Hincks, Inspector General of Canada, on the subject of the Halifax and Quebec Railway, dated 18th December, 1848, and published at page 60 of the Report, it will be seen that that gentleman’s views respecting the desirability of the province of Canada affording aid to this enterprise have undergone a great change since that time. Mr. Hincks distinctly condemns the enterprise as a “mere mercantile speculation,” and says, “its total unproductiveness ought to be provided for.”

He concludes his “Memorandum” as follows:—“Should the Imperial Government be induced to undertake this great national work, the Canadian Legislature would be ready, there can be no doubt, to transfer to the Imperial Government or its Commissioners the lands on each side of the road, to the extent of two miles in depth, where it should pass through the public domain, and would also be at the expense of purchasing all the private property required for the railroad line, and for the stations at the terminus.”

Mr. Hincks’s liberality has doubtless been acted upon by the large increase of the provincial revenue, for he is now willing that the province of Canada shall not only give two miles on each side of the roadway, but any given quantity of lands, in addition to purchasing the private property required for the use of the road; and he recommends that the provinces shall supply the money to construct and maintain five-twelfths of the entire line.

But Mr. Hincks’s views about Canadian railways have never been settled for any length of time. He several times changed his opinions on the merits of the great Western of Canada line; at one time advocating it, and at another time espousing the cause of a rival company. This fickleness of temper may be seen, both in the columns of the paper (*Montreal Pilot*) which he formerly edited, and in his speeches in Parliament as reported.

Appendix No. 5.

Although the facts and circumstances adduced clearly indicate that a Railroad from Quebec to Halifax by the route recommended by Major Robinson, or by any other route, must at present, and for many years to come, prove a ruinous enterprise, it does not follow that it may not at some future period become a good mercantile undertaking.

The history of similar enterprises, and the progress of settlement and civilisation in the United States, would suggest the following principles as the true policy of the British provinces in reference to this work, and to the settlement of their waste lands.

Some general plan should be agreed upon by the three provinces of Canada, New Brunswick, and Nova Scotia, and a line selected for a future railway. Companies should be chartered, and aided by the respective governments to commence and construct such portions in each of the provinces as would pay expenses, and afford a profit to the shareholders. The local interests of New Brunswick and Nova Scotia could thus be harmonized by the simultaneous commencement of roads at St. Johns and Halifax to unite at some convenient point; thence to be gradually extended as the country becomes settled and affords business to support a common line of Railway. At the same time a line might be commenced at Quebec, as an extension of the proposed Montreal and Quebec Railway, and carried forty or fifty miles eastward, through the well-settled part of the country described by Major Robinson.

In order to prevent the present population from emigrating in considerable numbers every year to the United States, and to induce an immigration from Great Britain and other European countries, the public lands should be surveyed into sections, and sold at a low and uniform price, on the principle that has proved so efficacious and attractive in the United States. Not more than one square mile should be sold to one individual. This precaution would be indispensable, in order to prevent that bane to the progress of new countries—private speculation in lands. The principle recommended constitutes a leading feature in the American system, as contrasted with the management of the wild lands of the British colonies. In the latter, companies have been chartered for the express purpose of speculating in lands which ought to have been given, or sold at low rates, to actual settlers. Both the Imperial and Local Governments have hitherto done everything in their power to foster speculation, by selling to such companies, and to large capitalists, at low or nearly nominal rates, whilst they have done very little for the poor man who buys for actual settlement, unless it be to charge him four or five times as much as the rich speculator.

Thus the best lands of the provinces are bought up by private speculators, who make large fortunes and retard the progress of the country. Whilst systems so vicious continue it is in vain to point out to intending emigrants in the mother country the advantages of settling in the British Provinces, which in other respects present so inviting a field of enterprise and prosperity. Many millions of the finest lands in Canada are in the hands of such speculators, who, in order to make larger profits, retain them until the Government has opened roads and been at the expense of settling those in the neighborhood.

Under such management, and with a host of highly paid employes, it is not to be wondered at that the land departments do not pay expenses. The knowledge of the existence of such evils is of itself sufficient to prevent the class of emigrants most

useful in a new country, namely, such as have amassed a few hundred pounds by their own industry, from going to the colonies to lay out the fruits of their labor.

From 300,000 to 400,000 emigrants settle every year in the northern and western States, and the accounts they send home to their friends, accompanied by remittances to aid them to follow, keep up the incessant stream and add to it each year increasing numbers. It has been estimated by a nobleman who was several years ago at the head of the colonial department, that the remittances, sent from the United States to Ireland alone by settlers to enable their friends to join them, amounted in three years to no less than £2,000,000 sterling, as follows:—in 1848, £460,000; in 1849, £540,000; and in 1850, to £900,000. On the other hand, it is computed that nearly one-half of the comparatively small numbers of those who go to the British Provinces cross over to the neighbouring States.

If the North American Provinces would set seriously to work, to reform the abuses that have hitherto existed in their land departments, and place men of business, instead of adventurous politicians, in their other administrative departments, there would be no necessity for their perpetually besieging the Colonial Office with importunities for aid. Under wise and economical systems of Government, such as exist in most of the states, where governors and public officers of high business qualifications are found to serve for less by half than is paid in the poorer colonies, there might be a reasonable hope of having a good paying line of Railroad constructed within twenty years without Imperial assistance, and the basis of a future empire established, second in America only to the United States themselves.

For the Imperial Government to lend its name and credit to the proposal now made to obtain money to construct more than a thousand miles of Railway would be to foster and encourage the evils complained of, and to create new and unheard of abuses. They will only do injury instead of good to these important provinces. If aid is given, let it be distinctly understood that the contemplated works shall be left to private enterprise to supply one half the capital. This will afford a guarantee that they will not be undertaken until there is a pretty fair certainty of their turning out good investments.

No. 2.

Copy of a Letter from Earl Desart to H. B. Willson, Esquire.

DOWNING STREET, May 10, 1852.

Sir.—I am directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 28th ultimo, with its accompanying memorandum relative to the proposed Halifax and Quebec Railways, and I am to express his thanks for the views on this subject with which you have favored him.

I have, &c.

(Signed,) DESART.

H. B. WILLSON, Esquire.

No. 3.

Copy of a Letter from R. Gillespie, Esquire, to the Right Honorable Sir John S. Pakington.

33, YORK PLACE, PORTMAN SQUARE, March 20, 1852.

Sir.—Although I may be unknown to you, I have had the honor of frequently communicating with Lord Derby on matters connected with Canada, political and commercial, and I am disposed to think that his Lordship gave due credence to my statements in regard to that important appendage of this country.

But before travelling farther on the line of this my first letter to you, and the only letter I have of late addressed to the Colonial Department, allow me to congratulate you, and particularly the inhabitants of Canada, on the appointment to that office of a gentleman who has visited the province, and no doubt made himself acquainted with its resources, its wants, and the wishes of its inhabitants.

Sir, much has lately been said and much has been written in regard to the construction of contemplated public works in that, and in the neighbouring British provinces. I refer especially to the Railroad between Halifax, Quebec, and Montreal, and to the misunderstanding, or rather misconception, of the conditions on which the late Colonial Secretary, on the part of the Government, offered to guarantee the payment of the interest annually on a sum of money to be raised in this country to defray in part the expense of constructing the said Railroad.

Sir, I shall not stop to inquire the cause of such misconception, or who was at fault, but I believe the line of road contemplated by Canada and Nova Scotia did not suit the views of New Brunswick, neither did the application of part of the funds altogether meet the wants of the latter province, and hence the whole work is in abeyance. I do not regret the delay, for more time was required to consider the most advantageous line that could be adopted for political and mercantile purposes, as well as to weigh the probable result of so great an undertaking when completed.

That Railroad in my opinion would be of comparatively little use unless emigration set that way, and unless vessels carrying passengers to Halifax found return cargoes at that port. Such would depend on the rate of charge for transport along the line, and again on the rate of freight from Halifax to a port in this country or elsewhere. Even supposing the land conveyance and ocean freight were much less than the usual rate of freight from Montreal direct to Liverpool, I apprehend the expense of bringing produce to this country would still be much higher than from New York.

The question of establishing a line of steamers between Canada and England has, therefore, lately been taken up with much energy by the Colonial Government; the measure has been supported by many influential men in Montreal, and it is said that a deputation from the Provinces is on the way to this country to urge not only the establishment of Steamboats between Montreal and Liverpool, but a Railroad between Quebec and the Provinces, thus giving double facilities of shipping produce to market without touching a foreign soil.

I apprehend, however, that the construction of a Railroad from Quebec to Halifax, and at the same time to establish a line of Steamers direct from Montreal to a port in this Kingdom, would entail more expense than the mother country or the colony could prudently submit to. Allow me to say of the two schemes I would prefer the Steamboat communication under proper regulations, provided always, that the rates of transport from the Province to Great Britain should be assimilated to the rates between New York and this country. No company, however, would undertake to carry goods to and from the Province at so low a rate as sailing vessels do to and from the United States without an annual allowance, and as these

Steamers might carry the mail for all the North American British Provinces, it would not be unreasonable to expect that the home Government should extend the rule in their favour as it did to other Royal Mail Steamboats.

The Legislature of Canada might be enabled to hold out sufficient inducement to a company, without the aid of this country, to provide a line of Steamers for said route calculated to convey passengers and goods to and from Canada at such rates as would make the St. Lawrence, while open, the most convenient, shortest, and less expensive route, not only to Western Canada, but to the far west of the United States.

It is reported that the St. Lawrence in all its length is to open to foreign vessels, and consequently American bottoms will navigate the great inland Lakes, and descend the St. Lawrence with their cargoes, and in like manner ascend the same waters with goods and emigrants to the regions of the west.

Much produce, indeed I may say that two-thirds of the wheat and flour of Canada West, is at present either purchased by or consigned to agents for sale in New York, and thence taken by Canal and Railroad for consumption or shipment, in consequence of low freights between that port and Liverpool or London, to the injury of the direct trade of Canada. Very many goods are now shipped *viâ* Boston destined for Canada, likely to be increased by a treaty of reciprocity in trade between that Province and the United States at this moment, I believe, before Congress, with a prospect of being agreed to, and if passed will draw the Province and the Republic closer together, unless some effort be made to prevent it. That effort is within the means of the Government of this country and the Provinces.

Let either the Railroad to Halifax or line of steamboats from Quebec to this country (much less expensive), or both, be established,—let a line of Railroad be constructed from Quebec to Montreal and Toronto on the north, and continued westward so as to open up a rich inland country in the rear of the latter city, already partially settled, and a fine climate, capable of producing vast quantities of grain for shipment, now a waste and difficult of access,—let the expense of transport from the interior of the province to and from Montreal be reduced, and sufficient conveyances supplied,—then I can scarcely estimate the extent of trade that would pass up and down the St. Lawrence during the active season of business; in fact a new trade would be opened, and instead of Canada becoming American as must in time be the case in the present position of the province, the very reverse would be the consequence.

Canada now not only sends her produce to New York in consequence of getting higher prices there than the Montreal merchant can safely give for it, exposed as he is to higher ocean freights, but New York supplies the Canadas with large quantities of American and British goods, and I may with truth assure you that the trade between Canada and the United States equals in value the trade between Canada and this country.

When the River St. Lawrence is shut, the Railroads made and now making from Eastern and Western Canada to the United States would give ample facilities in winter to transport to an Atlantic port, all that might remain after the direct channel was closed, in the event of the Quebec and Halifax Railroad not being made.

Let, I repeat, lines of burdensome steamboats be established between the St. Lawrence, the Mersey, and the Thames, let inland Railways be made within the province to carry freight and passengers both ways at low rates, and we shall not only have the produce of Canada conveyed to Quebec and this country, but the produce of the Western States of the Union bordering on the lakes sent down our rivers, and supplies would be imported direct to Quebec and taken up the St. Lawrence to both sides of the lakes in the far west.

This letter is already too long, and I shall only hint that if anything was wanting

to establish an enormous trade through Canada to this country it would be to admit here free all grain and flour shipped from a British colonial port, and impose a small fixed duty on the same coming from a foreign country.

Should any of the foregoing remarks require explanation I shall most readily wait on you at any time most convenient to yourself.

I have, &c.,

(Signed,) ROBT. GILLESPIE.

The Right Honorable Sir J. S. PAKINGTON,
&c., &c., &c.

No. 4.

Copy of a Letter from Earl Desart to R. Gillespie, Esquire.

DOWNING STREET, March 31, 1852.

Sir,—I am directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 20th instant on the subject of the contemplated line of Railroad through the British North American provinces, and I am to express to you Sir John Pakington's thanks for that communication.

I have, &c.

(Signed,) DESART.

R. GILLESPIE, Esquire.

No. 5.

Copy of a Letter from T. Wilson, Esquire, to the Right Honorable Sir John S. Pakington.

12, CRAVEN STREET, Strand, May 8, 1852.

Sir,—Though I have no reason to suppose that Her Majesty's present Government will favorably consider either of the projected lines for a Railroad from Halifax to Quebec, yet upon my last letters from Canada, and seeing the serious consequences that may result from an error in this important question, I have the honor to follow up my interview by addressing you thereon.

The purposes for which all works of this nature are constructed may be classed under two heads, military and commercial, for neither of which can this road be recommended.

Without going closely into the question or relying upon any Railroad for important military services, which I think is open to very grave objections, the proposed line from Halifax to Quebec will not meet satisfactorily first considerations.

It will pass for some hundreds of miles through a wilderness, beyond the possibility of any protection, and could be effectually rendered useless as a means of communication or for the transport of troops by half a dozen Indians in a few hours. Next, it would be laid through a country so deeply covered with snow for five months in the year and exposed to that severity of cold that it could not be looked to in winter with any confidence from these natural impediments. And, lastly, from the place were it would enter the province of Canada till it reached Quebec it would be laid through a country inhabited by French Canadians, who ever have

been and are impatient under British authority, opposed to British interests, and who, I believe, would be the first to break up this road if it became important in the service of the Crown of England.

Then as a commercial work it can be of no service whatever, its uses on this head are already supplied by roads constructed and about being finished answering all the purposes of carriage to the export and import trade of Canada, and that by better routes not more than one-third the distance.

This projected road from Quebec to Halifax has not in fact one single substantial recommendation ; it is determinedly opposed by the responsible and intelligent population of Canada, and if there was a probability of its being carried out as now proposed, I believe there would be a public protest from that colony which might render it necessary for the Imperial Government to arrest the measure or assume the liability of the cost.

There is, however, a consideration in this movement which I hope will not be lost sight of, which may be encouraged without risk, and which, if granted, would be productive of the best consequences in binding the colonies and parent country together in interests of inseparable attachment, and that is, that Great Britain should lend her credit to the colonies to borrow the means at a low rate of interest to construct such railroad communications, exclusively provincial, as will enable them to hold an honourable commercial position with the adjoining States of the neighbouring Republic ; and if the colonists should ask this assistance, which I think not improbable, I believe I shall be able to show Her Majesty's Government and the Parliament of Great Britain that they have tenable and just grounds for making the request, and that it may be granted without risk.

I have, &c.,

(Signed,) THO. WILSON.

The Right Honorable Sir JOHN PAKINGTON,
&c., &c., &c.

No. 6.

Copy of a Letter from Earl Desart to T. Wilson, Esquire.

DOWNING STREET, May 22, 1852.

Sir,—I am directed by Secretary Sir John Pakington to acknowledge the receipt of your letter of the 8th instant on the subject of the projected line of railway from Halifax to Quebec.

I have, &c.,

(Signed,) DESART.

T. WILSON, Esquire.

RETURN

TO AN ADDRESS from the Legislative Assembly, dated 31st August last, praying that His Excellency, The Governor General, would be pleased to lay before the House, a copy or copies of any Agreement, or Agreements, entered into by the Quebec and Richmond Railway Company, with William Jackson, Esquire, M. P., and others, for the completion of the said Railway, also for a copy of any Correspondence between the Government of this Province, or any Member thereof, with the said William Jackson, Esquire, and others, in regard to the Trunk Railroad through this Province.

By Command,

A. N. MORIN,
Secretary.

Secretary's Office,
Quebec, 4th October, 1852.

OFFICE OF THE BOARD OF RAILWAY COMMITTEES.

29th September, 1852.

SIR,—In accordance with your letter of the 1st instant, I herewith transmit a copy of the contract between Messrs. Jackson, Peto, Brassey and Betts, and the Quebec and Richmond Railway Company, required by the Legislative Assembly. This document would have been transmitted at an earlier date, but it has been with others under the consideration of the Board.

I have the honor to be,

Sir,

Your very obedient servant,

THOMAS A. BEGLY,
Secretary.

The Hon. A. N. Morin,
Provincial Secretary,
&c., &c., &c.

THE AGREEMENT made the twenty-ninth day of July, one thousand eight hundred and fifty-two,

Between William Jackson, of Birkenhead, in the County of Chester, Esquire, Samuel Morton Peto, of London, Contractor, Thomas Brassey, of London, Contractor, and Edward Ladd Betts of London, Contractor, hereinafter called the Contractors of the first part, and The Quebec and Richmond Railway Company, being a Company incorporated by an Act of the Provisional Government of Canada, intituled, "An Act to incorporate Peter Patterson, Esquire, and others, under the name of The

“Quebec and Richmond Railway Company,” for the purpose of making a Railway from Quebec to Richmond, in Canada, hereinafter called the Company, of the second part.

The Contractors for themselves, their heirs, executors and administrators, for the considerations hereinafter mentioned, covenant and agree with the Company, and their successors in manner following, that is to say : That they the Contractors shall and will at their own expense in all things forthwith, begin and well and effectually and according to the directions from time to time and in all particulars to the satisfaction of the principal Engineer for the time being, of the said Company, construct and complete for the transit of Locomotive Steam Engines, and any other description of moving power usually used and applied on lines of like nature, and of all carriages and wagons drawn or propelled thereby, in a substantial and workmanlike manner as a single line, but not including stations, the whole and every part of the Railway from near the City of Quebec, to or near the Village of Richmond, in the Province of Canada, mentioned and referred to in the specification hereto annexed, on the levels and in the manner described in a section of the said Railway hereto also annexed, and according to the plans, sections, and drawings to be hereafter from time to time furnished by the principal Engineer for the time being of the Company, and also according to the provisions and subject to the terms and conditions of the said specification, and shall and will in all particulars abide by, obey, fulfil and observe the orders and directions of the said principal Engineer, and also that they the Contractors, in case the section of the Railway as constructed shall correspond with, or shall not contain larger or more expensive works than are described in the section hereunto annexed, shall and will complete and finish the said Railway for a fixed sum to be agreed upon between the parties, but in case no such agreement is made the price or sum to be paid for the construction of the said Railway and works and all alterations and additions thereto shall be regulated by the Schedule of prices being the first Schedule hereunder written, and also that in and about the works, matters and things hereby contracted for or agreed or required to be done as hereinbefore mentioned, and for the complete execution of the same, the contractors shall and will at their own expense find and provide all necessary materials, utensils and implements, labor and workmanship, including rails, chairs, spikes, keys, points, switches and crossings, and all materials for the masonry, stone and brick work, bridges, culverts, ditches, drains, fences, occupation and all other gates, to, against and across the Railway, and ballast and broken stone and every other article and thing except the land for the Railway and works, and except the stations and appurtenances thereto, save as hereinafter expressed, mentioned,) whether or not the same or any of them be correctly or incorrectly described or mentioned herein, and also that in and about such works, matters and things they, the Contractors, will use and employ the best materials of every kind, and such as the said principal Engineer for the time being and his Deputies and Assistants for the time being shall approve of. And also that if within fourteen days after the arrival of the said William Jackson, party hereto, at Quebec, and notice thereof to the Company that the said Company shall notify in writing to the said William Jackson, their desire that the Contractors should provide and supply the rolling and working stock at the prices mentioned in the second Schedule hereinunder written, and should also erect the buildings, sheds and conveniences hereinafter next mentioned at Quebec and Richmond respectively, at the prices or for the sums also mentioned in the second Schedule as applicable to such last mentioned works, then and in that case but not otherwise, they, the Contractors, shall and will supply the Company with Engines and Tenders, Carriages and Wagons, and plant for the stocking and working of the said Railway, of the kind and numbers, and at the prices mentioned in the said second Schedule, and shall, and will build and provide in a good and substantial manner, to the satisfaction of the Engineer of the said Company for the time being,

and according to plans and drawings to be furnished by him, an engine house, wood shed, goods shed and passengers station, with the necessary water tanks, and other conveniences at each of the terminal stations of Quebec and Richmond, and a machine shop at Quebec for the sums mentioned and named in the said second Schedule. Provided that if the Contractors shall be of opinion that the plans and drawings for the buildings and works last mentioned are of a more expensive character than is reasonable, regard being paid to the estimated requirements at the time the price named in the second Schedule was fixed, and shall thereupon require to be paid an additional or larger price for the same, the Company shall pay them for such last mentioned buildings and works in addition to the said sums respectively mentioned in the said second Schedule, such further sum or sums as may be agreed, or as in case of difference shall be settled by arbitration in the manner hereinafter provided. And it is hereby agreed that the said Railway and works shall be completed so as to be ready for traffic, and shall be delivered over to the Company on or before the thirty-first day of December, one thousand eight hundred and fifty five, but with power to the Engineer of the Company to extend the time by a certificate in writing to that effect, if he shall think it needful, reasonable or expedient, and in case of default in completing within the time first mentioned or such extended period as the case may be, the Contractors shall forfeit the sum of five hundred pounds for each calendar month of excess, to be deducted out of any moneys payable to them under this contract or to be paid by them as the case may be. Provided that if the delay in completion shall arise from any cause or causes not attributable to the Contractors, such penalty shall not attach, and that in case any difference, or dispute in that respect shall arise between the Contractors and the Company, the same shall be settled as arbitration as hereinafter provided. And it is hereby further agreed, that if at any time during the progress of the said works, or within twelve months after their completion and delivery over as aforesaid, it shall appear to the said Engineer that any part of the said works has been executed unsoundly or not with the best materials, or in any respect not according to the said specification, drawings and plans, then on notice thereof being given by the said Engineer, the Contractors shall cause the said works to be taken down and re-executed properly and with the best materials and to his entire satisfaction, without extra charge, and that in case the Contractors shall not comply with such notice within fourteen days after the same shall have been given them or left for them at any of their principal offices in Canada, it shall be lawful for the Company to take down, and remove such works, and to re-execute them, and to pay all expenses attending the same and the amount so paid may be deducted by the Company out of any money then due, or thereafter becoming due from them to the Contractors, or shall be paid by the Contractors as the case may be, and in consideration of the premises, and of the observance and performance by the Contractors of the several covenants and conditions, provisions, and stipulations on their part herein and in the said specification contained, the Company do hereby for themselves and their successors covenant with the Contractors, their executors and administrators as follows:—That they Contractors duly performing all things on their part and behalf, to be performed and done, the Company, their successors and assigns shall and will pay to the Contractors, their executors or administrators, by instalments at the expiration of every twenty-eight days as the works proceed the value of the works done, and of the Locomotive and other stock provided and supplied by the Contractors during the preceeding period of twenty-eight days, upon certificate of the Engineer in accordance with the said two Schedules respectively, less ten per cent in the amount of such Certificates to be reclaimed by way of reserve as a security for the due fulfilment of this contract by the Contractors, until such reserve shall amount to twenty thousand pounds, and after that time the full amount of such certificates without deduction. And shall and will also pay to the Contractors interest at the rate of six per cent per annum upon all moneys so retained as a reserve, and not ap-

plied to make good effects, as hereinbefore provided so long as the same shall remain in their hands. And shall and will pay to the Contractors the said reserve or the balance, if any, in their hands after making good defects, if any, on the completion and delivery over to the Company of the said Railway and works, less ten thousand pounds, part thereof, which is to be reserved and retained for twelve calendar months from such opening and delivery as aforesaid, as a security to the Company against damage to be ascertained within that period, arising from defective construction, and shall and will pay to the Contractors the said sum of ten thousand pounds or the balance thereof, if any, which shall remain after providing for the repairs and amendment of such defect or the reimbursement of the Company in respect thereof, as hereinbefore provided at the expiration of such period of twelve calendar months, together with interest on such sum or on such balance as may from time to time have been in hand at the rate of six per cent per annum, provided that the Company shall also pay to the Contractors for cutting and piling the timber as mentioned in the second clause of the said specification, as to which work no price is specified in the said first Schedule, such reasonable price and remuneration as shall be agreed or as in any case of difference shall be settled by arbitration in the manner hereinafter provided. And it is hereby further agreed that the Engineer shall be bound to deliver such certificates on being required so to do, and that if for the space of fourteen days, after being so required by or on behalf of the Contractors, he shall refuse or neglect to deliver any such certificate, the account furnished by the Contractors of the work executed or stock supplied for the period in respect of which such certificate is required, shall for the purpose of the monthly payment thereon, be received and taken in place of such certificate, and payment shall be made thereon as upon a certificate for the same amount. Provided that no certificate nor account uncertified shall be finally binding, upon the Company as an account, but the whole shall be subject to revision on the final completion of the work, and all intermediate payments shall be deemed to have been payments on account. And it is hereby further agreed, that the estimated cost of constructing the Railway and of the Locomotive and other plant being about five hundred and twenty-five thousand pounds, the monthly payments to the Contractors, instead of being made in cash, shall be made in Shares and Bonds, in the following manner, *videlicet*: seventy-five thousand pounds in paid-up Shares or Stock of the Company, two hundred and fifty thousand pounds in Bonds of the Company, guaranteed by the Government of Canada, bearing interest at the rate of six per cent., payable half-yearly in London, and redeemable twenty years after date, one hundred and fifty thousand pounds in Debentures of the Company, bearing interest at six per cent., payable half-yearly in London, and redeemable twenty years after date, and fifty thousand pounds in Bonds of the Corporation of the City of Quebec, bearing interest at the rate of six per cent., payable half-yearly in London, and redeemable twenty years after date. And further, that the said Shares in the said Company to the extent of seventy-five thousand pounds, shall be registered in the names of the said Contractors, and the certificates thereof shall be delivered to them so soon as the Engineer of the said Company shall certify that sufficient plant for the commencement and effective prosecution of the works had been brought upon the ground; and that when the certificates of work done and materials provided shall exceed seventy-five thousand pounds, the monthly payments next thereafter made shall be made in the said Bonds of the City of Quebec to the extent of fifty thousand pounds; and that when such certificates shall have exceeded the sum of one hundred and twenty-five thousand pounds, the further payments shall be made in the said Bonds of the said Company unguaranteed; and that when such certificates shall have exceeded the sum of two hundred and seventy-five thousand pounds, the further payment shall be made in the said Bonds of the Company, guaranteed by the Government of Canada: Provided, that if within three calendar months from the date of these presents, the Company shall elect and shall notify in writing, to the Contractors, or the said William Jackson, their election to pay the said sums (other than the said

sum of two hundred and fifty thousand pounds to be paid in Bonds of the said Company guaranteed by the Government) in cash instead of paid-up Shares, Bonds of the said City of Quebec, and Bonds of the said Company not guaranteed, then and in that case such sums shall be paid to the said Contractors in cash instead of such securities as last aforesaid, and a deduction, at the rate of five per cent., shall thereupon be made and allowed from the respective amounts so payable in cash: Provided also, that if from any cause Bonds of the said City of Quebec shall not be issued or available for the said sum of fifty thousand pounds, so as aforesaid proposed to be paid in such Bonds, payments of the said sum of fifty thousand pounds shall be made in cash. And it is hereby further agreed by and between the said parties hereto, that in case the Contractors, having satisfied themselves as to the quantities stated in the section, shall desire to complete the contract for a fixed sum, arrangements may be made between the parties accordingly, and when such arrangements are completed and such fixed sum agreed upon, thereupon these presents, instead of being treated as a contract for construction according to a Schedule of prices, shall be read and treated as, and shall bind both parties, as a contract for completing the said Railway and works for the fixed sum to be so agreed upon, the monthly payments being made nevertheless in manner hereinbefore mentioned, according to the Schedule of prices upon the certificate of the Engineer, as aforesaid, of the value of the works then executed and materials provided for each preceding month. And the Company do hereby for themselves and their successors, further agree with the said Contractors, that they will from time to time, when and as required, deliver possession to the Contractors of all such land as the Contractors shall require for the construction of the said Railway and works. And it is hereby further agreed between the said parties hereto, that if any dispute or difference whatever shall arise between them upon or as to this contract, or the wording or construction thereof, or any clause, matter or thing therein contained, or as to the said plans, sections and drawings, or any of them, or as to any of the works, matters and things hereby contracted for or mentioned herein, or any alteration or variation in the said works, matters or things, or upon or as to the amount or value, state, quantity, quality, price or condition of any of such works, matters or things, or as to any other matter whatsoever, whether of fact, discretion or opinion, every such dispute and difference from time to time shall be and the same is hereby agreed to be left and referred to the absolute determination and award of one person named by and on the part of the said Company, or their successors, another on the part of the said Contractors, their executors or administrators, and a third by the two so named before entering on the business of the reference, and the decision of such three persons, or of any two of them, shall be final and conclusive, and against it there shall not be in any manner, or on any account, any appeal whatsoever. And the said Company do hereby for themselves and their successors, covenant with the said Contractors, their executors or administrators, and the said Contractors for themselves, their executors and administrators, do hereby covenant with the said Company and their successors, that they the said parties respectively, shall and will stand to abide and be bound by, obey, perform, fulfil and keep the award and determination of such referees, or of any two of them, as aforesaid, and that the submission hereby made may, at the option of either of the said parties hereto, be at any time made a Rule of any of Her Majesty's Courts of Record, or be otherwise dealt with, so as to make such award binding in the Courts of Law in Canada.

The first Schedule of Prices of Works hereinbefore referred to.

No.		Sterling.	
1...	Grubbing and clearing, including removal of all roots and vegetation,.....	8 0 0	per acre of 43,600 feet suppl.
2...	Chopping (simply), chopping and removing,.....	3 10 0	Per acre.
3...	Excavating of common earth,.....	0 0 9	pe " "
4...	Do hard pad,.....	0 1 0	" " "
5...	Do loose rock stones from ½ cub. foot to ½ cub. yard,.....	0 1 6	" " "
6...	Do solid rock above ½ cub. yard,.....	0 4 0	" " "
7...	Do slate or shale,.....	0 1 6	" " "
8...	Hawl or lead, each 100 feet after the 1st 300 feet, embraced in the preceding,.....	0 0 0½	" " "
9...	Excavating earth in foundation, including pumping drains, &c.,.....	0 1 4	" " "
10...	Excavating rock, do do	0 5 0	" " "
11...	Masonry, dry rubble,.....	0 10 0	" " "
12...	Rubble in mortar,.....	0 13 0	" " "
13...	Dry coarsed, (ordinary) walling,.....	0 15 0	" " "
14...	Coarsed in mortar, large blocks,.....	1 15 0	" " "
15...	Coarsed in foundation, rough,.....	0 15 0	" " "
16...	Timber in foundation,.....	2 10 0	per 1000 feet board measure 1 in. thick and 12 inch. wide.
17...	Do in bridges and trussed work,.....	2 10 0	
18...	Timber in foundation, plank,	2 10 0	
19...	Do in bridges and trussed work,.....	3 0 0	
20...	Bridge superstructure 50 to 75 feet span,.....	3 10 0	per lineal foot.
21...	" " 75 to 100 " "	4 5 0	" " "
22...	" " 100 " 150 " "	5 0 0	" " "
23...	Rip rap wall protecting foot of embankment in water,.....	0 5 0	per cub. yard.
24...	Cross ties delivered on line,.....	0 1 3	per tie.
25...	Fencing posts and rails,.....	0 1 0	per linl. yard, single
26...	Permanent way, single track including the following rails, 63 lbs. per yard, wrought iron chairs at the joints 12 lbs. each—spikes of the best description, Belfast 2½ cube yard per lin. yard, laying the track and adjustment of the same,....	1650 0 0	per mile.
27...	Points and switches when required, complete,.....	20 0 0	each set.
28...	Ordinary crossings " "	20 0 0	" "
29...	Contingents for transporting materials, implements, and incidental charges,.....	5 0 0	per cent.

The Second Schedule before referred to.

6...	Passenger engines each,.....	1600 0 0	9600
4...	Goods ditto "	1750 0 0	7000
12...	First class cars 60 seats "	450 0 0	5400
6...	Second " " 60 seats "	300 0 0	1800
50...	Box cars for dry goods "	175 0 0	8750
50...	Platform ditto for timber "	100 0 0	5000
30...	Cattle cars, "	150 0 0	4500
50...	Ballast cars,.....	250 0 0	

THE first Schedule of Prices of Works, &c.—(Continued.)

No.		Sterling.	
10...	Hand cars for road use,.....	25 0 0	250
2...	42 feet turntables " "	250 0 0	500
	Engine house, wood sheds, goods shed, passenger station, water tanks, and machine shop at Quebec,.....	say,	30,000
	The same at Richmond, excepting the machine shop which is not needed there,	say,	15,000
	Total,.....		

SPECIFICATION of the manner of Grading or forming the Road Bed of the Quebec and Richmond Railroad hereinbefore referred.

The ground occupied by and set apart for the Railroad is to be cleared a sufficient space on each side of the centre line of all trees, stumps, bushes, logs, and rubbish and other vegetable matter. The trees, stumps and bushes to be cut close to the surface of the ground, and the whole to be removed or destroyed by burning or otherwise, when embankments are less than three feet high, all the stumps, large roots and other vegetable matter must be thoroughly grubbed out and removed, or destroyed as specified above.

All valuable timber or such as may be suitable for fire wood within the limits of the Road-way to be cut into such lengths as the Engineer shall designate and piled in convenient heaps, and in such manner as to preserve it from decay. The Contractor to have the privilege of all timber which may be considered suitable to use in any part of the works.

Where the Road is graded for a simple track, it will generally be fifteen feet wide on the embankments, and thirty feet at the foot of the slopes in excavations.

The side ditches are included in the last mentioned width, and will usually be five feet wide at the surface of the road bed, and one and a half feet deep.

Where the road is graded for a double track, the road bed will have surface width or embankment of twenty-six feet, and in excavation of forty feet, the side drains being generally for the same dimensions as above stated. The slopes of the excavation and embankments will usually be one and a half foot base to one foot rise.

In rock cutting they will not vary much from six inches horizontal to one foot vertical; such variations in the width of the excavations and embankments, the slopes, and the dimensions of the side drains, to be made as the Engineer shall from time to time direct.

When the excavations are in clay or other materials unsuitable for the Road bed, the Contractor shall excavate to such depth below grade as the Engineer shall direct, and if there is any good gravel, or other suitable material on or near his

work not likely to be affected by frost, the same shall be placed on the Road bed, covering the whole surface between the side drains to a depth not exceeding two feet; clay embankments are in like manner to be covered with gravel for a sufficient depth to guard against the action of frosts.

When embankments are formed by carting, they shall, if required, be made in layers not exceeding four feet in thickness, and in all cases the slopes of the banks shall be made full in the first instance, and carried up faster than the centre, and all vegetable or loose earth which shall be unsuitable for embankments, shall be removed and no stumps, logs or other perishable material shall be placed in the embankments.

All embankments which are carried up to grade with materials taken from cuts must be entirely free from stone, to a depth of at least two feet below grade, and the best materials must be reserved for dressing off the surface.

Between the foot of the slopes of the embankments and the side drains, there shall be a space or brim of such width as the Engineer may direct. All the earth excavated from road bed, is to be carried into embankments unless otherwise directed by the Engineers. The surplus material, if any, to form double track embankment, and where there may be a deficiency of materials to form the embankments, the excavations for road bed, will be made for a double track or the earth procured from side cuts at such points, and transported such distances as the Engineer may direct. The surplus earth from excavations which cannot be carried into embankments, shall be deposited in a regular manner on either side of the excavations with such slopes as the Engineer shall direct, and so arranged as to convey the drainage or falling water from the road, leaving a space or brim of not less than fifteen feet in width between the same and the outside line of excavation.

The space or brim so left to be excavated in such manner, and such drains cut as to direct the water which may collect from it, from the Railroad.

In all places where spoil banks or banks for diverting the drainage water from the Railroad are formed, the trees, if any, are to be cut down and destroyed.

Every description of material required to be removed and raised in forming the Road is to be estimated and measured as excavation.

The embankments and excavations required for Road and farm crossings, bridges, and changing the channels and beds of streams, shall be of such dimensions and slopes as the Engineer shall prescribe, and the price for all such excavations and embankments shall be the same per yard as for similar work in the Road bed on the section to which the work shall belong.

The various kinds of excavation to be classified according to the judgment of the Engineer under head of earth or rock.

The earth to be classed as the said Engineer, in his judgment, shall think proper, under one of two heads, and constructed and paid for as such, to wit, common or ordinary earth; 2nd, indurated earth or hard pan cemented sand or gravel separate or combined.

All rock which may be excavated, will be ranked under one of two heads, to wit, loose rock or solid rock and paid for as such.

Loose rock covers all stones measuring over half a cubic foot and less than half a cubic yard, and before estimated must be piled into heaps convenient for measuring.

Solid rock comprises all rock in places which requires blasting, and all detached stones or isolated masses measuring half a cubic yard or more. Where suitable

material for slope wall or masonry can be obtained from the rock excavation, the same shall be deposited in some accessible place from which it can be removed, and used for the purpose designed.

Where retaining walls are required they will vary in dimensions and slopes according to circumstances, and will be sunk to such dimensions as are necessary to secure a solid and permanent foundation. The stones used in the walls must be of a firm and durable character, well shaped and of sufficient size to insure stability. These walls must be so constructed as to form a complete bond throughout their entire thickness, the beds of the stones being laid at right angles with the battered face, and the whole neatly coped with flat stones at least two feet wide and three feet long.

Slope walls will be of such thickness and slope as the Engineer may direct.

Where these walls are founded in deep water, rip rap foundations will be made of large stone, and brush laid in alternate courses, so as to form a bond.

Refuse stone and other coarse materials found in the excavations, shall be placed in the outside of the embankments and next the walls, and all stone embankments deemed by the Engineer necessary to protect the walls and banks, shall be made by the Contractor.

Public or private roads which intersect the line of the Railroad shall not be constructed by excavation or otherwise, until direction shall be given by the Engineer for completing the road across the same; nor shall any crops or vegetables, or fruit trees, or buildings of any description, or fences be disturbed unless by the direction of the Engineer.

Changes in the present route of the road as contemplated and shewn on the map in the Company's Office, together with variations in the grade line may be made by the Engineer, and no allowance shall be claimed therefor.

Before the road is considered finished, the excavations and embankments must be neatly trimmed, and the whole surface made to conform accurately to the slope stakes and the plane of gradation.

The culverts on the road will be of two kinds, the square or box culverts will be of dry rubble masonry. They will be from two to three feet span, and from two to five feet high, the thickness of the walls varying to circumstances.

The stones of which they are built must be strong, durable and well shaped, and laid in such manner as to form perfect bond throughout; they will be covered with large flat stones topping one foot upon each side wall, and being from six to twelve inches thick as the Engineer shall deem necessary, fitting together so that the embankment shall not run through into the culvert.

The foundations will be paved with flat stones set edgewise, in regular courses across the culvert, to be not less than twelve inches in depth; and after the pavement completed it shall be well rammed down with heavy beetles.

And the interstices will be filled up with gravel when required, a course of water-tight sheet filling shall be placed across the culvert at each end, extending not less than three feet below the bottom of the paving to prevent undermining. The end walls of these culverts will be hammer-dressed masonry with a regular coping two and a half feet wide, and not less than six inches thick, projecting three inches over the general face of the wall, laid in full mortar and pointed.

The arched culverts will be of not less than six feet square, where the foundation is not rock they will be built on a pavement similar to that described above, or if the Engineer deems it necessary, upon timbers hewn on two sides, and laid two feet

from centre to centre crosswise of the culvert. The timbers when hewn must be eight inches thick, and the spaces between filled with gravel and rammed well, their upper surfaces will be covered with three inch plank laid lengthwise of the culvert, well spiked or pinned, and the ends must be secured with sheet filling as in the box culverts.

The dimensions of the arched stone to be such as to extend through the thickness of the arch to be placed perpendicular to the curve of the same, and well and closely fitted. The outer or ring stone of the arch to be equal in length, and as nearly uniform in thickness as possible, and to be plain dressed, either with a bush, hammer or chisel, and to be well bonded with the contiguous arch stone, breaking points at least eight inches.

The wing and walls of the arch culverts are to be formed of the larger and better shaped stones, hammer-dressed, or rock work on their exterior faces, and provided with cement, and both are to be surmounted with a coping of broadstone, of a thickness specified in the plan. The coping stone to be hammer-dressed and brought as near to a uniform thickness as possible, and placed firmly and securely upon the walls in a bed of cement. The coping and ring stone, as also the arch and cap stone to be included in the estimate with other masonry, without extra charge.

The abutment walls to be of good rubble masonry, and built of strong durable stone of good shape, well bonded and laid on lime mortar; cattle guards and passings will consist of two walls of dry masonry of a substantial character, from four to six feet apart, and coped for the reception of a sill on the top of each wall, where these are designed to pass the wake of side drains of common roads, or the drainage of adjoining fields, the same foundation will be adopted as for culverts.

When these passes are constructed of wood they will consist of two bents placed at the requisite distance apart, and faced with three inch plank, the bents will be retained in their proper position by cross timbers substantially framed on the sills and cap pieces.

The abutments and piers for the bridge across the River Etchemin, will be constructed of stone, found in the vicinity of the work, unless it shall be deemed advisable by the Engineer to procure the stone from the north side of the St. Lawrence.

The abutments to be of good substantial rubble masonry, and built in accordance with the detailed specification to be hereafter furnished by the Engineers.

The superstructure of the said bridge to be built on Howe's improved plan of truss bridges, and also in accordance with such plan, drawings and detailed specification as will be hereafter by the Engineer for that purpose. The foundation will be of such description as the character of the ground and work require, and may in some locality consist of piles driven as near together as practicable, and the spaces filled in with concrete, or if the Engineer deems proper, the heads of the piles will be dressed off, and timbers framed on them, upon which one or two courses of planks will be firmly spiked.

Where piles are not required, timber and plank foundations will be adopted, the materials being of such dimensions and laid in such form as may be thought necessary to insure a firm and uniform bearing. The foundations for the abutments of small bridges will, when the character of the ground admits, be formed of paving in the manner as for culverts.

The proportions and dimensions of the several parts of the culverts, bridge, abutments and other mechanical works will be represented in the plan.

No masonry shall be laid in mortar, (unless by special direction,) between the first of November and the fifteenth of April.

All materials intended to be used in culverts and bridges must be examined and approved of by the Engineer, and those considered by him unsuitable must be immediately removed to such distances as he shall deem necessary, in order to prevent them being used in the work.

The whole to be executed in a substantial, faithful and workmanlike manner, subject to the constant supervision and inspection of the Engineer, who shall give such directions from time to time, additional and explanatory to the specification as occasion may require.

In witness whereof the Quebec and Richmond Railway Company, by their Attorney, William Chapman, have hereto affixed their Common Seal, and the said William Jackson hath hereunto set and affixed his Hand and Seal, and the said Samuel Morton Peto, Thomas Brassey, and Edward Ladd Betts, have by their Attorney, William Jackson, hereunto respectively set and affixed their Hands and Seals, the day and year first above written.

The Quebec and Richmond Railway Company by their Attorney,

WILLIAM CHAPMAN.

SAMUEL MORTON PETO, by

his Attorney, WILLIAM JACKSON.

EDWARD LADD BETTS, by

his Attorney, WILLIAM JACKSON.

THOMAS BRASSEY, by

his Attorney, WILLIAM JACKSON.

WILLIAM JACKSON.

Sealed and delivered as the Act and Deed of the Quebec and Richmond Railway Company, by their lawfully constituted Attorney, William Chapman, in the presence of

JAS. OSBORNE SMITHERS.

Signed, sealed, and delivered by the said Samuel Morton Peto, Edward Ladd Betts, and Thomas Brassey, by their lawfully constituted Attorney, William Jackson, in the presence of

JAS. OSBORNE SMITHERS.

Signed, sealed, and delivered by the said William Jackson, in the presence of

JAS. OSBORNE SMITHERS.

FROM HON. F. HINCKS, TO WILLIAM JACKSON, ESQUIRE.

MORLEY'S HOTEL, LONDON, 20th May, 1852.

SIR,—Having reference to our several personal communications, I now beg to submit in writing the arrangements under which it appears to me that the Great Trunk Line of Railroad between Montreal and Hamilton can be constructed.

1stly. I understand that certain parties, including Mr. Peto, M. P., Mr. Brassey, Mr. Betts, and yourself, are prepared to construct the above mentioned Railway, estimating their profits in doing so on the same scale as they have estimated them in their contracts for various lines of Railway in England and on the Continent of Europe.

2ndly. If the terms of such contract be agreed to, I propose that the funds necessary for the construction of the line should be raised in the following manner, viz. —

One tenth of the amount shall be taken by the Contractors in stock of the Company, and credit given for the same in the account for construction. One-tenth shall be taken in stock by private individuals in Canada, or by Municipal Corporations, or by the Government of Canada. In case such stocks should be subscribed for by Government or by Corporations, their Bonds at twenty years date, bearing 6 per cent. interest, to be taken at par by the said Contractors. Three-tenths of the amount shall be provided by the issue of the Bonds of the Company, bearing 6 per cent. interest, and payable twenty years after date, which Bonds the said Contractors will take in payment at par. The remaining one-half of the amount to be raised by the issue of the Bonds of the Company or Companies guaranteed by the Province of Canada, and bearing 6 per cent. under the terms of the Canadian Railway Guarantee Act.

3rdly. The said Contractors shall send out, with as little delay as possible, to Canada, competent Engineers to examine the surveys of the line already made, to complete them if deficient, and to prepare the necessary working plans and estimates of the cost of construction of the whole line. On the completion of the estimates, they, together with the plans, shall be submitted, with a tender for the construction of the works, to two Engineers, one to be appointed by the Railway Commissioners of Canada, and one by the Contractors, and in case either or both of such Engineers should decide that such tender is too high, and that the said Contractors shall be unwilling to reduce the same to an amount deemed reasonable by such Engineer or Engineers, then the said plans shall become the property of the Company, who shall pay on delivery of the same such expenses, including the cost of travelling, as the said Engineers shall deem reasonable.

4thly. In the event of the contract being agreed upon, the Railway Commissioners shall be authorized to employ at the cost of the Company, such superintending Engineers as they may think necessary, with a view to the interests of the Government and Company, at the cost of the Company, and the preliminary charges already incurred on behalf of the Company in engineering and obtaining plans, shall be charged as part of the cost of the Road.

5thly. It is understood that the cost of land shall be paid out of the portion of the Stock of the Company subscribed for by individuals, or Municipalities, or the Government of Canada.

If you and your friends are disposed to construct the Trunk Road in Canada, on the terms above mentioned, I am prepared on behalf of the Government of Canada, to agree to the Engineers being sent out with as little delay as possible.

I am, Sir,

Your obedient servant,

(Signed,)

F. HINCKS,
Inspector General of Canada.

W. Jackson, Esquire, M. P.
&c., &c., &c.

FROM WILLIAM JACKSON, ESQUIRE, TO HON. F. HINCKS.

LONDON, 20th May, 1852.

SIR,—On behalf of Messrs. Peto, Brassey, Betts and myself, and any other parties who may be associated with us, I agree to your proposals for the construction of a Railway from Montreal to Hamilton, contained in your letter to me of this day's date, subject to the following modifications:—

1st. That direct Government Bonds for the five-tenths, (5-10ths) of the Capital shall be given in lieu of the Company's Bonds, guaranteed by the Government. The option of taking one or the other to rest with us.

2nd. That the Bonds of the Company shall bear seven per cent interest, so as to enable them to compete in the money market with similar Bonds issued by Railway Corporations in the United States, and which are now offering in the market.

We shall be prepared to pass to the credit of the Company, any surplus which these seven per cent. Bonds may produce beyond par.

I will write by to-morrow's mail to Mr. Ross, and give him the requisite instructions, to proceed forthwith, with the survey.

Yours truly,

(Signed,) W. JACKSON.

Hon. F. Hincks,
Morley's Hotel.

FROM THE HON. F. HINCKS, TO WM. JACKSON, ESQUIRE.

LONDON, 20th May, 1852.

SIR,—I have to acknowledge the receipt of your letter, of this day agreeing on behalf of Messrs. Peto, Brassey, Betts and yourself, to construct the Montreal and Hamilton Railway, in Canada, on the terms suggested in my letter of this day's date with certain modifications. I am satisfied that no objection will be made to the issue of direct Bonds of the Government, provided such Bonds are negotiated by Messrs. Baring, Brothers, & Co., and Messrs. Glynn, Mills, & Co., the agents of the Province, to whom the Canadian Government is bound not to allow its Bonds to be issued through other parties. I do not apprehend that any difficulty will be raised to the second proposal, with reference to the rate of interest, it being understood that if the 6 per cent. bonds can be negotiated at par you will endeavour to do so. With reference to another point mentioned in conversation, I beg to say that if no Companies be formed, or if any difficulty should occur with them, the Government of Canada will be responsible for the cost of survey, in case, under the agreement, it has to be reimbursed. While I assume the responsibility of agreeing to this, you, of course, understand that the other portions of the scheme must be concurred in by the Government, but my utmost support shall be given to the plan as now arranged.

I am,

Your most obedient servant,

(Signed,) F. HINCKS.

W. Jackson, Esquire.

FROM WM. JACKSON, ESQUIRE, TO HON. F. HINCKS.

LONDON, 21st May, 1 30, A. M.

SIR,—Your reply to mine of last evening is to hand and satisfactory.

Your's,

(Signed,) WILLIAM JACKSON.

Hon. F. Hincks.

FROM WM. JACKSON, ESQUIRE, TO HON. F. HINCKS.

21st May, 1852.

SIR,—You seem to think that the 7 per cent. payable on the Bonds to be issued by the Company, may be an obstacle to your progress. Do not let it be made one. If the Company do not find it their interest to make the Bonds bear that rate, their interest being ours, we must do the best we can.

Your's,

(Signed,) WILLIAM JACKSON.

Hon. F. Hincks.

Quebec;

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