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**APPENDIX, No. 3,**

TO THE

**SIXTH VOLUME.**

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APPENDIX TO THE SIXTH VOLUME

OF THE

**JOURNALS**

OF THE

**LEGISLATIVE ASSEMBLY**

OF THE

**PROVINCE OF CANADA.**

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FROM THE 2<sup>ND</sup> DAY OF JUNE TO THE 28<sup>TH</sup> DAY OF JULY, 1847,

BOTH DAYS INCLUSIVE,

AND IN THE TENTH AND ELEVENTH YEARS OF THE REIGN OF OUR SOVEREIGN LADY

**QUEEN VICTORIA.**

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BEING THE THIRD SESSION OF THE SECOND PROVINCIAL PARLIAMENT OF CANADA.

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SESSION, 1847.

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*Printed by the Order of the Legislative Assembly.*

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## REPORT

OF THE

## COMMISSIONERS OF PUBLIC WORKS,

LAID BEFORE THE LEGISLATIVE ASSEMBLY, 12TH JULY, 1847.

PUBLIC WORKS OFFICE,  
Montreal, 21st June, 1847.THE HON. D. DALY,  
Provincial Secretary.

SIR,—Pursuant to the fourteenth clause of the Act 9th Victoria, chapter 37, constituting the Department of Public Works, the Commissioners have the honor to submit to His Excellency the Governor General, the following Report:—

The Commissioners, upon assuming the duties of their Office, lost no time in making themselves acquainted with the state of the several works in progress throughout the Province, and also made arrangements for commencing others, (for which funds had been appropriated) with the least possible delay. The particulars relative to each are given under the proper head, in a manner which, it is hoped, may prove satisfactory.

From the formation of a "Board of Works" to the time the Commissioners were appointed under the Act of last Session, an Engineer to the Board had been employed, who resided chiefly in Montreal, and gave his attention to the works generally, and was at hand to give any information respecting each which might be called for. This duty was performed by Samuel Keefer, Esq., but the Commissioners found he had, before their appointment, been sent by the Executive Government to take charge of the Welland Canal, as resident Engineer, in the place of Mr. Power, who had resigned.

The Canals being considered the most important of the works under their control, the Commissioners deem it proper to notice them first, beginning with

*The Welland Canal.*

Mr. Keefer, as stated above, was placed in charge of this work before the appointment of the Commissioners, and had received his instructions from the Executive Government respecting it, as follows:—

"To Samuel Keefer, Esq.

"Secretary's Office,  
"Montreal, 24th June, 1846.

"SIR,—I have the honor, by command of the Governor General, to acquaint you that His Excellency in Council has had under consideration the fact of Mr. Power having tendered his resignation as Engineer on the Welland Canal, and the necessity of appointing some one in his place, and that His Excellency has been pleased to appoint you to the situation of Superintending Engineer on the said Canal.

"His Excellency in Council has therefore been pleased to direct that you should immediately examine into and report in detail upon that work, its progress, state of contracts, estimate to finish, &c., and also to furnish the Department of Public Works, at as early a period as possible, with the plans, descriptions and other information relative to the Hydraulic Works, and the Canal property in general.

"I have, &c.,

(Signed,)

"D. DALY."

It is proper here to remark that though Mr. Keefer had, as stated, been styled "Engineer to the Board of Works" and might therefore be supposed to be intimately acquainted with all the works in progress, and particularly one of such importance as the Welland Canal, he had, nevertheless, taken no part in preparing the estimates of its cost, nor subsequently in its construction, since it had been in charge of Mr. Power; he therefore could not, without much careful examination into the state of the contracts and the Work itself, give such information as might be relied on. This circumstance, together with the ordinary and by no means light duties of Resident Engineer and Superintendent, caused some delay on his part, in complying with the orders of the Executive.

The excess of expenditure over the original estimate and appropriation for this work, having been examined into and reported on to the Legislature, by the Commissioners of Enquiry into the Management of the late Board of Works, it is not deemed necessary again to enter upon it in detail.

The original estimate was £495,366 0s. 3d., and on the 28th March, 1846 (the date of the Report of Enquiry) it appeared that £87,890 9s. 1d. had, at that time, been expended in addition, and that by Mr. Killaly's statement to the Commissioners of Enquiry, a still further sum of £183,328 9s. 8d. would be required to complete the Canal; and it was accordingly granted during the last Session of the Legislature.

The Commissioners are surprised that upon an estimate made for completing the Canal on the higher and less expensive level, it should have been deemed practicable to undertake it for the same amount upon the lower or Lake Erie level, the alteration involving the inevitable expenditure of a sum not far short of £100,000. For if the sum of £495,366 was reported to be necessary for the former, the assertion of there being sufficient for the more expensive route, should, it appears to the Commissioners, have led the Board to question the accuracy of the estimate for either.

The Commissioners were anxious to know whether the addition made to the appropriation would be suffi-

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cient to complete the Canal in that perfect manner, which, from the very large expenditure upon it, the Public unquestionably expect, and, in addition to the instructions of the Executive, they requested Mr. Keefer to be very particular in ascertaining, whether the work estimated for and under contract, would, when finished, embrace all that remained to be done. By Mr. Keefer's statement, Appendix, letter A, it will be seen that a still further expenditure of £123,000 will be required, and the reasons are given for it. This large sum being reported necessary, so soon after the amount supposed to be sufficient having been voted by the Legislature, orders were given by the Executive Government to this Department, on the 27th October last, to suspend all expenditure till further orders on the following Works:—The new Aqueduct, the Lake Erie level, the Harbour, Piers and Works at Port Colborne, the New Harbour Piers and Works at Port Dalhousie, and all works generally unconnected with the direct line of communication between Ports Dalhousie and Maitland by the Feeder.

This order was communicated to Mr. Keefer without delay, and he received it about the time of the Chief Commissioner's visit to the Welland Canal, on the 4th November. Mr. Robinson, with Mr. Keefer, visited all parts of that Canal where work was in progress and included in the Minute of Council. The season for suspending work on the Aqueduct having arrived, (on account of the frost) and but little doing any where at that season of the year, the order for the suspension was to a great extent complied with necessarily. The Commissioners, after full enquiry and consultation with their Engineer, felt it their duty respectfully to represent to the Government, the ill effects of stopping, for any length of time, the work in progress. The Aqueduct had been advanced to that state that it could not be left with safety; the contract for it was in good hands, and every preparation made for its timely completion.

The Port Colborne Harbour and Lock it is also necessary to bring into use with the least possible delay, as the route to Lake Erie (by the Feeder) at Port Maitland, being 13 miles longer, and against a current, adds so much to the time and expense of passing vessels from lake to lake, as materially to lessen the amount of business done upon the Canal.

The remainder of the work connected with the Lake Erie level was also much advanced, and the Commissioners, under the circumstances, strongly urged the propriety of proceeding, with vigour, with all the works in progress, and their not having been permitted to do so (to the extent at all events of the balance of the appropriation) will, it is feared, be attended with the injurious effect of retarding the final completion of the Canal another year.

The question of adopting the Lake Erie level having been determined on by the late Board of Works, and the work to so great an extent being in progress, the Commissioners consider it too late now to discuss the propriety of the measure with any advantage. That it might have been deferred for some years, and that the Grand River would have supplied a sufficiency of water for all purposes of navigation, after putting the Dam in thorough order, there is little reason to doubt. It must, however, be admitted that obtaining an unlimited supply of water, direct from Lake Erie, will be attended with many important results. It will place the sufficiency of the supply for all time to come beyond doubt, and render it more certain, than having to depend entirely (as at present) on the efficiency of the Dam at Dunville, a description of work at all times liable to accident, and re-

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quiring constant care and watching to keep up. It will afford abundance of water for propelling machinery along the whole line of Canal, and thus materially enhance the value of a large amount of property owned by the Government; the Commissioners, therefore, feel it to be the duty to recommend the vigorous prosecution of the work to completion, at the shortest practicable period.

The necessity of re-opening to the Trade the shorter, or Port Colborne, route is every day more apparent. The additional time consumed in passing from lake to lake, by the Feeder route, is much complained of, and any decision that would have the effect of postponing it, would most assuredly have a very prejudicial effect on the trade and revenue of the Canal.

Although it may require the amount (in addition to the present appropriation) mentioned by Mr. Keefer, to do all that he points out, it will not be necessary to expend it immediately; the sum of £82,000, it is believed, will be sufficient, with what remains of the appropriation, to finish the most essential portions of the work.

The Canal was kept in good order during the last season by Mr. Keefer, with the aid of competent assistants, from the month of June, with the exception of very serious breaches which occurred at New Lock No. 2, below St. Catharines, and Old Lock at Port Dalhousie, in consequence of the giving way of an embankment, after unusually heavy rains in November last. The waste weir at this place, erected by Mr. Power, had been represented as quite inadequate by Mr. Keefer, some time previous, but nothing could be done to increase its capacity, until the water was drawn off for the winter. The damage done was however by great exertion, repaired, and a large number of vessels bound for Oswego and other ports enabled to reach their destination, although from the severe winter weather, it was at one time feared such would not be the case. The waste weir has been enlarged both at Lock No. 2, and at Port Dalhousie, and it is hoped by proper attention on the part of the persons in charge, a recurrence of any thing so serious is not to be apprehended.

The Canal was opened this season on the 14th day of April; the substitution of the new and direct towing path for the old and very crooked one between New Lock No. 2, and Port Dalhousie, and raising the level so as to connect Old Lock No. 2, are found to be great improvements, and very much facilitate the passage of vessels. The level from the Junction to Grand River has been deepened, so as to admit the passage of vessels drawing eight feet of water. The Welland was opened 20 days before the Erie Canal, and the Harbour at Port Maitland free from ice, so that vessels could enter it three weeks before Buffalo Harbour, shewing the importance of the Grand River or Feeder route for early Navigation.

The Report of Mr. Keefer, (Appendix letter A.) will be found to give much useful information, and the Statement annexed to it, shews the cost of the work up to this time, and the amount still required to complete it.

Mr. Barrett, Engineer on the Lachine Canal at present, but who was formerly employed on the Welland, from the commencement to its completion, by the Welland Canal Company, and subsequently by the late Board of Works, was, by order of the Executive, sent in January last to examine and report on the state of the Canal, with a view of ascertaining the best course to pursue in the then state of the

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contracts, and the situation of the work generally. This duty Mr. Barrett performed, and after a careful personal inspection of the whole work, in company with Mr. Keefer, Mr. Page and Mr. Shanley, he came to the conclusion that, under all the circumstances, it would not be advisable to suspend the work under contract.

*Burlington Bay Canal.*

This work, it will be seen by Mr. Gzowski's Report, (Appendix letter F.,) requires a further sum of £6,138 9s. 9d. to complete, although the amount already expended, considerably exceeds the contract price. There seems to have been great remissness, on the part of the Engineer in charge, in not insisting upon all the cribs being sunk to the full depth of twelve feet, as required by the specification; this omission it is impossible now to make good, and it is doubtful whether a much larger sum than that mentioned by the Engineer may not be necessary to secure the Harbour from further injury.

There is a balance of £2,869 13s. 7d. remaining of the appropriation, and the Commissioners recommend the full sum, asked for by the Engineer, being placed at their disposal, in order that the work may be secured before the autumn; as it is not prudent or safe to leave it in its present state.

*The Canals between Prescott and Cornwall.*

The four short Canals between Prescott and Cornwall, have, since their commencement, been under the charge of J. B. Mills, Esq., and will be completed during the present summer. The upper or Galops Canal was opened to the trade on the twenty-seventh day of November last, and again this spring, on the commencement of the navigation.

The Point Iroquois and Rapide Plat Canals will, it is hoped, be ready for use early in August, or sooner if practicable, and the lowest or Farran's Point Canal will be opened next week. They would have been completed earlier, had it not been for the unusually late spring, which prevented the work being commenced as early as in former years, by more than a month.

In the original estimate and plans, no provision was made for guard locks at Point Iroquois and Farran's Point, while on the others, the Galops and Rapide Plat they have been constructed. Although not so necessary perhaps at the former, it certainly would be advisable, that some means should be provided of readily shutting off the water in case of accident, to either the banks or lift lock; for this purpose one pair of head gates on each Canal might suffice, and they can be built at the trifling expense, compared with those erected at a Galops and Rapide Plat, as will be seen by the estimate of the Engineer, (Appendix letter C.) Should any breach take place, there are no means of promptly preventing an immense body of water rushing through it, and before it could be stopped, by erecting a temporary dam across the Canal, the damage might be very seriously increased, and the expense of repairing it also. The Commissioners therefore strongly recommend, an appropriation being made, of a sum sufficient to enable them to build the guard gates during the ensuing winter.

Another expenditure which the Commissioners consider absolutely necessary on these Canals, and one that it appears to them, should have been provided for in the original estimate, is for protecting the banks by facing them with stone, from the constant and

rapid wearing away, to which they are inevitably subject. The estimated cost is £24,616 16s. 8d. (see Appendix C.)

The past winter has fully shewn the absolute necessity for this being done, without delay. The Engineer pointed out the effect of one winter's frost, to the chief Commissioner, a short time since, and should it continue at this same rate for three years longer, or even one, the cost of the work will not only be much greater, but a large quantity of earth will have to be removed from the Canals, at a very considerable expense, to retain the requisite depth of water.

The Engineer in charge, foreseeing the necessity of providing for this work, has very properly saved all the stones that came out of the excavation of the Canals, suitable for the purpose; but unless they are used at once, it will be very difficult to prevent their being carried away by individuals: at present the Engineer prevents this being done, with some difficulty.

The damage to the banks, will be much increased, when the Canals are brought into use, by the passage of steamboats through them, and in order to prevent this as much as possible, they will be made to pass so slowly, as to cause dissatisfaction at the detention. The work can be done cheaper now than if postponed, in consequence of there being several good Contractors still in the vicinity, well supplied with all the necessary implements for doing the work, and laborers of all kinds are on the spot.

The project of connecting these Canals by towing paths, has been frequently spoken of, and pressed upon the consideration of the Commissioners. That some means should be provided for passing vessels, without delay, from Dickenson's Landing to a Point above the Galops Canal, is very evident, to give full effect to the benefit anticipated from these Canals, but the expense of doing so by means of a tow path, would be very great, besides not so efficient, it is believed, as powerful tugboats, stationed at proper distances. The force of the current at several points on the river is so great on the Canada side, as to render it necessary for boats to cross over to the other, and take advantage of the eddies, so that if the Canals were connected by a towing path, the expense of towing up large boats, would be very great, from the number of horses employed to do it. It would not be practicable to follow the shore, in consequence of the water being, in many of the bays, very shallow, and to construct a towing path from Point to Point, in deep water, would be very expensive in the first instance, and keeping them in repair, would also be attended with considerable cost annually.

A small steamer now takes two loaded barges past Weaver's Point, with ease, and in a short time, while it is not unusual, to see eight horses towing up an empty barge, with much difficulty, against a current not so strong.

Each of the four locks on these Canals, affords facilities for water power, to a considerable extent. The site at the Galops was disposed of, to Mr. Jessup, before the Commissioners came into office. Permanent stone waste weirs have been built; through which sluices are left to pass, the requisite quantity of water for one or more mills. If the race could have been continued to the lower end of the lock, of the same description of masonry, it would have been better. The appropriation, however, not being sufficient, it could not be done; the expense will therefore

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be borne by the individuals, who may lease the sites. The Commissioners respectfully repeat their recommendation, that the remaining sites may be made available to the public, on the usual terms; as, from the want of mills in that section of the country, it is believed, they may be leased without difficulty.

Mr. Mills' Report (Appendix letter C.) will shew, the state of his works to the present time, and what he considers necessary to complete them.

*The Cornwall Canal.*

This Canal has been in successful operation since 1843, and in charge of Mr. Godfrey as Superintendent. The cost for repairs during the past year, and to this time, is £909 4s. 6d.: a large proportion of which however, is for work not of a temporary nature; the banks for 11,925 feet, have been protected by facing them with stone, and some weak points strengthened, in a manner which, it is hoped, will render them secure for the future. The remainder of the banks should be paved in the same way, as soon as possible, not only to prevent injury, caused by the passing of steamers, but to enable the steamers to pass through with greater speed.

Large sums have heretofore been expended in making up the banks with earth, where injured by abrasion; this is but a temporary repair of the damage, besides filling up the trunk of the Canal, and lessening the depth of water, an evil, which, if permitted much longer, would cost a large sum in the removal.

The machinery for working the Locks on this Canal, by capstans and bars, was very defective, and different from that in use on all the other Canals in the Province; it required four men to open or shut one gate, they then had to cross the Lock to the other; this besides being very hard work for the men, caused much delay, and consequently complaint from the masters of boats passing through the Canal. Mr. Godfrey, the Superintendent, during the last winter removed the capstans, and substituted crabs of a superior construction, made from his own plans, and under his directions. Four men can now open or close the two gates at once, thereby very much expediting the working of the Lock.

The want of waste weirs or by-washes, to regulate the levels, while vessels are passing through, is very apparent, whenever there is a press of business, and will consequently be more felt, when the Saint Lawrence Canals are all finished, and the Trade increases. The Government having also leased water power to individuals for propelling machinery for mills, must make preparations to supply it in the quantities promised, and this it will be difficult, if not impossible to accomplish satisfactorily, unless by-washes around the Locks are constructed. An estimate of their expense will be prepared; they are moreover necessary for the safety of the Canal, particularly where the embankments are high, and any breach in which, would be attended with very serious consequences. The levels are now kept a proper height, only by the constant attention of the Lock Masters to the sluices in the Lock-gates, and any negligence on their part, causes delay, and sometimes injury.

With the exception of a residence for the Superintendent, and for the Lock-keeper at the upper end of the Canal, there are no substantial or suitable dwellings for the other Lock-Masters, or their Assistants; they are much required, and an estimate of their cost is herewith substituted; viz:

Six Houses, partly of brick and stone, with three rooms and cellar in each, and a small house for the Turn-Bridge keeper, would cost, when completed, £1,050.

*The Beauharnois Canal.*

This Canal is in charge of Mr. D. A. McDonell as Superintendent. He receives his orders direct from this Department, and reports from time to time the state of the work.

The same necessity for protecting the banks of this Canal, with stone, exists as on the Cornwall. Some of the worst portions have been thus secured, and an estimate has been made for the remainder, amounting to £3,765 15s. 7d., which the Commissioners recommend, should be undertaken and completed without delay. The surface of this Canal not being so wide as the Cornwall, much greater injury is done by the steamers; they are therefore restricted in their speed, to lessen the damage as much as possible, and not being permitted to pass through, (12 miles) in less than four and a half hours, causes a detention which is severely felt, particularly by the Mail-boats. Were the banks properly protected, (as they must be sooner or later,) the largest boats might go through in three hours. Another serious evil arising from the banks being left in this unprotected state, is that it is not considered safe to maintain the water at the full height intended (9 feet.) The boats, hitherto in use, have not drawn more than six or seven feet of water, and it has not been of so much consequence, but when heavily laden propellers, or vessels requiring a greater depth frequent the Canal, (and they are beginning to do so,) the levels must be kept up, or the delay and difficulty of passing, will be very detrimental to the Trade. Indeed, the Canals intended for the use of steam boats, whose paddles cause so much motion in the water, should not have been considered finished, until the banks were secured as recommended, and this could have been done at far less expense, by the Contractors for the different sections of the Canal, when the work was in progress, then at any subsequent period.

The upper entrance to this Canal is yet imperfect; the channel is crooked, and it will require a considerable expenditure to improve it. The horse dredge now employed in removing the Coffer Dams at the Williamsburg Canals, will be brought down as soon as it can be spared, in order to remove more of the boulders and shoals which obstruct the channel. The Commissioners are causing the present channel to be plainly marked out with Buoys, and as the water is high this year in the St. Lawrence, it is hoped no serious inconvenience will be felt for the present.

The Commissioners feel it to be their duty to represent, that, in their opinion, it may be found necessary to adopt some means of checking the current, so as to render the entrance perfectly safe, at all times, to the various descriptions of craft that will, without doubt, frequent this Canal. The set of the current, which runs at this place about four miles an hour, is not in a direct line with the channel, but in some places nearly crosses it; so that a vessel which cannot command sufficient "head way", to cause her to obey the helm properly, may be driven aground. The most effectual, if not the only perfect remedy, would be throwing a dam or breakwater from the Canal to the Island above, a distance of more than 2000 feet; this would make still water, nearly to the

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Lighthouse, and at the same time, raise it about 12 inches. The Commissioners cannot at present state the cost of such a dam, with accuracy, but it would not be less than £10,000. They have mentioned the probable necessity for this expenditure, in consequence of having received, from several experienced masters of vessels, repeated remonstrances, on the present state of the entrance, and the necessity of checking the current.

The Engineer in charge, under the late Board, maintains, that if all the contemplated dredging is done, a dam will not be necessary. This will be done as before stated, and the result will soon be ascertained. In the meantime the Commissioners will cause accurate soundings to be taken, from the Canal to Clark's Island, and an estimate prepared, shewing the cost of a Dam, should it be found necessary to construct one.

The want of waste weirs on this Canal, to regulate the height of water in the levels, is much felt, and an estimate will be given of their cost.

*Lachine Canal.*

The Report of the Engineer in charge of this work, Mr. Barrett, (Appendix Letter E,) will shew its present state, and every exertion will be made to finish all that remains to be done, in time for the opening of Navigation next spring.

From the causes noticed by Mr. Barrett, it is obvious, that this work is necessarily conducted under great difficulties. The length and severity of the last winter, with the immense quantity of snow which fell, precluded the possibility of carrying it on, with advantage, at that season, and the water in the St. Lawrence being still so high as to prevent the work being resumed, will leave but a short period this year for active operations.

The Locks are all finished, except the one at the entrance to the Harbor of Montreal, and this was so far advanced at the close of last year, as to leave little doubt of its being completed, in time for use, early next spring.

The Basin at Lachine is the only part of the work remaining, in which any difficulty may exist, to prevent its completion in time for next year's business. Every effort will be made to complete it, but from the fact of the water being too high to permit the work being resumed, to so late a period as July, it is impossible to speak with certainty.

It will be necessary to stop the Navigation of the Canal, and draw off the water in August. And every preparation will be made, for carrying on the work vigorously, during that time. The Commissioners are fully aware of the importance to the Trade of the Country, of the enlarged Canal being brought into use, and no exertion, on their part, will be spared to accomplish this desirable object.

*The Chambly Canal.*

This Canal has been kept in order by Mr. Borne, the Superintendent, who is very vigilant and attentive to his duty.

There are repairs wanting, which cannot be done, without drawing off the water for a few days in the summer. This will be done, when the inconvenience to the Trade will be least felt, and in the meantime, the banks, which require strengthening in many places, will be secured. The Wharf and upper entrance at

Chambly  
Canal.

St. Johns, require considerable repair, an estimate for which will be submitted, as soon as the water falls to its ordinary height.

The traffic on this Canal is increasing, but cannot be expected to realize the full benefit to be expected from its construction, until the Lock and Dam at St. Ours are finished, thus completing the Navigation from Lake Champlain to the St. Lawrence.

*The St. Ours Lock and Dam.*

This work was suspended by the late Board of Works, after some progress had been made, in consequence of the failure of the Contractors, and the appropriation not being deemed sufficient, to complete it on the plan then decided on.

One of the Commissioners, (Mr. Robinson,) soon after his appointment, visited the work in company with Mr. Barrett, the Engineer of the Lachine Canal. A large quantity of timber for the Dam and Lock foundation was delivered—some of it framed, and all of it receiving injury from the weather. Other extensive preparations had been made by the Contractors, who had undertaken the work and failed. The Commissioners reported these circumstances to the Executive, and asked permission to re-let the work, which was granted, provided the contemplated improvement could be effected, for the balance of the appropriation remaining on hand.

The work was accordingly advertised, under a modified specification, which, on careful examination by Mr. Barrett, it was considered advisable to adopt, as it will not lessen the utility or durability of the work. Tenders were received, and a contract entered into with Messrs. Chamberlain Walker & Co. considerably within the balance of the appropriation. All materials furnished by the former Contractors, have been made over to Chamberlain, Walker & Co. at the rates which they cost the Public, and active preparations are making to commence the Lock.

The Coffer Dams have been repaired, and in a short time, the water will be pumped out of the Lock-pit, so that the foundation may be put in. The timber for the cribs for the Dam is also prepared. The unusually high water, this season, causes much delay, as it will be July before the work can be commenced and carried on to advantage. The work will be completed in 1848.

*Canal at Sault Ste. Marie to connect Lakes Superior and Huron.*

The Commissioners refer His Excellency to the Honorable Mr. Killaly's Report, for detailed information respecting this important Work, (Appendix Letter G.) Should it not be considered advisable to undertake the construction of the Canal, the Commissioners would recommend the less expensive improvement, of making a safe and convenient Landing Pier and Road, as recommended by Mr. Killaly; the expense of which is estimated at £6,117 1s. 2d.

The want of accommodation on the British side, of the nature alluded to, is much felt, and will be more necessary, should the Copper Mines, on Lake Superior, be worked to any great extent, which, from the preparations making, it is reasonable to suppose will be the case.

*Harbors.*

The Commissioners strongly recommend, the completion of all the Harbors now in progress of construction on Lake Erie.

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St. Ours Lock  
and Dam.



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Rondeau Har-  
bor.Port Stanley  
Harbor.

That at the Rondeau is nearly completed; the water between the Piers is deepening, and there is every reason to expect, that this work will answer the expectations formed of it.

The work required at Port Stanley, to complete the Harbor, is much wanted, and the Commissioners trust they may be permitted to proceed with it, at all events, as far as the balance of the appropriation will allow, this summer. The Chief Commissioner, when visiting this work last autumn, made a satisfactory arrangement with Col. Bostwick, the proprietor of the land, in the vicinity, for sufficient space to form a capacious basin for vessels to turn in; at present they are obliged to back out, which is attended with much inconvenience, and with certain winds, some danger.

Port Burwell  
Harbor.

A good Harbor may be made at Port Burwell, for the amount mentioned by Mr. Gzowski, £17,495 12s. 6d., and a smaller expenditure would, no doubt, give such facilities to the trade, as would insure the collection of a revenue, sufficient to render the Harbor more perfect. There is an extensive and fertile country to the north of it, which is much in want of a shipping Port, and the Commissioners recommend this important work to the favorable consideration of His Excellency. Mr. Gzowski's Report (Appendix Letter F.) will explain fully, the situation of the place at present, and its capabilities; the Commissioners therefore respectfully refer to it.

*Port Dover Harbor.*Port Dover  
Harbor.

The same arguments may be urged for the completion of this Harbor, as apply to Port Stanley; the amount required, however, is not so large, and as this Port yields a considerable revenue, the Commissioners trust, the small sum of £1,200 may be placed at their disposal this season, to excavate a Basin for vessels to turn in, and finish the East Pier.

*Goderich Harbor.*

This Harbor was examined by the Honorable Mr. Killaly, last autumn, and his Report thereon, (See Appendix Letter H.) which explains very minutely its present situation, and what he considers necessary to put the same in proper order, is transmitted for the information of His Excellency; the amount required to effect the alterations and repairs mentioned by Mr. Killaly is £17,027 10s.

*Goderich Light-house.*Goderich  
Lighthouse.

An extract of the Report relating to the repairs of the Light-house, was transmitted to Mr. Gzowski, with instructions, to see that all which was necessary should be done without delay.

*Toronto Harbor.*

No appropriation has yet been made for this Harbor. It appears that Mr. Gzowski was instructed by the late Board of Works, to make a Survey of it, which was done, sufficiently to establish the fact, that the entrance is rapidly becoming narrower; but no estimate was made for the construction of works to prevent (if possible) the further progress of the bar towards the shore. The Commissioners recommend that a careful Survey be made, with a view of furnishing an estimate for a remedy, to prevent, what it is much feared, by many, will be the case, the rapid contraction of the channel to such an extent, as to prevent vessels entering at all times with safety.

*Windsor Harbor.*

This Harbor, upon which the large sum of £24,425 18s. 7d. has been expended, was left in such a state as to afford very little benefit to the Public, or facility to vessels frequenting the Harbor.

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Some improvement has been made to the Pier, at the small expense of £150, but this merely affords greater facility to vessels landing passengers and taking in cargoes. As a Harbor of refuge, for which by nature it was deemed well designed, it is very little better, than before so large an expenditure was made; the dredging recommended by Mr. Gzowski is absolutely essential, to make the Harbor what it was intended to be, and about the same amount as recommended by him, £3,566 18s. 9d. was stated to be necessary, by Mr. Killaly in his last Report. The Commissioners strongly recommend the completion of the Harbor this season; the amount of tolls which would be received, were the Harbor and Roads leading to it improved, would soon repay the sum now asked for, and at no distant day, a large portion of the whole expenditure.

*Cobourg Harbor.*

The small sum of £500, appropriated to this work, is so inadequate to do what would be of any material benefit, that the Commissioners have not felt justified in expending it; neither are they satisfied, from all the information they have been able to obtain, that they would be warranted in recommending; such an appropriation as would be required, to dredge out the Harbor thoroughly, and build a Cross Pier, to connect the two main ones, near the shore; as has been suggested by the Harbor Company. The Commissioners do not believe, that the Cross Pier would have the effect anticipated, of preventing the accumulation of sand in the Harbor: from all they can learn and observe, at places similarly situated, the sand comes in around the outer end of the Pier, in which case the Cross or Shore Pier would be of little benefit. The Commissioners would rather recommend the surrender of the Harbor to the Company on very favorable terms, than the further expenditure, of any considerable sum, by the Province, in the manner contemplated in the grant of £500.

The only effectual mode of rendering this Harbor one of safety, for vessels to lie in, at all times, would be, the construction of an extensive breakwater to protect the entrance; the Harbour would even in that case require frequent dredging, the expense of which should be considered, before undertaking the work.

The late Board of Works, it is believed, took much the same view of this Harbor as above expressed, but as it belonged to a private Company, the Directors of which objected to the plan proposed by the Board. The extension of the Western Pier so as to form a protection was abandoned, and the Harbor left in its present exposed state. An estimate for extending the Western Pier, in the manner proposed, will be prepared and submitted.

*Presqu'Isle Harbor.*

The late Board of Works recommended the expenditure of £300, for the construction of a Landing Pier at the head of the Bay; no appropriation was however made.

The Commissioners recommend this improvement to the favorable consideration of His Excellency, and also a further expenditure of £200, for placing Range Lights and Buoys, so as to enable vessels, at all times, to enter the Bay with safety; this being the only Harbor of Refuge between Kingston and Windsor.

*Works in Canada West under the charge of Mr. Gzowski.*

Mr. Gzowski, Civil Engineer, was placed in charge of the Public Works generally, in Upper Canada, by



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the late Board of Works; his duties extend from Kingston to Sandwich, and northward to Lake Huron, and all intermediate places, where any expenditure of public money is ordered.

Mr. Gzowski has explained clearly and fully, in his Report, (Appendix Letter F.) which is herewith transmitted, the state of all the Works under his charge. To this Report the Commissioners respectfully refer His Excellency, for much valuable information, as Mr. Gzowski, from strict personal attention to his duties, is well acquainted with every thing relating to them. The amount required to complete the various Works in progress, is exhibited in one of the columns of the Tabular Statement, annexed to Mr. Gzowski's Report; this includes the balance of the appropriations remaining on hand, unexpended. A statement will be prepared, shewing what amount it will be necessary to grant in addition.

The Chief Commissioner visited nearly all the works enumerated in Mr. Gzowski's Report, last autumn, at a time when the necessity for their further improvement was very apparent, particularly the Western and Northern Roads, and can with confidence corroborate all that is said by that gentleman, of the necessity for the further expenditure recommended by him.

Sarnia, Chat-  
ham and Sand-  
wich Roads.

Great complaint is made, of the state of the road from London to Sarnia, and from London to Chat-ham and Sandwich. These roads were merely graded and drained, and left in that state; no provision was made for keeping them in repair, and the inhabitants seem to have considered, that, as they were made by the Government, they were not called upon to expend their statute labor upon them; the consequence is, that the ditches and cross drains were allowed to get filled up, and the water forced itself across the roads, in many places, causing an extent of injury, that a very little timely attention and labor would have prevented. The western part of the Sarnia Road is almost impassable in wet weather, and if the small sum of £250, recommended by Mr. Gzowski, can be granted, it will do much good; it is most wanted, on a portion of road where there are few inhabitants. The expenditure on these roads has been large, and as they yield no revenue in their present state, the only means for keeping them in repair is by statute labor, unless special annual grants are made for that purpose.

Dover Road.

The Commissioners strongly recommend, that the Road from Hamilton to Caledonia, (part of the Dover Road,) should be macadamized, as recommended by Mr. Gzowski, as soon as the funds can be appropriated for it.

The Amherstburg and Maidstone Cross and Sandwich Roads, which were left unfinished, in consequence of the failure of the contractor, it is very desirable should be completed, or the benefit of the large expenditure, already made, will be lost.

#### *Dundas and Owen Sound Road.*

This road has been left in a very bad state. The swamps are not drained, nor bridges built; the Engineer explains in his Report, the cause, why the Grant did not accomplish what was expected. If the whole amount recommended to complete it, cannot be obtained, the Commissioners recommend, that the smaller sum of £1500, should, at least, be placed at their disposal, to make the road passable.

This is an important road, leading to a section of the country thinly settled, but where there is much

vacant land belonging to the Government and individuals, which would be taken up by Emigrants, if access by this road were given them.

The sum of £500, intended to have been expended in reducing the hills, between Guelph and Dundas, by the Brock Road, was applied to opening the road to Owen Sound, and the Commissioners recommend the appropriation of that sum, in addition to the £1500.

#### *Main North Toronto Road to Lake Huron, at Pen-tanguishene.*

A grant of £30,000 sterling for this road was made in 1841, from the large amount of £1,500,000 then appropriated to Public Works, but nothing was done but to survey it until 1842. The work is now rapidly progressing, but in consequence of so large a portion of the whole being expended, in macadamizing Yonge Street to Holland Landing, sufficient is not left, for improving that portion, which runs through the District of Simcoe. An estimate for the remainder will be found in the Engineer's Report, and the Commissioners recommend, that the sum asked for may be granted. The portion of this road which is completed, yields a considerable revenue, and there is no doubt, that when it is finished to Holland Landing, and the road beyond improved, as recommended, it will pay better than any road in the Province. The inhabitants north of Holland Landing, contribute very largely, to the Tolls collected, and therefore with much reason, ask for further aid to these roads.

#### *Barrie and Nottawasaga Road.*

There is no appropriation for this road, but a survey and estimate was ordered by the late Board of Works, and Mr. Gzowski reports that the sum of £4,805 8s. 5d. will be required, to render it passable. A large amount of money was expended in opening this road, many years ago, by the Government, but much of it was injudiciously spent. The bridges are now in a state dangerous to pass over, and unless something is done this year, will be quite impassable. Were this road improved, and the lands belonging to the Government in the Western part of Simcoe thrown open to settlement, on liberal terms, a large population might, in a very few years, be comfortably settled there. The land is, much of it, of the best quality, and Emigrants who may now go there, will find few of those hardships to contend with, which were experienced by the first settlers; there are mills in operation, and thriving settlements in every direction, capable of supplying provisions to those requiring them.

Mr. Gzowski returned to Toronto, by direction of the Commissioners, from Nottawasaga through the Townships of Mulmer, Melancthon, Amaranth, Mono, Albion and Chinguacousey, and he describes the route as favorable for a road, and the land of the best description; the road is almost impassable in summer. Were this road improved, it would tend much to facilitate the settlement of a very large tract of country, which can be obtained on reasonable terms, from the Government and private individuals.

The Township Line between Mono and Adjala is opened, but in consequence of the very steep hills, the road is almost useless; a small sum would very much improve it, and afford access to market, to the settlers of Tosorontio, Mulmer, and the Townships further north, who now suffer severely for the want of a better communication. The hills may, many of them, be avoided, and if £1,000 could be appropriated, it would be of most essential benefit to an industrious and deserving population.

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*Road from Barrie to the Narrows of Lake Simcoe.*

This road is much wanted, and Mr. Gzowski, after examining both the front and centre lines, has decided in favor of the latter, and estimates the cost at £2,100; portions of it are very bad, but the expenditure of even a smaller sum this year, and the remainder next, would be of much benefit to a large population, who have no other way to reach the District Town.

The front or Lake Shore Road would also, if opened throughout from Barrie to the Narrows, be the means of settling a fine tract of country, which now remains almost a wilderness.

*East and West York Roads.*

These roads, form part of the main road through the Province, from Quebec to Sandwich, and it is highly desirable, that some means should be devised, for continuing their improvement, by macadamizing or planking. The West road is macadamized, only sixteen miles beyond Toronto, and from thence to Hamilton, is the only portion of this great road, from Toronto to Sandwich, which has not been benefitted by the expenditure of large sums of public money. The hills at the Twelve and Sixteen-Miles Creeks, are the steepest and worst, in every respect, of any to be found between Quebec and Sandwich. A survey and estimate for reducing them, was made by order of the late Board of Works, by which it appears it would require the sum of £14,685 13s. 11d. to reduce the hills to an easy grade, and erect bridges over the creeks. As these hills are on the main road, and applications from the inhabitants have repeatedly been made, for aid to improve them, the Commissioners recommend that any surplus tolls (after keeping the remainder of the road in repair) should be applied on them, and for macadamizing the remainder of the road between Toronto and Hamilton; additional gates should be put on, as soon as the hills are reduced, and the amount of tolls which would be received would be large.

It is very desirable, that the improvement should be extended from Toronto eastward, beyond the sixteen miles already made, and the same arguments may be used, as apply to the West York Road. There are no hills so bad as the "twelve" and "sixteen," but there are many which require reducing, and portions of the road very bad, which might be made good at a moderate expense.

*The Rouge Hill.*

The sum expended on this hill and bridge has been large, and a further sum will be required to complete it. Mr. Gzowski (Appendix F.) fully explains the cause of this. The work presented many difficulties, which have only been overcome, by the constant attention on his part, and the persons employed under him.

*Road from Windsor Bay to the Narrows of Lake Simcoe.*

The state of this road, and what it requires, are fully explained in Mr. Gzowski's Report, and the Commissioners have already recommended to His Excellency, the completion of that portion of it, between Windsor and Lake Scugog, which has been planked in detached places. Were this done, and tolls exacted, there is no doubt, it would not only pay for the outlay, on this particular portion, but supply means for continuing the improvement further north. An estimate for gravelling or planking

the remainder, will be submitted in a few days. Reference to the map of the Province will shew, that this route from Lake Ontario to a Port on Lake Huron is the shortest of any that can be found, passes through a country, nearly the whole of which (a distance of 80 miles,) is susceptible of improvement, and by far the greater portion is superior land, well settled.

Mr. Gzowski estimates the cost of rendering the road passable, from Lake Scugog to the Narrows, at £3,700, which sum the Commissioners recommend being granted.

With respect to the location of this road, the Commissioners have examined the Reports and Plans attentively, and from information derived from intelligent and disinterested parties, they have no hesitation in selecting the line surveyed by Mr. Lyons, and subsequently confirmed by Mr. Gzowski, as the best and shortest that can be found, between the two points to be connected, Lake Ontario and Lake Huron. The ground on what is called the "District Line" (between the Home and Newcastle Districts) is unfavorable for a road in many places, and Lake Scugog crosses it, in a manner to force the road out of the straight line, for some distance.

*Bridge at the Narrows, and Road thence to Talbot River.*

Mr. Gzowski's Report, (Appendix F.) shews, that some alteration in the position of the Swing part of this bridge is necessary, which the Commissioners recommend should be done. The £2000 granted for the Windsor and Scugog Road, in 1845, will all be required upon that portion of it, between this bridge and Talbot River, a distance of fourteen miles. Nothing had been done, towards opening the road through the Township of Mara, and the bridge built at a large expense, was entirely useless in consequence.

*Port Hope and Rice Lake Road.*

The gates on this road have been leased, and orders given to the Engineer, to make such repairs as are absolutely necessary, without delay. The gravelling was not continued to the Harbor, at Port Hope, but only to the limits of the Town, a mile distant; this portion is very bad, and should be put in as good order as the remainder of the road. The Statute prevents this Department from erecting gates within the limits of any incorporated town; if the law in this respect were altered, the Commissioners would recommend, completing the road to the Harbor, and they believe that the tolls would be increased thereby sufficiently to warrant the expenditure.

It would be of vast advantage to the fine country between the termination of this road, at Rice Lake and Peterborough, if it were graded and gravelled to the latter place; abundance of fine gravel is to be found at convenient distances, and the amount of traffic, it is believed, would insure a fair return for the outlay; the amount would not much exceed £12,000.

*Tolls on Roads.*

The Commissioners beg leave to refer His Excellency, to the remarks made by Mr. Gzowski on the subject of the rates of tolls, and the manner of their collection on the roads in Upper Canada. (See Appendix F.)

Much dissatisfaction has been expressed, at the changes made under the authority of the Act of last

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Rice Lake to  
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Session, and it is desirable to adopt a system, which, while it will be more simple in its operation, will, it is believed, be more satisfactory to the public. The prescribing, by Statute, any particular distance between two gates, will obviously cause much confusion, as it may be necessary, in order to comply with the strict letter of the law, to place a gate within a few feet of the place where it ought to be, as regards the due collection of tolls, to the great detriment of the revenue. It would be less objectionable to say, that not more than six gates should be erected within a distance of thirty miles, and a like proportion for shorter roads, than to declare no two gates shall be nearer to each other than six miles. No dissatisfaction was shewn, during the many years which tolls were exacted under the law, which said nothing about distances; the Commissioners who then had charge of the roads, exercised a wise discretion in locating their gates, so as to catch the travel, but from the moment it appeared in the Schedule to the Public Works Act, that "the tolls on these roads are for a distance of about six miles," a clamor was raised against the very gates, which for years had been in the same place, without exciting any such feeling.

There should be no difference made in teams travelling for hire or otherwise, and the tolls should be as moderate as the cost of the road would permit. The Commissioners have noticed this subject, because they have been blamed most unjustly for the mode of exacting the tolls under the present Act; and also from a desire to see a more satisfactory and simple mode of collection adopted. The revenue, under the new system, has been materially diminished, which is the best reason, why an improved arrangement should be made for the future.

*The Queenston and Crimsby Road.*

The appropriation for this road was placed under the direction of Mr. Hall of St. Catharines, by the late Board of Works, and all the work was under contract and far advanced before the Commissioners had any control over it. The amount was not sufficient to accomplish, in a proper manner, all that was undertaken; the road was not well graded or drained, and only six inches of metal was placed upon it; in consequence of this, the road was cut up the first year, in such a manner as to render it almost impassable, and it is feared the amount expended, is in a great measure thrown away.

Mr. Hall adopted a new line, in passing the valley of the Twenty-Mile Creek, which, as it cut off the Village of Jordan from their main road, caused much excitement and dissatisfaction among the inhabitants. The new line presented greater facilities for overcoming the two very long and steep hills at this place, and the bridge over the creek is much shorter, and less expensive, than would have been necessary on the old site. The hills were graded and the bridge built, but no funds remained for macadamizing this portion of the road, and it was not travelled to any extent. Since the work was left in this state, large quantities of earth, trees, and stumps have slipped from the face and top of the hills, where deep cutting was made, and blocked up the road; it is now asserted that it will cost more to clear this away, and guard against similar injury, by building strong retaining walls, than to return to the old line through the village and improve it.

Mr. Samuel Keefer, the Engineer on the Welland Canal, has been instructed to examine and report on the road generally, and furnish an estimate of the sum required to put the road in good order, which will be found in the Appendix Letter B.

*Road from Cooksville to Port Credit.*

A survey and estimate for planking or gravelling the road from Dundas Street to Port Credit, on Lake Ontario, was made by Mr. Gzowski, in March, 1846, by order of the Board of Works. The expense for grading and planking the road, two and a half miles in length, is stated at £2,021 0s. 7d., and from the amount of traffic to the Port, it is believed, a sufficient revenue might be collected, were the road thus made good, to pay the cost of the improvement. No appropriation has been made, but as a survey was ordered and made, the Commissioners have thought it proper to notice it in their Report.

*Kingston and Napanee Road.*

The Commissioners have taken possession of this road, and are making arrangements to place it in good order; instructions to that effect have already been sent to Mr. Gzowski, in accordance with his suggestions and estimate.

*Peterborough and Asphodel Road.*

The road proposed to be improved, extends from the thriving county town of Peterborough to the Village of Norwood in Asphodel, a distance of nineteen miles, running for the most part upon the boundary line, between the thickly settled agricultural Townships of Douro, Otonabee, Asphodel and Dummer. At present the line however is little more than marked out, and the causeways partially made are rotten, useless, and not travelled upon, from the want of a further outlay to complete this communication.

The settlers, on the more remote sections of this road, have to make a circuitous journey of about thirty five miles to Peterborough market, to sell their grain, get it ground, and procure their necessary supplies; were the road improved, the distance would be reduced to nineteen miles, as mentioned above.

The lowest estimate made for this road, amounts to £2,000, or about £105 per mile; the amount of the appropriation remaining unexpended, will not be sufficient to complete the road, but it will do so much towards it as to render it passable. An estimate of the further amount required, will be submitted in time to lay before the Legislature.

*Road from Bytown to the St. Lawrence.*

There is probably no place in the Province which has so large a trade, that is so much want of roads to approach it as Bytown. The necessity for a road to Montreal has been shewn. Another from the Saint Lawrence at Williamsburg, to Bytown has been often spoken of, and a preliminary survey made, but there has been no appropriation for it. It is believed a very good line may be selected, of not more than forty-five or forty-eight miles in length; of this distance, a good portion is through a settled country, the inhabitants of which, would do much towards improving it, if they saw the remaining part made passable. One or more Bridges across the Nation River are much wanted, and might be built at a moderate expense. At the Village of Winchester there are mills, and the settlers for a considerable distance north of it, must resort thither to dispose of their produce, but from the want of Bridge it is often dangerous and difficult to cross the river to the village.

One of the Commissioners (Mr. Robinson) in March last went across the country, from Williamsburg to Bytown, and from what he saw, and the information obtained, the necessity for a road as men-

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tioned above was very apparent. The sum of £300, with such assistance as the inhabitants would cheerfully render, would build a good Bridge at Winchester, the river being only one hundred and fifty feet in width, and the water not deep.

It would require about a £12,000 to open and grade a good road throughout, but the sum of even £3,000 judiciously expended, would probably open it, so as to be of essential service to the inhabitants. The Commissioners would strongly recommend an appropriation of £3,000 to build the necessary Bridges, and open, in such a manner that it can be used, the best and shortest line which, on a careful Survey, may be approved and decided on. This would give much relief, and concentrate the energies of the inhabitants, which are now divided on rival routes, and in a very short time, with moderate aid from the Government, insure a good and direct road from the St. Lawrence to the Ottawa.

Prescott and  
Bytown Road:

The road from Prescott to Bytown is in tolerable order, running through a fine country; the distance is further, by many miles, than the proposed route from Williamsburg, but both are essentially necessary. The sum of one thousand pounds, would place the Prescott road in good order, except for a short period in the spring and autumn. There is a stage running regularly on this road, from Prescott to Bytown, which affords much accommodation to the public. The proprietors have repeatedly applied to the Department, for aid to improve some of the worst portions of the road, and the Commissioners recommend, that the sum of £1000 should be appropriated for that purpose.

*Cornwall and L'Orignal Road.*

A portion of the appropriation was expended last year, on the parts most requiring it; the remainder will be laid out during the present summer.

*The Ottawa Works.*

These were placed under the charge of Mr. T. C. Keefer, by the late Board of Works, and one of the Commissioners (Mr. Robinson) in October last visited, in company with that gentleman, all the places where improvements were in progress, and from the unusually low water in the Ottawa, last year, much was done in removing rocks and shoals, to improve the entrances to the different Slides, which is found of great benefit to the Trade.

Until the water falls in the river to its summer level, it is impossible to ascertain, what repairs to the Slides may be necessary; they are not likely to be very great, and the expense can be provided for from the Tolls, collected for slidage of Timber.

As the Lumber Trade of the Ottawa and its tributaries, is of much importance to the country in various ways, and yields a considerable revenue, it would seem but reasonable, that every facility should be afforded to it, within the means of the Government to accomplish. The Report of Mr. Keefer (Appendix letter D.) who has since his employment on the Ottawa, taken much pains to inform himself, by personal observation and otherwise, of the wants of that section of the country, will be found to contain many suggestions deserving of notice. The Slides being now in good working order, it is not probable any considerable expenditure will be required upon them for some years to come. Such further improvements of that nature, as appear necessary, will, from time to time, be estimated for and reported to his Excellency.

It appears from previous Reports of the Board of Works, that the sum of £37,007 13s. 9d was appropriated during the two last Sessions, for Slides on the Ottawa, and roads connected therewith. The whole of this sum, together with a large previous expenditure, with the exception of the cost of surveys for roads, payments on account of timber for bridges (£130) and a small balance remaining on hand, has been expended, in rendering available, some of the Slides, which had been previously undertaken, in building others, and improving the Channel of the River in various places. There are therefore, not sufficient funds remaining, to make the roads contemplated, and for which surveys and estimates have been prepared. Mr. Keefer's Report shows, that it will require £7,960 to open a passable road from Bytown to Pembroke, and open others connecting some of the Slides. These roads are highly necessary, and loudly called for, and as the Slides on which the money intended for them has been expended, yield a large revenue, in proportion to their cost, the Commissioners trust, they will be enabled to carry out the original intentions of the Legislature, during the present season, should funds be placed at their disposal in time. The importance of opening a road from Bytown to Pembroke, has repeatedly been urged by the Post Office Department, and great difficulty is experienced in transmitting the mails, in that section of the country, for want of it.

The road from Bytown to Aylmer, on the north side of the Ottawa, a distance of seven miles, is an important one, and very much travelled. The inhabitants in its vicinity, and others, engaged in the Lumber Trade, have repeatedly applied to have it improved. From the abundance of stone, it could be macadamized at an expense of about £6,500, and if done, would it is believed, yield a fair return. Should the Government not be prepared to undertake it, the Commissioners would recommend a charter being granted, to any private Company who may be inclined to make the improvement.

In connexion with the improvements of the Ottawa, may be mentioned, the opening of a road from Bytown to L'Orignal; thereby completing a communication, by land, from the former place to Montreal. A Grant was made for this purpose of £5,939 0s. 0d. and the line had been surveyed, and marked out in sections, by order of the late Board of Works, and arrangements were in progress, to commence the work last summer. Much difference of opinion was however manifested by the inhabitants, as to the best line to adopt. It was contended by those living on the Front or River Road, that the Grant was for "improving" that road, and therefore the money could not be expended on any other.

The late Board of Works caused a Survey to be made by Mr. T. C. Keefer, the Engineer in charge of the Ottawa Works generally, who reported a shorter and better line, and the District Council and many of the inhabitants, by their Petitions, expressed themselves in favor of it. Under these circumstances the Commissioners felt it to be their duty, to bring the matter under the notice of the Executive, before proceeding with any portion of the work, except in such parts as was common to both the routes in question. It is hoped the question, as to the route, will be settled by the Legislature at an early day, when no time will be lost in opening the road.

The necessity for this road has been felt for many years, and it would be well if a further grant were made, to complete such a road as the increasing Trade of that section of the country requires; an estimate of which will be prepared and transmitted.

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The immense amount of business transacted on the Ottawa, in connexion with the lumber trade, particularly at Bytown, renders it absolutely necessary, that some means of communication should be available, at all seasons of the year, between that town and Montreal. At present there are times when this communication is entirely cut off, unless by crossing the country to Prescott, on a road almost impassable at such seasons, and thence descending the St. Lawrence. From the time the steamers cease running on the Ottawa, in autumn, until the ice takes, no direct means of reaching Bytown exist; and accidents (many of them fatal) occur every year, in consequence of travellers going upon the ice, before it is strong enough to bear their teams. The same interruption, to all communication, is experienced in the spring, after the ice becomes unsafe, and before the steamers commence their trips. No person who has not witnessed it, can form an idea of the number of teams constantly passing, from parts below to Bytown, and above it, on the Ottawa, in the winter season. These are now forced to take the ice, and consequently follow the windings of the river, thereby materially lengthening the distance.

In deciding upon the line for a road between Bytown and Montreal, it is necessary, therefore, to bear in mind, that it is not merely for the use of the inhabitants living in its vicinity, that it is required; care should consequently be taken, to select the most direct and level route, so that the numerous teams employed in conveying stores, for the Lumber Trade, may take heavy loads, or the expense of this mode of transport will be much increased.

*Bridge from Saint Anne to Ile Perrot and from that Island to Vaudreuil.*

There is probably no improvement more necessary, than the bridges mentioned above, as without them, the communication between Lower and Upper Canada, is not perfect, and it is surprising, that a work so much wanted, should not sooner have been undertaken and completed. Surveys and estimates of the cost of these bridges have been prepared, and will be submitted for His Excellency's consideration.

If these bridges were built, and the road across Ile Perrot made good, there is no doubt, they would pay a fair return for the outlay. The travel to the Ottawa on the Upper Canada side, is very great at all seasons of the year, and the same may be said of the main road to Upper Canada, along the Saint Lawrence, all of which would necessarily pass over these bridges.

The inconvenience and danger of crossing the two ferries in spring and autumn, has been experienced by every one who has had occasion to travel to and from Upper Canada, at those periods of the year, but it is felt much more, by those inhabitants of Upper and Lower Canada, who resort to Montreal as a market for their produce. The number of cattle brought from this section of the country, to Montreal is very great, and persons are often detained with them, at the Cascades, waiting for the boat, in consequence of bad weather, for a time which causes an expense that is severely felt. This would all be avoided, if the communication was complete, by the erection of the proposed bridges; and if a shorter and better road were opened from Saint Anne to Montreal, which it is believed, may be done at a moderate expense, the advantage to that City, as well as to the inhabitants of an immense tract of country, would be very great. The latter improvement would speedily follow, even without Government aid, were the main obstacle overcome by the construction of the proposed bridges.

River Trent.

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There was no work in progress on the Trent, when the Commissioners came into office, but many complaints having been made, by gentlemen engaged in the Lumber Trade, of the defects in the Slides for passing Timber, one of the Commissioners (Mr. Robinson) in November last, in company with Mr. Lyons, the Engineer, (who had last been employed there, by the late Board of Works,) and Mr. Ranney, the Superintendent, examined all the Dams and Slides between Crooks' Rapids and Chisholm's, and made such arrangements for improving them, during the then approaching winter, as appeared necessary.

The statement below, will shew the amount of work still required, and also that already performed, which was done under the direction of Mr. Ranney, during the last winter. There is still something to be done at Healy's Falls and other places, but it cannot be undertaken until low water in the summer. The total amount of repairs estimated for, is £1,838 16s. 3d.; amount expended £451 17s. 3d., leaving a balance of £1,386 19s., which, with some trifling additions, will, it is expected, place the works in good order, for the purposes for which they were constructed.

Although there is no appropriation, for continuing the improvements commenced on the River Trent, there is a subject connected with them which demands attention, and for which provision should be made.

Claims for damages, to a very large amount, are made by proprietors of land and other property, on the borders of the River, which they allege was caused by the construction of the Dams. It is much to be regretted, that the Commissioners under whom the works on the Trent were commenced, did not, in pursuance of the terms of the Statutes under which they acted, arrange with the proprietors for all the property which the contemplated improvements were likely to affect, before commencing the work. It is now much more difficult, to ascertain the true extent of the damage; in some cases, mills and other buildings have been entirely removed, and consequently, their value cannot be judged of by the Arbitrators themselves, but must be established by persons who are living in the vicinity, and who, in some cases, have claims of their own of a similar nature.

By far the largest portion of all damages claimed, are caused by the Dam at Chisholm's Rapids, 16 miles above the mouth of the Trent. The Dam was constructed by the Commissioners appointed under the Statute, and subsequently a stone Lock was built, and a Canal cut through solid rock, from it to the river above, (a distance of about half a mile) by the late Board of Works. The Lock was finished in 1845, and with some trifling repairs to the gates, remains in perfect order, yet it is of no use whatever to the country, nor will it be, until the remainder of the river is, at a very large cost, made navigable. It therefore becomes a question for the serious consideration of the Legislature, whether it may not be advisable to remove a sufficient portion of the Dam, to restore the river to the same height as before, and thus relieve the overflowed lands of the water, which now renders them valueless to the owners. There was a Dam at this place before, owned and erected by a private individual, which, it is believed, caused much of the damage now complained of. The Commissioners will feel it their duty to ascertain, how far this is really the case, before the Arbitrators meet for the settlement of the claims. The Dam is not necessary for the passage of the Timber, which is the only trade, at present, of that section of the country, and

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St. Anne to  
Vaudreuil.Claims for  
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unless it is intended to carry out, to the full extent, the improvements contemplated by the Legislature, it would appear useless to keep it up.

The amount of Lockage; to connect the Rice Lake with Lake Ontario, at the mouth of the Trent, is 365 feet; and besides the Lock of eight feet lift at Chisholm's, the only other which has been built, is at Crooks' Rapids, within seven miles of Rice Lake, thus leaving 349 feet, between that Point and Lake Ontario, to be surmounted, and this through a country where all the excavation for the Lock-pits, and approaches to them is of solid rock. (See Report for 1845, Appendix U.)

The Lock at Crooks' Rapids, has hitherto been of little use, but as the Dam at Healy's, 16 miles below, renders the river navigable, from that Point to Rice Lake, by means of the Lock at Crooks', it may ere long, afford some accommodation to the settlers of that vicinity, by facilitating their communication with Peterborough, Cobourg and Port Hope. It would also be of service, should the Marmora Iron Works be again put in operation. The dam at Crooks' wants staunching, which will be attended to during the present summer.

Claims at  
Heelys and  
Crooks.

There are claims for damages also at Healy's and Crooks', but trifling in amount, compared with those at Chisholm's.

Whittas Lock.

*Lock at Whittas' Rapids.*

This Lock is in good order, and affords some facilities for the trade, between the flourishing town of Peterborough and the Cobourg and Port Hope landing places, on the Rice Lake, but yields no revenue worth mentioning.

*Bobeaygean and Buckhorn Dams.*

These Dams, from being left in an unfinished state, have been the cause, it is supposed, of rendering the Country, in their vicinity, very unhealthy during the summer months, and the Government has more than once been appealed to, to have them removed. One of the Commissioners, (Mr. Robinson,) visited them both last autumn, and recommended their being made tight with gravel, so as to prevent the water running off in the summer, and exposing a vast extent of low marshy land, to the action of a hot sun, and thus engendering disease. Authority has been given, and arrangements have been made to do the work at the proper season. In the meantime, every effort has been made to keep the water from overflowing the country, by opening all the sluice-gates &c. &c.

A wooden Lock has been built at Bobeaygean, but is now in such a state of decay, as to be quite useless, and not worth repairing. There being stone, of the finest description, in the immediate vicinity, of which the lock could have been constructed, at a moderate cost, in a permanent manner, it is much to be regretted, that the Commissioners did not avail themselves of it. The Dam is apparently well built, and as the use of a Lock here, would connect the Lakes below, with Sturgeon and Scugog Lakes above, and thus open a navigation to within 19½ miles of Windsor Harbor, on Lake Ontario, it may be advisable, at an early day, to replace the present useless Lock, with a cheap but substantial one of stone. The estimate for it is about £4,000.

At the thriving Village of Lindsay, at the outlet of Lake Scugog, another Lock and Dam have been built of wood. The Lock is of no use until the river

above and below are cleared of the timber, which now greatly obstructs the channel. The Dam answers a valuable purpose, in affording water power to a great extent, which has been taken advantage of by Mr. Bigelow, the enterprising proprietor of valuable mills, recently erected by him.

Connected with the Trent Slides, the Commissioners should notice the Roads leading to and connecting them with each other. Roads leading to Slides on the Trent.

Although no appropriation for improving the roads between the different Slides on the Trent was made, the Commissioners beg leave to notice the necessity for something being done to them. The Chief Commissioner, on his visit to the Trent Works, last autumn, saw the state of the roads, and was requested by many persons, to represent their condition to the Government.

An expenditure of £2000, would, with such aid, as those interested in the Lumber Trade express themselves willing to give, be of great service, and render them passable.

*Eastern Townships Roads.*

These Roads were in charge of Mr. Rigney, up to August last, when he completed his Surveys and Estimates of them, but the Commissioners not being placed in funds, for the prosecution of the work, nothing has been done since, except to procure materials for certain portions of them.

It is intended to macadamise 4½ miles of the road, from Saint Athanase to Speirs' Corner, and plank the remainder, materials for which are in course of delivery. Stone for more than two miles are delivered and broken, and will be placed upon the road without delay. A large portion of the planks is also delivered, and every exertion will be made to finish the road to Speirs' Corners, before autumn. The cost of this portion of the road is estimated at £9,527 3s 8d, and from the amount of traffic upon it, there is every reason to believe it will pay, by the exaction of moderate Tolls, a fair return for the amount expended. St. Johns and Stanbridge Road.

The sum of £868 1s 5d is the amount estimated, for improving what is called the Sutton Mountain Road. From the third to the ninth sections inclusive, were placed under contract last summer, for the sum of £755, and a portion of the work has been done; the remainder will be completed in course of the season, if funds are available. Sutton Mountain Road.

The Potton Mountain Road has also been surveyed and estimated, by which it appears the sum of £969 16s 1d will be required to improve it. The remainder of the grant, (upwards of £4,000) will be expended, in grading and draining the road from Speirs' Corner to Stanstead, by Broom's Corner. The present road passes over the Bolton Mountain, but Mr. Rigney has surveyed a line which avoids it entirely, and which he reports, can be opened at a moderate expense. Potton Mountain Road.

*Chambly to St. Césaire.*

This is the worst portion of the road from Montreal to Stanstead, being for the greater part, through a level country of stiff clay, which in spring and autumn is almost impassable—the distance is fifteen miles. Plank and scantling are contracted for, sufficient for 12½ miles. About 2½ miles will be macadamised, and the remainder, where the soil is sandy, graded and drained. It is supposed the road will pay a reasonable amount on the expenditure.

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The remainder of the grant will be expended in improving the road from Granby to Stanstead and Sherbrooke, in such manner as will be most beneficial to the inhabitants. As it is intended to place gates for the collection of Tolls between Granby and Chambly, it is desirable that the road from the former place to Stanstead and Sherbrooke, should be laid out so as to avoid, as much as possible, the very steep hills which are met with on the road now travelled, and in order to accomplish this, Mr. Rigney found on careful examination, that, in many places, it is necessary to leave the present line, and follow the low ground, it not being practicable to reduce the hills to a proper grade, in consequence of their being composed of solid rock. This has caused some dissatisfaction to persons living on the old road, but the advantage of having the portion from Granby to Chambly planked and macadamised, will not be fully realized, unless the whole line is reduced to a grade that will enable the farmers to take such loads to market, as will compensate them for the payment of Tolls. The same remarks apply to the road from Speirs' Corner to Stanstead by Broom's Corner. The ground on both routes, after reaching what is called the Townships, is of a gravelly nature, and if graded and drained, at a moderate expense, the roads would be generally very good.

Rock Island  
Bridge.

The Bridge at Rock Island at Stanstead, is under contract, to be completed by the first of November next. This is much wanted, and will cost, including the grading of the hill, £750.

The total outlay being estimated at £9,145, there will then remain a disposable balance for the remaining sections to Granby, Stanstead, and other places contemplated in the appropriation, as follows:

Chambly to St. Césaire, 15 miles, planked and macadamized,.....	£9145
Amount expended up to present date, 1870	16 4
Balance available,.....	21873 3 8
Amount of Appropriation,.....	<u>£32,889 0 0</u>

*Kennebec Road.*

The sum of £3,000, appropriated for the repairs and improvements of this road, has been expended by Mr. Baird, Civil Engineer, but was quite insufficient to improve it thoroughly, which would require, according to that gentleman's Report and Estimates, (see Appendix Letter V.,) a further sum of £12,000. The Commissioners do not feel warranted to recommend such large expenditure, under present circumstances, and only ask for an appropriation of £299 for the repairs of the Famine Bridge, the bridge at Calway's, and other smaller bridges on the line.

*Arthabaska Road and Melbourne Bridge.*

The sum of £15,761 was appropriated for these works, and on the present Commissioners assuming their duties, they found that work on the Arthabaska Road was actually under contract, and in progress, to such an amount, as would not leave sufficient to build the bridge on the original plan of the late Board of Works. They were, therefore, compelled to alter the foundation and superstructure of the bridge, in such a manner as would reduce the cost; this, with some difficulty, was effected, and the work is now under contract, and will be completed.

The Arthabaska Road is also under the direction and management of Mr. Baird, and is so far advanced as to be, already, of much use to the inhabitants. That gentleman being under the erroneous impression

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that a larger sum than contemplated, was to be expended on this road, entered into contracts before the present Commissioners came into office, to a larger amount than was warranted by the appropriation, which has thereby been exceeded in the sum of £898 11s. 1d., now required to meet the same. A further sum of £1,859, to make the bridge over the Little Bécancour, and eight miles beyond, is also necessary, to which must be added £792 8s. 11d., to cover superintendence and contingencies on the whole sum remaining to be expended. (See Engineer's Report, Appendix W.)

The materials for the Bécancour Bridge have been delivered and paid for. This work, and the repairs and improvement of these eight miles of road in particular, to meet the main road in the rear of Gentilly, are considered as indispensable, being the principal outlet, and the direct communication to the District Town of Three Rivers, from Halifax, Chester, Arthabaska, Somerset, Stanfold, Bulstrode, &c., the want of which has hitherto greatly retarded the settlement of those Townships, where excellent land is to be found. The entire appropriation now required, therefore, would be £3,550 cy., viz:

To meet excess of existing contracts,	£898 11 1
For Gentilly Extension and Bécancour Bridge,.....	1,859 0 0
Superintendence and contingencies on whole sum remaining to be expended, .....	792 8 11
	<u>£3,550 0 0</u>

*Peterborough Bridge.*

A substantial Bridge will be completed at this place in the course of this summer; it is now in progress and far advanced. The cost is enhanced in consequence of it being necessary to cross the river with two spans only, leaving as wide a space for the passage of lumber as possible, or the stability of the Bridge would be endangered.

*Trent Bridge.*

The swing part of this Bridge is so much out of repair as to be useless, and thus prevents vessels and boats passing up the river. Orders have been given to repair it from the Tolls.

*Belleville Bridge.*

The Bridge at this place is completed, and is a substantial handsome structure.

The necessity for a grant to build a Bridge at Shannonville, was brought under the notice of the late Board of Works, and the Commissioners recommend, that the sum of £300 should be appropriated for it. It is on the Post Road between Belleville and Kingston, and is much required.

*Bridges South of the St. Lawrence.*

The sum of £14,000 was appropriated for the construction of the

- Etchemin,
- Bécancour,
- Godfroy,
- Nicolet, and
- Chateauguay

Bridges, on the south side of the St. Lawrence, and subsequently, the erection of another over the Rivière

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Etchemin and  
Chateauguay  
Bridges com-  
pleted.

du Chêne was added, for which no further provision was made, in the expectation that the sum granted would be sufficient.

Two of these Bridges—viz, the Etchemin and Chateauguay, have been completed, and are now in use; the others are all under contract, and will be completed this Fall, within the amount appropriated, should no unforeseen contingencies occur, notwithstanding some unavoidable extra expenses incurred on the Etchemin and Chateauguay bridges. To effect this, the Commissioners have been obliged to alter and simplify the plans, having always a due regard to the solidity and durability of the works.

Nicolet and  
Bécancour  
Bridges.

Considerable difference of opinion, arising chiefly from party and local interests, has prevailed, with respect to the proper location for the Nicolet and Bécancour bridges. But after hearing the arguments adduced by the opposite parties, and a personal visit and survey with able Engineers, of the two localities, the Commissioners believe that they have fixed on the sites which will be the most conducive to the wants and interests of the public at large. A statement of the sums expended and required, will be found in the Appendix Letter I.

*Chaudière Bridge.*

The roadway of the Bridge has been completely renewed and covered, with six inch red pine plank, and other necessary repairs have been performed, where decay from moisture had affected portions of the wood-work.

The main circular ribs and their abutting points, upon which the Bridge wholly depends, are, in the opinion of the Engineer, sufficiently sound to last for a few years to come, but the approaches are steep and difficult, and must remain a constant charge upon the tolls, to keep them in repair, especially on the eastern side, where the roadway, formed on cord-wood, piled beneath for a foundation, occasions a constant settlement, as the process of decay goes on, and requiring continual filling in. A small outlay, to remedy this defect for the present season, as well as for trifling repairs to toll the house, has been applied for and obtained.

*Bridges North of the St. Lawrence.*Jacques Car-  
tier Bridge.

It was with some difficulty, and by also adopting a more economical plan, that the Commissioners were enabled to give out the contract for this Bridge, within the sum appropriated. The work is now progressing satisfactorily, and will be completed in September next.

The owners of the old Bridge, claimed damages for the loss of toll, and others for the road and approaches to the new Bridge, the exact amount of which the Commissioners have as yet been unable to ascertain.

*Champlain Bridge.*

The sum of £1000 has been appropriated for the erection of a new Bridge at this place. It appears that as far back as 1821, by an Act of the Legislature of Lower Canada, 1st Geo. IV ch. 24, a privilege was granted to one Michel Dubord, now represented by H. Dubord, Esquire, to erect a Toll-Bridge over that river, and the Commissioners finding that Mr. H. Dubord would not give up his right without a sufficient compensation, which they were not authorized to give, and also that no proceedings had been taken against him to cause his right to be forfeited, as provided by the said Act, they have been prevented

from entering into any arrangement for the construction of the new Bridge.

The Cap Rouge Bridge, at present under the charge of the Quebec Turnpike Trustees, is, generally speaking, in good repair. The foundation of the pier carrying the Swing Bridge, however, having been partially affected by the current, will require a small outlay to restore the true level, and the facile opening of the Swing Bridge.

The Bridges erected over the two branches of the River St. Anne de la Parade, and that thrown across the Batiscan, have during the past winter been adjusted and restored nearly to their proper lines, from the settlement consequent upon new structures of timber, subject to shrinkage and depending on screw-bolts. They may now, therefore, be said to be in an efficient state, and all that remains to be done, to preserve their durability, would be to cover in the sides and important timbers with light boarding, as the effects of decay from exposure are already apparent. At Batiscan, a new toll-house has been built in a safer position, and with better accommodation.

The bridges over the St. Maurice River will very shortly require an expenditure similar to the above, to prevent the depressions, which have taken place in most of the arches, from going farther, and restore them to their places. All the piers and abutments of these bridges, have stood well up to the present time.

*Boât de l'Île Bridge.*

In former Reports of the Chairman of the late Board of Works, the cost of these Bridges was estimated at £24,277 cy. Of the original grant for the construction of bridges north of the St. Lawrence the sum of £6,052 12s. 7d. remains unexpended. The Commissioners respectfully submit, for the consideration of the Legislature, the expediency of making a further appropriation for the construction of these Bridges.

*Light-Houses.*

The efficiency, and proper management, of the Light-Houses, on the inland waters of the Province is a subject, of much importance, to the Trade of the country, and requires constant attention.

The duty of inspecting and repairing the Light-Houses, in Upper Canada, was entrusted, by the late Board of Works, to Mr. John McIntyre, well known as an intelligent practical seaman, and one who, from having commanded vessels for many years on the lakes, was well qualified to judge of the necessity of maintaining the lights in perfect order, at all times, during the season of Navigation. The duty assigned to Captain McIntyre was discharged, it is believed, to the entire satisfaction of the Board of Works, and the Commissioners have employed him, during the past and present year, in the same capacity.

By a report, founded on actual inspection, by Captain McIntyre, repairs to the extent of £630 7s. 0d. are required on the different Light-Houses during the present season. A large proportion of this is for new reflectors, those now in use having become worn out, and not answering the purpose. The Commissioners have ordered a supply from Boston, the only place where those of a good quality can be readily obtained, and will lose no time in having them placed.

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Cap Rouge  
Bridge.St. Anne de la  
Parade and  
Batiscan  
Bridges.St. Maurice  
Bridge.



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The lamps have been much improved, and those of a uniform description introduced, which will save much trouble in replacing such as fail. Supplies of them will be kept on hand, ready to be sent, when wanted, without delay.

The system of supplying the Light-Houses with oil and other requisites, the Commissioners believe, may be improved. At present they are supplied under a contract made with the Inspector General's Department, and experience has shewn that an inferior article is frequently furnished, at a greater cost than would suffice to procure the best.

The supplies of 1846, furnished by contract, as above stated, amounted to £2,289 3s. 11d. The wholesale prices of the best articles, delivered in Kingston, would have been £1,701 1s. 3d. The Contractor is obliged to deliver the supplies at the different Light-Houses, and this is attended with much trouble and responsibility, and, added to the ordinary profits of trade, perhaps the prices paid are not too high. But as the Department has frequently to send Captain McIntyre, or some other person, to examine into the state of the Lights, and make repairs, the Commissioners believe that it would be better if the oil, &c., were procured direct from the best sources, delivered at Kingston and Toronto, and from thence distributed, by the persons so employed to visit the Lights. The difference in cost of the oil, &c. thus procured, would, in 1846, have been £588 2s. 8d., a sum which would have been amply sufficient for this service, besides ensuring the best description of oil, and articles required.

Connected with the subject of Light-Houses is the marking out of the deep water channel from Kingston to Lachine, by Range Lights, Beacons and Buoys. The Commissioners have caused enquiry and examination to be made during the past and present seasons, and have done, what is at present necessary, from Beauharnois to Lancaster, to shew the best channel through Lake St. Francis. The following extract from Capt. McIntyre's Report, of January last, is deserving of consideration, and it is the intention of the Commissioners to employ him during the summer, in continuing what he began in Lake St. Francis.

*Range Lights.*

"Though not especially called upon to advert to this subject, yet, in my estimation, it is of too great importance to be omitted.

"When the Canals are completed below Kingston, some of the channels which are now run by the Mail line of Steamers, will not suit the large class of vessels that will be employed in the carrying-trade, on account of their requiring a greater depth of water; and there are but few, competent to take charge of, and pilot, the class of vessels above mentioned, below Kingston. My reason for thus speaking, is, that the vessels employed, at present, in the Trade only draw from 4 to 5 feet water, whereas the large class will draw from 8 to 9 feet, and many places are now run which have not 9 feet water.

"The most of the persons acquainted with the river, at present, are entirely unacquainted with the management of the large class of vessels, and are unfortunately a class of men unfavourable to improvements. Taking all things into consideration, it will be seen that considerable difficulties will have to be overcome at the opening of the Canals, by those who first engage in the Trade, with the larger class of vessels. One instance has already

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"occurred in the Propeller *Ireland*. The Captain stated to me, that he had but little confidence in the present pilots being able to run vessels, drawing 8 or 9 feet. From the above statement, the question will naturally be asked, what should be done as a remedy? I would respectfully suggest, the adoption of Range Lights and Beacons, so as to mark out the course of the channel.

"By the erection of these useful Lights, the rivers and lakes below Kingston, could be run at night with the greatest ease and safety, and by having a book of directions for these Lights, it would be easy for any intelligent master, after a trip or two, to pilot his own vessel. The improvement of the river, I consider, of the utmost importance, as it is the opinion of many, well acquainted with the trade, that it will be, the facilities and despatch, which vessels will receive, in their passage between Kingston and Montreal, that will determine whether the produce of the West will go by the Saint Lawrence, or by the way of New York."

It has been suggested to the Commissioners, that it might be attended with advantage, to extend the operations of the Trinity Board of Montreal to Upper Canada, between Montreal and Kingston, so far, at least, as the examination and appointment of Pilots is concerned; and that the management of Light-Houses, placing Buoys, &c., preparing charts and instructions for the Harbors on the Upper Lakes, should also be placed in charge of an intelligent man, of nautical experience, with such assistance as he might require, to furnish supplies, and effect repairs to the Light Houses, &c. The Commissioners will obtain all the information in their power, on this subject, and submit the same, for the information of His Excellency.

The Commissioners have also had under their consideration an application from the "Merchant Seamen's Society" of Kingston, requesting that steps may be taken to supply certain wants which exist—viz:

1. Beacons, and improvements through the "Chenal Ecarté," in Lake St. Clair.
2. A Beacon at the mouth of the River Thames.
3. A Beacon at the south end of the spit running from Bois Blanc Island, at the entrance of Detroit River.
4. A Revolving Light on Point au Peleé, on the north shore of Lake Erie.
5. A substitution of coloured glass in the Lights of the Long Point Light Ship, to distinguish them from the Lights at Long Point and Port Burwell.
6. A Bell Buoy on the Tecumseh Shoal in Lake Erie, S. W. of Port Maitland.
7. A light on the east end of the west bar at Presqu'isle, as also Beacons to mark out the channel.
8. A Crib and Beacon, on the Snake Island Shoal, near Kingston.
9. A Light on the Gananoque Shoal.
10. A Range Light at Fole's Bay, about 5 miles above Brockville."

The Commissioners will cause enquiry to be made, by their Officers, in the different parts of the Province,

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and submit the result, with an estimate for the improvements asked for.

*Lake St. Peter.*

This work has been in progress since 1844, but had been suspended in June last, before the Commissioners assumed the Management of the Public Works. This was done for the purpose of ascertaining Captain Bayfield's views, respecting the best course to be pursued, in the then state of the work. Captain Bayfield examined the new, as well as the old channel, very carefully, and made his Report in September, to the Executive Government. Orders were then given to continue the dredging in the Channel adopted by the late Board of Works, which was done to the end of the season, 1846.

During the winter, the dredges and scows were thoroughly repaired, and the work commenced on the 17th May, upon the St. Francis Bank; this being the only place, where the water was then low enough, to admit of the dredges working to any advantage.

The Commissioners hope to finish the Channel of 150 feet next summer. The average depth of dredging, from the 6th Buoy to the lower end of the cut, is two feet, but it is evident, much requires to be done above the 6th Buoy, the channel not being of the full width of 150 feet, as supposed, throughout.

A statement is annexed (Appendix letter K.) shewing the total expenditure up to this period, and as accurate an estimate, as can at present be made, of the amount required to complete it throughout, on the scale commenced by the late Board of Works, viz. 150 feet wide, and 14 feet deep.

Mr. Killaly, in his Report to the Legislature, dated 2nd April, 1846, states that an additional breadth of 150 feet can be effected at an additional cost of two years more work, estimated at £17,000—or say “£20,000.”

The Commissioners would refer to the expenditure, up to this time, to shew, that the amount mentioned by Mr. Killaly, would not be sufficient, and that it would require nearly double the sum mentioned by him, to effect it.

Mr. Rubidge has made it amount to £38,698 10s. 0d. and has based his calculations upon the minute survey, taken in the winter season, though the ice, by Mr. Killaly's order.

The exact cost, of a work under water, cannot be ascertained, but it is evident £20,000 would be quite inadequate to increase the Channel to three hundred feet.

*Grosse Isle Landing Pier.*

The Commissioners very much regret that from circumstances, altogether beyond their control, this work has not been completed, as was expected, in the course of May last, as the want of such an improvement was never so severely felt, as on the present occasion. It was, of necessity, left in an unfinished state last fall, and, though, apparently, well secured by the Contractor, it received much injury from the effect of the ice, and a strong gale of wind, early in the spring, not having been sufficiently raised above water. This accident, coupled with the difficulty of procuring laborers at Grosse Isle, on account of the prevailing sickness, will retard the completion of this work until August next.

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Mr. Laurengel, a person of much energy and intelligence, superintends the work, as well as the erection of several buildings, ordered by the Government, for the accommodation of Emigrants, under the direction of the Medical Superintendent at Grosse Isle.

Mr. Barrett's Report, and Estimate, of some very necessary improvements, suggested by Dr. Douglas, will be found in Appendix Letter T., which are now in progress.

*Gaspé Roads—Metis and Rimouski Bridges.*

The sum of £8,564, appropriated for these roads and bridges, has been mostly expended, and with much judgment and economy, by Messrs Russell and Sims. But on account of the replacing of several of the bridges, destroyed by fire last summer, and indispensable and unforeseen repairs, to the Kempt Road, as appears in Mr. Sim's Report, (Appendix Letter L.) to keep open this Post Road, and only communication between Quebec and Gaspé, he was obliged to incur more expense than was expected, and has thereby exceeded the estimates by £110 beyond what was intended, leaving a deficiency of so much upon the sum of £1,422 10s. estimated for the construction of the Rimouski Bridge, which must be provided for, together with £158 13s. 6d. to meet the balance of existing contracts, and a further sum of £203 5s. 5d., required to cover the repairs of work destroyed by fire on the Gaspé Roads, amounting in all to the sum of £471 18s. 11d. cy.

The road from White Brook to Indian Cove has not been completed—of its utility and importance, Mr. Sims speaks, in the following terms, in his Report of the 9th February last.

White Brook  
to Indian Cove  
Road.

“This road is very much required, as, owing to the uncertain state of the ice, the inhabitants are prevented for the greater part of the winter from going to Gaspé Basin, where the Post Office, Custom House, and Court House, are; and during the summer they are obliged to use the rather uncertain and expensive mode of conveyance by water, or wait till the tide allows them to proceed along the shore on foot.

“To complete the road from White Brook, 1½ miles, above Masher's Mill, to Indian Cove, a distance of about 16 miles, would require, in addition to the amount expended this season, the sum of £1,608 4s. 2d.”

Mr. Sims, in his Report, also makes several other suggestions, for improvements of a most desirable nature, in the line of road from Gaspé to Metis, but the present state of the finances of the Province, and the still greater wants of other parts, do not warrant the Commissioners in recommending their actual adoption, beyond the completion of the road from White Brook to Indian Cove, and the Bridle Road from Anse to Peninsula aux Griffons on the St. Lawrence, and the unavoidable expenses of keeping that important, and only line of communication, between Quebec and Gaspé, and part of New Brunswick, in such a state of repair, as will accommodate the travel, and ensure the safe conveyance of the mails, amounting altogether to £1,808 4s. 2d.

Gaspé to  
Metis Road.

A communication to that effect has been made by the Post Master General, accompanied by a Report of W. H. Griffin Esquire, Post Office Surveyor, in which he says:

“It is my duty to represent to you, that it will be impracticable, for this Department, to maintain the

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“ Post communication with the District of Gaspé, or  
 “ to perform the duties expected from it by the Pro-  
 “ vincial Government, in the conveyance of the Pub-  
 “ lic Correspondence, Parliamentary papers, Pro-  
 “ vincial Statutes &c. &c. in a satisfactory manner,  
 “ unless a sufficient provision be made by the Govern-  
 “ ment for keeping the Kempt Road, between the  
 “ River St. Lawrence and Restigouche, in a passable  
 “ state for wheel carriages, and for placing thereupon  
 “ a sufficient number of inhabited posts, or stations,  
 “ for rendering travelling safe for the Courier, in  
 “ times of storm or difficulty.”

In alluding to this important subject, Mr. Sims,  
 the gentleman who succeeded Mr. Russell as Super-  
 intendent of the Gaspé Roads, remarks:

Kempt Road.

“ Though nothing was included in the appropria-  
 “ tion for the Kempt Road, the sum of £37 18s. 9d. has  
 “ been expended in clearing it of fallen timber, and  
 “ repairing culverts and other work damaged by fire  
 “ and spring freshets.

“ The travelling on parts of this road is much im-  
 “ peded by a thick growth of brush-wood. To re-  
 “ move this, and repair damages occasioned by use,  
 “ and replace the bridge built in 1831, over Little  
 “ River, 5 miles from the Restigouche, would require  
 “ £355 15s. Od.

“ The Kempt Road, made by Mr. Russell, acting  
 “ for the Board of Works, in 1842-3 and 4, (though  
 “ previously partly opened) is 97½ miles in length—  
 “ on 78 miles of which there are only three houses.  
 “ It derives its importance from being the only Road  
 “ between the St. Lawrence and the District of Gaspé,  
 “ and also to the eastern part of New Brunswick,  
 “ and in the event of a war with the United States,  
 “ it would be the only safe communication with that  
 “ Province. To maintain this road, in an efficient  
 “ state of usefulness, would require an expenditure  
 “ of about £200 annually, and it would be desirable  
 “ that not only the utmost possible encouragement  
 “ should be given to settlers on it, but that £25 a  
 “ year should be given to a resident at the River As-  
 “ sametguagan, where the land is unfit for cultivation  
 “ —and about the same sum, for a few years, to ano-  
 “ ther at the Matapedia Bridge.

“ The settlers receiving Government allowances  
 “ should be required to clear the road of fallen trees.  
 “ The two persons now receiving Government al-  
 “ lowances prove of great use to the Couriers and  
 “ other travellers, and have been the means of saving  
 “ several lives.”

The Commissioners would in consequence strongly  
 recommend, as indispensable, the expenditure of the  
 sum of £355 15s. 6d. for the immediate repairs of  
 the Kempt Road, and suitable provisions for two more  
 settlers at the Assametquagan River and the Mata-  
 pedia Bridge, of £25 each, with a reasonable grant of  
 land, under the conditions stated by Mr. Sims.

Metis Bridge.

The Metis Bridge has been built, but cannot yet  
 be freely used by the Public, on account of an ob-  
 struction at the eastern end, caused by a dalle or  
 raceway belonging to Mr. Larrivé, for conveying his  
 deals to the place of shipment. Mr. Sims offered  
 sixty-five pounds for the removal or alteration of it,  
 but this sum, though considered quite ample, Mr. Lar-  
 rivé then refused, but would now accept. For this  
 the Commissioners respectfully recommend an appro-  
 priation, in order to make this bridge fully available  
 to the Public.

Rimouski  
Bridge.

The Rimouski Bridge was advertised in the course  
 of last summer, and only one tender was received

within the estimate, but the person thus tendering  
 failing to find the requisite security, the contract could  
 not be completed, and the prosecution of this much  
 needed and important work has, in consequence, been  
 delayed, to the great injury and disappointment of the  
 inhabitants of that section of the country, who have  
 long been suffering for the want of such an improve-  
 ment.

In order to enable the Commissioners to accept of  
 a second tender for the construction of this bridge,  
 and to cover contingencies, they would recommend  
 that a further appropriation of £100, be made, in ad-  
 dition to the £110 expended as aforesaid, by Mr.  
 Sims, on the roads, but which must now be refunded.

Connected with the Metis and Gaspé Roads, it is  
 proper to mention the necessity for extending the  
 Main Shore Road from the former place to Matane, in  
 order to facilitate the settlement of that part of the  
 country, and encourage its trade and industry, it  
 being a wooded country, with many rivers, and much  
 water power, presenting several tracts of good land.  
 It would also be a great benefit to mariners, and the  
 shipping interests generally, as many wrecks take  
 place on that coast every fall, and several lives have  
 already been lost, for want of such a communication.

The distance is about twenty-one and a half miles,  
 and the probable expense of the improvement would  
 be £2,611 2s. 9d. currency.

*Portage Road round Lake Temiscouata.*

Lake Temiscouata is travelled on the ice in winter  
 —in the summer it is crossed by horse and sail boats.  
 In the fall of the year, and beginning of winter, before  
 the ice forms sufficiently strong, and in the spring,  
 when it begins to decay, the road round the lake is  
 much travelled, as forming part of the great Temis-  
 couata Portage, connecting the St. Lawrence with  
 the navigable waters of the St. John, and is a great  
 commercial highway, and an important outlet for the  
 trade of part of the Province of New Brunswick. In  
 1845, the Commissioners are informed that upwards of  
 4000 loads of goods and merchandize, and produce of  
 different descriptions, were forwarded by this route, by  
 a single house at Rivière du Loup—and the trade  
 has since increased. Moreover, it is the Mail route  
 direct to Halifax. The very bad state it is in, induces  
 the people to trust too soon to the ice in the fall, and  
 too late in the spring, which has been the cause of the  
 loss of several lives.

The distance from the head of Lake Temiscouata  
 to the *Degellée* where it terminates, is 17½ miles, seven  
 miles of which are in a comparatively tolerable con-  
 dition—but the remaining ten are almost impassable,  
 having only been grubbed. To repair it, and make  
 it good, would require an expenditure of £2,150.

In the rear of the Parish of Trois Pistoles to Lake  
 Temiscouata, 24 miles distant, lies a tract of land of  
 superior quality, abounding in different sorts of tim-  
 ber, and intersected by several small rivers, and on  
 which there are already a few settlers. Some of the  
 inhabitants of Trois Pistoles had it surveyed, and  
 have opened a winter road throughout, at their own  
 expense, which, on account of its level surface, and  
 easy access to the shores of the St. Lawrence, has  
 been much travelled by the people of Madawaska this  
 last winter. A Petition was presented to the Legis-  
 ture, at its last Session, for a grant sufficient to make  
 a summer road for wheel carriages, alleging the im-  
 mediate increase of revenue to the Government, by  
 the sale of Crown Land, and Licences for cutting tim-  
 ber, that would arise therefrom, and which would

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tanne Road.Temiscouata  
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give due encouragement to settlers, agriculture, trade and industry. This road would also afford a direct and short communication, at all times, with the people of Madawaska and part of New Brunswick. The Hon. Mr. Killaly, in his Report of the 11th September last, recommends the grant of £2,500 for the making of the same, which the Commissioners would also recommend.

Should the state of the Finances of the Province allow it, the Commissioners would recommend the opening of similar roads to the Province line, in the rear of the respective parishes of Kamouraska, St. Ann, l'Islet and St. Thomas, for the encouragement of settlement, and to afford increased facilities for transportation of supplies for the Lumber Trade.

*County of Saguenay.*

No County in this Province is more in want, or more deserving of improvement, than the County of Saguenay. It is separated from all other settlements by a chain of high barren mountains, through which passes a very bad, and in many places, very dangerous road, called the "Chemin des Caps," its only means of inland communication, to Quebec in particular, whither the inhabitants have to repair for a market, and to attend the Courts of Law.

The River Saguenay, from which the County derives its name, was one of the first settlements in Canada, but afterwards abandoned, and conceded, by a special grant, to a Fur Trading Company, now represented by the Hudson Bay Company, with the adjoining territory; and, until a few years past, that extensive and capacious river was frequented only by the aborigines, in their bark canoes, but now it is crossed and navigated by numerous schooners, river craft, and large sea-going vessels, direct from ports in Europe, which take in cargoes of deals at the numerous saw mill establishments erected on its banks and tributaries; and notwithstanding the great disadvantages it has to contend with, from the want of proper communication, it has become the most interesting and important part of the country, by its rapidly increasing population, agriculture and trade; and only awaits the fostering care of the Legislature, to give the necessary importance and encouragement to the development of its industry and agricultural resources; abounding as it does in immense quantities of timber, numerous tributary rivers, and large tracts of excellent land.

According to Returns made by H. Jessopp, Esquire, Collector of Customs at Quebec, (see Appendix Letter M.) it appears that in 1845, no less than 36 vessels, containing 13,369 tons, and in 1846, 43 vessels, containing 16,328 tons, cleared at the Saguenay, taking in cargoes, valued at £63,365.

William Price Esquire, merchant of Quebec, a gentleman of great public spirit and enterprize, is intimately connected with the Saguenay Establishments, and may justly be called the Father and Founder of that little Colony, numbering already about 7000 souls—almost exclusively French Canadians. He has laid out a large capital in saw mills, grist mills and other improvements, made liberal advances to settlers, and gives every encouragement to individual industry.

By the 8 Victoria, chapter 69, the sum of £1500 was appropriated for the improvement of the "Chemin des Caps," 29½ miles long, being at the lower extremity of the Parish of St. Joachim, on the north shore of the St. Lawrence, to St. Paul's Bay, and the sum of £961 0s. 7d. was expended by the late Board of Works, under the superintendence of Mr.

Chemin des  
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Russell, upon 4½ miles of the road and three bridges, which leaves a balance of £538 19s. 5d. to be laid out on the remaining 25 miles. This sum, being altogether insufficient, and the Commissioners, finding that they could not procure laborers last summer, at reasonable and fair wages, and after consulting with the parties most interested, thought proper to defer the expenditure of that balance until this season, in the hope, in the meantime, that the Legislature would make a further grant for the necessary improvement of the whole distance to be repaired, which, with the balance above referred to, still requires an expenditure of £2000 cy.

In connexion with this road, is the erection of a bridge over the River du Gouffre, at Baie St. Paul, the former one having been swept away by a freshet some years back. The estimated cost is £1400 0 0 Du Gouffre  
Bridge.

The improvement of the descent at Cap Corbeau..... 350 0 0

The extension of the main road along the St. Lawrence, from Black River to the entrance of the Saguenay, about 24 miles..... 1500 0 0

A road of communication between Chicoutimi, at the head of the navigable waters of the Saguenay and Ha! Ha! Bay, a distance of 11 miles, through which there is a swamp to be overcome, of a little more than half a mile, cost estimated at..... 1500 0 0

And finally a road from Ha! Ha! Bay to St. Agnes, above Mal Baie. This is a most important and necessary improvement, for, when the winter sets in, these settlements are completely shut out for six months in the year, and the only means of conveying or receiving intelligence is by Couriers or Runners, who have to go through the woods and follow the Indian tracks. But the Commissioners are informed that Mr. Price, having cut a winter road across the country, from Black River to Petit Saguenay, settlers for some time last winter were enabled, by trusting to the ice from Ha! Ha! Bay to the Petit Saguenay, (a distance of 36 miles) to communicate with the old settlements, but not without imminent danger, on many occasions, when overtaken by heavy falls of snow, which are very frequent there, and no shelter or habitations being available through the whole distance. St. Agnes and  
Ha! Ha!  
Road.

As far back as 1843, the Legislature felt the necessity of coming to the assistance of this section of the country, and a grant of £1500 was made for the surveying and opening of a winter road from St. Urbain, above Baie St. Paul, to Ha! Ha! Bay. The survey alone cost £675, from the great difficulties the Surveyor had to encounter, in passing through a mountainous country, intersected by numerous Lakes and Rivers for a distance of upwards of 60 miles to Ha! Ha! Bay. No further action was consequently taken, as it appeared a road could not be made in that direction, but at a very great outlay, and without prospect of future settlement. The inhabitants have since, in their desire to establish a communication at all times of the year, caused a rough Survey to be made at their own expense, in the direction of St. Agens in the rear of Mal Baie, which, to their great satisfaction, has proved successful, beyond all expectations. The distance is calculated to be 45 miles, more than 15 miles less than by St. Urbain, through a level country, possessing a good soil, and offering inducements to actual settlement, which, it is confidently stated, will take place, if that communication be opened. St. Urbain and  
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The estimated cost of a common country road for wheel carriages has been made by Messrs. Russell & Duberger, Surveyors, at £5,500, (see Appendix N.) Taking the report of the rough Survey to be about correct, and by deducting the sum of £825, unexpended, for the opening of a winter road from St. Urbain to Ha! Ha! Bay, as above mentioned, it would leave a balance of £4,675, to be appropriated, and which, the Commissioners most strongly recommend, taking into consideration the peculiar hardships which the inhabitants of the Saguenay suffer, and that they are now paying to the Province upwards of £2,600, merely for licences to cut timber.

It would be desirable that the road, when approaching St. Agnes, should branch off in the direction of the Eboulements and the rear of St. Paul's Bay, thus affording a direct and short communication from Ha! Ha! Bay to those thickly settled parishes, as well as to the people of St. Urbain, and avoiding the long, circuitous, and hilly road, along the St. Lawrence. The distance, or length of road, would be about 15 miles, nine of which are already made; The opening of the remaining six miles—and improving some parts of the old road, would require an expenditure of £600.

Malbay Land-  
ing Pier.

In connection with the proposed road from Chicoutimi to St. Agnes, a Landing Pier on the St. Lawrence, at the entrance to Mal Baie, at a favorable point called "Le Grand Débarquement," where vessels, and especially steamers, could touch at all times of the tide, would be of the greatest advantage and convenience to the inhabitants, and ensure a regular and ready communication. At the request of the inhabitants, this Department has caused a Survey to be made, the result of which will be given in a subsequent Report, which the Commissioners hope, in a few days, to have the honor of submitting: but should the finances of the Province not allow of all these improvements, the Commissioners would recommend, as indispensable, the necessary appropriations for the improvement of the "Chemin des Caps," and the opening of the road from St. Agnes to Ha! Ha! Bay, and from Ha! Ha! Bay to Chicoutimi, for which the sum of £7,675 will be required, as stated above.

Road from  
Tadoussac to  
Batramites.

The Commissioners also call the attention of the Legislature to another part of the County of Saguenay, from Tadoussac down, and bordering on the St. Lawrence; where are to be found, as far as the Betzamites, several saw mill establishments, but possessing no roads or other communication by land, further than the Indian tracks through the woods or along the shore. A road continued as far as the Betzamites, a distance of 75 miles from Tadoussac, would prove a great benefit, both to those establishments, as well as to the mariners and the shipping generally, which are so often cast away below Quebec, especially in the fall of the year, on that dreary coast, and for the want of which improvement many lives have already been lost.

Improvements  
recommended  
for prevention  
of shipwrecks.

This road, as well as the one proposed, on the south shore, opposite, from Metis to Matane, would go far, in preventing such occurrences. To this subject, the Commissioners' attention has been particularly directed, and they have, in relation thereto, addressed the Trinity Board and Board of Trade of Quebec, requesting their advice and co-operation in the matter. Copies of the correspondence accompany this Report, (see Appendix letter O.) to which the Commissioners would particularly call the attention of the Legislature. Amongst other suggestions, they propose several Wharves and Landing Piers, of which the Commissioners make a special

recommendation, as some of the most wanted and necessary improvements.

*Landing Piers.*

From Quebec, downwards, the want of such convenience, is more strongly felt than ever, and has been the greatest obstacle to trade and agriculture, and the consequent prosperity of the people.

The facilities of the navigation, by steam, and the daily and cheap intercourse with the Quebec market, and other places along the river, are lost to the inhabitants, now numbering upwards of 150,000. Hitherto, depending altogether on wind and tide, they have carried on their trade, and brought their produce to market in schooners, and other small river craft, for which such landing places and wharves would be of great service, to shelter them in heavy gales of the fall and spring—thereby preventing great loss of life and destruction of property. They would also be equally serviceable to sea-going vessels, which might also, there, find a place of refuge in the fall of the year, when overtaken by storms, or impeded by ice.

The Commissioners respectfully refer to the different Reports of the Hon. Mr. Killaly and Mr. Rubidge, (see Appendix letters P. and Q.) on the subject, which they now submit, and which will forcibly shew the necessity of the adoption of some prompt measures, by the Legislature, for extending to that important section of the country, some of those improvements so much desired, and so very indispensable, for the development of its various resources, and the due encouragement of its trade, industry and agriculture.

It is not, perhaps, generally known, that in 1845-6, no less than 139 vessels (tonnage 52,214) took in their full cargoes of deals at different establishments below Quebec, and cleared at Saguenay and Father Point, exclusive of numerous other similar cargoes, sent from the several distant parishes of Ste. Anne, St. Roch, St. John, Cap St. Ignace, St. Thomas, St. Vallier, &c., to the Quebec market, where they were shipped.

Trade below  
Quebec.

This particular branch of industry is already valued at upwards of £120,000, per annum, as will appear by the Returns furnished by H. Jessopp, Esq., Collector at Quebec, to which reference has been already made.

The Survey, which the Commissioners, ordered of the principal points, on the St. Lawrence, below Quebec, offering facilities and inducements for the construction of Landing Piers, not having been completed last fall, has been continued this spring, and the Commissioners hope, in a few days, to be able to lay before the Legislature, detailed Reports, on the most eligible sites, with estimates for the construction of the necessary Piers and Landing Places.

## PUBLIC BUILDINGS.

The Toronto Custom House, for which an appropriation of £2,500 was made by the Act 8 Victoria, chap. 69, was completed in June, 1846. It is a substantial, commodious building, affording all the accommodation required. The cost, including fixed furniture, and an apparatus for heating, amounts to £2,560, leaving the sum of £60 unprovided for, and

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Gaols and  
Court-houses.  
Montreal  
Gaol.

still due the Contractor. This over-expenditure, the Architect states, was occasioned by having to sink deeper than was expected, for the foundation, on account of the nature of the ground.

The usual expenditure has taken place upon the repairs of Gaols and Court Houses, in Canada East, but the insufficiency of the Montreal Gaol is such, and the want of proper classification of the prisoners, so indispensable, that upon representations made to the Governor General, to that effect, by the Sheriff, and referred to the Commissioners, they found it necessary to recommend certain immediate repairs and improvements. The principal of these, was the construction of a new wing, the cost of which, according to Mr. Rubidge's estimate, will be £2,720, beyond the usual appropriation, to which must be added £105, for increasing the width of the corridors from five feet to seven feet, not contemplated in the estimates, which recommendation was adopted by Order of His Excellency, in Council, of the 28th October last. Mr. Rubidge's Report will be found in Appendix, letter S.

Quebec Court-  
house.

The Quebec Court House, as will appear by Mr. Rubidge's Report, (see Appendix letter R.) is in a very dilapidated and ruinous condition, and requires more than ordinary expenditure for its effectual preservation. The most urgent repairs were ordered and made, last fall and this spring, but a further sum of £613 7s. 3d. (also beyond the appropriation) will be necessary to complete them, and preserve the building from ruin. This expenditure, on the recommendation of the Commissioners, has been approved of by His Excellency the Governor in Council.

No alterations having otherwise, taken place in respect of other Public Buildings, since the last Session of Parliament, the Commissioners can only repeat what was said by the Chairman of the late Board of Works, in his last Report to the Legislature, in which they fully concur:

"The expenditure, on the other class of buildings, named, (Gaols and Court Houses, in Canada East) is of a most unsatisfactory nature. As I have already had occasion to report, these buildings are utterly insufficient for the accommodation of the increased population and wants of the country, and the sums which are every year, unavoidably laid out on them, may, in a great measure, be considered as thrown away. The Gaols, generally, afford no proper means of ventilation, or of classification of the prisoners. The want of accommodation in the Court Houses, (those that exist,) is loudly complained of, and the vast amount of law business of this City and District, is now necessarily transacted in an old building, temporarily fitted up, and altogether unsuited to the purpose.

"The non-completion of the Hospital at Quebec, is likewise a subject of complaint, as is also the want of a Lunatic Asylum. A strong desire exists, to have the present Custom House, there, converted to some other purpose, or sold, and the proceeds appropriated towards the erection of a Custom House, in a more convenient position, in the vicinity of the Banks; Offices, &c.

"The Public Departments, notwithstanding the very heavy rents to which the Province is subjected, are most inconveniently and insufficiently accommodated. To meet the cost of substituting suitable buildings, in lieu of those now in use, either by the sale of the present buildings, and of the public property on which they stand, or adjoining thereto, or by a different appropriation thereof, by which

"a large portion would be disposable for other and remunerating purposes, various projects have been devised, some of which are highly deserving of consideration, but until the Legislature sees proper to come to a decision generally in the subject, it is unnecessary to enter further into detail."

*Survey of the River St. Charles.*

A Survey of this River was ordered in 1845, but the Commissioners found nothing had been done towards carrying it into effect, nor were there any Documents in the Board of Works' Office, giving information on the subject.

The Commissioners were at Quebec late last autumn, on business connected with Works above and below that City, which were in progress, and took that opportunity of calling on the Mayor and Members of the Corporation, and gentlemen connected with the Trinity House, and Board of Trade. These gentlemen explained the different plans that had been suggested, to render the St. Charles available as an extensive addition to the already fine Harbor of Quebec, but it was manifest, much difference of opinion existed among themselves as to the best mode of effecting that object. The Commissioners were accompanied by Mr. Barrett, the Engineer of the Lachine Canal, a gentleman of much practical knowledge, and experience in his profession. Mr. Barrett had never before visited Quebec, and could not decide hastily on a measure of such importance. He has, however, from Surveys made by Capt. Bayfield, and such other information as his time permitted him to acquire, prepared a Report which is herewith transmitted, (see Appendix Letter U.) in which he suggests certain improvements at Flat Island, in the mouth of the River St. Charles, as an extension of the present line of wharfage, from near the end of the India Wharf, towards the Beauport side of the river.

The Commissioners have not had it in their power to prepare such Plans and Estimates for improving the St. Charles, as is required before recommending any particular one to His Excellency, to be laid before the Legislature; they were fully employed last year, after their appointment to office, in inspecting such works as had been commenced, and placing others under contract, for which appropriations had been made; and Mr. Keefer, the Engineer to the late Board, having been removed to the Welland Canal, there was no officer that could be spared from the work under his charge, for a sufficient time to make a proper survey. The Commissioners intend to cause an accurate Survey and Estimate to be prepared, and laid before His Excellency, with the least possible delay.

Quebec is now one of the finest Harbors on the Continent, and any attempt at improving it should be decided on, only after the most careful examination by competent persons, Engineers, as well as men of some nautical experience. There can be little doubt but that a large portion of the produce from Upper Canada and the Western States of America, will be transhipped at Quebec, for Atlantic Ports; this will cause the assemblage at the former place of an increased number of vessels, for which, if sufficient accommodation is not at present afforded, every exertion should be made to provide it.

*Accommodation for Emigrants.*

Within the last month the Commissioners have been called upon to furnish additional accommodation for Emigrants; many extensive building have been put up in the shortest possible time, and many other

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conveniences afforded, of which an account and report will be furnished as soon as the Buildings now in progress are completed.

The Commissioners have had the accounts made up to the 15th of May, 1847, which, being a broken period, has necessarily caused some delay; but they considered it necessary to do so, in order that the Legislature might be made acquainted with the state of the various Works in the Province, up to the latest possible period.

The accounts are given in greater detail than was ever before done, which has also caused additional labor.

The Commissioners have mentioned such improvements as have suggested themselves, in course of

their tours of inspection, and from other information received, although no appropriation has yet been made for carrying them into effect. There are many others, in parts of the country which the Commissioners have not yet had an opportunity of visiting, but they shall devote as much of their time to this part of their duty, as circumstances will permit, during the present summer.

We have the honor to be,  
Sir,  
Your obedient Servants,

W. B. ROBINSON,  
Chief Comm. P. W.

C. E. CASGRAIN,  
C. P. W.

Appendix  
(Q. Q.)

12th July.

## ABSTRACT OF APPENDIX TO THE FOREGOING REPORT.

- Letter A.—Report of Samuel Keefer, upon the Welland Canal.  
 B.—Report of Samuel Keefer, on the Queenston and Grimsby Road.  
 C.—Report of J. B. Mills, on the Williamsburg Canals.  
 D.—Report of T. C. Keefer, on Ottawa and other Works under his charge.  
 E.—Report of A. Barrett, on Lachine Canal.  
 F.—Report of C. S. Gzowski, on all the Works under his charge.  
 G.—Report of Hon. H. H. Killaly, on Sault Ste. Marie.  
 H.—Report of Hon. H. H. Killaly, on Goderich Harbour and Light-house.  
 I.—Statement of sums expended and required on the Bridges south of St. Lawrence.  
 K.—Report of F. P. Rubidge, on Channel through Lake St. Peter.  
 L.—Report of Captain Bayfield, on the Channels through Lake St. Peter.  
 M.—Report of A. H. Sims, upon all the Works of Improvement in the District of Gaspé.  
 N.—Return of the Collector of Customs at Quebec, of the Trade on the Saguenay, for 1845 and 1846.  
 O.—Reports of A. J. Russel, T. Simard, and J. B. Duberger, on proposed Road to Ha! Ha! Bay.  
 P.—Correspondence relative to the Improvements, considered most urgent, to reduce the frequency of Shipwrecks below Quebec.  
 Q.—Report of Hon. H. H. Killaly, on Landing Piers below Quebec.  
 R.—Report of F. P. Rubidge, on do do.  
 S.—Report of F. P. Rubidge, on the Quebec Court-House.  
 T.—Report of F. P. Rubidge, upon the Montreal Gaol.  
 U.—Report of A. Barrett, upon Improvements at Grosse Isle.  
 V.—Report of A. Barrett, upon Survey of the River St. Charles.  
 W.—Report of N. H. Baird, on the Kennebec Road.  
 X.—Report of N. H. Baird, on the Arthabaska Road and Melbourne Bridge.

*Report of Samuel Keefer, upon the Welland Canal.*

WELLAND CANAL OFFICE,  
St. Catherines, 22nd May, 1847.

SIR,—I have the honor to submit, for the information of the Commissioners of Public Works, the following Report upon the present state of this Canal.

The water was let into the Canal this year, on the 3rd of April, and vessels cleared from St. Catherines, upwards, on the 11th, but the navigation was not opened throughout until the 14th April, which was still a little more than three weeks earlier than the Erie Canal.

If our Canal had been fully completed so that the water could have remained in all winter, upwards of a month of early navigation would have been gained, Port Maitland and all the lake to the westward, being free of ice on the 25th March.

The prospects of business are very encouraging. A brisk trade has begun, and the tolls this year are confidently expected to yield a considerable increase over those of last.

The tolls collected in 1844	amounted to	£25,513	3	10
Do. in 1845	do.	19,086	5	9
Do. in 1846	do.	26,524	18	9

The future progressive yearly increase of tolls on this Canal may be looked for with certainty, now that the new set of Locks is so nearly completed, and as an earnest of this expected increase, and as a proof of confidence in the work, it may be observed that upwards of a hundred new vessels have been built during the last season around the shores of the great lakes, all of which are suited to the size of our Locks.

Two important improvements have been effected in the line of the Canal during the last winter, one of which consists of bringing *New Lock No. 1*, and the new line of Canal between St. Catherines and Port Dalhousie, into operation, whereby a distance of three fifths of a mile is saved, the old tortuous channel avoided, and the advantage of direct traction obtained.

The other is a deepening of a portion of the so-called *Feeder*, being the part of the Canal between Marshville and Broad Creek, by which the proper Canal draught of 8½ feet has been obtained throughout. Last year, vessels drawing 8 feet 2 inches passed through with difficulty; this year they have come through drawing 8 feet 6 inches, without touching bottom.

With regard to the new works, and bringing in of Lake Erie as a summit, I regret to say that, having been limited in the expenditure, the progress on all the works has not been such as it might have been, nor such as the interest of this Canal demands; but still what has been done, is important, and will, ere long, be found of essential utility.

It must be borne in mind, that the navigation of this Canal is now dependent on the Grand River, by means of which a summit level of 8 feet above Lake Erie has to be maintained. This River for two months in the season, does not afford sufficient water

both for the navigation and the mills, and consequently the latter have frequently to be stopped in order to prevent injury to the former. It is a well known fact that as new countries are cleared up, and the evaporating surface enlarged, the quantity of water brought down by the rivers and minor streams is progressively diminished. It, therefore, becomes a matter of uncertainty whether in twenty-five years from this time, the Grand River will be adequate to supply the Canal, as now enlarged, and with the great increase of trade that may reasonably, if not with certainty, be expected. In point of principle, too, it must be considered an objectionable mode of maintaining a navigation, by means of a dam across a river, subject to great and sudden freshets.

These important considerations, together with the superior advantage, presented by the shortest line that can be drawn between the two lakes, with an unlimited and unfailing supply of water, have led to the adoption of what has been denominated the *Lake Erie Level*, by which is meant the deepening of the old Canal, between Allenburg and Port Colborne, to the level of 10 feet under the ordinary surface of Lake Erie. When this work shall have been accomplished, the Canal from lake to lake will be only 28 miles long, with 26 Lift Locks. By the present line of navigation the Canal is 40 miles long, with 28 Lift Locks. Both routes, however, will always be used, according as the wind or the direction of the vessel may render the one or the other more advantageous. But the chief advantage to be attained by the Lake Erie Level is an *unfailing supply of water, to meet the future exigencies of the trade.*

The additional cost of bringing in the Lake Erie water is estimated at £77,000, over and above that of making a Canal to Port Colborne on the upper level; this being the sum which the Province pays for obtaining a sure and certain supply—but as an offset to this, it is only fair that the water rents and profits from milling operations should be taken into account, for until the Lake Erie water is brought in, these cannot be much increased, or even the existing establishments supplied constantly, the year round.

The income from the water power, direct and indirect, amounts at this time to about £3,000, but upon the completion of the new works, this amount will soon be doubled, yielding an income of nearly eight per cent, upon the cost of the Lake Erie level, independently of the benefit to the navigation.

The question of suspending the works connected with the Lake Erie level, having received the anxious consideration of the Government for some time past, I have prepared estimates for the completion of the works, in which the expenditure has been brought up to the date of the last certificate, on the 10th inst., which estimates are appended to this Report.

It will be observed that the gross amount corresponds with that of the estimate sent in with my Report of October last. An intimate knowledge of the state of the works, gained by a residence on the Canal for the last eleven months, only confirms me in my opinion as to their general correctness; but having felt it my duty to lay before the Commissioners, at that time, a full statement of all the expenses that must necessarily attend the final completion of this great undertaking, I had embraced in it some items of expense, which it may be desirable, under present circumstances, to postpone for a few years. For the particular items I beg to refer the Commissioners to the Estimate No. 3, of work not under contract, where they are set forth in detail.



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The amount of expenditure up to the 10th instant; upon finished and unfinished contracts, land damages, contingencies, military, police, and engineering expenses, and compensation to contractors, is.....£707,322 0 0

The amount required to complete the unfinished contracts, including drawback due Contractors, and contingent and other expenses, is..... 99,906 17 11

Total cost of work under contract,..£807,228 17 11

To which must be added as indispensably necessary to the safety and welfare of the navigation, the sum of.....£51,300 6 5

And for increasing the number of passing places, in the Port Colborne Branch,... 5,000 0 0

£56,300 6 5

Total shewing least cost of Canal...£863,529 4 4

To which was added in my former estimate, for making the Canal 45 feet wide throughout, but now recommended to be postponed for a few years, the sum of.....£31,343 3 0

And other sums now proposed to be omitted, allowing barely sufficient to bring the works into operation,..... 22,477 13 11

£53,820 16 11

Total,.....£917,350 1 3

Agreeing with my estimate of October last, the amount transferred from old works being added thereto—

Again:—

The least sum that the Canal will cost, has been shewn to be..... £863,529 4 4

The amount already expended is,.. 707,322 0 0

The difference,.....£156,207 4 4

is still required, to bring all the new works into full operation, but from this..... £156,207 4 4

is to be taken, the balance of the appropriation still in hand,..... 73,331 2 11

Leaving,..... £82,876 1 5

as the last amount required to be appropriated, in addition to the former grants, to render all the works available on the plan commenced, and on the principle of obtaining Lake Erie as a never-failing source, for the supply of the enlarged navigation, for all future

times. No part of this additional grant, however, will be required this year.

It now remains to be considered what object is to be gained, by adopting the Grand River level for both routes, or rather what very serious impediment is to be overcome, that should induce the abandonment of a plan possessing so many acknowledged advantages, and resorting to a higher level, the sufficiency of which, for the purposes of navigation, 25 years hence, may reasonably be doubted.

The question of suspension would seem to be dependent on the possibility of slides occurring in the banks of the Deep Cut.

Since reporting on this subject, in October, last, I have formed a much more favorable opinion of the complete success of the work. From a careful examination of the facts connected with the past history of the operations, as well as from the success attending them up to this date, and the satisfactory appearance of the work, now that the great load which rested upon the banks, tending to make them slide, has been for the most part removed, I have come to the conclusion that slides are barely possible, but that there is every probability they will not occur.

It has been argued that because slides have happened, they will happen again, but an examination of the facts will be found to lead to a conclusion directly the reverse. Having commenced my engineering career, on the Welland Canal, I recollect having seen more than two thirds of the entire line of the Deep Cut bottomed to the original level, 8 feet lower than the present Lake Erie bottom. The remainder was sunk on an average, about to the surface of the Chippawa, corresponding with the present Lake Erie bottom. The cut then being empty, it is evident that the banks must then have had a far greater tendency to slide than they ever can have had since, or will have again, because the water was not there to act as a counterpoise and to check its movement. It is also evident that when the banks began to slide, they would go further before their acquired motion ceased than would be the case, if the water were remaining in the Canal. Therefore, it may be inferred, that all the parts that would slide at all, have long since come to a state of repose, and this repose is not likely to be disturbed, unless it were attempted to bottom the cut to the original Chippawa level.

It was observed when the slides took place, that the bottom rose and the top sunk, thrusting up the quicksand, and the clay going down to take its place. But in carrying through the Lake Erie level we do not descend within 8 feet of the original bottom, so that we shall still have below the bottom of the new Canal, a thickness of at least 8 feet of clay wedged in there by the force of the slips; and forming, as it were, an inverted arch under the bottom, for the support of the banks.

Another important feature in the present plan, favorable to the success of the work, is the removing of the very steep banks, and reducing the inclination of the slopes, which formerly stood at an angle of 50 degrees with the horizon, to an angle of 26½ degrees, leaving broad berms at the present water surface, and thereby relieving the base of a vast pressure.

In the latter part of the summer of 1843; the sloping of the west bank was commenced—the water drawn out of the cut the next winter, and the following summer (1844,) the sloping of the west side was completed; all the work up to that time having been done by laborers.

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In the summer of 1844, a channel of 12 feet deep was commenced on the west side, with the steam excavator, and the following winter the machine was taken out of the scow, and used as an upland excavator, but after being in operation for about six weeks, it was stopped on account of the difficulty of obtaining drainage. The water was out of the cut all that winter. The 12 feet channel was continued in the spring of 1845, with the dredge, completed that season, passing places made, and the navigation turned to the west side. In October and November of the same year, by direction of Mr. Power, and by way of bringing the success of the operations to a test, a portion of 700 feet of the deepest, and what he considered the most dangerous part of the cut, was excavated to the full depth of the Lake Erie bottom, and 26 feet in width—no indication of slides was observed. The following winter (1845-6), the water leaked out of the Canal through the Lock-gates at Allanburg, and the surface fell to a level with Lake Erie, and so remained all winter. Still no indication of slides was perceptible.

The fracture observed in the bank next spring, (1846), after the breach at Port Robinson had lowered the water suddenly 6 feet, was another place altogether. But since that time no change has taken place where it occurred.

It must be recollected that the sloping on the east side had not yet been commenced, when this trial was made, and that the steep banks on that side were still remaining at the time the water was withdrawn, so that a very severe test has actually been applied, proving the stability of the worst portion of the cut, under very disadvantageous circumstances, for a period of six months.

I feel quite confident, therefore, that the money so far spent upon the endeavour to bring in Lake Erie as a feeder has been well applied. The work, too, is now so far advanced that it will actually cost less to complete the Lake Erie, than the Grand River level, so that on the score of economy, nothing will be gained by a change of plan.

With respect to the present state of the new works, a reference to the 2nd and 3rd pages of the accompanying Estimates, will shew what yet remains to be expended, to bring them all into operation.

The Harbour of Port Maitland is completed—at Port Colborne, the excavation of the Inner Harbour is nearly completed. The Eastern Pier, 500 feet long, is nearly raised full height, and the timber is on the spot, for the West Pier. The whole of the Inner Harbour will be completed by the 1st September next. The Piers of the Outer Harbour remain in the same state as when I last reported, and I am not warranted in doing anything more to them, except for preservation, until a further grant is made, to complete the Harbour, the necessity of which cannot be too strongly urged upon the Government. £11,109 12s. 6d. is required, to complete this Harbour, in addition to the former grants.

At Port Dalhousie, the Piers have been carried out 1,040 feet from shore, and all the cribs have been sunk, in 12 feet water, made by dredging. A channel of 12 feet in depth, and 100 feet in width, has been dredged out, alongside the West Pier. No part of the superstructure has yet been raised, but all the force is now applied in extending the Piers out, into the Lake, as far as the present grant will warrant, in order that the new Harbour may be brought into use, with the least possible delay, if any disaster should happen to the old one (which is not at all improbable) to make it necessary.

In the fall of the year, the entrance to the old Harbour becomes very dangerous, from the greater prevalence of the high winds, and many serious disasters have happened, since I have had charge of the Canal. The old Harbour is, in fact, the worst feature in the present navigation, and the interest of the country demands that the new one should be brought into use, without delay. The amount required, over and above the estimate of Mr. Power, to carry the Piers out to 10 feet water, and to dredge out the channel, and to complete the Harbour up to the first Lock, is £19,000.

Lock No. 1.—The two waste weirs, at No. 1 and No. 2, and the waste weir, at Higgins', on the Thorold level, were finished during the last winter, and a pair of stop-gates built at Port Robinson. Old Lock No. 2, has been cancelled, and a fine broad channel excavated, between the first and second Locks.

At the Deep Cut, a channel, 26 feet in width, bottomed to Lake Erie level, has been carried through two thirds of the way. The 45 feet channel has been excavated half way through, in the deepest and worst part of the Cut, and more than three quarters of the sloping, on the east side, is now done. Altogether, the new works, at the Deep Cut, provided for by the appropriation, are more than three fourths done.

Between Port Robinson and the Junction, the new works are in a very forward state. Sections 17, 18, 21 and 22, are under contract, and nearly completed. Sections 19 and 20 are not under contract, but as the greater portion of the work has been performed, the remainder could be finished the coming winter, if permission were granted me to go on with it, and since the completion of this portion of the Canal, between Port Robinson and the Aqueduct, renders it necessary to draw off the water, it can only be done during the winter, and it ought, therefore, to be completed as soon as possible, in order that the water may be kept constantly in the Canal, for the future, it being necessary, both for the preservation of the banks, and the early opening of the navigation every spring, as well as for milling and manufacturing purposes.

The progress of the works, at the new Aqueduct, has thus far been very satisfactory; all the arches have been turned, the centres removed, and the masonry of the abutments and spandrels, brought up level with the top of the key-stones. A large quantity of ashlar, for the parapets, has been dressed at the quarries, and is now being delivered, and the building going on, at the same time. The masonry of this important structure will be completed this season, and it may be brought into use next spring, if the other parts of the Canal could only be ready in time.

I have felt it imperative, to get on as fast as possible, with the new Aqueduct, because, every day, experience admonishes us, that the wooden one, now in use, on the higher level, is not, by any means, so secure as it ought to be, considering the important service it answers.

Several leaks at one of the abutments, some of them of a serious nature, had to be repaired during the last year. It is well to be provided against the worst that can happen, but I have no doubt of being able to maintain the wooden Aqueduct, until a fair trial of the lower level has been made, and the question as to its effects fully determined.

The Junction Lock has been completed this spring, all to the hanging of the gates.

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Between the Junction and Port Colborne, the work on all the Earth Sections (23 to 26 inclusive) has been suspended since last September, in consequence of the Contractors, Higham and Co., having failed to prosecute it any longer, and not having been permitted to resume it, under a new contract. The work was about three fourths done. Upon Section 27, (the Rock Section) very little of the rock remains to be taken out. The work is in progress, and will be finished this year.

All the materials have been provided and delivered for the Guard Lock, at Port Colborne, and the Contractors are now engaged in preparing the foundation. The Lock can be completed by next spring.

I have only to remark, in concluding my Report, upon the state of the new works, that the draught of water, through the Canal, as navigated by the Port Maitland Branch, is limited to 8½ feet, but upon the completion of the Port Colborne Branch, and the Lake Erie level, it will be increased to 9½ feet, except at times, when the water is very low in Lake Erie. For, although the Locks have been built for 8½ feet water, on the sills, they may be worked up to 9½ feet, without danger or difficulty, and in the ordinary stages of the lake, the Canal itself will have 10 feet water. Every inch of depth afforded, in addition to the present draught of 8½ feet, will correspond with an additional tonnage of 7½ tons, and is of so

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much consequence to vessels, that it will be taken advantage of, without delay. The expense of "lighterage," except for very large vessels, will thus be avoided.

The astonishing increase of trade, upon Lake Erie, for the last few years, would seem to warrant any expenditure necessary to complete this Canal, in the most perfect manner. It appears that the Erie Canal, for some time past, has been worked up to its capacity, and has nearly reached its limit—so that other channels for the trade, must, in the natural cause of things, be brought into use, and none, it is evident, presents so many advantages of position, capacity, efficiency, and cheapness of transit, as this Canal will afford, when fully completed.

Respectfully submitted, for the consideration of the Commissioners.

By, Sir,

Your obedient servant,

(Signed,) SAMUEL KEEFER,  
Engineer W. Canal.

T. A. Begly, Esqr.,  
Sec. Public Works.

STATEMENT shewing the expenditure on Enlargement of Welland Canal, to the 10th May, 1847.

No. 1.

Work Completed.

	£	s.	d.
1 Locks No. 2 to 25, (both inclusive,.....)	255,444	14	5
2 Do. 29, (Port Maitland,).....	16,229	10	11
3 Waste-wears No. 3 to 26, (both inclusive,).....	18,063	0	1
4 Broad Creek Cut,.....	18,711	9	3
5 Enlargement of Feeder,.....	74,847	5	4
6 Opening Back Drains Feeder,.....	2,549	8	6
7 Guard Lock and Swing Bridge at Dunville,.....	1,623	2	8
8 Cut at Chippawa,.....	1,137	18	10
9 Dry Dock St. Catherines,.....	882	18	1
10 Culverts and Bent Bridges,.....	828	19	9
11 Tram Road, Bridge and Dam,.....	677	19	11
12 Enlargement of Little Deep Cut and Canal from Thorold to Allanburgh,.....	4,589	16	6
13 Do. of Canal below St. Catherines, Section 31, and between Locks 4 and 5,.....	4,540	13	1
14 Miscellaneous,.....	5,500	7	9
15 Grand River Towing Path,.....	5,301	9	0
	383,973	13	1
Due,.....	0	8	1
	383,974	1	2

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No. 2.—Unfinished Work under Contract.

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	Paid to 10th May, 1847.			Remaining as per Estimate.			Total Cost.		
	£	s.	d.	£	s.	d.	£	s.	d.
Port Dalhousie, } Dredging, Lighthouse, &c.,.....	10,070	0	0	10,630	0	0	20,700	0	0
“ Colborne, }	9,808	1	0	4,816	0	0	14,624	1	0
“ Maitland, }	17,122	16	0	2,849	17	0	19,972	13	0
Lock-Gates,.....	19,337	17	0	4,859	0	0	24,196	17	0
Lock No. 1, Port Dalhousie,.....	20,791	0	0	1,794	0	0	22,585	0	0
“ 26, Allanburgh,.....	9,250	15	2	1,040	19	0	10,291	14	2
“ 28, Junction,.....	6,844	8	8	1,668	8	10	8,512	17	6
“ 27, Port Colborne,.....	6,642	0	0	9,433	2	6	16,075	2	6
Waste-wear at No. 1, and 2 Flumes at Cement Mill and Higgins,.....	4,334	0	3	904	7	3	5,238	7	6
Floating Tow-path,.....	4,916	0	0	1,110	4	0	6,026	4	0
Aqueduct,.....	25,282	0	0	10,758	1	0	36,040	1	0
Swing Bridges,.....	5,897	7	0	3,518	13	0	9,416	0	0
Enlargement, (Little Deep Cut,).....	792	0	0	120	10	0	912	10	0
Do. Deep Cut, Secs. 15 and 16,.....	27,160	0	0	8,840	0	0	36,000	0	0
Do. Port Robinson to Junction, Secs. 17, 18, 19, 20, 21 and 22,.....	27,375	11	11	3,292	15	0	30,668	6	11
Do. Junction to Ramey's Bend, 23, 24, 25 and 26,.....	24,788	17	10	7,431	12	0	32,220	9	10
Rock Section, 27,.....	35,359	0	0	9,601	13	0	44,960	13	0
Stop Gates, Port Robinson,.....	1,880	12	4	89	17	8	1,970	10	0
Valves and Lifting Screws for Waste-wears,.....	600	0	0	.....	.....	.....	600	0	0
Canal below St. Catherines,.....	2,839	0	0	3,984	6	8	6,823	6	8
Additional Waste-wear at Lock No. 2,.....	682	0	0	350	17	5	1,032	17	5
Miscellaneous,.....	597	14	10	166	15	0	764	9	10
	262,371	2	0	87,260	19	4	349,632	1	4
Less paid by Certificate, and should have been charged to Contingent Account, and now included in that Account,.....	1,393	3	0	.....	.....	.....	1,393	3	0
	260,977	19	0	87,260	19	4	348,238	18	4

	£	s.	d.	£	s.	d.	£	s.	d.
Engineers Establishment,.....	21,189	5	11½	2,531	10	7	23,720	16	6½
Land Damages, &c.,.....	13,570	11	9¾	5,995	3	2¼	19,565	15	0
Contingencies,.....	£7,553	3	0½						
Less,.....	207	13	7						
	£7,345	9	5½	8,738	9	5½	11,977	10	4½
Do. Issued by Certificate,.....	1,393	0	0						
Police Force and Moral Agent,.....	6,638	13	9	671	13	4	7,310	7	1
Military Expenses,.....	2,178	10	9½	208	2	6	2,386	13	3½
	52	15	11	12,645	10	6¼	64,961	2	3½

No. 3.—Work not under Contract, but required to complete the Canal in a proper manner.

	Indispensibly necessary for the safety and welfare of the Canal.			Amount that may be deferred to a future day.			Total Cost.		
	£	s.	d.	£	s.	d.	£	s.	d.
Port Dalhousie,.....	19,000	0	0	4,219	4	3	23,219	4	3
Port Colborne,.....	11,109	12	9	.....	.....	.....	11,109	12	9
Buoy at Tecumseh Reef,.....	120	0	0	.....	.....	.....	120	0	0
Waste-wear at Junction,.....	1,033	0	0	.....	.....	.....	1,033	0	0
Do. Aqueduct,.....	2,057	0	0	.....	.....	.....	2,057	0	0
Guard-Lock at Dunnville,.....	1,970	0	0	.....	.....	.....	1,970	0	0
Composit Rock, Port Robinson,.....	5,000	0	0	.....	.....	.....	5,000	0	0
Guard-Lock at Junction,.....	.....	.....	.....	1,970	0	0	1,970	0	0
Timber for protection of vessels,.....	683	6	8	.....	.....	.....	683	6	8
Raising Feeder banks,.....	.....	.....	.....	1,828	8	0	1,828	8	0
Finishing Canal from St. Catherines to Thorold,.....	.....	.....	.....	2,500	0	0	2,500	0	0
Repairs, Dunnville Dam,.....	1,000	0	0	.....	.....	.....	1,000	0	0
Lock-houses,.....	500	0	0	4,000	0	0	4,500	0	0
Collectors Houses,.....	500	0	0	1,000	0	0	1,500	0	0
Graving Dock, Port Dalhousie,.....	.....	.....	.....	5,710	1	8	5,710	1	8
Cast Iron Covers for Crabs at large Locks,.....	.....	.....	.....	500	0	0	500	0	0
Basin at Gravelly Bay, Sec. 27,.....	2,877	7	0	.....	.....	.....	2,877	7	0
Deepening Cut at Port Robinson into Chippawa Creek, ...	200	0	0	.....	.....	.....	200	0	0
Expenses consequent on granting Water Privileges,.....	250	0	0	750	0	0	1,000	0	0
Lock at Aqueduct,.....	5,000	0	0	.....	.....	.....	5,000	0	0
	51,300	6	5	22,477	13	11	73,778	0	4

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## WELLAND CANAL from Thorold to Port Colborne, to 45 feet bottom.

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	£	s.	d.
From Thorold to Allanburg Lock, Sec. ....	5,400	0	0
Do. do. ....	484	2	0
Deep Cut, Sec. 15 and 16,.....	8,000	0	0
Do. 17 and 18,.....	2,543	14	0
Do. 21 and 22,.....	500	0	0
Do. 19 and 20,.....	5,315	7	0
Do. 23, 24, 25 and 26,.....	14,100	0	0
	36,343	3	0

This expenditure is not immediately necessary, but will be called for in the course of a few years. About £5000 of it laid out on Sections 23 to 26 for increasing the number of passing places, would prove very beneficial.

## ABSTRACT of the Estimates, shewing the total cost of the Work, and Amount expended thereon.

	Amount of Payments.			Amount required to complete.			Total cost according to Estimate.		
	£	s.	d.	£	s.	d.	£	s.	d.
1st. Finished work,.....	383,973	13	1	0	8	1	383,974	1	2
2nd. Unfinished work,.....	260,977	19	0	87,260	19	4	348,238	18	4
Land Damages, Contingencies, Police, Military and Engineering,.....	52,315	11	9½	12,645	10	6½	64,961	2	3½
697,267	3	10	99,906	17	11	797,174	1	9	
Transferred from old Works by "Order in Council,"	10,054	16	2	.....	...	...	10,054	16	2
	707,322	0	0	99,906	17	11	807,228	17	11
3rd. Work not under Contract, required to complete the Canal,.....							73,778	0	4
From Thorold to Port Colborne, to 45 feet bottom,.....							36,343	3	0
							917,350	1	3

(Signed,)

SAMUEL KEEFER,

Engineer, Welland Canal.

WELLAND CANAL OFFICE,  
May, 1847.

## Memorandum :—

Total amount paid to 11th May, 1847,.....	£707,322	0	0
Amount required to complete Contract Work,.....	99,906	17	11
Work not under contract, No. 3,.....	51,300	6	5
Passing Places,.....	5,000	0	0
	£863,529	4	4
Appropriation,.....	780,653	2	11
Amount required above Appropriation,.....	£82,876	1	5



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B.

12th July.

Report of Samuel Keefer, on the Queenston and Grimsby Road.

T. A. BCLEY, ESQR.,  
Sec. Public Works.

WELLAND CANAL OFFICE,  
St. Catherines, 17th June, 1847.

SIR,—I have the honor to submit for the information of the Commissioners of Public Works, the following Report upon the present state of the Queenston and Grimsby Road, together with an Estimate for the completion of that portion of it upon which improvements have been undertaken.

The Queenston and Grimsby Road, 31½ miles in length, extends from Niagara River to the Western boundary of the District, and comprehends the principal portion of the Queenston and Hamilton Road, which was made a Provincial Road by the Act 9 Vict. ch. 37.

A considerable expenditure having taken place upon the Queenston and Grimsby Road, under Trustees appointed under the Act 7 Will. 4 ch. 82, in procuring materials and completing some parts of it, a further grant of £8,000, was made in 1845, towards its completion, the entire cost of which, from the time it came under the Board of Works, was estimated at £24,000,

The whole of the £8,000, has been expended under the superintendence of Francis Hall, Esq., between St. Davids and the west bank of the Jordan Valley, (Twenty-Mile Creek) but the present unsatisfactory state of the road renders it perfectly apparent that too much has been attempted, with the limited means at command.

Since the road was placed under my charge, in January last, I have not been able therefore to do anything more to it, than merely to make some light but indispensable repairs, which have been paid for out of the Tolls.

The road at present is in a very bad state, and demands a large outlay to bring it into proper order.

This is owing, for the most part, to the imperfect manner in which it has been made; but as even the best constructed roads always require considerable annual repair, it is not at all surprising that this road should be found in such a bad condition, when it is considered there was no money to make the needful repairs.

I have recently had a survey, examination, and estimate of this road, made by Mr. Page, Assistant Engineer, from whose Report, I have made the following brief abstract.

The first 3 miles, from Queenston to St. Davids, was once properly macadamized by the Road Trustees, but as little or nothing in the way of repairs has been done to it since, ruts have formed, and the metal bed has worn away very thin. Three inches more of metal should be laid on, and ditching, &c., requires to be done.

From St. Davids to the Ten Mile Creek, (4 miles) the road, generally, speaking is to flat, not sufficiently rounded up in the middle; a very thin bed of metal has been laid, and the use of unscreened gravel, in

lien of broken stones, renders the road, in wetweather, very little better than an ordinary graded road.

The gravel to be seraped off, and the metal bed made of a proper thickness to bear the traffic, embankments made wider, ditches deepened, some parts re-graded, and the road surface formed, and trimmed up properly.

From the Ten Mile Creek to St. Catherines, 2½ mile, the road has been well graded, and although not macadamized, is, from the advantage of its position on the ridge, and from the favorable nature of the soil, superior even to any other part of the road; requires but little repair, and need not be macadamized at present.

Within the Corporation limits of St. Catherines, much was done by the Road Trustees, before the Act of Incorporation was obtained; but by the last Act, 6 Vict. ch. 37, no further expenditure of public money within those limits is contemplated.

From St. Catherines to the east bank of the Jordan Valley, (six miles and nine chains,) the character of the road is similar to that between St. Davids and the Ten Mile Creek, before described; but the state of it was much worse; in many places the metal bed is quite cut through. The embankments at the Fifteen and Sixteen Mile Creeks to be made wider, from slides removed at the hills, ditches opened and made deeper, metal bed made of proper thickness, at least ten inches, and more crowning in the middle; some parts regraded, and more culverts put in, the present discharge being insufficient.

The Estimate for completing the road in a proper manner is as follows:—

From Queenston to St. Catherines:—	
First three miles.....	£852 0 0
4th and 5th miles.....	838 0 0
6th mile.....	547 12 0
7th mile.....	560 0 0
Part of 8th mile.....	133 0 0
From Ten Mile Creek to St. Catherines....	148 16 0
	£3,079 8 0

From St. Catherines to Jordan:—	
1st mile.....	320 11 0
2nd do.....	503 16 0
3rd do.....	430 12 0
4th do.....	229 18 0
5th do.....	321 11 0
6th do.....	435 12 0
35 perches on 7th mile	61 15 0
	£2,303 5 0
	£5,382 13 0

The new road across the Jordan Valley (77 chains in length) has been closed since April last; being rendered impassible by slips from the hill side.

It will be necessary to clear off the timber on the south side, in order to expose the road to the insfluence of the sun, and to create a sod as a protection to the slopes. The road was made too narrow in the first places and the slopes too steep, but the proper width may now be obtained by cutting hard into the projecting points, and carrying the earth both ways to the embankments, by which means a much better line can be obtained, and the danger from slips avoided.

To carry this plan into effect, it will be necessary to excavate 5,000 cubic yards on the east-side, and

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about 12,000 cubic yards on the west side of the Valley, and to put in more culverts.

The estimate for this work is as follows:—

Grading excavation, 17,000 cub. yards @ 8d.....	£566	13	4
Clearing and chopping, 10 acres, @ 80s.....	40	0	0
Eight Culverts @ 100s.....	40	0	0
Macadamizing 304 perches @ 36s.....	547	4	0
Land Damages 20 acres, @ £15.....	300	0	0
	£1,493	17	4

It appears that no Land Damages have been paid, and there are some outstanding claims for land and other damages against the late Road Trustees, a list of which has been furnished to the Commissioners of Public Works by Mr. Hall, amounting to £236 13s. 9d. and which, he states, were to be paid out of the Tolls; but they still remain unpaid.

I have also obtained from Mr. Hall, a statement of the liabilities incurred by sundry agreements which he had made for strengthening weak parts of the road with broken stones, and gravelling other parts, amounting to £648 6s. 6d. payment for which was to have been made from the Tolls, by quarterly instalments.

The entire cost of completing the road between Queenston and the West bank, of the Jordan Valley, 17½ miles, so as to finish in a proper manner what has been begun, will therefore be as follows:—

From Queenston to St. Catherines,.....	£3,079	8	0
St. Catherines to Jordan,.....	2,303	5	0
New Road across Jordan Valley,.....	1,493	17	4
Total for Works,.....	£6,876	10	4

Outstanding claims against old Road Trust, furnished by Mr. Hall,.....	£236	13	9
Liabilities incurred in agreements made by Mr. Hall, since completion of original Contract, for Repairs of Road &c.....	648	6	6
	885	0	3

3 Toll Houses, at £50,.....	150	0	0
Superintendence,.....	350	0	0

Total,..... £8,261 10 7

All of which is respectfully submitted for the consideration of the Commissioners, by

Your obedient servant,

(Signed,) SAMUEL KEEFER,  
Engr. W. Canal,

Thomas A. Begley, Esq.,  
Secretary Dept. Public Works.

C.

Report of J. B. Mills, on Willimasburg Canals.

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MATILDA, 15th June, 1847.

SIR,—In reporting upon the Williamsburg Canals, I conclude, from their advanced state, that little more need be said than to shew their present state of progress, the amount yet to be expended (reference being had to the General Estimate of the cost of the said Works, November, 1845,) also to shew when they will be completed and opened to the trade. It may be well to premise that, as the water of the channel of the River St. Lawrence, opposite to the Williamsburg Canals, is comparatively smooth and deep, the same being safe and good for any craft that can navigate the river, said Canals were introduced for the ascending trade only; therefore, they are 30 feet narrower than the Lachine, Beauharnois and Cornwall Canals, while the Locks of the Williamsburg Canals, are of the same dimensions as those of the Lachine and Beauharnois Canals.

In order to a more ready apprehension of the existing state of the Canals, I beg to refer to them distinctly.

*The Galops Canal.*

This Canal is 2<sup>28</sup>/<sub>100</sub> miles long, having a Guard and a Lift Lock, overcoming a descent of 6' 8½". It was opened to the trade, in November last, and has since, been in constant use, except during the past winter; affording great and satisfactory facility to the trade. Though in use, it is not completed, there being small portions of several descriptions of work yet to be performed. For the expense of this, and for what is required for its completion, see Tabular Statement herewith.

*Point Iroquois Canal.*

This Canal is, 2<sup>98</sup>/<sub>100</sub> miles in length, having a Lock of 5'-6¾" lift. It has no Guard Lock, of which circumstance I shall have to speak hereafter. This work is near completion, and with good success, with existing means, I presume it may be opened to the trade on or before the 1st September next. See Tabular Statement herewith.

*Rapide Plat Canal.*

This Canal is 3¾ miles in length, having a Guard and a Lift Lock, overcoming an elevation of 11½ feet; this work is also near completion, and with successful use of existing forces, it is thought, may be open to the trade on or before the 1st September next. See Statement herewith.

*Farran's Point Canal.*

This Canal is <sup>85</sup>/<sub>100</sub> mile in length, having a Lift lock, overcoming 3½ feet. It has no Guard Lock. We confidently expect to open this Canal to the trade, in the present month, June. See Statement herewith.

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## STATEMENT.

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	Cost of work per general esti- mate of No- vember, 1845.	Amount of work done in May, 1847.	Amount in hands, of esti- mate of No- vember, 1845.	Sundry defi- ciencies in es- timate of No- vember, 1845.	Estimated amount of work to be done from May, 1847.	Drawback unpaid.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Galops Canal,.....	52,169 17 5 <sup>3</sup>	48,457 17 3 <sup>3</sup>	4,597 14 6	885 14 4	1,861 15 5	189 0 0
Point Iroquois,.....	47,749 16 6 <sup>3</sup>	45,502 11 2 <sup>3</sup>	2,780 7 5 <sup>3</sup>	533 2 1 <sup>3</sup>	5,025 10 2 <sup>3</sup>	1,519 0 0
Rapide Plat,.....	78,990 12 4 <sup>3</sup>	73,272 5 9	6,598 11 10 <sup>3</sup>	880 5 3	2,607 4 1 <sup>3</sup>	1,150 0 0
Farran's Point,.....	35,610 14 1 <sup>3</sup>	33,889 9 8	1,721 4 5 <sup>3</sup>	.....	865 17 1 <sup>3</sup>	283 0 0
	214,521 0 6 <sup>3</sup>	201,122 3 11 <sup>3</sup>	15,697 18 4	2,299 1 8 <sup>3</sup>	10,360 6 10 <sup>3</sup>	3,141 0 0
Roads, Bridges, and alterations of High- ways,.....	613 14 0 <sup>3</sup>	613 14 0 <sup>3</sup>	.....	.....	.....	.....
Removing Coffor Dams,.....	3,056 0 0	764 0 0	.....	.....	2,292 0 0	.....

There are certain works not under contract but which are required in order to complete the Canals—Also, works required, in order to carry out the views and assurances of the Government, entertained and made so long ago as the first Report of the "Commissioners for the Improvement of the navigation of the River St. Lawrence" in December 1833.

*First*,—In order to the completion of these works, their maintenance and use, Guard Locks or Gates are necessary near the upper termini of the same respectively. In the outset a Guard Lock was ordered upon the Galops and Rapide Plat Canals; at the same it was concluded not to construct them upon the Point Iroquois and Farran's Point Canals, upon further reflection, in view of the great expense of the St. Lawrence Canals. From the importance of placing the commerce of the Country beyond the contingencies of disaster, as far as possible, it is now proposed to make said Guard Locks; the prominent reasons for which are,—First, to control the water, suddenly, when necessary, for preventing damage so far as human foresight can do, and for repairing any derangement of the work between the upper terminus and the Lift Lock of any of the Canals. The alternatives of these circumstances are of serious import, involving, possibly, the loss of the use of the Canal for an indefinite period, and a large expenditure in repair, which otherwise might not occur. And secondly, to clear out, from time to time, as will be necessary, the deposit which will be made in the Canal, from the abrasion of the banks and other causes.

The estimated expense of Guard Gates, as proposed by my plan returned to the Board of Works, Feb. 21, 1845, is £3,147 1s. Od. each; two pair equal to £6,294 2s. Od.

*Secondly*,—*Inner slope or protection walling* for preventing the abrasion of the banks of the Canal, by the action of water disturbed by wind, or agitated by the rapid passing of Boats. Also, for counteracting the derangement of the banks, by the action of frost. That said protection from the effects of the above named agencies, is necessary in order to the maintenance and use of the Canals, is obvious to every one acquainted with Canals in this country, and has been particularly remarked as to the effects of the latter cause upon the banks this last spring, to which it is presumed the Chief Commissioner can testify, from observations made upon a recent visit to the works referred to. The said protection is earnestly recommended to the Department for immediate action, and though at the outset it is, apparently, an expensive expedient, on the whole, it is believed, to be the cheaper one. According to document No. 2 of my Report, of the 28th of October, 1846, the description of protection referred to, for the Williamsburg Canals, will cost £24 16s. 8d.

*Thirdly*,—In the first Report of the Commissioners referred to, in December, 1833, the advantages to be derived from hydraulic works by the inhabitants, upon the completion of these Canals, were urged. Since that time (during 14 years) those advantages have been constantly looked forward to by the extensive communities adjacent to these Canals, from the assurances made by the Government, and it seems a species of breach in arrangement that the Government should leave so formidable an obstacle in the way of the enjoyment of the proposed benefits, as the non-construction of the flumes past the respective Locks.

I beg to state several reasons for the immediate and permanent construction of the said flumes by the Government.

*First*,—The mill flumes being built, the water and the mill-sites would be leased at a rate producing an annual income, so much in advance, as more than equal to pay the interest upon the cost of the flumes; and further they will be made, once for all, placing the derangement of the grounds opposite the Locks beyond a contingency.

*Secondly*,—Unless the Government construct the mill-flumes, the time is far distant when the mill-sites and water will be leased. If these flumes are to be built by the lessees, according to the views of the Government, in order to accommodate the neighbouring communities, there are, in truth, comparatively few persons in the Province, competent to proceed with, or possess them. I would, accordingly, recommend the construction of the flumes, at all the sites, except the Galops (which is already disposed of, and out of the hands of the Government.) The three referred to, will cost as follows:—

Point Iroquois,.....	£743 5 11 <sup>3</sup>
Rapide Plat,.....	743 5 11 <sup>3</sup>
Farran's Point,.....	819 9 11 <sup>3</sup>
	<u>£2,306 1 10<sup>3</sup></u>

*Fourthly*,—When the water of the St. Lawrence is at its lowest point, it has been observed; that some clearing or dredging of the channel, near Chimney Island, (immediately below Prescott,) is necessary, which, I think, can be accomplished for from £750 to £1,000.

I have the honor to remain,

Sir,

Your obedient servant,

(Signed,

J. B. MILLS:

The Hon. W. B. Robinson,  
Chief Com. Public Works.



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Summary of the cost of the Works required to complete the Williamsburg Canals, not under contract.

1st. Guard Gates, Point Iroquois, ..	£3,147	1	0
Do. do. Farren's Point,	3,147	1	0
2nd. Inner Slope, or Protecting Wall, .....	24,616	16	8
3rd. Mill Flumes, .....	2,306	1	10½
4th. Dredging near Chimney Island, .....	1,000	0	0
	£34,217	0	6½

D.

Report of T. C. Keefer, on Ottawa and other Works.

BYTOWN, June 1st, 1847.

SIR,—In reporting generally upon the Works under my charge on the Ottawa, I will first notice the completed and authorized Works, and next "Proposed Works."

Of the completed Works, the first are,

*Slides and River Works.*

Chaudière Slides at Bytown, commenced October, 1845, opened May, 1846; cost to that time, £4,639 7s. 10½d. Receipts from Slide dues for the season of 1846, £1,838 15s. 0d. Improvement of Little Chaudière Rapids, and channels above and below in connexion with the Slides, addition to Slide, &c. £790 8s. 1½d. making total cost of Works to present date, £5,429 16s.

Chats Slide, (35 miles above Bytown,) commenced October, 1845, opened April, 1846; cost to that time, £4,611 5s. Receipts from Slide dues for the season of 1846, £3,123 17s. 6d. Improvement of Chats Rapids, and channel leading to Slide, £279 10s. 4½. making total cost of Works to present date, £4,890 15s. 4½d.

The above Works had not been commenced at the time I assumed the charge of the Ottawa Works; but the following had been constructed in the years 1843 and 44, but were incomplete, and not efficient at the time of my arrival.

Improvement of Works on Madawaska River; commenced October, 1845. Slide opened March, 1846; expenditure in that period, £4,270 11s. 10½d. and on New River Works below Calabogie Lake, £473 0s. 6d. making, £4,743 12s. 4½d.; Receipts from Slide dues for the season of 1846, £501 2s. 6d. Improvement of "Barrett's Chute," and additional work at High Falls, £245 11s. 6d. making total expenditure on Madawaska, from October, 1845, to present date, £4,989 3s. 10½d.

Improvement of Works at Calumet and Mountain; commenced October, 1845, suspended April, 1846, expenditure in that period, £2,677 11s. 10d. Receipts from Slide dues for the season of 1846, £1,509 Deepening entrance Canal, blasting in Rapids below the Slides, additional bulk head, &c. £840 7s. 11½d. making total expenditure upon these Works from October 1845, to June 1st, 1847, £3,517 19s. 9½d.

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Improvements of Works at the Joachim Rapids, (150 miles above Bytown,) commenced November, 1846, suspended May, 1847, expenditure to this time, £1,232 12s. 7d. Timber is now passing through these Works for the first time. Probable annual revenue, £250. Until the timber has passed, it cannot be known whether any further improvements will be required at this place.

From the foregoing it will be seen that the sum of £9,739 16s. 3d. has been expended on the Madawaska—the Calumet and Mountain and Joachim—and if £473 0s. 6d. be deducted for new works on Madawaska, there yet remains over £9,000, which has been expended to make these Works efficient. No provision was made for this expenditure in the winter of '44 and '45; because these works were supposed to be completed, until their insufficiency was proved in the spring of 1845. The appropriation which included the amount intended for Roads was general, for Ottawa Slides, and Roads connected therewith; When therefore it was ascertained, in July, 1845, that none of the Government Slides on the Ottawa could pass timber; that large amounts of timber had been detained by the failure of the Madawaska Works, and that lumber-men had been obliged to "put through" the Chutes at the Calumet and Joachim, it was naturally enough, determined upon, to complete these Works, on which upwards of £20,000, had already been expended. These demands have exhausted the appropriations, and left nothing for roads.

*Roads.*

*Bytown and L'Original Road.*—For this work there was a special appropriation of £5,939, and it therefore has not been affected by the expenditure on the Slides. This road was placed under my Superintendence in October, 1845; it had been previously surveyed by Mr. West. Upon examining the route as marked out by Mr. West, I found it necessary to advise the Board to abandon that line, and seek another in a direction I pointed out. On the 8th of June, 1846, instructions were sent me to lose no time in laying out the line, as recommended by me, between Green's Creek and Hattfield; this was done, and that portion of the work reported ready for contract in August, 1846. This route has since its survey, received the sanction of the Ottawa District Council; but a claim, made by some parties (living upon the route surveyed by Mr. West, and based on the wording of the grant,) has hitherto delayed the prosecution of the work. The only completed work in connection with this road, is the Bridge over the westerly channel of the Rideau River, which was constructed last summer at a cost of £300; this bridge has been exposed in the last month, to one of the highest freshets known on the Rideau, without receiving any injury. No provision has been made for raising the approaches to this bridge; the land on either side being low, is overflowed in the spring, at which time the bridge is impassable.

The cost of Surveys charged upon this road are:

Survey of Front Road, by Mr. West,	£151	11	9
Examination of Hull and Grenville Road, by Mr. West, .....	14	0	0
Survey of new route, Green's Creek to Hattfield, .....	76	10	0
Total cost of Surveys, .....	242	1	9
And, adding cost of Rideau Bridge, ...	300	0	0

Shews a total expenditure of £542 1s. 9d., leaving a balance of the appropriation, amounting to £5,396 18s. 3d.

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The timber for the Bridge over the South Nation River at Hattfield, and also for a Bridge over the Aux Atocas Creek, (between Hattfield and L'Original,) has been contracted for; these Works are on the undisputed portion of the route.

*Bytown and Pembroke Road.*—This road, together with the Portage Roads from Portage du Fort to the head of the Calumet, the portage at the Culbute and Islettes Rapids, Allumette Island, and the portage at the "Joachim Rapids", were embraced in the general appropriation for Ottawa Works. The following are the amounts proposed to be expended upon each, as detailed in the Supplementary Report of the Chairman of the Board of Works, February 3rd, 1845.

Bytown and Pembroke Road, length 85 miles,.....	£6,140	0	0
Portage du Fort to head of Calumet (say 10 miles.).....	1,500	0	0
Portage Road at the Culbute and Islettes,.....	200	0	0
Portage Road at the Joachim Rapids,.....	120	0	0

The Bytown and Pembroke Road has been surveyed, at a cost of £160, and the timber for the bridges over the Madawaska and Boncher Rivers, has been contracted for. If the expenditures made last winter at the Calumet and Joachim, be (as was understood), charged against the Slide Tolls, there will be a sufficient balance of the appropriation to complete these bridges. The appropriation of £6,140 is insufficient to complete a road of this length; about £4,000, additional, would be required to turnpike it throughout; but, as will be seen from my Report and Estimate of the 23rd October last, the road could be cut out and cleared, bridged, and culverts constructed, for the amount of the grant. This would make an excellent winter road, for which purpose it would be chiefly used for some time to come, and the increase of settlement along the line, which would follow the construction of this winter road, would, in my opinion, be sufficient in a short time to keep it open throughout as a summer one. The other Portage Roads have not been examined by me; but from Mr. Nagle's detailed Report on these works, (August, 1845,) I consider the amount proposed will be, collectively, sufficient; the Joachim will cost more, and the Culbute less.

*Proposed Works.*

The timber navigation of the Ottawa River may be considered complete, as cribs can now pass without rerafting from Lake Temiskemang, (300 miles above Bytown) to Quebec. With the exception of some slight additions, and the ordinary annual repairs, nothing further is required at the points improved by the Government. At Portage du Fort, the only rapid which requires a Slide, and not before mentioned, timber is passed by means of old Slides, built by private parties, during the high water season; in low water this Slide and the channel in which it is constructed are not navigable; at this season, however, the lumbermen are able (with much difficulty and danger) to run the Chutes between the Islands. As lumbering is extended higher up, a majority of the rafts will arrive here in low water, and experience much detention; and as it is desirable (in order to enable rafts, got out in the higher district, to reach the market the same season) that the time of transit at each of those places should be reduced to a minimum, I would suggest an examination of the islands and channels at this place, for a more safe and speedy channel, and one available at all pitches of water.

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Any addition to the Works on the Madawaska, will depend upon the plan to be adopted by the Government for their management.

For the protection of these Works a strong retaining boom at the smooth water above them, near the Chain Rapids, should be constructed in such a situation, and of sufficient strength, as would enable it to retain all the timber which could be expected in one "drive", and the quantity let down through the Works, within a given time, out of this boom, be by some means controlled.

It has been proposed to extend the Madawaska improvements higher up, and to take the private works off the hands of the lumbermen. It may be desirable to extend these works far enough, to enable the upper timber to arrive in Quebec, in the same season. This point, (which would be about 10 miles higher up,) would embrace the chief difficulties. The great timber district, of which this river is the outlet, may be sufficient inducement for this extension; a minute examination and estimate, is first required.

*Roads.*

The exploration of a route of road (in continuation of the main river route,) from Pembroke, by Amable du Fond River and thence by Lake Nipissing and French River, to Lake Huron, is a subject which deserves the attention of Government.

Also, the exploration of two or three routes connecting the timber country on the south side of the Ottawa with the rear of the districts on Lake Ontario, would be, if followed by their construction, of the first importance both to the lumber trade, and the farmer of the back settlements; by reducing the cost of supplies to the former, and opening a ready, home, cash market for the latter.

Transportation from Bytown to the Red Pine District of the Upper Ottawa, costs at present from 10s. to 15 per cwt. or from 20s to 30s per barrel on flour, and 30s to 45s on pork. I have seen £10 per ton paid for hay, 6s. per bushel for oats, and the same for potatoes, at Kiminiskeek Lake, on the Madawaska.

With respect to opening a communication to Lake Huron, it appears that the transportation and duties alone, on a barrel of pork, brought from Cleveland *via* Kingston and Bytown, and thence teamed upon snow to Amable du Fond River, amounts to 65s. per barrel, or more than the average cost of pork in Cleveland. Now (according to Bouchette's new Map,) this point is not over 100 miles from the mouth of French River on Lake Huron. If a depôt were established at Lake Huron, it would appear, that (after allowing 25 per cent for deviation in getting a route,) pork coming from the Western States could be supplied by the Lake Nipissing route cheaper than at present rates. Lumbering is now carried on immediately about Lake Nipissing.

With regard to roads to the rear of the Ontario districts, the higher prices paid for farming produce, of every description, with the employment afforded for themselves and their teams in transporting supplies and hauling timber in the winter season, are sufficient reasons why the settlers of the back Townships of those Districts should prefer the Ottawa market; some enterprising lumbermen on the Upper Madawaska have penetrated the Townships in the rear of Victoria District by winter roads, and have thereby received supplies in their shanties, at Bytown prices.

The importance of the Portage Roads upon the Ottawa River being recognized by the appropriation

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of '44 and '45, they are to be considered as authorized rather than proposed, Works; but as they have not been commenced, the necessity for their construction may be noticed. It costs at present 1s. 6d. per cwt. for transportation over the present Portage of 7 miles from Portage du Fort to the head of the Calumet; this charge, being 3s. per barrel on flour, 4s. 6d. on pork, and 30s. per ton generally, would be reduced one half by the construction of a good road; and the amount saved annually, upon the 500 tons transported, would be 25 per cent of the cost of this improvement. Another important benefit which would surely follow the improvement of these portages, and the construction of the Bytown and Pembroke Road, is, that a steamer would be placed above the Calumet, from whence she

could run 42 miles to the Islettes Rapids) at Allumette Island) and another, on the upper Allumette Lake, running from Pembroke to the Joachim (50 miles,) and meeting the Calumet boat at the head of the Culbute and Islettes Portages. At present all business by the river above the Calumet is carried on in canoes, a mode of transportation so expensive that it is only resorted to when unavoidable; those lumbermen, who are able preferring to send their supplies by snow the winter previous; thus being obliged to make their purchases about 9 months in advance.

To estimate correctly the value of any proposed improvements on the Ottawa, the extent of the timber trade on this river should be considered.

STATEMENT of amount of Timber manufactured above the Chaudière Falls at Bytown, upon the Ottawa River and its tributaries, for the season of 1846, with the supplies required for its manufacture.

Timber of all kinds.	Men employed.	Horse teams.	Yokes of Oxen.	Barrels of Pork.
	7,200	2,880	720	18,000
18,000,000 c. feet.	Barrels of Flour.	Tons of Hay	Bushels of Oats.	Chests Tea.
	19,800	7,200	300,000	1,800

Besides Clothing, Tobacco, &c.

Estimating this timber at the low prices of 9d. for red pine and 5d. for white, and the average for oak and elm, the value delivered in Quebec would be £500,000. Of the above 18 millions, 10½ millions are white pine, 6½ millions red pine, and the remainder oak, elm, &c.

The estimate for men and supplies is taken from that for the red pine trade; a large portion of the white pine being nearer, was probably got out cheaper; but the cost of white pine is very irregular, and there is no other means of forming an estimate.

In addition to the above, 9,000,000 of cubic feet, (chiefly white pine) were manufactured for the season of 1846, upon the Ottawa and its tributaries, below the Chaudière Falls at Bytown; but I have confined the statement to the timber country above Bytown as being more connected with the Government works; (there are no slides below Bytown.)

Of the foregoing 27 millions, the product of the Ottawa River and its branches; about 4 millions did not reach the market, on account of low water and low prices.

The average product of the Ottawa may be taken at about two-thirds of the extraordinary amount in 1846.

The question of the duration of the Ottawa Timber Trade is of the last importance, as upon it the propriety of any expenditure for the benefit of this Trade, and also the extent of the expenditure will depend.

It is to be regretted that there is so little statistical information upon the early history of the trade; in my general Report I have entered as fully upon this question as the nature and extent of my information, upon a subject so speculative, will admit of. It is the opinion of those I consider the best judges, that no diminution need take place in the present annual average supply of timber from the Ottawa for the next fifty years to come. The Boncher (a branch of the Ottawa) has been lumbered upon upwards of 30 years, yet the average amount of timber sent out annually, from that river for the last five years has been about 1,000,000 c. feet, chiefly red pine. This is probably greater than the average of any preceding five years.

An important fact bearing upon this question, is that none of the old limits have been surrendered to the Government as exhausted; all are still held and worked upon.

The experience of last year has shown that any required quantity of white pine can be furnished when the price warrants; this timber is chiefly in the agricultural districts, the whole population of which can, when necessary, be turned upon its manufacture. On the other hand, the supply of red pine must for the present be comparatively restricted, not from the want of timber but of communications. This timber grows upon Norway Plains, as they are called, which lie a great distance from market, and are considered barren; as there are no roads but those formed by the ice and snow, supplies do not reach the shanties until the 1st of January, and, as the small streams are the first to break up, for want of bridges to get over these, the teams employed in hauling are obliged to leave the shanties on their return home about the middle of March, nearly a month sooner than would be otherwise necessary, and always to the great inconvenience of the lumberer: thus limiting the time of working to about two and half months in the year. It is known that there is a large amount of good land in what is called the "Huron and Ottawa Tract" and it is also known that there is an almost inexhaustible supply of timber adjoining and in this tract, on the south side of the Ottawa.

The completion of the Slide navigation of the main river enables each lumberman to go higher up on the branches, and extend his hauling distance as he can now be sure of reaching the market when he gets on the main river. The lumbermen will therefore penetrate this Huron and Ottawa Tract still further, and if a communication be opened through it, it will become the means by which the immigrant and settler can approach it, while the high prices and the cash market which the lumber trade afford will be the inducement for them to go there.

I have the honour to be Sir,  
your obedient servant,

THOS. C. KEEFER,  
Engr. Ottawa Works.

Thos. A. Begly, Esq.,  
Secretary Public Works, Montreal.

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STATEMENT of Total Amounts expended on each of the undermentioned Ottawa Works, under my superintendence, from October, 1845; to 1st June, 1847.

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Date of commencement.	Work.				Total.		
		£	s.	d.	£	s.	d.
1845.	<i>Slides and River Works.</i>						
October.	Chaudière Slides, Bytown,.....	5429	16	0			
"	Chats, do. do. ....	4890	15	4½			
"	Madawaska River (below High Falls),.....	473	0	6			
"	High Falls, Ragged Chute,.....	4516	3	4½			
"	Mountain Slide and Boom,.....	1237	9	4½			
"	Calumet Slides,.....	2280	10	5			
Dec., 1846.	Joachim Slides,.....	1232	12	7	20060	7	7½
	<i>Roads and Surveys.</i>						
	Bytown and Pembroke Road,.....	262	0	1			
	Smith's Falls, Perth and Boncher,.....	60	0	0	322	0	1½
	Contingencies, including Pay List of Establishment, stationery, printing, &c., (including £90 ls. for blasting, repairing bridge, &c.),.....	2336	15	2½	2336	15	2½
	Old Works, (old accounts and repairs of old Works),.....				638	10	11½
					23357	13	11
	Bytown and L'Original Road, Surveys of old Front Road,...	151	11	9			
	" Hull and Grenville,	14	0	0			
	" New Route,.....	76	10	0			
	Rideau Bridge,.....	300	0	0	542	1	9
					£542	1	9

Bytown, 1st June, 1847.

(Signed,)

THOS. C. KEEFER,  
Engineer, Ottawa Works.

E.

*Report of A. Barrett, on Lachine Canal.*

MONTREAL, 4th June, 1847.

SIR,—I have the honor to submit, for the information of the Department of Public Works, an estimate, on which is exhibited, "The total cost" of enlarging the Lachine Canal, "The amount of work done" already, and "The amount remaining to be done," to complete the whole, embracing the cost applicable to the preparations necessary for furnishing the supply of water for the mill privileges sold, and guaranteed to the several lessees of the Lots, and to report briefly on the state of the work.

Most of the excavation work is now done, so as to admit vessels drawing 9 feet of water, and the Locks are, with one exception, in that state of forwardness, that they may readily be brought into use, on the water being drawn out of the Canal in the summer. The greater part of the excavation remaining to be done, between Montreal and Lachine, is upon the rock sections near Lachine, embraced in the contract of Messrs Chamberlain, Walker & Co. This portion of excavation was resumed last fall, at the close of the navigation, and it was intended to complete the whole by the 1st May, of this year, or on the opening of the navigation. The contractors commenced with a good force, and pushed forward

with such zeal, as to induce the belief that the whole rock in the bottom would be taken out. But this desirable end was defeated by the cold and long protracted winter, the ice and snow becoming of so great depth as to limit, or prevent progress; the excavation being all in the bottom, and below the level of the old Canal, rendered it more difficult. A channel was, however, effected throughout, of 25 feet wide, in the narrowest parts, to bottom, while a large portion of this part of the Canal is cut full width (100 feet.)

The whole sections are now in a condition to be completed, very early after the water shall have been drawn out of the Canal, during the summer suspension.

The two main obstacles in the way of the passing of vessels, are, the Lachine Basin, and the River Lock and Basin No. 1, in Montreal.

In the Basin at the upper entrance, there remains to be excavated about 10,000 cubic yards of rock. In order to approach this excavation, most successfully, the drainage through the sections below, is important; and this, it is believed, may be effected through the present channel, opened out, even at its narrowest place, and which will at once be enlarged, on the unwatering of the Canal, making it daily, as the work advances, still more effective.

It is not the intention to rely entirely on the drainage below, through the sections, but to build, wherever

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necessary, Coffers-dams, and pump the water, so that the rock may be taken out to a suitable depth without delay. The contractors are notified to be in readiness for efficient operations, the moment the Canal is unwatered, which, it is supposed, will be done on the 1st day of August. The superstructure on the piers will be carried forward as fast as possible, previously to the other operations; but this, if not completed, will not prevent the Basins being navigated successfully.

At Montreal, Lock No. 1, or River Lock, (mem. Harvey & Hewison, Contractors,) is in a good state of forwardness, the foundations being laid, and the walls raised 8 feet high in the lowest part, and much of the Lock Wall is above this height. All the difficult portions of the work are done, and the remainder will be rapidly done, when the laying shall be resumed.

Principally all the materials are provided, and on the ground near the site of the Lock, in readiness for an efficient operation.

The water in the St. Lawrence has continued at a much higher level this year, than for many years past, by which one month or more has been lost in resuming the mason work. The Contractors are now placing their steam engine, which will be ready in a few days, to begin the unwatering of the pit.

I have the satisfaction to state, that since the passing of the first vessel through the Canal, which was on the 5th of May, the Canal has not been subject to any breaks, and has generally been in good working order.

By the accompanying Schedule it will be seen, that the total cost of the Work, not including contingencies, will be.....£256,042 11 3¼  
Contingencies..... 20,123 7 0

Total, not including land damages and cost of lands, or Mill expenses.....	276,165 18 3¼
There has been work done, to 1st day of May, 1847.....	234,010 14 7½
Leaving work to be done.....	£42,155 3 8

In addition to this there is estimated for the necessary expense to provide for the supply of water at the several mill lots which have been leased, not included in original estimate.....	6,821 4 10
	£48,976 8 6
On which addition work has been done to the amount of.....	1,578 13 1½
Total work now remaining to be done on 1st May, 1847.....	47,397 15 4½
THEREFORE.—Cost of Canal.....	£276,165 18 3¼
Aid for Mill purposes.....	6,821 4 10
Total cost.....	£282,987 3 1¼
Appropriation .....	267,693 0 0
Exceeds appropriation by.....	£15,294 3 1¼

During this spring there has been laid at Basin No. 2 about 19,800 feet superficial area of permanent wharves, and a large amount of excavation done to render the approach to them convenient. This expenditure, with a little attention, which has been given to the roads on the Canal property, has greatly added to the convenience of the forwarding communities.

I have the honor, &c.

(Signed,)

A. BARRETT,

Engineer.

T. A. Begly, Esq.,

Sec. Public Works, Montreal.

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LACHINE CANAL ENLARGEMENT.

ABSTRACT of total cost of Work done, and remaining to be done on the 1st day of May, 1847, at Contract prices. Works under Contract and provided for by Appropriation.

WORKS.	TOTAL OF CONTRACTS.															
	Total cost.				Value of work done.				Value remaining.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Basin and Pier, .....	28,505	9	0	18,729	15	0	9,775	14	9							
Lock, No. 1, .....	10,812	10	2½	10,740	1	2½	72	9	0							
Section, No. 1, .....	10,835	4	7	9,855	3	4	880	1	3							
Section, No. 2, .....	9,006	14	11	8,039	4	2	967	10	9							
Division, No. 1, of Section 3, .....	3,412	0	1½	3,365	8	7½	46	11	6							
Division, No. 2, of Section 3, .....	3,558	1	0½	3,516	17	4½	41	3	8							
Section, No. 4, .....	14,674	1	7	14,594	18	5½	79	3	1½							
Section, No. 5, .....	8,122	19	2½	7,360	11	5	762	7	9½							
Section, No. 7, .....	7,332	7	6½	7,058	11	1½	273	16	5							
Lock, No. 2, .....	10,070	7	11½	9,621	6	2½	449	1	9							
Lock, No. 3, .....	8,296	4	9½	8,281	13	11½	14	10	10							
Côte St. Paul Bridge, .....	2,710	15	0½	2,692	4	9½	18	10	3½							
Section, No. 8, .....	4,811	4	2	4,730	15	10	80	8	4							
Culvert on Section 9, .....	1,412	4	7	1,386	11	7	25	13	0							
Section, No. 9, .....	2,596	18	6	1,694	13	6	902	5	0							
Section, No. 10, .....	19,893	16	7½	19,893	16	7½										
Lock, No. 4, .....	19,850	17	9	19,850	17	9										
Intermediate and Bridge Walls, .....	4,207	6	1	4,207	6	1										
Open Sheds, .....	1,991	4	10	1,991	4	10										
Division, No. 1, of Section 6, .....	2,193	5	11	1,751	13	11	440	12	0							
Division, No. 2, of Section 6, .....	3,286	8	4½	2,254	10	4½	931	18	0							
Division, No. 3, of Section 6, .....	2,872	12	0½	1,220	4	0½	1,652	8	0							
Division, No. 4, of Section 6, .....	1,620	0	7½	1,620	0	7½										
Côte St. Paul Culvert, .....	1,870	6	5	1,870	6	5										
Waste-ways, Sections 7 and 8, .....	1,365	1	9½	1,032	1	9½	333	0	0							
Section, No. 11, .....	19,008	7	3	12,273	11	11	6,734	15	4							
Lock, No. 5, .....	32,378	8	0½	22,600	13	6½	9,677	14	6							
				Total value.				Value done.				Value remaining.				
				£	s.	d.	£	s.	d.	£	s.	d.				
				62,571	19	7½	50,829	12	4½	11,742	7	3				
				18,232	2	7½	18,111	15	10	120	6	9½				
				36,532	14	6½	35,014	7	5½	1,518	7	1				
				6,223	8	9	6,057	7	5	166	1	4				
				2,596	18	6	1,694	13	6	902	5	0				
				45,943	5	3½	45,943	5	3½							
				2,193	5	11	1,751	13	11	440	12	0				
				6,159	0	5½	3,574	14	5½	2,584	6	0				
				4,855	8	10½	4,522	8	10½	333	0	0				
				51,289	15	3½	31,574	5	5½	16,412	9	10				

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Bridge Abutments, Sections 8 and 10, .....	5,697	6	1½	5,697	5	1½																
Dock Walls, Section 10, in front of Gilmore, .....	963	19	10	615	17	9½	348	2	1½													
St. Pierre Culvert, .....	2,859	9	7	1,354	9	1	1,505	0	6													
Woodwork of Bridges, .....	2,689	5	0	2,301	0	0	388	5	0													
Lock Gates, (New Locks), .....	6,212	0	0	4,517	19	2	1,694	0	10													
Lock Gates, (Old Locks), .....	360	0	0	360	0	0																
Fencing, .....	666	11	11	666	11	11																
To which add Contingencies already expended, .....														6,661	4	11½	6,313	2	10½	348	2	0½
Total cost of original Works, .....														2,859	9	7	1,354	9	1	1,505	0	6
Original appropriation, .....														2,689	5	0	2,301	0	0	388	5	0
Present excess over original estimated cost, .....														6,572	0	0	4,877	19	2	1,694	0	10
														666	11	11	666	11	11			
														256,042	11	3½	217,887	7	7½	38,155	3	8
														16,128	7	0	161,123	7	0			
														272,165	18	3½	294,010	14	7½	38,155	3	8
														267,693	0	0						
														4,472	18	3½						

N.B. This excess sum is caused by the Contingencies exceeding what was anticipated, and items being included not contemplated by original Estimate, viz.: Police Account, to April 30, 1845; Engine House; Barracks; Surveying; Temporary Structures while Permanent ones were erecting; Sluices for Mills, and Stop Checks at Lock No. 4; Road and Bridge Making; Breaks; Failure of Contractors to perform Contracts; Alteration of Works from original plan; Moving and Watching over Materials and Banks to maintain Navigation; Wharves, &c., amounting to the sum of £7,177 10s. 5½d.

WORKS to be provided for, caused mainly by the erection of Water Lots for Hydraulic purposes.

WORKS.	TOTAL TO BE PROVIDED.															
	Total Cost.				Value of work done.				Value remaining.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
Walls in front of Water Lots, on Section 10, .....	3,372	0	8	1,578	13	1½	1,793	7	6½							
Basin in front of Water Lots Section 10, .....	416	10	0				416	10	0							
Sluice Gates and Flume to Weir, No. 1, Section 10, .....	232	14	2				232	14	2							
Weir at Montreal Terminus at Basin No. 2, .....	2,500	0	0				2,500	0	0							
Drain on Deschamps' Land from Old Culvert, .....	300	0	0				300	0	0							
				Total value.				Value done.				Value remaining.				
				£	s.	d.	£	s.	d.	£	s.	d.				
				3,372	0	8	3,372	0	8	1,793	7	6½	1,793	7	6½	
				416	10	0			416	10	0					
				232	14	2			232	14	2					
				2,500	0	0			2,500	0	0					
				300	0	0			300	0	0					
				6,821	4	10	1,478	13	1½	5,242	11	8½				
				4,472	18	3½	4,472	18	3½	4,000	0	0				
				4,000	0	0			4,000	0	0					
				15,294	3	1½	6,051	11	4½	9,242	11	8½				

To which add sum already expended on Contingencies for work under contract and included in original estimate, .....

Sum required for future Contingencies, .....

Sum now required to be appropriated to complete as designed, .....

(Signed,)

A. BARRETT,

Engineer.

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Report of C. S. Gzowski, on Works under his charge.

ENGINEERS' OFFICE,  
Toronto, 4th May, 1847.

SIR,—In accordance with Instructions received from the Commissioners of Public Works I beg leave to submit the following general Report on the works under my charge.

In doing so, I intend in the first place, to take up the Works that are completed, shewing their present state, their original cost, the amount expended in repairs since their completion; and, secondly, the works now in progress of construction, shewing how much has been done on them since their commencement up to the 1st instant, and also, what sums will be required to complete them in the manner originally intended.

The first Work completed was:

*The London and Port Sarnia Road.*—This road was completed, and taken off the Contractors' hands in August, 1844.

In consequence of being formed on the natural soil, and not covered either with plank or stone, no Tolls have been collected upon it; neither has anything been done towards keeping it in repair.

Passing, as it does, through an unusually level country, the necessity of keeping the road thoroughly drained is indispensable, and from inattention to that particular, since its completion, it has, in many places, suffered considerable damage; the water-courses having but trifling inclination, soon became obstructed, and the water found its way across the road, injuring it materially, and causing a great deal of inconvenience to the travelling public.

The embankments have suffered to a great extent from the same cause; the bridges have not, as yet, received any serious injury, but they require to be thoroughly examined, and should anything be found wanting, to be repaired immediately, or the entire structure may suffer for the want of a trifling but timely repair.

I beg leave to refer particularly to the bridge erected across the River Thames; on that road, near the Town of London; it is a structure of considerable extent, and has cost the sum of £1,643 8s. 2d.

Some of the timbers in the bridge, though of the best description, and although allowed to season as long as the time given to the Contractors for the completion of the work would allow, shrank, and the braces loosened in their bearings against the oak blocks; the only remedy is to screw up the whole bridge, and bring it to the original camber. Should this not be done the constant use of the bridge will cause it to settle below the level line, and then it will be difficult to bring it to its original position, without the erection of staying and wedging up the whole structure.

The expense of screwing and bringing the bridge to its original and proper position will not exceed the sum of £15 0s. 0d.

The entire cost of constructing the road, (a distance of 61 miles) including the bridges, was £20,121 9s. 1d.

*London and Chatham Road.*—This road with the exception of two extensive cuttings near the Village of Delaware, was completed in December, 1844; the cuttings referred to were completed, one in June, and other in November, 1845.

This road is of the same description as the Sarnia Road; it passes, however, through a more thickly settled country, and, consequently, is much more travelled; the soil on the line is generally of a rich vegetable nature, and requires a great deal of time to consolidate, as well as great attention to drainage.

Being in the same situation at the Sarnia Road, as regards keeping it in repair, (no funds being provided for that purpose,) it is in many places much injured, and I fear will become impassable during wet weather.

The peculiar formation of a portion of that country, through the Township of Mosa, in the London District, rendered the construction of several bridges of considerable height, unavoidable; and, although they were constructed in as permanent a manner as possible, with timber, yet one of them, from its great height, and the constant pressure of the earth against the abutments, shows signs of yielding, and unless speedily repaired, which can be done at a comparatively trifling expense, may become impassable.

Several of the high embankments are in a bad state, from the wash of the rains, and from not being carefully and constantly repaired.

I have taken the liberty of bringing to the notice of the Commissioners, the state of these two roads, and the absolute necessity of some provision being made for their effectual repairs; first, on account of the large sum of money that will be required for that purpose if it be put-off another season, and because the matter of keeping these roads in repair has been brought before the District Councils, but no action has been taken by them towards it; and I beg to give it as my opinion, that unless the repairs are done in a proper and systematic manner, much more money than is absolutely necessary, may be spent upon the road, and what may be called repairing, may eventually prove an injury to it.

I estimate the expense of putting both of those roads in a good state of repair to be, for the

London and Port Sarnia Road .....	£250	0	0
Chatham.....	500	0	0
	£750	0	0

A bridge across the River Thames, at Chatham, constructed in 1838, under the charge of Commissioners, has fallen down, and the only means of communication between the two villages, situated on the north and south banks of that River, is destroyed.

This bridge was also the connecting link between the two roads, leading, the one from London to Chatham, the other from Chatham to Sandwich and Amherstburgh.

The bridge had been in a bad state of repair for some time; and although I did not anticipate its total failure at quite so early a period, yet from the manner in which it was originally constructed, and the total disregard to the protection of the timbers in it, I was satisfied that it would give way much earlier than a bridge properly constructed and protected, would have done.

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Tolls were collected on this bridge until a very short time previous to its falling; the amount they were leased for was £210 per annum..

Since then, arrangements have been entered into with a party residing at Chatham, to repair the bridge, and for the outlay incurred, authority was given him to collect the usual Tolls; the bridge was made passable, but this spring's freshets carried away the supports from under it, and is again in an impassable state, nor can any repairs be done to it.

I consider it unnecessary, at this time, to bring before the notice of the Commissioners, the absolute necessity of constructing a new bridge across that river, as this matter has already been brought before them, and all the necessary Surveys, &c., required, previous to a grant being made for that purpose, completed.

The cost of a substantial bridge, with a draw-arch, would be about £2,000.

The cost of constructing the London and Chatham Road, (a distance of 66 miles,) including the bridge across the River Thames, at Delaware, was £23,282 4s. 9d.

*London and Port Stanley Plank Road.*—This road was completed, and in use, in November, 1844.

In consequence of many high embankments, which required along time to consolidate, this road demanded a great deal of care, and a good share of work, after it received the super structure.

Since the embankments have settled to their permanent level, but little has been expended in repairing the road.

All the bridges, some of which are very high, have stood remarkably well, and have not required any repairs.

The Tolls have been collected on this road since June, 1845.

The cost of constructing this Road, (a distance of 27 miles,) was,..... £32,207 16 3  
Total amount paid for repairs, since the Tolls were collected, is..... £344 15 11

*London and Brantford Road.*—This road is partly planked, and partly macadamized; it was completed in November, 1844, and, since its completion, it has required but little repair.

The soil upon the portion of the road planked, is well suited for that purpose; it is generally of a sandy loam, which causes the plank to lay firmly, and during wet weather absorbs the water, allowing it to pass off into the side drains, below the plank, while clay soil holds it on the surface, and causes the sleepers and plank to get loose and shaký.

The macadamized portion is in very good repair, and the amount paid for keeping it so, when compared with that paid on other roads for the same period, is very trifling.

The Tolls have been collected on this Road since June, 1845.

The cost of constructing this Road, a distance of 57½ miles, was,..... £49,503 8 7  
Total amount paid for repairs since the Tolls were collected, is..... £1,105 4 2

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Portion of the Hamilton and Brantford, called

*The Grand River Swamp Road.*—This Road is the connecting link, between the Hamilton and Ancaster Macadamized Road, and the Brantford and London Road: its length is 10 miles; it was always considered one of the worst roads in Western Canada.

It was put under contract, in July, 1845, and was completed to the Town of Brantford, in November, 1846.

The traffic upon this road, since its completion, has been very great, still, with the exception of a few loose plank, (which cannot be, altogether, avoided in Plank Roads) and the settling of some of the new embankments, this road has been in a very excellent state of repair.

From the point of termination, in the Town of Brantford, to the eastern end of the London and Brantford Road, is a space of 22 chains, which is unimproved, in consequence of hills, within the Town, which must be reduced to bring them to the grade generally established on that line of road, and the reducing of which will affect the situation of the present bridge, erected across the Grand River, at the western extremity of that Town.

The bridge referred to is built too low to meet the grade to which the hill, immediately east of it, is to be reduced; it is fast decaying, and is not, in my opinion, safe for the use of the public.

To repair it, effectually, will cost a large sum of money, as it has not only failed in a portion of the framing, but the piers and abutments are in a very unsafe state, and from the very low position of the bridge, the water and ice come up very nearly to its lower chords, and the whole structure is often in danger of being swept away.

The best and most economical course, in my opinion, to be adopted, and which I would most respectfully recommend, is to construct a new bridge, at least 6 feet higher than the present one, which would, effectually, secure it from any danger arising from the sudden rise of the river, and blocking up of the ice, and would make the ascent into the Town, on a much easier grade, and without exposing the property on that street to the injury of having a deep excavation in front of it.

To construct a permanent bridge, with stone abutments and Pier, and to reduce the hills, and complete the portion of the road left untouched, by macadamizing it, will cost the sum of..... £2,500 0 0  
The amount expended on this road, as far as it is completed, (a distance of 10 miles) was..... £9,963 6 7

*Hamilton and Ancaster Road.*—This road was taken off the hands of the Commissioners (who were in charge of it,) by the Department of Public Works, in November last.

Though this road has been in a good state of repair, since it was constructed, this spring, it broke up in many places to such an extent, that the repairs required to be done on it will amount to a large sum, and much greater than or any other portion of that road, between Hamilton and London.

The causes for the breaking up of the road, were, firstly, the small thickness of the metal itself, which

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was worn, (almost throughout the whole distance,) to a thickness not exceeding 5 inches; and secondly, the increased weights carried on that road, since the completion of the portion to Brantford.

*Hamilton and Port Dover Road.*—This road, with the exception of the Mountain Section, near the City of Hamilton, has been completed, and in use since 1844.

The Mountain Section was made available, for the use of the public, in the spring of 1846, a large slide has taken place, on the side of the Mountain, which will have to be removed, as it is encroaching on the road, and will, if not removed, obstruct it altogether.

The cost of removing the slide, and securing the road in a permanent manner, will amount to £350, in addition to which there is still due to the Contractor, Mr. Buell, the sum of £48 8s., being the balance of per centage, retained on the contract, until the section was fully completed.

The total amount, therefore, yet required to complete that road, is £398 5s.

The macadamized portion of the road required very extensive repairs; it is, however, much improved, and so far secured as not to require any thing more to be done to it, than the ordinary repairs.

The planked portion of the road, from the macadamized roads to Caledonia, a distance of 9 miles, requires a great deal of repairing; in many places, the planks are wearing out so rapidly, that in a very short time, that entire portion of the road will have to be relaid.

I attribute the rapid wear of the plank, to the bad manner in which they were laid originally, to the extent of traffic upon the road and (hauling very heavy descriptions of timber.

I would most respectfully recommend that that portion of the road be macadamized throughout; the outlay will be considerable, but the improvement will be permanent; and from the receipts of Tolls on that road and the increase in the traffic, I have no doubt but that a large revenue will be derived from it.

The cost of macadamizing that part of the road, taking into consideration the advantage of hauling the stone upon the plank road, will be £9,310 0s. 0d.

*Sandwich and Amherstburgh Front Road.*—A grant of £1000 0s. 0d. Cy. was made for the improvement of this road during the Session of Parliament in 1845. The work was completed in November, 1846.

The limited amount of money granted made it necessary to confine the improvement of the roads to the worst places only.

The work done, however, is of great benefit to the road; the bridges which were in an impassable state, have been reconstructed and the Roads through the low and soft places raised and drained.

The total amount expended on that work was £933 4s. 10d.

*Chatham and Amherstburgh and Maidstone Cross and Sandwich Roads.*—The works on these roads have not progressed satisfactorily for some time past.

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The Contractors, Messrs Read & Larned, have been obliged to abandon the work from the want of means to carry it on, the low prices at which they had undertaken to complete it, and which I believe were determined upon by them without knowing the difficulty they would have to encounter in draining that portion of the country, and the extent to which it overflows during every spring and fall season, in addition to the constant rise in every article of provision, caused them to lose money to such an extent as not only to expend all the means they had of their own, but also to involve their securities.

The extent of their liabilities, incurred in prosecuting that contract, is very large; they are indebted in a very large amount to laborers and foremen, as well as to persons who furnished them with provisions and other necessaries, to enable them to carry on the work.

They have completed nearly four-fifths of their contract, and what they have done is very creditable to them, and is of inestimable good to that section of the country, and to those settled there, as, without the construction of that road and the thorough drainage effected in consequence of it, no person could have resided there, nor could a crop of any kind have been raised.

Since the failure of the Contractors I have been trying, according to instruction, received from the late Board of Works, to make arrangements with other parties to complete that work, but have not been able to effect them so as to have the work completed at the original contract prices, farther than for the excavation of off-take drains, and the putting in of some culverts, which were absolutely necessary for the safety of that portion of the road already completed.

The unfinished portion of the road should be completed, as the communication between Chatham and Amherstburgh cannot be opened until that is done; the portion of the road not improved, from Maidstone Cross to Amherstburgh, is wood land and, cannot be travelled.

Amount of money expended on this road to 1st of January .....	£11,983 17 7
Percentage retained on Read & Larned's contract .....	1,252 13 6
Of money required to complete the work .....	2,500 10 10
Total cost of the road when completed	<u>£15,737 1 11</u>

From this statement it will be observed that paying the Contractors the amount of percentage retained from them, and to complete the road, the sum of £4,003 4s. 4d. will be required.

*Chatham and Rond'Eau Road.*—This line of road is a direct communication from the Town of Chatham to the waters of the Rond'Eau Harbor on Lake Erie.

From its peculiar situation, being merely a road leading to a Harbor which is not yet completed, and not likely to have any traffic upon it until the works at that Harbor are rendered fully available to the trade of the country, its early completion was not considered of much importance, and the Contractors who have undertaken the construction of it, have not been urged or hastened in the prosecution of their work.

It will however be entirely completed by 1st September next.



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Amount of money expended on that work up to the 1st instant is.....	£1,597 16 11
Amount of money required to complete it.....	783 13 0
Total cost of road when completed.....	<u>£2,381 9 11</u>

I beg leave to suggest the propriety of planking such portions of this road, where gravel cannot be obtained. There is no doubt of its becoming the chief outlet to one of the richest grain exporting countries in the Upper Province, and the advantage of direct shipment from the Rond'Eau, that being only at a distance of 17 miles from Chatham, must make that the outlet for export in preference to carrying round from Chatham by the River Thames, Lake St. Clair, and the River Detroit, to Lake Erie, a distance of 140 miles.

I have no hesitation in stating that if the road were planked and Tolls levied upon it, it would yield a large revenue to the Government.

The cost of constructing the Plank Road, 8 feet wide, would be £343 10s. per mile, (for the Gravel Road the same amount can be estimated,) for the whole distance, £5,839 10s.

*Dundas and Owen Sound Road.*—A grant of £4,000 Os. Od. was made during the Session of Parliament in 1845, to open the road, and instructions were given to me by the late Board of Works, to the effect that as the money was granted for the opening of the entire road, it could not be spent in improving any particular portions of it, but must be applied towards opening of the line throughout.

Accordingly, I advertized for Tenders for the opening of the road; and from the peculiar position of the country, and the scarcity of persons residing along the line of road who were competent to undertake a work of that kind, the contract was given out at a much higher rate than it would otherwise have been.

The price paid for the opening and clearing of the road the full width of 66 feet, grubbing a track through the centre of the road 16 feet wide, and chopping level with the surface 2 feet more, on each side of the line grubbed, was £90 Os. Od. per mile.

Amount expended on this road was £4,025 1s. 3d.

There is a balance still due to Mr. J. Watson on his contract, amounting to £116 Os. Od.

I beg leave to state that though the amount expended was laid out to the best advantage, still, without an additional expenditure of about £1,500 Cy., the road cannot be travelled by waggons. I beg leave therefore to submit for the favorable consideration of the Commissioners, the following Estimate for improving the road:—

To make the road, from Fergus to Owen Sound, passable for waggons, at all seasons of the year, £1,500.

To make the road from Fergus to Owen Sound, a good Turnpike Road,.....	£7,550 0 0
Do. do. to Dundas,.....	2,000 0 0
	<u>£9,550 0 0</u>

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*Main North Toronto Road.*—Under this head, are embraced three portions of the Main Road; one from Toronto to Holland Landing, called the "*Yonge Street Road*," another is the road from Holland Landing to Barrie, through the Village of Brantford, called the "*Brantford and Barrie Road*," and the third is the road from "*Barrie to Penstanguishene*." *Yonge Street Road*, the first of these, was under the charge of the Commissioners, who macadamized it, for a distance of 12 miles, from the City of Toronto.

Since last October, that portion of it has come under the control of the Commissioners of Public Works.

The repairs, on that portion, macadamized by the Commissioners, are extensive, and will continue to amount to a considerable sum, yearly, this being one of the greatest thoroughfares, in the Upper Province, being the only main channel, for the export of agricultural produce of every description, from a very rich, thickly settled, and highly cultivated country.

A section of this road, being the 4 miles next north to the old macadamized road, was put under contract, in September, 1845; the remainder of the road, in October following.

The first section was completed and taken off the Contractors' hands, in October, 1846, the remainder of the road has been re-let three different times. It was let, in the first place, to Messrs. Thompson & Co., who, in consequence of having tendered for the work, at very low prices, and through ignorance, in managing work of that description, failed after working only three months upon the road.

Their securities, Messrs. Watson & Leslie, undertook to complete the work after them, but shared the same fate, after having worked 4 months.

Lastly, it was re-let to Messrs. Hewitt & Schram, the present Contractors; the work, since they have undertaken it, has advanced steadily, and is now progressing satisfactorily; all the earthwork, within 3½ miles of Holland Landing, is nearly completed, and the remainder is in progress. The Contractors have a large quantity of stones delivered and broken, and are still continuing to deliver.

The laying of it down, has been commenced, since the ground was in proper state to admit of it.

The road will be macadamized and completed to Holland Landing Hill, by the 1st October next. I would recommend to postpone the macadamizing of high embankments, until the summer of 1848, so as to allow them to settle and consolidate thoroughly; they can be protected temporarily, by putting down plank, at an expense of, not exceeding £300, as macadamizing them would be so much metal lost.

Amount of work done on the road, to 1st December,.....	£15,851 9 7
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Amount required to complete the road to Holland Landing,.....	15,008 11 9
---------------------------------------------------------------	-------------

Total cost of the road to Holland Landing,.....	<u>£30,860 1 4</u>
-------------------------------------------------	--------------------

Total amount paid for repairs, since the 1st November last, is.....	<u>238 5 0</u>
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I beg to observe, that an increase, in the cost of the road, will take place, in consequence of the loss in the stone, when laid in the road.



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The only stone that can be found in the country, is boulder stone, much of it sand stone, which crumbles and wastes to such an extent, that after being broken and laid in the road, the loss is from 8 to 9 per cent.

*Bradford and Barrie Road.*—This is the second portion of the North Toronto Road; it was placed under contract in August 1846. the contract provides for partial improvement only, and to be done only in such places as are pointed out to the Contractor.

The work, since it has been commenced, has progressed without intermission, but with a limited number of men; the uncertainty of having an entire road improved, and the expense of providing tools and working materials, for every place where the Contractor was directed to work, obliged him to employ a smaller number of men than he otherwise would have done.

Amount of work done on the road, between Bradford and Barrie,.....	£2,720	0	0
Amount of work required to be done, to complete what has been commenced, satisfactorily,.....	2,251	13	3
Amount of work required to improve the road, for the entire distance, between Bradford and Barrie,.....	4,074	17	5
Total cost of road,.....	£9,046	10	8

I consider it my duty to suggest, most respectfully, that this road should be improved throughout the entire distance.

This line of road is a part and parcel of the Main North Highway, from Lake Ontario, at Toronto, to Lake Huron, at Penetanguishene, and passing, as it does, through a very thickly settled and well cultivated country, from which, in fact, a great portion of the revenue, on the Yonge Street Road, is derived, it requires that the improvement should be completed.

I would suggest the propriety of levying a moderate toll, on that line of road, for the keeping it in repair, and to create a revenue for defraying the original cost; to which, I have no doubt, the inhabitants of the entire district would gladly consent, rather than have the road left in its present state.

A portion of this road, from the Village of St. Albans (Holland Landing) to Bradford, was particularly improved, four years ago, under the charge of Commissioners, at an expense, I am informed, of about £1,050, and one toll has been levied upon that portion of the road; the amount of toll collected at the gate, last year, was £145.

This road crosses the West Branch of the Holland River, near Bradford, and at a point the most favorable for landing places, and a terminus of the navigation; for though, it was contemplated to improve the East Branch of the River, to the foot of the straight line of Yonge Street, actual survey and examination have clearly shown, that it would cost much more to improve the East Branch to the old landing place (foot of Yonge Street,) than to construct a permanent road to Bradford, the West Branch requiring scarcely any improvement; with the exception of constructing a landing wharf, and excavating a basin, to enable vessels to turn round without delay.

In addition to the saving of expense, in constructing a permanent road, independent of making this the landing place, instead of improving the East Branch

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of the River, the road thus improved would be of very great benefit to the country, north and west of it, which exports a very large amount of produce; and their market being either at Holland Landing or Toronto, the whole of it will have to pass over the road from Bradford, that being the only outlet for it, and I have no hesitation in stating that this road, if once permanently improved, would yield a very large revenue, in proportion to the amount expended.

The estimated cost of macadamizing that portion of the road, being a distance in a direct line, of three miles, is £3,164.

*Barrie and Penetanguishene Road.*—This is the remaining portion of the Main North Toronto Road. The contract for the partial improvement of the road was given out in September last, and since then the work has progressed satisfactorily, the Contractor making fair progress for the number of men employed.

The same remarks on the absolute necessity of completing the work throughout are applicable to this road as to the Bradford and Barrie Road, and in addition it can be said, that, while during the summer season the traffic from Lake Ontario to Lake Huron may avail itself of the navigation of Holland River and Lake Simcoe, and by that means avoid the portion of the road from Bradford to Barrie, it must go by land from thence to Penetanguishene; also the Military and Naval Stations at Penetanguishene and the excellence and extent of the Harbor require that the communications to them should be facilitated and improved.

Amount of work done on the Barrie and Penetanguishene Road, up to the 1st instant is.....	£913	0	0
Amount of work to be done to complete properly; portions which have been commenced.....	2,973	13	2
Amount of money required to complete the road throughout.....	9,519	10	4
Total cost of completing road.....	£13,406	3	6

*Bond Head and Barrie Road.*—In the amount appropriated for the construction of the North Toronto Road, provision was made for some improvements on the roads from Bond Head to Barrie, a line of road that required it very much, portions of it being very swampy, and scarcely passable for waggons.

The work was put under contract in November, 1845; it is now completed, with the exception of opening a portion of the road from Barrie to the Town line of Essa, a work which could not be done advantageously during the winter season.

What has been done is of great benefit to the road and the adjoining country, as it enables the inhabitants to bring their produce to market, over places which, previously to the improvement being made, were impassable.

Amount of work done on the road up to the 1st instant is.....	£1,952	0	0
Amount of work required to be done to complete the intended improvements.....	419	3	5
Total cost of improvements on the Bond Head and Barrie Road.....	£2,371	3	5

*Barrie and Nottawasaga Road.*—Having received instructions from the Secretary of the late Board of Works to examine this line of road, and report on

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the state of it, and give an estimate of improving it, all of which I did in the month of March, 1846, I shall now merely state, that the road is in a very bad condition, and in places where money was laid out by the Government some years ago in constructing bridges and crossways, it is dangerous to be travelled upon; I have estimated the cost of improving the whole line of road, in a manner to render it passable at all seasons of the year, at the sum of £4,805 8s. 5d. Currency.

By improving this road, a very large and important tract of country, susceptible of the highest cultivation, would be opened and settled, while now, the want of roads, and the impossibility of getting the produce into market, except during the time of sleighing, keeps the country back, and prevents it from being rapidly settled. From Nottawasaga, I examined the line of present road, through the Townships of Mulmer, Melancthon, Amaranth, Mono, Albion, Chinguacouey, the Gore of Toronto, to the City of Toronto.

The land through which this line of road passes, is for the greatest part, the richest and best adapted for agricultural purposes, of any I have seen in the north western portion of the Province, and the opening and improving of a direct line of communication, through these Townships to Toronto, that being the most important and preferable market, would not only prove of an incalculable benefit to the great number of settlers already occupying the land, but will be the means of settling rapidly the unimproved portions of these Townships. The roads through Mono, Chinguacouey, Albion, and Gore of Toronto is well opened, and passes through a tract of country highly improved and thickly settled; the soil, however, being of a very rich vegetable nature, renders the road, during spring and fall seasons, scarcely passable, and this portion should, in my opinion, be improved in a permanent manner, and have tolls placed upon it, which from the very great traffic, would amount to a large sum; the remainder of the road to Nottawasaga, is a mere bush road, and requires opening, forming and draining, so as to make it available at all seasons of the year.

From the general lie of the country, no difficulty of any description will be found in improving this road, but an exact estimate could not be given without making a proper examination and survey.

*Road from Barrie to the Narrows of Lake Simcoe.*

In accordance with instructions from the Commissioners of Public Works, I examined the different routes proposed to be improved, and on examination, found that the proper line of road to expend money upon, for the benefit of that portion of the country, is the *Centre Road*; it runs nearly through the centre of the Townships of Oroand, Orillia, and Avill, in my opinion, if improved, be of more general benefit to the distant portions of the Townships, (by equalizing the distance for all the settlers, to the improved line,) than any other route that could be adopted; I estimate the cost of improving the road, by opening it throughout 66 feet wide, draining the wet and low places, and reducing the worst hills, at £2,100.

This section of the country is improving rapidly, and the opening of a line of communication, between Barrie and the Narrows of Lake Simcoe, in such a manner as to enable the inhabitants to avail themselves of it, at all seasons of the year, would be of great benefit to that portion of the country generally.

*West York, or Toronto and Hamilton Road (Dundas Street,) and East York or Toronto and Kingston Road.* These are portions of the Main Provincial Road, from Quebec to Sandwich.

They have been improved by Commissioners, by planking and macadamizing.

The *West Road* is macadamized for a distance of 16 miles, from the City of Toronto, and the *East Road* is planked and macadamized in all about the same distance.

These roads were taken off the Commissioners hands, and placed under the control of the Department of Public Works, in October last.

The *West Road*—requires a great deal of repairing, the road in places is worn through, and the drainage is very defective; there are bridges on the road which are at present in a very dangerous state; the bridge across the River Humber is undermined to such an extent, and so far destroyed that the first high water will carry it away.

The proper course to be taken would be to construct a new bridge during the present season; the expense of constructing a bridge of hundred feet span will be £500.

There are three other bridges, one of which, that across the Mimico, will have to be rebuilt immediately, at a cost of £75; the others, viz. one across the River Credit, 215 feet in length, one across Cary's Creek, 73 feet long, though in a bad state, I would recommend to be repaired only, as their reconstruction cannot be done without extending the improvement to the reducing of the hills on both sides of them, which are at present too steep, being at an average grade of 1 foot in 8, and the entire improvement on the most economical plan would cost the sum of £1,865.

The repairs, in my opinion, can be done so as to render the bridges passable for a season or two for the sum of £200.

The expenditure therefore upon that road, exclusive of ordinary repairs, will be as follows:

New bridge across the Humber River,	£500	0	0
“ “ Mimico “	75	0	0
Repairing bridges at the Credit.....	200	0	0
	£775	0	0

The *East York or Kingston Road*—is partly planked and partly macadamized.

The planked portion requires constant and extensive repairs, as there are sections of the road on which the plank is entirely worn out, some of these were laid without any sleepers, which caused the plank to settle down in the centre, allowing the water to lay on them.

The portion of the planked road near the city is in a very bad state, and will require a large quantity of new plank.

Within the limits of the road taken by the Department of Public Works from the Commissioners, there is a spot at the Highland Creek which is unimproved, leaving a piece of very bad road, and a very steep hill, between the macadamized and planked portions; this I would recommend to be completed,

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especially as there is a Toll collected on the east side of it, and not one and a half miles distant from the unimproved spot.

The improvement required is the construction of a new bridge across the Highland Creek, 8 feet higher than the present one, and reducing the hills on both sides of it to bring them to the required grades; the cost of the work will be, exclusive of ordinary repairs of the road £1,094.

Immediately beyond the portion of the road improved under the charge of Commissioners, and as a continuation of the Kingston Road are :

*The Rouge Hill Improvements.*—The works authorized to be done at this place were put under contract in August, 1845; since that time they have progressed without ceasing, but every obstacle and difficulty, that could be found in carrying on earthwork, was met with. In the first place, a great portion of the earth to be removed is a hard pan of the hardest description, requiring blasting; in the second place, while at the deepest portion of the cutting, a bed of miry quicksand, full of strong springs, was found, which for a long time delayed the work to such an extent as to render the progress, during two months of continual working, scarcely visible; large slides of the slopes, reaching a considerable distance beyond the limits of the road, have taken place, all of which had to be removed; lastly, the position and nature of the work itself, even had everything been in its favour (being a thorough cutting of great length) is such as to admit of working only a limited number of men, causing thereby great delay in the prosecution of it. The work, however, is now in a very advanced state.

The bridge across the River Rouge, of 170 feet span, is completed, with the exception of the outer casing and railing, and is now supporting a constant weight of cars carrying earth from the west to the east side of it, forming the embankment leading to it; all the earthwork will be completed this season, and the road made passable for the public by September next.

I would respectfully recommend not to macadamize the embankments until the summer of 1848, as they are of great height, and will no doubt settle considerably; macadamizing them this season immediately after they are completed, would be an expense which would require to be gone over again, as the metal will sink with the embankment, and will have to be taken up again, and a great portion of it will be lost.

In addition to this improvement a portion of the road within two miles of the Rouge, which was impassable during the spring and fall, has also been improved, by erecting a truss bridge 60 feet span with stone abutments, and reducing the hills on both sides of it.

The expense incurred in making this improvement, and which was covered by the appropriation for the Rouge Hill, was ..... £287 5 6  
Amount of work done at the Rouge Hill  
up to the 1st instant ..... 5,095 0 2  
And of work to be done to complete it 2,166 14 1

Total cost of Rouge Hill and Dunbars  
Hollow Improvements..... £7,548 19 9

The increase in the expenditure is caused in consequence of the quicksand, and drainage to be effected, before the improvement can be considered a permanent work, and which could not be anticipated from any outward appearance, previous to the work being commenced.

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*Road from Windsor to Lake Scugog and the Narrows of Lake Simcoe.*—This road was improved under the superintendence of the Late Board of Works, by forming and grading throughout the entire distance of 19 miles, and by planking only those portions of the road, that were at that time considered the worst.

I have examined carefully this portion of the road, and have reported to the Commissioners of Public Works, my opinion as to the absolute necessity of having the planking completed throughout, at least as far as three miles above the Village of Winchester, and to put on Tolls.

The state in which the work is left at present is not of much benefit to those who use the road, as the portions between these planked are so bad as to prevent the carrying of greater loads than used to be carried before, nor is any revenue realized on the expenditure, which, if increased to the amount I propose, would yield a very large return.

The traffic on the road is very great, and is increasing.

The estimated amount of money, to complete the road to a distance of three miles above Winchester, is £2,607 4s. Od.

A grant of £2000 was made during the Session of Parliament in 1845, towards opening the road from the termination of the Windsor and Scugog Road, to the Narrows of Lake Simcoe.

In consequence of local disputes as to the portion of the road between the terminus of the Windsor and Scugog Road, and the Talbot River in the Township of Thorah, and as there are already two roads which are made use of, running through that section of the country, through Beaverton to the Talbot River, it was considered most advisable to commence opening the road from the Talbot River to the Narrows of Lake Simcoe, that being a portion of country without an available road, and thus bringing into use an extensive bridge constructed at the Narrows, and which, without opening this road, would remain useless. The distance from the Talbot River to the Narrows, is 14 miles.

The peculiar position of the country, being very flat, and difficult to be drained, in consequence of the proximity of Lake Simcoe, which lies but a very short distance from the line of road, and the surface of which is but little below the surface of the country required to be drained, the item of draining will be expensive, and it will require the whole sum of £2000 appropriated, to open that portion of the road.

The work of opening the road 66 feet wide, and grubbing and clearing a track through the centre, 16 feet wide, was put under contract in September, 1846, and has since then progressed satisfactorily.

In consequence of the depth of snow, and high water this spring it had to be adandoned; the Contractor has, however, recommenced the work and will complete the opening of the road throughout, in August next.

Amount of money expended on this road, up to the 1st instant, is..... £600 11 5  
Amount of money required to open the Road to Talbot River, is..... 1,399 8 7

Total cost of opening the road from the Narrows of Lake Simcoe to Talbot River..... £2,000 0 0

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In accordance with instructions from the Commissioners of Public Works, I examined the line of road from Beaverton to the termination of the Lake Scugog Road, and have reported in favor of improving the line, as surveyed by Mr. Lyons, under the authority of the late Board of Works.

The surveyed line is shorter than any line of road now used, by a distance of 4 miles. It passes over a very level country, while on the other lines there are a number of hills, which would require reducing.

It runs also through the centre of the Townships of Reach and Brock, giving equal advantages to the settlers in every portion of them, while the roads at present in use run, one near the District line, to the east of the line surveyed, and the other on the extreme west side of the two Townships. Under all these circumstances, I have recommended, and beg leave to do so now, that the improvement should be made on the line surveyed by Mr. Lyons, instead of following either of the roads at present used.

I estimate the expense of opening this portion of the road, in the same manner as the road from the Narrows to the Talbot River is being opened, to be £3,740.

In connexion with this road, and being a continuation of it, is the road from the Narrows of Lake Simcoe to Surgeon Bay, on Lake Huron, a distance of 22 miles. This road was completed to Surgeon Bay, without carrying the terminus to the wharf constructed there, obliging those who either shipped or received goods at that place to remove them from waggons into small boats, and carry them a distance of about 1500 feet, before they could be shipped on board the steamers or vessels at the wharf.

Instructions were given me last season to make the approach to the wharf, which was done at the expense, including some repairs upon the road to the Narrows, of £341 17s. 1d.

I beg to remark that the whole of this road is constructed in an inferior and unsatisfactory manner, taking into consideration the amount of money expended upon it, £,7228 12s. 11d.

The road is badly formed and drained, and in many places, instead of adopting proper means for drainage, the long adandoned system of cross-waying was substituted.

*Port Hope and Rice Lake Road.*—This road was constructed under the direction of the late Board of Works, and was completed and in use since 1845, but no tolls have been as yet collected upon it. This road is partly gravelled and partly macadamized; it is now in a bad state of repair, and to repair it effectually will cost the sum of £525. The toll-houses constructed on this road are not of sufficient size to accommodate the Toll-collectors, and new ones will have to be constructed. The cost of erecting new-houses will be £120; a portion of this road, at the head of Rice Lake, between the Macadamized and the Peterboro' Road, is only graded, and the grading is not sufficiently raised, and is subject to be overflowed; it should be raised and permanently secured. I estimate the expense at £165.

Amount of money required for the roads as follows:—	To repair the road	£525	0	0
	To construct Toll-houses.....	120	0	0
	To improve the Road at the head of Rice-Lake.....	165	0	0
<b>Total amount of money required.....</b>		<b>£810</b>	<b>0</b>	<b>0</b>

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*Kingston and Napanee Road.*—This road was constructed under the direction of Road Trust Commissioners, and was taken off their hands, and placed under the control of the Department of Public Works, in October last. In compliance with Instructions from the Commissioners of Public Works, I inspected this roads and submitted a Report and Estimate for repairs.

The sum estimated by me, as required to repair the road for one year, a distance of 25 miles, is £1,150 though the amount is large, and greater in proportion to that expended on other macadamized roads under my charge, still the situation of this road is such that a less amount would not be sufficient; a portion of it across a marsh, is, in consequence of being constructed in a very temporary, though expensive manner, on piles covered with timber and soil, the whole exposed above the water and surface of the marsh, and subject to rapid decay, has become dangerous, and requires to be re-made. Other portions of the road are badly drained and formed, the improving of which must cost a considerable amount.

Arrangements are now being made to repair the road by contract.

*The Draw-Bridge across the Narrows of Lake Simcoe,* connecting the Coldwater Road, with one now under improvement, to the Talbot River, is a structure of considerable extent.

The Draw-Bridge is placed in a wrong position, to suit the channel, which is not direct; so much so, that the steamer which has to pass it daily, invariably strikes one of the abutments of the draw, doing injury either to itself or to the bridge.

The only remedy, in my opinion, is, to excavate the channel direct, which cannot be done without constructing a dredge, and which would be attended with a great expense, or to remove bodily the present swing and one abatment, and place them in their proper positions; the latter would, in my opinion, be the least expensive; still it would cost the sum of £400.

*Bridge across the River Otonabee, at Peterboro'.*

The contract for constructing this bridge was given out in November last, to Mr. Grover, of Peterboro'. He having become embarrassed in his business, was obliged to give up the contract, after preparing a portion of the materials only.

Since then, the work has been carried on, by days work, and the bridge will be completed by next month, to such an extent as to render it fit for crossing; it would be completed sooner, but for the unusual height of the water in the River Otonabee, since March last up to this time, which prevents the completion of the abutments,

Amount expended on the Bridge to	
1st December,.....	£1,239 13 6
Amount required to complete the	
Bridge,.....	600 0 0
<b>Total cost of the Bridge, (270 feet long,).....</b>	<b>£1,839 13 6</b>

*Belleville Bridge.*—This bridge was completed and taken off the Contractor's hands, in October last; it is one of the best built bridges of the size, in this part of the Province; its cost was £1,446 5s. 7d.

Trent Bridge.—This bridge requires considerable repairs, and particularly the draw, which is in a very bad state, and is almost useless, as it cannot be opened without great trouble and considerable risk; it can, however, in my opinion, be improved, so as to work properly and safely, for the sum of £100.

Before closing my Report on the roads and bridges under my charge, I beg leave to make a few remarks, and submit several suggestions, for the consideration of the Commissioners, in regard to the collection of Tolls on such works as are already under lease, and on such others as the Government may deem proper to collect Tolls upon.

1st. I would suggest the propriety of making the Tolls on all the Works, such as plank and macadamized roads and bridges, alike and uniform, throughout the Upper Province.

2nd. I would respectfully suggest the adoption of the following rates of Tolls:—

	d.
Waggon drawn by 4 horses or other beasts,.....	9
“ “ 2 “ “ “ “ “ “ “.....	6
Spring Pleasure Waggon with 2 “ “.....	7½
“ “ “ 1 “ “.....	5
Waggon drawn by 1 horse or other beast,.....	4
Horse and Rider,.....	2
For each extra horse,.....	1
Cow, Ox, Mule, &c.,.....	0½
Sheeps, Goats, Swine, &c.,.....	0¼

3rd. I would suggest the propriety of charging one Toll each trip, of going and returning; the plan of allowing persons, the use of the road, for the 24 hours, does not affect, equally, all who use it, as those nearest the City, wear the road to the same, nay, to a greater extent, than those living at a distance, for they are enabled to draw many more and much greater loads, and pay but one toll, while a party living at a distance, and using 20 miles of road, the distance travelled during the day, by the party near the City, over the same ground, pays four Tolls.

4th. I would suggest that no distinction should be made between teams drawing loads for hire, or not for hire; now every description of deception is practised, by those who carry loads for hire, and which the Toll Collectors cannot detect; every person drawing iron is a blacksmith, and those drawing goods call themselves country store keepers, and by that means, save the increased Toll charged on teams drawing for hire.

5th. I would beg leave to suggest that no difference should be made, in the rate of Tolls collected in the winter from those in the summer; the rates, in my opinion, should be made as low as possible, and should be the same throughout the year, as the winter season is the only time when the travel is increased, and during which the road should yield an increased revenue, to meet the repairs required in the spring, which are always the most expensive and most necessary.

6th. I would suggest the necessity of establishing such regulations as to make the parties evading the payment of Tolls, punishable by a magistrate, as well as to guard against any description of evasion, either by going through private property or otherwise.

7th. I would beg to suggest also, that the gates should not be placed at certain distances from each other, but at points where the extent of travel requires

them to be, allowing at the same time, persons living within a certain distance of the gate, say ¼ of a mile, or whose land extends for that distance, on each side of the gate, to pass through it free of Toll.

Rond'Eau Harbor.—(Lake Erie.) The works at this Harbor were put under contract in June, 1844; since then, considerable progress has been made in their construction, and though the Outlet Works might have been completed by this time, had the Contractors been pressed to do so; yet the delay, in my opinion, is not injurious.

The works were completed to a sufficient extent, during the two last seasons, to admit of vessels entering the Harbor with safety, and anchoring in the basin.

The length of time taken up, in the constructing of the Piers, admitted of numerous and important natural changes taking place, in the formation of the extensive sand-banks, from north to south, of the entrance to that Harbor, and which changes, in my opinion, will prove of great advantage to the Works, first, in regard to permanency, and security of such additional Works as may be considered necessary to be constructed, for the purpose of encouraging the extent of the deposit at those points; and secondly, the saving that will be effected in the construction of those Works in consequence of the decreased width, in the different channels, that before existed and required break-waters, to secure them, and which are now filled up with sand and deposit, from the Lake and the adjoining shores, by a natural process, since the opening of a deeper outlet between the Piers.

The Contractor who undertook to complete this work, has been labouring under great difficulties, in consequence of pecuniary embarrassments; so much so, that one of his securities was obliged to take upon himself, the whole responsibility of the receipts and disbursements, belonging to that Work, and has been, for some time past, carrying on the work himself.

Nearly all the timber that will be required is delivered on the service ground, and a great portion of it is framed ready to put into the work.

The stone is now being delivered, and should no unforeseen difficulty occur, the whole of the outer work will be completed this season.

The Landing Wharf, which at this place requires to be of great length (47 chains,) and constructed in a very permanent manner, is now in progress, and is already carried out a distance of upwards of 700 feet, and to the depth of 5 feet water.

Amount of work done at the Harbor, to	
1st instant.....	£5,949 18 9
Required to be done, to complete it	
and the wharf.....	5,655 7 3

Total cost of work at Rond'Eau Harbor, and a Wharf 47 chains long.....	£11,605 6 0
------------------------------------------------------------------------	-------------

I have had occasion to report several times on the extent and advantages of this Harbor; it will be sufficient to state, at this time, that it must become one of great importance, and yielding a large revenue to the Province; its situation is such that the whole trade of the Western District must use it for its exports and imports; its capabilities are very great; it is a Basin of nearly 6½ miles long, and of an average width of 1½ miles; the average depth of water throughout the Basin is from 12 to 13 feet; with a soft bottom.



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*Port Stanley Harbor.*—The works at this Harbor were completed in March, 1844.

Notwithstanding their very exposed situation, they sustained no important damage from gales, or the action of water; the very limited extent to which the present Piers are carried out, and the shallowness of the water between them has given great cause of complaint from the different owners of vessels trading at that Harbor.

The absolute necessity of extending the present Piers, and of making a Basin to give more room for the shipping, has been brought to the notice of the late Board of Works, and of the Commissioners of Public Works, in my several Reports; and I beg leave to state at this time that if this Harbor is left in its present state, the shipping that would avail themselves of it, not only as a Harbor of shelter, but for bringing and carrying away goods and produce, cannot use it for the want of accommodation.

The receipts of Tolls at this Harbor are considerable, and would increase to a much greater amount, if the facilities for entering, and the accommodations within the Harbor, were to be increased; so much so, that I have no hesitation in saying that it would prove one of the most profitable Works in that section of the country.

I beg to state further that, if left in its present state, the difficulties of entering it will become greater, the present Piers not being carried out a sufficient distance to prevent the forming of a bar, which exists all along the lake, at a certain distance from the main shore.

A grant of £1,200 was made during the Session of Parliament in 1845, towards carrying on that work; the sum, however, was so small in proportion to the amount required to complete it, that no further steps have been taken towards its completion, than to make arrangements for the delivery of timber required for the extension of the piers, a small portion of which is already delivered on the service ground.

The total cost of work already constructed at Port Stanley, is..... £16,704 4 11

The aggregate amount of the estimate, for the extension of the Piers, is ..... £4,329 3 0  
The estimate for constructing a Basin, 2,000 0 0

Total cost of improving the present Piers,..... £6,329 3 0

*Port Burwell Harbor.*—The works constructed at this Harbor, by a Company, have been surrendered to the Government; but nothing has been done to improve them, and they are, at present, in so dilapidated a state, that the Harbor cannot be used, except by the smallest description of vessels, and then only during the favorable weather.

All the shipping of lumber, which is very extensive, (the country, in the rear, abounding in the very best description of pine,) is done by scowing it out to the vessels, and consequently, cannot be performed, except in fine weather.

The natural position, though as favorable as that of any other Harbor, on the shores of Lake Erie, dependent upon an inland stream, is very much exposed; it has to withstand the south-west winds, for a sweep of 180 miles, and requires that the works

constructed should be of a very firm and permanent description.

The stream is deep and navigable for a considerable distance.

From the large tract of country, to which the Harbor is the natural outlet, and from the extent of business done, even now, in its present dilapidated, and I may say, unapproachable state, there is every reason to believe, that if the improvements were made in a permanent manner, and giving that accommodation and facility to shipping, which it requires, a large revenue would be collected at the Harbor.

From the examinations made of this place, last fall and this spring, I beg leave to submit the following estimate, for its construction:—

To construct the Piers 30 feet wide to water 14 feet deep,.....	£15,080 12 6
To improve the present Inner Piers, .....	550 0 0
To construct a Pier Light,.....	250 0 0
“ Basin and Turning Place, for vessels,.....	1,615 0 0

Total estimate of cost of work to be constructed at Port Burwell,..... £17,495 12 6

*Port Dover Harbor.*—The works at this Harbor, consist of two Piers, carried out a distance of 692 feet. The West Pier is completed, the East one is raised only 2½ feet above the water, and is not permanently secured.

This Harbor, like the one at Port Stanley, has not sufficient accommodation for shipping, being at the mouth of a stream; the distance between the Piers is narrow, in order to admit of the current carrying out the deposit, that might form between them, and though vessels have plenty of room to enter the Harbor, they cannot turn round without the construction of a Basin; and in going out, they are obliged to back, a process causing inconvenience and delay, at all times, and more particularly so, if the wind is blowing into the Harbor.

This Harbor being at the foot of a plank and macadamized road, from the City of Hamilton, and having a rich back country in a north-westerly direction, must, if made convenient for the trade that will avail itself of it, be one from which a revenue would be derived, sufficient not only to defray the interest on the outlay of the money invested, but in a very short time, repay the principal also.

I would beg leave, most respectfully, to recommend the construction of a Basin, if of no greater extent than necessary, to make a good turning place, and of securing the present East Pier permanently.

The expense of securing the East Pier I estimate at..... £400 0 0  
The expense of constructing a Basin, 800 0 0

Total amount recommended to be expended,..... £1,200 0 0

Amount expended in constructing present Works,..... £9,668 18 3

Total cost of Port Dover Harbor,.... £10,868 18 3

*Burlington Bay Canal.*—This important work was placed under contract, in May, 1844, and since that time, until last spring, it was in progress.

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The Contractor, Mr. James Russell, left this country without completing the work, and soon after his departure, it stopped, and nothing has been done to it ever since.

The dredging is incomplete, and to obtain a channel of 12 feet in depth, throughout, which the specification for the work requires 18,693 cubic yards will have to be dredged.

The work, in many instances, is not done according to the specification, which directed most particularly, that the foundations for all the cribs should be dredged to the depth of 12 feet; this, evidently, has not been done, and in consequence of some of them being placed very near the surface, instead of at the depth required, they sank greatly and unevenly.

Another matter which, I consider, has been of injury to the work, was placing the projecting bottoms of the cribs 3 feet above, instead of on, the first tier of timbers forming the crib, which made it necessary for a crib to settle 3 feet, before the projecting bottom reached the ground; the consequence has been, from the impossibility of calculating, with certainty, to what extent a crib will settle, the cribs, in this work, settling on one side, sufficiently deep to allow the projecting bottom to rest on the ground, were held up by it, and the opposite side lifted up, and subject to be undermined.

Some of the cribs, at the outer end of the South Pier, did not appear to have settled sufficiently deep to admit of the projecting bottom reaching the surface of the earth, and with the action of the water, the bottom of the crib gave away, and the stone fell out, so that, at present, the stone, instead of being up to the top of the cribs, is in places 5 and 6 feet below the surface.

I have noticed also, that a large portion of the stone, instead of being of the heaviest description of quarry stone, (to transport which a tram road, at a considerable expense to the Government, was constructed,) was commonly Lake stone, some of them of very inferior quality, and altogether too small to be admitted in any portion of the work.

In sinking the cribs, sufficient care was not taken to bring them close to each other, and the superstructure was put on without filling up and securing the spaces; in the North Pier the sand washes through, and forms bars on the inside of the Canal.

In a number of places, the Piers have settled to a considerable extent; the greatest depression is in the north Pier; the part near the North-East Corner of the recess settled very unequally, and will have to be raised 3 feet to bring it to the level. The Light-house crib and 4 others, on the South Pier, have received great injury, and a great deal of stone is out of them.

To render the works permanent and fully available to the trade, which the position of the Harbor and the extent of shipping using it, require, the piers should be carried to still deeper water, a distance of 200 feet; it is also necessary to construct a rough narrow Pier, at the back of the present North Pier, which will prevent the making of the deposit, caused by the spaces left between the cribs, and to dredge out the channel, between the Piers, so as to secure the depth of 12 feet throughout.

There is a bar formed on the Burlington Bay side of the Canal, which can, in my opinion, be removed,

by dredging, to such an extent as to prevent its making again, and should it show signs of doing so, a rough narrow Pier will have to be carried out beyond it; this, however, I would not recommend to do at present; the dredging of the bar is a work that will have to be done whether the Piers are carried out or not.

Estimated cost of work done, up to the 1st instant,.....	£47,133 16 5
Estimated cost of extending Piers, 200 feet,.....	3,229 3 9
Estimated cost of repairing Piers sunk, by levelling and filling them up, the outer Piers with stone,....	450 0 0
Estimated cost of securing the opening between cribs on North Pier,	500 0 0
Estimated cost of dredging the channel 12 feet throughout,.....	1,869 6 0
Estimated cost of dredging the bar in the Bay,.....	90 0 0
<b>Total cost of work,.....</b>	<b>£53,272 6 2</b>

*Toronto Harbor.*—Instructions were given to me, by the late Board of Works, to make a survey of this Harbor, by reference to which it will be observed, that a bar exists at the entrance of the Harbor, and which is making in a north westerly direction.

From the data that could be obtained from several masters of vessels, who have certain permanent land marks (now existing) to guide them in coming and going out of this Harbor, it was ascertained that within these last 7 years, the bar has made a distance of 280 feet, and narrowed the channel to 250 feet.

There can be no doubt that the making of the bar is caused by the wash and drift of the sand and shingle from the southern portion of the Peninsula, which is carried when the wind is from the east, and which, for the want of sufficient current from the Bay, when the wind changes to the west, is not carried out, but remains forming the bar referred to, and which, if not prevented by the construction of works, and increasing and confining the current, will very soon destroy the entrance of the Harbor.

The increased trade to and from the Harbor, demands that some steps should be taken, to secure and render the ingress and egress permanent and safe, and I beg leave, most respectfully, to suggest the propriety of ordering an examination and survey to be made of the Harbor, which should be accompanied with plans and estimates of improving it effectually, and in a mode which, from the examination, and enquiry from the different naval men who have watched the different changes and alterations, may be found most advisable to adopt.

*Windsor Harbor.*—The works at this Harbor, during last season, were rendered unavailable to the shipping, to such an extent, in consequence of the shallowness of the water within the Piers, and in the Basin, that no Tolls have been collected there since that time.

The difficulty of shipping goods, which had to be done by scowling them from the warehouses to the vessels, was also greatly complained of; and to remedy this evil, and place the work in a proper position to admit of the collection of Tolls, I have recommended in my several Reports to the Commissioners, to construct a Landing Wharf at the foot of the road leading to the Harbor; and to dredge out the Basin.

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This would allow vessels to load at the wharf, where they will be completely sheltered from any winds.

This Harbor being the only one between Toronto and Long Point, where vessels may be sheltered during foul weather, should have sufficient room to admit of their running there for shelter, and anchoring in the Basin, without interfering with, or injuring those that may be taking in or discharging their cargoes.

The business done at the Harbor would, I am sure, warrant any reasonable additional expenditure, to render it accessible and commodious; the Tolls last year, had they been collected, would have amounted to nearly £1,000, and from the information that I have been able to obtain, from parties residing there, and engaged in the forwarding business, I am assured, that this year they would be materially increased, as the amount of produce to be exported this season will be much greater than it was last year; and had the Harbor been in a situation to admit of vessels coming alongside a Wharf or Pier from which they could be loaded, the business done would be still greater; as it is at present, many vessels, having the same accommodation at Oshawa as they have at Windsor, take in their loading there.

The estimated amount of the principal articles to be shipped from this port during the present season is, 74,000 barrels of Flour, 151,000 bushels of Wheat, 37,000 feet of Oak timber, 1,500,000 feet of sawed lumber, 66,000 feet mast timber; these quantities are either already delivered to be shipped, or engaged to be delivered at a certain time during the season.

Amount of money expended in constructing the Harbor, is £24,425 18s. 7d.

I received instructions, on the 29th ultimo, to make such alterations in the construction of the present Inner Pier as will admit of teams travelling upon it, and to construct a turning place for waggons; the work is now in progress, and will be of great service, as vessels will be loaded from the waggons direct; the amount to be expended on the work is not to exceed £150.

Amount of money recommended by me to be expended in constructing the Landing Wharf, and dredging out the Channel and Basin..... 3,416 18 9

Total amount required to improve the Harbor..... £3,566 18 9

*Goderich Light-house.*—The Light-house constructed at this place was completed by the Contractor in

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July last; severe gales in last November did considerable injury to the lantern.

Some repairs have already been done and such others as are necessary will be done at the time when all the permanent fixtures for the main lights are put in, which cannot be done without the immediate superintendence of a competent party.

The Light-house is of great importance to the safety of the Navigation on Lake Huron, and is the only guide for vessels, on the entire length of that coast.

Total amount expended in constructing the Light-house is £492 7s. 0d.

*Toronto Custom House.*—This building was completed and occupied in July last.

There is a balance still due to the Contractor for extra work done, and which was reported upon to the Board of Works, of £119 15 3  
Amount paid to the Contractor, and contingencies..... 2,417 15 10

Total cost of building..... £2,537 11 1

In accordance with instructions received from the late Board of Works, I have made a survey of the road from the Dundas Street at Cooksville to Port Credit, and of the Twelve and Sixteen Mile Creeks hills.

Reports and Estimates have been sent in by me on the 10th March, 1846, to which I beg leave most respectfully to refer you.

The Twelve and Sixteen Mile Creek hills are the most dangerous places on the whole road from Montreal to Sandwich, and demanding immediate attention and improvement; there is not a season but serious accidents, and even loss of life occur.

Appended is a Statement, shewing the amount expended in each work up to the 1st instant—the amount required to complete it—and the total cost of each work.

All of which is most respectfully submitted, by,  
Sir,  
Your very obedient servant,

C. S. GZOWSKI,  
Engineer.

Thomas A. Begly, Esq.,  
Secy. Dep. Public Works,  
Montreal.

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STATEMENT shewing the Amount Expended on each Work up to the 1st instant; the Amount required to complete the Works under Contract and commenced; the Amount required to complete each Contractor on completed Contracts; the Amount required to complete the Works when fully completed

NAME OF WORK.	Amount expended up to 1st instant.			Amount required to repair the Works completed.			Amount due to Contractors on completed contracts.			Amount required to complete the Works under contract and commenced.			Amount required to complete each Work in full.			Total cost of each Work when fully completed.			REMARKS.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
London and Port Sarnia Road.....	20,121	9	1	250	0	0	0	0	0	0	0	0	0	0	0	20,121	9	1	To Macadamize to Caledonia. Refer to the Report.
Do. Chatham Road.....	23,282	4	9	500	0	0	0	0	0	0	0	0	0	0	23,282	4	9	To plank the Road. Refer to the Report.	
Do. Port Stanley Road.....	32,207	16	3	0	0	0	0	0	0	0	0	0	0	0	32,207	16	3	Refer to Report.	
Do. Brantford Road.....	49,503	8	7	0	0	0	0	0	0	0	0	0	0	0	49,503	8	7	To Macadamize the Road. Refer to the Report.	
Grand River Swamp Road.....	9,963	6	7	0	0	0	0	0	0	0	0	0	0	0	9,963	6	7	To open the Road. Refer to the Report.	
Hamilton and Port Dover Road.....	44,568	5	1	9,310	0	0	0	0	0	0	0	0	0	0	44,966	9	1	To improve Highland Creek Hill.	
Hamilton and Amherstburgh Front Road.....	933	4	10	0	0	0	0	0	0	0	0	0	0	0	933	4	10	To open the Road. Refer to the Report.	
Sandwich and Amherstburgh, & Maitland Cross & Sandwich Road.....	11,958	17	7	0	0	0	0	0	0	0	0	0	0	0	11,958	17	7	To Macadamize the Road. Refer to the Report.	
Chatham and Romf'eat Road.....	1,597	16	11	0	0	0	0	0	0	0	0	0	0	0	1,597	16	11	To open the Road. Refer to the Report.	
Chatham and Owen Sound Road.....	4,025	1	3	0	0	0	0	0	0	0	0	0	0	0	4,025	1	3	To Macadamize the Road. Refer to the Report.	
Dundas and Owen Sound Road.....	15,851	9	7	0	0	0	0	0	0	0	0	0	0	0	15,851	9	7	To open the Road. Refer to the Report.	
Yonge Street Road.....	2,720	0	0	0	0	0	0	0	0	0	0	0	0	0	2,720	0	0	To Macadamize the Road. Refer to the Report.	
Bradford and Barrie Road.....	913	0	0	0	0	0	0	0	0	0	0	0	0	0	913	0	0	To open the Road. Refer to the Report.	
West Williamsbury Road, from St. Albans to Bradford.....	1,962	0	0	0	0	0	0	0	0	0	0	0	0	0	1,962	0	0	To Macadamize the Road. Refer to the Report.	
Barrie and Penetanguishene Road.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To open the Road. Refer to the Report.	
Bond Head and Barrie Road.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To Macadamize the Road. Refer to the Report.	
Barrie and Nottawassa Road.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To open the Road. Refer to the Report.	
Road from Barrie to the Narrows of Lake Simcoe.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To open the Road. Refer to the Report.	
West York Road, or Dundas Street.....	0	0	0	775	0	0	0	0	0	0	0	0	0	0	775	0	0	To Macadamize the Road. Refer to the Report.	
East York, or Kingston Road.....	0	0	0	1094	0	0	0	0	0	0	0	0	0	0	1,094	0	0	To open the Road. Refer to the Report.	
Rouge Hill and Dunbar's Hollow Improvements.....	5,382	5	8	0	0	0	0	0	0	0	0	0	0	0	5,382	5	8	To improve Highland Creek Hill.	
Road from Windsor Harbor to Lake Scuzog.....	9,136	15	7	0	0	0	0	0	0	0	0	0	0	0	9,136	15	7	To plank three miles above Winchester.	
Road from Lake Scuzog to the Talbot River.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To open the Road.	
Road from Talbot River to the Narrows of Lake Simcoe.....	600	11	5	0	0	0	0	0	0	0	0	0	0	0	600	11	5	To open the Road.	
Road from Narrows of Lake Simcoe to Stargson Bay.....	7,228	12	11	0	0	0	0	0	0	0	0	0	0	0	7,228	12	11	To Macadamize the Road. Refer to the Report.	
London Bridge, (Sarnia Road).....	0	0	0	15	0	0	0	0	0	0	0	0	0	0	15	0	0	To open the Road.	
Chatham Bridge.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To Macadamize the Road. Refer to the Report.	
Brantford Bridge.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	To open the Road.	
Swing Bridge at Narrows of Lake Simcoe.....	0	0	0	400	0	0	0	0	0	0	0	0	0	0	400	0	0	To open the Road.	
Peterboro' Bridge.....	1,289	13	6	0	0	0	0	0	0	0	0	0	0	0	1,289	13	6	New Bridge. Refer to Report.	
Belleville Bridge.....	1,446	15	7	0	0	0	0	0	0	0	0	0	0	0	1,446	15	7	New Bridge. Refer to Report.	
Trent Bridge.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Refer to the Report.	
Road' East Harbor.....	16,701	18	9	0	0	0	0	0	0	0	0	0	0	0	16,701	18	9	Landing Wharf included.	
Port Stanley Harbor.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Refer to the Report.	
Port Burwell Harbor.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Refer to the Report.	
Port Dover Harbor.....	9,668	18	3	0	0	0	0	0	0	0	0	0	0	0	9,668	18	3	See Report.	
Barlington Bay Canal.....	47,133	16	5	0	0	0	0	0	0	0	0	0	0	0	47,133	16	5		
Windsor Harbor.....	24,425	18	7	0	0	0	0	0	0	0	0	0	0	0	24,425	18	7		
Toronto Custom House.....	2,417	15	10	0	0	0	0	0	0	0	0	0	0	0	2,417	15	10		
Goderich Light House.....	492	7	0	0	0	0	0	0	0	0	0	0	0	0	492	7	0		
Port Hope and Rice Lake Road.....	0	0	0	810	0	0	0	0	0	0	0	0	0	0	810	0	0		
Kingston and Napanee Road.....	0	0	0	1,150	0	0	0	0	0	0	0	0	0	0	1,150	0	0		

\* The sum of £3238 12s. 0d. was expended on this Work, from the Appropriations for Roads and Harbors.

MONTREAL, 30th March, 1847.

SIR,—In obedience to the instructions received from the Department of Public Works, I have surveyed and examined the Island of St. Marys, and the adjoining portion of the main shore, lying to the north of the Sault Ste. Marie, with a view of ascertaining the practicability and cost of constructing a Canal on the Canada side, by which the navigation of the River St. Lawrence, and the Upper Lakes, might be extended uninterruptedly, to the head of Lake Superior.

Prior to examining the North Shore, I inspected the American side of the river, so as to be enabled to judge whether the natural facilities for the construction of a Canal, to avoid the Rapids of Sault Ste. Marie on that side, were much greater than those on the Canada side; for were they so, I presumed it would not be considered expedient, under any circumstances, to enter on the expenditure.

Having learned at Detroit that a Survey and Estimates for such a Canal, had been, some years ago, prepared by order of the Legislature of the State of Michigan, I called at the Surveyor General's Office there, and I was kindly permitted to have access to all the documents connected therewith.

The Report made by J. Almoy, Esq., upon the subject, commences by saying, that the most convincing and satisfactory evidence can be obtained of the importance and utility of the work, that no serious difficulties interpose, that the total length from deep water to deep water is 4,560 feet. The amount of the estimate was 112,564 dollars.

After a due examination of both sides, I am of opinion that the facilities are rather in favor of the Canada side. On it, the distance from deep water to deep water is a little under, but may be allowed at 4,000 feet. The eastern or lower end would terminate in a quiet bay and secure anchorage. And at the western end, although a considerable extent of pier would be required, the Canal would terminate in a part of the river well sheltered, and affording good ground for vessels to lay up during the winter. At present, all the vessels are laid up on the Canada side, as they are there safe from the run of the ice, which leads strongly to the rapids on the American side.

The Island of Ste. Mary is very flat and low, the upper part being little over the level of high flood water. It is traversed by several shallow water courses, which are nearly dry in summer, but through which large bodies of water are discharged in spring.

I have made a map of this Island, and of the adjoining shore, which I herewith transmit; and on which I have traced the line of the proposed Canal, and also given the section thereof. By adopting for the line of Canal, the course of one of the streams alluded to, the water of which could be easily diverted by a dam at the head, the minimum of excavation would be obtained, and deep water at the lower end reached by the shortest length of pier. The beds of these streams are generally on the surface of the sandstone rock, of which the substratum of the Island consists; but in places, this road is worn away to a

depth of some feet, and the cavities are filled with loose gravel and boulders; of which formation much of the upper portion of the Island also is.

The fall, from the head to tail water, in October last, was within a few tenths of 18 feet, and in projecting the Canal, I propose to overcome this fall by means of two Locks, the ordinary fall of each of which would be nine feet; the walls and gates of the upper lock to be raised so as to make it serve as a Guard as well as a Lift-lock. The floods at head of the rapids, very seldom here exceed three feet in height.

The lower portion of the Piers, (that from the foundation to two feet over low water of the river,) I propose should be constructed on the same principles as those I adopted at the upper termination of the Lachine Canal, so as to ensure staunchness; by so doing, and by throwing a staunch dam across from pier-head to pier-head, the water within the piers could be pumped out, and the excavation made to the required depth. The same principle of pier is adopted at the upper end, but here no pumping would be necessary, as the water could be drawn off to the lower level by a common drain.

One of the first considerations to govern the amount of the estimates for this work naturally is, what scale should be adopted; especially for the Locks. In the estimates prepared by order of the State of Michigan, to which I have before referred, the dimensions of the locks were 100 feet clear length, by 32 feet in width. These dimensions I look upon to be quite unsuited to the vessels now generally used on the Upper Lakes, and I am sure the gentleman who prepared the estimates, would not recommend them, under the present circumstances.

These vessels are of three classes—1st, very large steamers, propelled by side-wheels; 2nd, powerful propellers of large burden, upwards of 300 tons; 3rd, very fine schooners and other sailing craft.

The two latter classes pass through the Welland Canal Locks, of 150 feet in length by 26 feet 6 inches in width, and I believe that as to the dimensions to be adopted for the Locks of the Sault Ste. Marie Canal, the question is, whether they should be similar to those of the Welland Canal, or to those of the St. Lawrence Canals, which pass steamers of 175 feet in length, by 44 feet 6 inches in breadth. This question involves a great many considerations, and is not easy of solution.

In favor of adopting the latter scale is, that it would be obtained at the comparatively small additional cost of £6,750; but opposite to this, it must be borne in mind, that the vessels requiring Locks of this larger scale would be confined to the Upper Lakes, that many of the first-class boats, now plying on that water, could not pass through Locks even of this size, and therefore, vessels intended for the Lake Superior service, should be built to correspond with the Locks. In which case I cannot see why they should not be of the propeller class, which have now been proved, by experience, to be well suited, safe and cheap, as freight vessels, and to which the lesser sized Welland Locks are suitable.

This is a question, however, which I consider not so much for the Engineer, as for the decision of the Department, upon whom, from the information in their possession, or to which they can have access, as to Trade, Commerce, resources and statistics of the country, should rest the responsibility of determining the scale.



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I have given the estimate in two ways: *the first* upon the principle of the Welland-sized Lock being adopted, and the Canal 35 feet wide at bottom, with 9 feet water, the Piers 100 feet apart in either case; amount £56,388 9s. 0d. The second supposes the size of the St. Lawrence Canal Locks to be adopted, bottom of Canal 45 feet wide, Piers and depth of water as in the former case, amount £63,138 0s. 0d. From the shortness of the Canal, I see no necessity, at least for the present, of making it so wide as to permit vessels to pass each other in it, which can be done hereafter, if found necessary.

In drawing up the estimates, I have assumed the whole of the excavation to be rock, upon which I have also set down a large sum to cover the cost of contingencies, unwatering, dams, &c. &c. In fact, the entire I look upon as a very *high estimate*, and I am persuaded the work would be taken and executed at much lower prices, but I considered that it would be more satisfactory to state the maximum sum the work could possibly cost, under the most unfavorable circumstances.

Should the work be decided on, further examination of the Island would be requisite, before the line of it was definitely marked out for execution, and the precise sites of the Locks determined, but any change from the line shewn on the map, would be made chiefly from a prospect of saving.

For the Locks, suitable stone can be had, either a few miles down the river or on the lake above. Lime will come from below, sand from above, and the puddle clay will, I believe, be most easily had from the American side.

I have calculated on 8 feet 6 inches being the depth of water on the sills of the Lock, which I consider to be a greater depth rather than is necessary, when the navigation of Lake George, and part of the river above Lake Huron is taken into account; and I have adopted that depth in a great measure more to guard against the contingency of unusually low water in the vicinity of the rapids, from some concurring causes of comparatively a local nature.

For a few chains in length, near the entrance of Lake George, a bar extends, upon which, on my survey, there was but six feet water, the level of the lake being then very low. In the estimate will be found a sum, set down to cover the cost of removing this bar.

The mineral resources of the Lake Superior section of country, although but as yet very partially developed, have already attracted much public attention, and have laid the foundation of a considerable Trade.

The line of transit for this Trade, must be the waters of Lake Superior, and thence past the obstructions presented by the Falls of St. Mary, whether they can be overcome by means of a Canal or an improved portage. The entire of the Trade, now existing, takes place on the American side, and over a very inferior Portage Road; the lower or eastern end of this road communicates with the wharves of the village, and along side of which the steamers and schooners can lie, but at the upper or western end, the vessels remain at anchor in the stream, above the head of the rapids, some eight or nine hundred feet from shore, and are loaded by means of small boats. Notwithstanding these difficulties, the Trade is and must continue to be on the increase, and the Village of St. Mary's will soon as-

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sume an appearance, of importance, while on the Canada side no business whatever is now done, except that confined to the Hudson Bay Company, who have a post there. On the site laid out lately for a Town or Village, by order of the Crown Land Department, there is not a solitary hut, nor do I see the slightest probability of any improvements ever taking place there, unless they should be induced either by the construction of the proposed Canal, or by the improvement of the Portage Road, with a good Pier at each end, at which Vessels could be laid alongside, and take in or discharge their cargoes.

In the present state of the finances of the Province, I am respectfully of opinion that the return which could rationally be counted upon, for a length of time to come, from the outlay which should be incurred to construct a Canal of any suitable dimensions, would not justify such expenditure. Indeed within no period, if the trade and improvement of which the Canadian territory in that quarter is capable, is alone taken into consideration; and although I have been informed that it is at the present moment proposed to Congress to apportion a sum of about \$400,000 for the construction of a Canal on the American side, I doubt very much if such a work will be embarked in, notwithstanding the very much greater inducements which the amount of travel and the large extent of improvable territory, in addition to the mining resources on the American side of the lake, present.

I have also given an estimate of the cost of improving the Portage Road, both with and without rails being laid thereon, the cost of which, together with the construction of a Pier at each end, at which vessels could lie, I estimate at £6,117. This estimate is based on the principle of having Piers constructed so as to ensure staunchness, in case the Canal should at any future period be proceeded with, but if Piers of the ordinary class are substituted for them, the cost would be

For the building of the Piers and improvement of Portage, without rails.....	£2,750
If with rails, add £950.....	<u>£3,700</u>

The expenditure of this sum in the manner contemplated, would, I conceive, afford very considerable accommodation, and would considerably lessen the cost of transhipment. Without some such improvements, individual enterprise will not be directed there, settlement will not take place the entire of the business in that section of the country, will continue and ever be done on the American side, and the tract marked off for the Town or Village, will remain in its present state of wilderness.

I am,  
Sir,  
Your obedient Servant,

(Signed,) HAMILTON H. KILLALY.

The Hon.  
W. B. Robinson.

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ESTIMATE for the construction of the Sault Ste. Marie Canal:—

Data assumed—breadth between the Piers, 100 feet; to be sunk 9 feet below the surface of low water.

Breadth of excavation for Canal bottom, 35 feet; Locks same dimensions as those on the Welland. The

Piers, bottom to two feet over low water surface from to be of two parallel rows of cribs, 10 feet wide, and six feet space between the rows, which is to be well cleared out and filled up with puddle and sheet piled. From two feet over low water to top, the Piers to be framed in one thorough breadth of 26 feet.

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	£	s.	d.	£	s.	d.
<i>1st Reach.</i>						
Excavation between the Piers and for the seat of the Piers, and thence to Lock-pit, being all under the level of the Lake, 15,155 cubic yards, at 6s. 6d.....	4,925	7	6			
Excavation in Lock-pit 11,500 yards, at 5s.....	2,875	0	0			
Putting in and taking out Dams.....	250	0	0			
Unwatering, &c. ....	1,000	0	0	9,050	7	6
<i>2nd Reach.</i>						
Excavation in conduit of Canal and Lock-pit, 25,375 cubic yards, at 3s. 6d.....	4,440	12	6			
For extra carriage and placing excavation in ramparts .....	500	0	0			
Puddling .....	300	0	0	5,240	12	6
<i>3rd Reach, (Upper.)</i>						
Excavation from head of Lock to head of Pier, including excavation between the Piers and for the sites of piers, 31,940 yards, at 4s. 6d.....	7,186	10	0			
Extra carriage and placing excavation in ramparts .....	250	0	0			
Puddling.....	200	0	0			
Dams and removal .....	250	0	0	7,886	10	0
				22,177	10	0
Add 10 per cent for Superintendence and Contingences.....				2,217	15	0
				24,395	5	0
<i>Masonry.</i>						
2nd Lock—Dimensions same as the Welland, quoins, recesses, cills, &c., well dressed hewn stone, side walls, &c., of heavy half dressed ashlar all well backed, coping 2 feet 6 inches over high water.....	8,000	0	0			
Gates, Machinery, &c., complete .....	500	0	0	8,500	0	0
<i>Puddling.</i>						
1st Lock.—Do. Do. the walls raised to act as a Guard Lock against high water and to have a double set of stop gate grooves.....	9,000	0	0			
Gates, machinery, &c., complete .....	600	0	0	9,600	0	0
General formation about Lock .....				500	0	0
Puddling.....				300	0	0
Lock-House, &c.....				200	0	0
				19,100	0	0
Add 10 per cent Contingencies and Seperintendence.....				1,910	0	0
Piers, construction already described at head of estimate, 3,168 lineal feet, at £2 15s..	8,712	0	0			
Add 10 per cent for Contingencies .....	871	4	0	9,583	4	0
Removing sundry boulders.....				300	0	0
Dredging required on Lake George.....				1,100	0	0
				56,388	9	0

Total cost to construct the Canal, with Locks similar to those on the Welland Canal, £56,388 9s. 0d. The addition of £6,750 would cover the cost of enlarging the Locks, &c., to the dimensions of the St. Lawrence Locks, and of giving a suitable breadth to the Canal, making the cost of constructing the Canal on the enlarged scale, £63,138 9s.

ESTIMATE of the cost of raising, forming and improving the Portage, altering its line so as not to pass through the Hudson Bay enclosure, and constructing a Pier (as already described) at each end, at which vessels could take in and discharge their cargo,..... £4,611 0 0  
To lay down iron rails therein, ..... 950 0 0

5,561 0 0  
10 per cent for Contingencies, &c..... 556 2 6  
Total,..... 6,117 2 6

(Signed,) H. H. KILLALY.

March, 1847.

H.  
*Report of Hon. H. H. Killaly, on Goderich Harbor and Light-house.*

MONTREAL, 3rd April, 1847.

SIR,—Upon completing my survey of the Sault Ste. Marie, I proceeded to Goderich, with the view of examining into the state of that Harbor, in accordance with the instructions I had received, through the Provincial Secretary, and from your Department. Having made a general survey of the Harbor, and its vicinity, and examined into the nature, extent, and cause of the Bar, the depths of water, state of the Piers, &c., I have now the honor to report as follows.

The whole range of that part of the eastern shore of Lake Huron, from Point Edward, opposite Port Gratiot, in latitude 43°, to Cape Hurd, (about 45° 15') is entirely open and exposed to the sweep of the heavy north-westerly gales which prevail so much upon that lake, and which frequently raise a tremendous sea. For the greater part of that extent the coast is comparatively low; from Point Edward to a few miles north of Goderich, a distance of about 80 miles, the coast is flat, with sand beaches, for almost its whole extent, and offers no shelter or asylum to vessels, which might be caught off it in any wind blowing from S.S.W. round by west to north-by-east. From north of Goderich to Cape Hurd, the general character of the coast is low, rock-bound, and, in many parts, has foul ground, for some distance out.

With the exception of the Piers and Light-house constructed at Goderich, the entire extent of this coast is without a light, a harbor or shelter of any description. The country backing the coast presents a tract of land, which, for extent, richness of soil, and capability for improvement, is not surpassed by any in the Province. Round the northward portion of it the lake presents magnificent fishing grounds, and the public attention and amount of private enterprise now directed towards the working of the rich mines on the north shore of this lake, hold out additional encouragements to the settlement of this section of the country. The inducements to settlement, which such advantages present, are however to a great degree, counteracted by the neglected state of the coast, and it is not to be wondered at, that loud complaints should be made in consequence.

The Town of Goderich, beautifully situated, and possessing the advantages of water power to any extent, appears to me to be the proper capital of the tract I have described. It is nearly in the centre of the stretch of coast referred to, it possesses more natural advantages for the construction of a Harbor than any other spot there I have seen. It is the natural outlet for its extensive and highly improvable back country; and the River Maitland running through it, independent of the water privileges it presents, constitutes a very valuable assistant in the foundation of a Harbor, so much required.

A considerable amount of money has been, from time to time, expended, I believe, by the Canada Company, on the construction of Piers at the mouth of this River, across which a sand bar extends. Although no doubt considerable silt is carried down occasionally by the river, yet I consider that the bar is chiefly, I might say almost altogether, caused by the set of the sand carried along shore, especially in north-

westerly gales. That this is so, is abundantly proved by the amount of beach which has formed to the north of the North Pier since its construction, and where no deposit from the river is carried. The principal "along shore" silt is carried during north-westerly gales; a strong wind from the south-west or south has a similar tendency, but in a much less degree. By a south wind, a south-west sea is rolled in.

The only remedy within the present means of the Province for this natural and existing difficulty, I consider to be the extending of both Piers further out into such a depth of water as would place the entrances beyond the influences adverted to. This is generally found on the several lakes of the Province to be from 20 to 22 feet and over. Having proceeded from Point Edward to Goderich, in a fishing smack, during a heavy gale from the north-west, I had an excellent opportunity of judging of the position and direction of the Piers, and breadth between them, all of which I am of opinion were judiciously determined on, and I was also enabled to see the surf thrown up by such of the prevailing winds, and of judging of their effects upon the entrance.

Within the Piers, the river is divided into several channels, across part of which, a few hundred yards up stream, a dam was made some time ago, with the view, I imagine, of directing its principal current and strength down the southern side, adjoining the Town and Wharf, but I am rather inclined to think the effect of it has not been beneficial. The river is by it thrown along the side of a high sand and gravel hills easily torn down, and which is, I think, deposited in the Basin. Unless under very peculiar circumstances, I am not an advocate for diverting the stream of a river from its natural channel. This difficulty is however, comparatively trifling, and the subject will, no doubt, attract the attention of those interested in maintaining the efficiency of the Harbor, and, should the effect of this Dam, on further experience, turn out to be as I apprehend, it will of course be removed. The tendency to deposit in the Basin, by the river, will hereafter be much reduced, when mill weirs are thrown across it above.

The channel of the river, on the south side, is preserved by a Pier, which, at the outer extremity, is formed of crib-work, and the remainder of it by piles driven pretty close, sheeted over and bolted, having a wale piece secured by cross ties to a row of piles, driven about 20 feet back from the front row, and about eight feet apart. This Pier although now in a very bad state, is capable of being secured. From the tendency to rapid filling up at its back, the piled or inner portion of it can be repaired and maintained at moderate expense, but the crib, or outer portion of it, is very dilapidated, and will require more expenditure to put it in a proper state, than it would do to build it anew. The outer crib, about 25 feet square, is so much heeled over and badly founded that it must be removed. Adjoining it is a gap of about 25 feet in width, through which in southerly winds much deposit is carried into the channel. To make this Pier properly effective I consider the ruined cribs should be removed, the foundation properly dredged out and levelled, the cribs rebuilt, and the gap filled up, substantially and continuously, with them, and the Pier extended about 150 feet, by means of crib-work 30 feet wide, well founded, framed and tied in the best manner, and the remainder of the piled portion repaired and better secured and backed.

The North Pier was, properly, much more substantially built than the southern, as it was in a much

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greater degree exposed. The greater part of it requires but moderate repair, but about 150 feet of the outer end is in a very imperfect and unsafe state. It is necessary that this Pier be properly and thoroughly repaired. In doing so the height of a large portion of the inner part might be reduced, at the back of which the beach has, since its construction, been formed to a considerable height over ordinary water. In my judgment this Pier also should be extended fully 200 or 250 feet. By so doing the drift of the shingle or sand round its head will be much retarded, if not stopped, and the entrance made more quiet and easy. It should be terminated by a substantial crib 40 feet square, founded, framed and secured in the very best manner, and on it a Pier-head light should be established, as the present Light-house upon the high land overlooking the Harbor, although indispensable for making the Harbor and for other general purposes, is altogether insufficient to enable a vessel in a dark night with a breeze on shore to be steered in with confidence or safety.

The main Light-house is built in a very good position for its proper purposes, but although well built, there are some defects which require immediate attention. A heavy gale in November last, from the south west, affected the projecting cornice of the roof of the house so much as to render it necessary to have it at once attended to. The glass of the lantern is much too light, heavy crown glass should be substituted for it; five of its sides had been glazed, but in consequence of broken glass, but three were lighted when I was there, the remainder having been boarded up. In its then state the light showed sufficiently to the northward, but as it only shewed to about S. S. W. one more range of panes on the south side should be glazed.

The workmanship of the iron stays which keep down the lantern is very imperfect; nuts are wanted

and the lantern was accordingly very insecure. The tinning of the cupola of the lantern is very imperfectly secured at the eave; it is already sprung by the wind, and another heavy blow might carry it off altogether, the interior of the side and half proposed to be not again lighted should be tinned, and the flange at the base of the lantern should be made tight, as it leaks a good deal.

The cost of repairing such portions of the South Pier as can be relied on, removing the other portions and rebuilding them properly, and extending the Pier as proposed, I estimate at..... £4,352 10 0

Repairing old work of North Pier, extending same, cost of dredge and dredging, erection of Pier-light and repairs and amendment of main light..... 12,675 0 0

£17,027 10 0

The above may be considered a large amount, but when the very exposed position of the Piers is taken into account, and the necessity therefore for every portion of the work being constructed in the most substantial manner, I do not think it would be safe to name a lesser sum to do the work effectively; and when the wants and interests of so large a section of country, as necessarily depend upon having the Port of Goderich efficiently formed and maintained, is borne in mind, I am of opinion that the expenditure of that sum is not only justifiable, but much called for, and due to that important section of the Province.

I have, &c.

(Signed,) H. H. KILLALY.

The Hon. W. B. Robinson,  
&c. &c. &c.

J.

STATEMENT of Sums expended and required for Bridges on south side of the St. Lawrence, on the original grant of £14,000.

Etchemin—completed—cost... ..	£1713 19 5	
Chateauguay, “ “ ... ..	1865 0 0	3378 19 5
Nicolet—under contract—will cost ... ..	£4067 10 0	
Godfroi, “ “ ... ..	1700 0 0	
Bécancour, “ “ ... ..	1850 0 0	
Du Chêne, “ “ ... ..	1470 0 0	
	9087 10 0	
Add 10 per cent. Superintendence, &c., ... ..	908 10 0	
Total cost (land damages not included) .. ..	£9996 0 0	
Balance available 1st June, 1847, ... ..	£10461 9 7	
Less extras payable on the Etchemin, ... ..	271 13 11	
Actual balance, ... ..	£10189 15 8	

Statement of Total Expenditure.

Etchemin and Chateauguay, as above, ... ..	£3378 19 5
Sundry expenses, ... ..	159 11 0
Balance, 1st June, 1847, ... ..	10461 9 7
	£14,000 0 0

(Signed,)

F. P. RUBIDGE,  
Eng. Pub. Works.

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Appendix  
(Q. Q.)

12th July.

Report of F. P. Rubidge, on channel through Lake St. Peter.

K.

PUBLIC WORKS OFFICE,  
31st May, 1847.

GENTLEMEN.—On a careful revision of the Report upon Lake St. Peter Improvements, which I had the honor to lay before you on the 23rd March last, and having obtained further data whereon to found my calculations, I now beg respectfully to submit a corrected statement of the amount of dredging operations up to the present time, from the period of commencement in 1844, shewing the total outlay thereon, and the extent of excavation yet to be performed to complete a channel of 150 feet in width, and also one 300 feet broad, being therein detailed, from which it will appear that 520,963 cubic yards of clay and sand have been removed at the assumed rate, slightly exceeding 1s. 5½d. per cubic yard, and at a cost of..... £38,267 7 0

And estimating the whole working establishment of steamboats, dredges, scows, barges, machinery, moorings, buoys, anchors, implements, &c. &c., at their reduced value of 20 per cent ..... 31,606 9 3

We obtain the sum expended, of.....£69,873 16 4

The bulk of heavy excavation removed as above, being about 750,000 tons.

Having at your desire very recently visited Lake St. Peter, or a few days after mooring the dredging vessels for their spring operations, I am enabled more intimately to describe the nature of the shoals whereon the improvements are being made. The lateness of the season and high floods, had hitherto prevented the works proceeding with much expedition at the period of my visit; the level of the lake, standing ten feet over ordinary low water, hindered the machinery from working to the best advantage, except in reducing the ridges and isolated spots left from former operations on the St. Francis bank near the second and third buoys, upon which ridges there were at that time from 17 to 20 feet in depth of water. Upon this bank the dredges have to cut through a firmly compacted bed of fine sand about 3 to 4 feet in thickness, with occasional thin strata beneath of similar character; this material is severely frying to the dredges, frequently breaking the mooring cables, the pins securing the links of the bucket chains, and otherwise deranging the machinery in passing through it. Beneath, the excavation becomes a soft tenacious clay, that hardens readily on exposure to the atmosphere; through this yielding substratum, the buckets move with facility, frequently lifting to the surface more stuff than their interior limits will contain, and the quantity of this material taken up in one day by the dredges, generally doubles the bulk removed from the first described consolidated bed of sand.

The lower flats below the sixth buoy consist wholly of this soft blue clay bottom, and the fact that the chief portion of the work yet to be accomplished will be in this facile excavation, argues favorably for the future expedition and expense attending the deepening of this channel.

The dredging up to the 31st of May of the present year, gives the additional quantity of 13,008 cubic

yards removed, but this amount has not been noticed or deducted from the tabular statement, owing to the disbursements for the month of May not having been defrayed up to the present date, from the balance of money in hand.

From the sixth buoy onwards to about midway between the 11th and 12th buoys, I have taken the average depth of water at 12 feet, thus giving two feet of general excavation; calculations of former years have I perceive assumed the average depth for this distance to be 13 feet, affording only one foot of general excavation, and yielding less formidable results; but on a more thorough examination this must be held too low an estimate, as appears evident from the following extract from a Report of Capt Vaughan, the late Superintendent, dated 8th February last, wherein he states "there will be three feet of cutting of soft blue clay from No. 7, to No. 12 buoys," &c. &c. This labor alone would require 440,000 cubic yards of excavation, and at the lesser rate of 1s. 3d. per cubic yard would amount to £27,500. On mature deliberation, therefore, in taking the mean between the above extremes, of two feet depth of cutting, (which Capt Bayfield's soundings of last year will I think fully support) I have drawn up the accompanying statements previously referred to.

I beg to direct your attention, in the next place, to the amount of dredging thus arrived at, as requisite to complete a channel 150 feet broad. See Statement C, namely 374,507 cubic yards, which at the rate, say 1s. 5d., throwing off the fraction, would demand a further sum of £26,527 11s. 7d. and, at the speed at which the work has hitherto progressed, would occupy the present season, and the whole summer of 1848, before completion. For this additional outlay, a balance of £4,619 8s. 2d. from former appropriations, yet remains available.

Statements B and C also indicate the extent of excavation to be removed for the additional channel of 150 feet in width, having 14 feet depth at low water, therein stated at 619,176 cubic yards, and estimated at £38,698 10s. currency. These united quantities and outlays, to perfect an ample and sufficient channel of 300 feet wide, giving an aggregate of 993,683 cubic yards, and a total cost of £65,226 1s. 7d., and to perform the entire task, with the present equipment and force employed, requiring a period of four years beyond the present season.

On comparing the quantities detailed in sheet B, yet to be removed for an additional 150 feet width of channel, with the quantities given as already removed, between the first and second Buoys, the smallness of the former, opposed to the bulk of the latter, becomes apparent. This difference arises from the fact of deeper water being found on the St. Francis Bank, to the south of the channel first dredged; where holes either exist, or the current has succeeded in working out a partial channel, as is shewn by the recent Chart of Captain Bayfield, and further corroborated by the chart of soundings in the office of this Department, and also from the dredges having occasionally operated too much to the southward. The number of cubic yards, however, to be lifted from the south or additional channel, between the first and second Buoys, stated as 50,014, would give an average of about three feet five inches depth of general excavation.

I would here observe that the basis for the foregoing calculations, were soundings taken through the ice (not however made by myself, but which, nevertheless, I believe sufficiently correct,) and likewise the annual Log-books of the Department.

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It is not the object of this Report to draw comparisons between the relative merits of the rival channels but I would observe that, on a calm day, a considerable current is perceptible in the new channel, the more remarkable as occurring in a lake seven miles in width, where it might be supposed all sensible current would be lost in the expanded waters. With reference also to the assertion that this channel or cut is "filling up," I cannot say, from my own observations, that I am of that opinion. The last summer, on a favorable occasion for sounding, I found the ridges sharp and distinct, with 2 and 3 feet deeper water on either side. If this "filling," therefore, had been going on, these obstructions would naturally have caught the moving sand, and either become less prominent, or have been buried in the accumulating drift. Moreover, on the dredges working on the shoalest spots during high water of this spring, the lighter color of the surface-excavation in which rushes were growing abundantly, evidently shows the bottom free from deposit, and heretofore undisturbed. I would further mention, that on the 20th of August, last year, on a perfectly calm day, the "Vesper" brig of 290 tons burthen, in tow of the "Princess Charlotte," grounded a little below the lower Light-vessel in the old ship channel, while drawing 10 feet 6 inches water. The soundings which I took at the time, at the stern of the brig, giving only ten feet 2 inches water, and on immediately proceeding to the new channel, the flats in no place gave a less depth than 11 feet, clearly proving I think a slight advantage in depth on the flats to the south of the present ship channel. And here,

again, on these flats, in the line of the straight channel, one description of "filling" might reasonably be looked for,—namely, as the dredges disturb the bottom surface, they produce a thick, muddy stream, which is carried by the current along the narrow cut, until its velocity is checked over the lower flats, where the soil in suspension gradually settles to the bottom. This effect, I take for granted, must be produced to a certain extent.

In connexion with deepening Lake St. Peter for vessels drawing 14 feet at low water, must be taken into consideration the removal of two shoals or flats at La Valtrie, upon which there is about 11 feet at low water. Not having personally examined these obstructions, my observations are based upon the information of others, from which I gather that they cover about 150 yards in length, and consequently require the removal of 15,000 cubic yards; supposing the channel to be made 300 feet broad with three feet average depth of cutting; this excavation being mud with boulder stones interspersed, I have computed the cost per yard at 1s. 8d., and which would therefore require a further expenditure of £1,250.

All of which is respectfully submitted,

(Signed.) J. P. RUBIDGE,  
Engineer, Public Works.

The Honorable  
Commissioners of Public Works,  
&c. &c. &c.

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No. 1.

STATEMENT of the whole operations performed in the New Channel of Lake St. Peter, of 150 feet in width, to obtain 14 feet depth at low water; also shewing the cost of excavation per cubic yard, and the present value of the Dredging Establishment to the Province.

The Dredging and Excavation for the years 1844 and 1845 (as per Statement No. 2.) amounted in cubic yards to.....	406,111
The Dredging and Excavation for about 3 weeks of 1846,.....	114,852
<b>Total lifted in cubic yards,.....</b>	<b>520,963</b>
The cost of outfit, and purchase of Steamboats, Dredging Vessels, Scows, Barges, Chains, Anchors, Buoys, Machinery, Tools, Implements and Materials, as per return,.....	£39,508 1 6
Depreciation for three years' services, and wear and tear, say 20 per cent.....	7,901 12 3
520,963 cubic yards of excavation at 1s. 5½d., nearly, or say,.....	31,606 9 3 38,267 7 0
Being the whole amount of expenditure up to the 15th May, 1847,.....	£69,878 16 3

(Signed,)

F. P. RUBIDGE,  
Engr. Public Works.

TABULAR STATEMENT of the Amount of Dredging performed in Lake St. Peter, up to the close of the Navigation of the year 1845, with the quantities yet to be removed to give a Channel of 150 feet wide; also of 300 in width, with 14 feet depth at low water, verified from soundings taken through the ice in 1846, and from the Log Book of the Superintendent up to that period.

Locality.	Distance.	Quantity removed.	Yet to remove for 150 feet width.	Yet to remove for an additional 150 feet.	Total to remove for 300 feet channel.
Between the 1st and 2nd Buoys,.....	½ mile.	158,023	17,119	50,014	67,133
“ 2nd “ 3rd “ .....	“	141,173	19,090	47,273	66,363
“ 3rd “ 4th “ .....	“	72,478	18,256	63,522	81,778
“ 4th “ 5th “ .....	“	22,553	14,780	28,514	43,294
“ 5th “ 6th “ .....	1 mile.	11,884	48,446	58,185	106,631
“ 6th “ 7th “ .....	“	* The average depth of these distances assumed at 12 feet, giving two feet excavation to obtain 14 feet at low water.	67,576	67,576	135,152
“ 7th “ 8th “ .....	“		67,576	67,576	135,152
“ 8th “ 9th “ .....	“		67,576	67,576	135,152
“ 9th “ 10th “ .....	“		67,576	67,576	135,152
“ 10th “ 11th “ .....	“		67,576	67,576	135,152
Halfway between the 11th and 12th Buoys,....	½ mile.		33,783	33,788	67,576
8½ miles.		c. yds. 406,111	489,359	619,176	1,108,535
Removed in 1846,.....		X 114,852	114,852		114,852
Total up to 1847, in cubic yards,.....		520,963	374,507	619,176	993,683

\* Note. 150 feet X 2 feet excavation = 300 feet X 6,082 feet or Nautic Mile = 1,824,600 = 67,577 c. yards.

(Signed,) F. P. RUBIDGE,

No. 3.

STATEMENT of Quantities and Cost of Excavation yet to be removed to complete a Channel of 150 feet, and also of 300 feet in breadth, with 14 feet depth at low water.

To remove as per Statement No. 2, 374,507 cubic yards of excavation for the Channel of 150 feet wide, at, say 1s. 5d. per yard,.....	£ s. d. 26,527 11 7
To remove as per Statement No. 2, 619,176 cubic yards of excavation for the additional width of 150 feet (allowing the work to proceed to better advantage) at the reduced rate of 1s. 3d. per yard,.....	38,698 10 0
	£65,226 1 7
To remove the united quantity of 993,683 cubic yards for a Channel 300 feet wide, with 14 feet depth at low water, would require the gross sum of £65,226 1s. 7d.	
To meet which there remains a balance available from former appropriations, unexpended up to the 15th May, 1847, of.....	4,619 8 2
Balance requisite for a 300 feet Channel,.....	£60,606 13 5

(Signed,) F. P. RUBIDGE.

L.

Report of Captain Bayfield, R. N. on the Channels through Lake St. Peter.

GULNARE, LAKE ST. PETER,  
17th September, 1846.

My LORD,—Having received the commands of my My Lords Commissioners of the Admiralty to place myself at the disposal of the Governor General of Canada, for the purpose of making an examination of Lake St. Peter, with a view of ascertaining in which of the two channels it would be advisable to continue the excavations, and having in the interview with

which I was honored, on the 9th instant, learnt Your Excellency's wishes on the subject, I immediately placed myself in communication with the Hon. W. B. Robinson, Chief Commissioner of Public Works, by whom a steamer was placed at my disposal, and every information afforded which his office contained. At his office, I also met with the Honorable H. H. Killaly, who readily entered into any explanation desired, and who, together with the Superintendent of the Works, seemed anxious to court investigation.

The conflicting statements and opinions contained in the documents submitted to me at once convinced me that nothing short of a full personal examination of the Lake, such as should enable me to form an independent and unbiassed judgment, could afford me any chance of performing the important duty

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entrusted to me, in a manner satisfactory to your Excellency, or useful to the Province. Accordingly, on the 10th, 11th, 12th, and part of the 14th instant, both channels were accurately sounded by me, and my principal assistant, Captain Orlebar, R. N. in the Steamer Vulcan and boats of the Gulnare, every precaution being taken to ascertain the actual and relative depths, by sounding in both channels on the same day, and also by having a tide-pole regularly registered every hour, that no change of level in the Lake during our operations should escape notice. The amount of excavation already performed in the new channel was closely examined; the direction and rate of the current, at various points, was ascertained, and lastly, the soundings thus obtained, the Light Vessels, and the Buoys of the new channel were all laid down by angles taken by myself and Captain Orlebar, on the original chart of the Lake, a copy of which accompanies this Report.

The following facts were established by our examination:—

1st. That no perceptible change in the relative depths in the present and proposed channels has taken place in the last sixteen years, or since our survey in 1830, excepting at the head of the new channel, where a considerable portion of the shallow bank, which formerly existed, has been cut away by the action of the current, as shewn by a red dotted line in the chart.

2nd. That there is (with the exception of one, or two places of small extent where the depth is the same as by the present route) from one to two feet more water in the line of the proposed new channel from the fifth buoy down to the Point B, than there is on the line of the old or present channel, from the lower Light vessel to the same point: whence it follows that if those places of small extent were deepened, and the cut through the St. Francis bank, from the first to the 5th buoy (two miles) completed, an increase of one foot more water would at once be gained.

3rd. The excavation already performed in the new channel fully equals the amount stated in the Report of the President of the late Board of Works, and shewn on the plan of the soundings taken by Messrs. Keefor and Vaughan. If there be any difference it consists in an increase rather than a decrease of depth since that plan was made. The state of the 150 feet cut is precisely that which is stated by Mr. Killaly; it is for the most part of the full breadth of 150 feet and of the required depth, namely, 14 feet, when there are 11 feet over the flats below the lower Light vessel; in some places it is much wider and deeper; in one or two places only of less width, and of less depth only on angles and ridges left by the dredging, and which it is said were intended to be levelled by the rake.

4th. Although the first cut of 150 feet is thus incomplete, and has not been carried much below the sixth buoy, a current of considerable strength has already been established in it, fully equalling, if not rather exceeding in rate, that which obtains in corresponding parts of the old channel; for instance, at the second buoy of the new channel, the rate was  $1\frac{1}{2}$  knots, whilst at the upper Light vessel it was  $1\frac{1}{4}$  knots: At

the 7th buoy  $\frac{2}{3}$  knot and at the lower Light vessel  $\frac{1}{2}$  a knot. These facts shew that there is no tendency in the new channel to 'fill up, but the contrary; as might be expected, when we consider what would necessarily be the unimpeded direction of the main streams of the river, which unite a short distance below Stone Island, the resolution of the forces of those streams must evidently be in the direction of the new channel, as is clearly proved, not only by the stream established there, but also by the strong current setting to the southward, past the point of the marshes that extend down from Monk Island, and lastly, by the action of the current in cutting away the bank between the red dotted line and the first buoy, as already stated. This southerly inclination of the current is very important, as bearing on the question under consideration, and it appears to have been one of the principal inducements to the selection of the line which has been adopted for the experiment determined on by the Legislature.

The object aimed at appears not only to have been the formation of a deeper channel, by which ships of larger draught of water might pass the Lake and ascend to Montreal, but also *ultimately* to effect a great improvement in the navigation, by the substitution of a straight channel, sufficient for every purpose, instead of the present inconveniently crooked one. Now, if this latter object is to have any weight, it will go far to prove, *setting aside pecuniary considerations*, that the selection of the new, instead of the old channel, has been dictated by enlightened views; and, I may add, that thus far the work has been ably executed.

The *immediate* formation, however, of such a channel as I have contemplated, would require the cut through the St. Francis bank to be made at least 100 fathoms wider than has been intended, and an additional expenditure of probably £80,000 or £90,000, unless great assistance were rendered by the current during the progress of the work. The expense would be great, but the result, I am confident, would be the formation of a noble and safe channel, easily buoyed and lighted, through which the main body of the river waters would flow, and might reasonably be expected to widen it still further.

The cost of so great a work is far beyond the appropriation made by the Legislature, and such as it may be deemed imprudent to incur at present, but it is nevertheless a consideration of importance that the retention of this new channel would keep in view the possible and ultimate attainment of so desirable an object, by the gradual action of the current proved to be going on at its head, and by a limited amount of labor, which it might be thought expedient annually to devote to it. Whether this or any other advantages possessed by the proposed new channel, afford a compensation for the greater expense of deepening it, I next proceed to consider.

In order to estimate the expense, it was first necessary to compute the amount of excavation that would be required to form a channel 300 feet wide and 14 feet deep, in the *ordinary* low state of the water in summer, that is, when there is 11 feet of water over the flats below the lower Light vessel. This has been done as follows:—

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To deepen the Old or present Channel from the Point C. just above the lower Light vessel to the Point B. in 14 feet water.

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See chart.	Distance. Yards.	To deepen. Feet.	To remove. Cubic yards.
From C. to a. ...	1,500 ...	2 .....	100,000
a. to b. ...	2,300 ...	3 .....	230,000
b. to c. ...	3,200 ...	2½ .....	266,667
c. to d. ...	900 ...	2 .....	60,000
d. to b. ...	2,180 ...	1 .....	71,667
Total distance, { or 5 nautic miles } { less 55 yards... }		Total, <u>729,334</u>	Exclusive of the small bar above the upper light vessel which may be estimated at from 10,000 to 15,000 cubic yards.

To deepen the New or proposed Channel :

	Distance.	To remove.	
To complete the first 150 feet from the first to the fifth Buoy.....	4,000 ...	69,245	} This is taken from the plan of the soundings by Messrs. Keefer and Vaughan, verified by Capt. Bayfield, and is if anything, an over estimate.
To complete the second 150 feet from the first to the fifth Buoy...	.....	189,648	
Total to be removed in the 300 feet Channel } through the Bank of St. Francis..... }		<u>258,893</u>	Cubic yards. 258,893

	Distance. Yards.	To deepen. Feet.	To remove.
From the 5th to 7th Buoy ...	3,200 ...	1½ ...	160,000
7th to 10th " ...	5,050 ...	2¼ ...	378,750
10th to * in chart ...	2,200 ...	2 ...	146,667
* to B.... ...	2,750 ...	½ ...	45,833
			<u>731,250</u>
Distance from 5th Buoy to B. ...	13,200 ...	6¼ nautic miles	
Do. from 1st to 5th Buoy ...	4,000 ...	2	Total... 990,143
Total distance from the 1st Buoy to B,...	17,200 ...	8½ do.	

Now assuming the cost of removing a cubic yard of soil to be one shilling and three pence currency, which is a penny more than the estimate of Mr. Killaly, the expense will be as follows :—

For the Old or present Channel :	
From C. to B. 729,334 cubic yards, £45,583 7s. 6d.	} requiring three seasons work at 245,000 cubic yards per season.
Add for small Bar above upper Light vessel..... 1,000	
Total.....	£46,583 7s. 6d.

For the New Channel :

From the 1st Buoy to B., 990,143 cubic yards, £61,883 18s. 9d. requiring 4 seasons work.

Difference..... £15,300 11s. 3d.

This difference, however, in favor of deepening the Old Channel would have to be considerably diminished if it should be decided now to abandon what has been done in the new one; for the expense of removing the Buoys and replacing them on a new line, and stopping up the cut already made through and below the St. Francis Bank, would probably cost several thousands of pounds. It would be unsafe to leave the New Channel open, because the very considerable quantity of water now passing through it would lessen the chance of any cut that might be made through the flats of the Old Channel remaining open.

The expense of such works almost invariably exceeds the estimate, but in this case, if the expense of the establishment for deepening Lake St. Peter be, as stated in the Report of the President of the late Board of Works, only £8,500 per annum; and also, that from improvements in the machinery and increased experience, much more than 245,000 cubic yards can be removed in a season, then the expense will be considerably less than I have estimated. Assuming, however, the difference of expense against the New Channel, without any reduction, to be about £15,000, I next proceed to consider whether there are not counterbalancing advantages in retaining it, considering it as an *additional* channel for the special

purpose of enabling ships of larger draught to pass the Lake, the present channel being sufficient for all other purposes.

A channel 300 feet wide is not sufficient for any other than the purpose I have named; that breadth is sufficient for steamers, either with or without vessels in tow, to run along a straight and continuous line of buoys a quarter of a mile apart, and to pass each other with common care in the day time; and this seems all that can be required for the purpose in view, for it is only in fine and clear weather, and when the waters are high, that it is ever attempted to take ships of heavy draught through the Lake at night: the few hours delay that might occasionally occur, from waiting for daylight, could never be of much consequence. Regarding then the channel in this light, all the objections on account of its narrowness fall to the ground; and here I may remark that the facility with which the Steamer Vulcan was steered along the line of buoys was such as to convince me that if the present cut of only 150 feet in width had been completed, all the ships at that time aground in the Lake might have been brought up it singly and with care, although so narrow a channel would be altogether insufficient under ordinary circumstances.

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The advantages of the proposed New Channel then are, that it is straight throughout; that from the natural direction of the main stream of the river directly through it, and its action already proved to exist, there is strong reason to expect that the channel, if once completely formed would, with very little assistance, continue to widen at its head, and for the first two miles, down from the first to the fifth buoy, where it passes through the Bank St. Francis, and where alone its margins are very shallow: in the remaining  $6\frac{1}{2}$  miles it would have the advantage of having, never less, and in general from one to two feet more water adjacent to it, than there would be on either side of a cut through the flats below the lower Light-vessel. It is only in the direction of the New Channel that any ultimate improvement in the navigation, for *general purposes*, can be reasonably expected.

Now, to set off against this, we have in the Old Channel the sole but important advantage of its breadth, down as low as the lower Light-vessel; an advantage so great that, if the intention were to make a channel for all purposes, it could only be compensated by cutting through the bank of St. Francis, a channel at least 100 fathoms wider than has been intended, as I have before remarked.

The objections to the Old Channel are its crookedness. In the thick fogs that so frequently prevail on the Lake, it is extremely difficult to know when to take the turns, or even to find the lower Light-vessel, at times when ascending over the flats. Another objection is the less probability, as compared with the New Channel, of any attempt to deepen it being permanent, on account of the weakness of the current from the lower Light-vessel down to B., which it appears impossible to strengthen by directing any additional stream into it, and which the southerly inclination of the waters described in a previous part of this Report, seems to threaten with a still further diminution.

Before I attempt, in conclusion, the somewhat difficult task of balancing these conflicting advantages and disadvantages, with the view of giving the opinion required of me, I beg to observe that the question is no longer the same as before the commencement of the works, since a large sum has been expended, and considerable progress made in forming the New Channel, and considerable experience gained as to the set of the current, &c.

If, in the first instance, when I was consulted before the commencement of the works, it had been represented to me that the amount of excavation required to deepen the New Channel, and consequently the expense, would be nearly double of that required in the Old Channel, instead of its having been inconsiderately stated to me, by an authority the competency of which I could not doubt, that on a comparison of the two channels it was found that the quantity to be removed in the straight channel was "but little more than what would be necessary in the crooked one," I might have doubted whether any advantages possessed by the New Channel could have afforded a sufficient compensation for so great a difference of expense, in the present burthened state of the Colonial revenue, and been compelled to decide in favor of the attempt being made in the line of the Old Channel. But, now, under the present altered circumstances of the case, and considering that £29,000 (or according to Mr. Killaly £23,000) has been already expended on this work, and very considerable progress made in it: that the experience gained as to the set and strength of the current towards and through the New Channel, affords a very strong probability not only of its keep-

ing open, but also of its becoming gradually wider, and thus effecting eventually a great improvement in the navigation, which could not be looked for from deepening the old and crooked channel; considering also, the advantage of having in the mean while an *additional* straight channel for heavy ships, with its numerous and heavy iron buoys, out of the way of the small craft and swift passage steamers running in dark nights; also the necessity, the difficulty, and the expense of closing the New Channel again, now that it is so far made: and lastly, the small difference, considering the magnitude of the work, in the expense of completing this New Channel over what would be required if it were to be abandoned for the old one: I arrive at the conclusion, not however, I confess, without much hesitation, that it would be inexpedient now to sacrifice the sum already expended, and abandon a work so far advanced, for another route, which, however great may have been its advantages in the first instance, in point of economy, is destitute of those prospective advantages of the New Channel, which may be considered a compensation for the small difference of expense which has been stated.

I, therefore, respectfully submit to Your Excellency, as my opinion, that the New Channel should be completed of the required depth, namely 14 feet in the ordinary low water of summer, and 300 feet wide; that breadth being considered sufficient for the special and principal purpose of enabling ships of heavy draught, in tow of steamers, to pass through the Lake. For this purpose the present line of excellent buoys should be kept complete, but until it becomes or is made wider, it will not be necessary to incur the expense of lighting it, since its use by night is not contemplated whilst the present Ship Channel remains sufficient for the general purposes of the trade. Steamers may use it with advantage by day saving a mile of distance, but rafts should be forbidden to use it, lest they should injure the buoys, or get in the way of vessels.

I have, &amp;c.

(Signed,) HENRY W. BAYFIELD,  
Capt. R. N.,  
Surveying the Gulf of St. Lawrence.

The Right Honorable  
Earl Cathcart, K. C. B.,  
Governor General, &c. &c.

M

*Report of A. H. Sims, on Works in the District of  
Gaspé.*

MONTREAL, 9th February, 1847.

SIR,—In compliance with the instructions of the Department I have to submit the following brief Report on the state of the Works under my charge, and of the objects in their District on which further expenditure could be advantageously made.

The appropriation for these works was made upon estimates by Mr. Alex. J. Russell, and were carried on by him from the 1st May, 1845, to the 30th June last, since which time the duty of completing them has devolved upon me; accordingly, in this Report, I shall have occasion to recapitulate much that has been more fully explained in the Reports of Mr. Russell.

The Works for which the sum of £8,567 9s. 3d. was appropriated were, for making a road from Percé to Gaspé Basin, improving the road near Red Head

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in the Township of Percé, repairing the Kenmore Bridge, making part of the road from Little River Restigouche to the Matapedia, and building bridges over the Metis and Rimouski Rivers.

A substantial bridge over the River Metis, 360 feet long and 22 feet high, has been effected for £452 17s. 2d. At the eastern end an obstruction to the use of the bridge is caused by a dalle or race-way used for sending plank from the Metis Saw Mill, to the places of shipment; £100 has been asked and the offer of £65 refused by the occupant of the mill, to remove a portion of the dalle from its present position on the bank, to the end of the bridge, so as to allow a passage of 12 feet high under it. This bridge will prove of great utility to the inhabitants in the neighborhood and at Matane, as well as to the Post route and travellers to the District of Gaspé, and adjoining part of New Brunswick.

Though nothing was included in the appropriation for the Kempt Road, the sum of £37 18s. 9d. has been expended in clearing it of fallen timber and repairing culverts, and other works damaged by fire and spring freshets. The travelling on part of this road is much impeded by a thick growth of bush-wood: to remove this, and repair damages occasioned by use, and replace the bridge built in 1831, over Little River, five miles from the Restigouche would require £355 15s. 6d.

As the sum granted for the improvement of this road was less than half of the originally estimated cost of making, it was not completed on the same scale throughout; to make it so would require a further expenditure to that mentioned of £1,224 6s.

The Kempt Road, made by Mr. Russell acting for the Board of Works, in 1842, 1843 and 1844, (though previously partly opened) is 97½ miles in length, on 78 miles of which there are only three houses. It derives its importance from being the only road between the St. Lawrence and District of Gaspé, and also to the eastern part of New Brunswick, and in the event of a war with the United States, it would be the only safe communication between the Provinces. To maintain this road in an efficient state of usefulness would require the expenditure of about £200 per annum, and it would be desirable that not only the utmost possible encouragement should be given to settlers on it, but that £25 a year should be given to a resident at the River Assametquagan, where the land is unfit for cultivation, and about the same sum for a few years to another at the Matapedia Bridge. The settlers receiving Government allowance should be required to clear the road of fallen trees. The two persons now receiving allowances prove of great use to the Couriers and other travellers and have been the means of saving several lives.

The side of the road from Nobles, at the junction of the Causapscal and Matapedia Rivers, to within four miles of the Restigouche, might be changed to advantage, from its present position on the high ground of the interior, to the valley of the Matapedia, as it would be less hilly; and the making of lumber, and a less quantity of snow would prove inducements to keep the road open for this District in winter, which do not exist on the present line, and a judicious system of settlement would do much towards effecting that on the other portions.

The section of the road that would be superseded by this change is that on which the smallest part of the appropriations have hitherto been spent, and now requires the greatest expenditure; the distance to be

opened would be about 34 miles, 9 of which are partly settled. The expense of this alteration, judging from the cost of the roads made in the District, would be about £5,100.

It is worthy of remark that this sum, added to £5,514 18s. the amount expended on this road under the direction of Mr. Russell, would be less than £10,875 8s. 6d., the sum originally estimated to complete the present line alone, without this extensive alteration, which would of itself be a useful road, besides increasing the utility and value of the Kempt road. This alteration would be from the termination of the Matapedia Road described in the next section.

The road from Little River Restigouche to the Matapedia is well inhabited from Cross Point opposite Campbellton in New Brunswick, to its termination at the mouth of the Matapedia; 78 miles of it have been well made, 18 feet wide in dry and even ground, and from 10 to 14 feet on side hills, with the building of three bridges, in a better manner than that proposed in the estimate, which was made for 6½ miles only; the cost including survey and overseer's pay is £581 1s. 9d.

The opening of a road along the high ground in the rear of the flat lands, and the building of a bridge over Little River, was not provided for in the estimate granted, but as this tract is flooded in the spring to such an extent as to oblige the inhabitants to remove from it, they are anxious that the road in the rear should be made so as to be of use at that time.

The line has been surveyed, and the road marked out; the distance to be made is 1½ miles, and the probable cost, including bridges and assistance to build a bridge over Little River Restigouche, would be £353 13s.

The Grand Nouvelle road, made by Mr. Russell, acting for the Board of Works, is 28½ miles in length, and connects the Kempt Road with the settlements on the Baie des Chaleurs; £123 16s. 8d. (not provided for in the estimate,) has been spent in rebuilding four bridges destroyed by fire, and securing the pier of that over the Grand Nouvelle River, the want of which would have prevented the use of the road; as the settlers in their neighborhood had suffered by the fire, they were not in a condition to replace the bridge.

The opening of a road from Rivière du Loup on this road to near Cross Point, where a post-office has lately been established, would save a detour of three miles to the inhabitants, and travellers going to Campbelltown. The distance is about 1½ miles, and the probable cost, in addition to what the inhabitants might contribute, would be about £85.

The Kenmore Bridge was found, on examination, to be too much decayed to admit of being usefully repaired, and as a much more advantageous site existed a short distance up the stream, a bridge 130 feet long and 11 feet high, was built there; the former one was 325 feet long, and 15 feet high. This was effected (by using such timber as was sound in the old bridge,) for the sum granted for its repair, £30.

In consequence of a very high freshet, a boom used to secure timber on the Little Port Daniel River, gave way, and by blocking up the water way, caused the river to partly flow through the sand bank at the west end of the bridge, which rendered it necessary to continue the abutment, and build a wing upstream to protect it. This and securing the foundation of

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the L'Anse au Beaufils Bridge, injured by the sea, caused an expenditure not provided for in the appropriation of £41 10s.

In the Township of Percé two miles of new road have been made near the Red Head, and nine bridges built in this distance, from 50 to 115 feet in length, and from 6 to 13 feet in height at an expense of £340 19s. 9d.

It may be proper to remark that parts of the road between Grand River and Percé are in the worst possible condition, to be passable for wheel carriages, being very much inferior to any other portion of the Mail route in the District.

The most objectionable pieces are two rather dangerous descents near Grand River, of one in four and five. To avoid these five-eighths of a mile of new road would be necessary, which would probably cost.....	£106 8 2
And the making of 1½ miles near Percé would set aside the maintaining of two rather expensive bridges and lessen two very objectionable descents, at a probable cost of.....	163 10 10
To make this portion of the communication equal to the ordinary roads in country places would require an expenditure, between Percé and Grand River, in addition to the above of.....	480 0 0
Total.....	£749 19 0

The road from Percé to Gaspé Basin, 31 miles in length, with the offset to Point St. Peter 2¾ miles long, connects settlements, the value of whose exports annually exceeds £25,000, and facilitates the conveyance of the mail and communication with the Custom House and Courts of Justice. This route was formerly passable only for travellers on foot.

This road has been made 18 feet wide, except on side hills, where it is 15 feet, and the trees have been cut down for 23 feet at the sides, with the building of 22 bridges, from 60 to 214 feet in length, and from 8 to 22 feet in height.

The making of this road, including survey and local superintendence, cost 4,481 13s. 2d.

The expense of making this road has been much increased, from work when nearly finished, being destroyed by fire, and in consequence of a heavy snow storm on the 20th and 21st October last, the contracts for the removal of the wood on the road on the north side of Gaspé Bay, have not all been completed.

To settle the balances of pending contracts the sum of £158 13s. 6d., will be necessary, from the causes mentioned.

To complete the usefulness of the road from Percé to Gaspé Basin it would be desirable to establish ferries over the Mal Bay and St. John or Douglas Rivers, at the probable cost for scows of £70, and it would require about £20 annually, in addition to what travellers could give, to induce the attendance of a ferryman regularly at the Douglas River, which flows through the sandy tongue of the Barachoi, destitute of inhabitants for nearly two miles, and where travellers have often great difficulty and delay in obtaining the means of crossing.

The ferry from Gaspé Basin to the north side of the Bay is nearly 4 miles; this is the most direct way,

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and would be used when frozen in winter, but in summer, and during the spring and fall, it would be difficult, and often impracticable, to ferry, horses and carriages.

To connect the road from Percé to Gaspé Basin with that on the north side of Gaspé Bay, it would be necessary to make a road across the point of land which divides the northwest and southwest arms, substituting these ferries which are comparatively safe from the action of the wind, and from half to three quarters of a mile each in length, for the one mentioned, which is much more exposed and of three times the width.

The distance would be about two miles, and the probable cost £165 1s.

On the road on the north side of Gaspé Bay, 11 miles have been surveyed and the removal of the greatest part of the timber has been effected at a cost of £278 10s. 9d.

To complete the road from White Brook, one and a quarter miles above Masher's mill, to Indian Cove, a distance of about sixteen miles, would require, in addition to the amount expended this season, the sum of £1,608 4s. 2d.

This road is very much required, as, owing to the uncertain state of the ice, the inhabitants are prevented for the greater part of the winter, from going to Gaspé Basin, where the Post Office, Custom House and Court House are, and during the summer they are obliged to use the rather uncertain and expensive mode of conveyance by water, or wait till the tide allows them to proceed along the shore on foot.

The opening of a road from Gaspé Bay to L'Anse au Griffon, and from thence to Fox River and Cap de Rosier, would be of advantage to the inhabitants and to persons shiprecked on this part of the coast, who frequently suffer much inconvenience, and in some cases loss of life for want of it.

From Gaspé Bay to L'Anse au Griffon the distance is about 8½ miles, and the probable cost would be.....	£1,632 5 6
From L'Anse au Griffon to Fox River, about 6½ miles .....	969 14 2
From L'Anse au Griffon to the settlements below Cap de Rosier, about 10 miles, probable cost.....	1,131 13 6
Total.....	3,733 13 2

The Rimouski Bridge is the only work included in the appropriation not yet effected; the building of it would have been offered to competition a year and a half since, but for the objections made by W. Price, Esquire, that the proposed site and plan would obstruct access to his deal wharf.

Tenders for the execution of the bridge were received last November, but as the lowest tender was above the amount granted for this service, the contract for the building of the bridge has not yet been made.

An estimate of the expense of making a road from Metis to Matane was made by the direction of the Board of Works, in 1843. The traffic in this section has, since that time, increased materially, in consequence of the erection of several saw mills; the making of a road would greatly facilitate the immediate settlement of this part of the coast. At pre-

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sent, travellers to Matane, are obliged to use the beach.

The distance is about 21½ miles, and the probable expense would be £2,611 2s. 9d.

The obstacles on the road between Quebec and Gaspé Basin, not yet described in this Report, are:—

The River Grand Cascapedia, 2,040 feet wide at the ferry; it is not fordable; the probable cost of a bridge would be £2,160.

The Little River Cascapedia, 2,100 feet wide at the ferry, which is fordable at one quarter tide; probable cost of a bridge £2,040.

The Grand Bonaventure River, ferry 2,400 feet wide, fordable at low water. A bridge above the Barachoi would probably cost £1,514 1s. 0d.

The Grand Port Daniel River has a ferry fordable at low water; length of bridge required 500 feet; probable cost £840.

The Grand Pabos River, not fordable, has a ferry of 736 feet in width.

The Grand River, fordable at low water; probable cost of a bridge £660.

	£	s.	d.
The total expenditure for work on the several sections as before detailed,	6,358	8	0

To which add,	£	s.	d.
Cost of survey of Rimouski Bridge, site and plan of do. ....	39	4	0
Compensation for damage	6	5	0
	45	9	0

Amount of A. J. Russell's salary as Superintendent on the Gaspé and Chemin des Caps, from 1st May, 1845, to 30th June, 1846,.....£369 17 4

Amount of A. H. Sims' salary as Superintendent of Gaspé Roads, from 1st July to 31st Dec., 1846,.....£128 0 0

Less that part of it covered by discount from merchants on supplies furnished to contractors at the risk of the Superintendent,.....	33	10	8
	464	6	8½

Postage of money, letters and accounts,.....	65	12	4½
Storage, office rent, fuel and candles,.....	39	15	10
Stationery, printing and advertising,.....	32	6	3½
Expenses of auctions,.....	16	17	9
Other contingencies,.....	221	5	9
	375	18	0

Total to 31st December, 1846,.....£7,244 1 8½

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The roads, as formerly, have been let by public auction to the lowest bidder, who could give security; the contractors and their laborers receiving small payments, from time to time, as the work progressed

Arrangements were also entered into to secure a supply of provisions for those who could not obtain them otherwise.

The number of contracts made exceeded 180, and by having so many of the workman personally interested, the greatest amount of labor possible for the sum expended, has been secured.

The following Schedule of Works, for which appropriations would be desirable, is a recapitulation of those estimated for and submitted by Mr. Russell, with the addition of some others, the necessity of which has since become apparent.

	£	s.	d.	£	s.	d.
Amount expended on the Kempt, Grand Nouvelle and Port Daniel roads and bridges (and required to cover the repair of work destroyed by fire on the Gaspé road,.....	203	5	5			
Required to settle contracts still pending on Gaspé road,.....	158	13	6			
				361	18	11
To furnish boats for the Mal Bay and Douglas Ferries, and to provide access to the Metis Bridge,.....	170	0	0			
To complete the road from White Brook to Indian Cove, on the north side of Gaspé Bay,.....	1,608	4	2			
To repair the Kempt Road	355	15	6			
Further improvement of do.....	1,224	6	0	1,580	1	6
For the repair and improvement of the road from Percé to Grand River,.....	269	19	0	480	0	0
				749	19	0
Road from l'Anse au Griffin to Gaspé Bay,.....	1,632	5	6			
Road from Metis to Matane,.....	2,611	2	9			
Opening a road from the north west to the south west arm of Gaspé Basin,	165	1	0			
Road in the rear of the Flat Lands, near the Matapedia,.....	353	13	0			
Road from the Grand Nouvelle Road to near Cross Point Church,.....	85	0	0			
Road to connect the Matapedia Road with Kempt Road (near Nobles),.....	5,100	0	0			
Road from L'Anse au Griffon to Fox River and to Cap de Rosier,.....	2,101	7	8			
Bridge over Grand River,.....	660	0	0			
“ Port Daniel River,.....	840	0	0			
“ Grand Bonaventure River,.....	1,514	1	0			
“ Little Cascapedia River,.....	2,040	0	0			
“ Great do do ...	2,160	0	0			

The building of the bridges mentioned in this list, are placed in the order of their utility, compared with their expenses. The works enumerated in the beginning of the schedule are of much more importance than those mentioned in the latter part of it.

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The accompanying map of the Kempt and Gaspe Roads, compiled by Mr. Russell, exhibits the position of the several works effected from 1842 to this date; and also those estimated for in the foregoing schedule.

I remain, &c.,  
(Signed,) A. H. SIMS.

T. A. Begly, Esq.,  
Secretary Public Works.

N.

Return, shewing the Trade on the Saguenay.

PORT OF QUEBEC.

STATEMENT of the Trade carried on below Quebec, the number and tonnage of Vessels employed, and the quantities and value of the exports from the north and south shores of the St. Lawrence, as shewn by the clearances from Saguenay and Father Point, in 1845 and 1846.

1845.

Cleared at Saguenay,.....	36 vessels,...	13,369 tons.
" Father Point,....	36 "	12,347 "
	72 "	26,716 "

From Saguenay, &c.

		£	s.	d.
Deals, pieces,.....	334,301 }	28,757	10	0
Deals-end,.....	39,069 }			

From Father Point.

Deals, pieces,.....	331,326 }	27,748	0	0
Deal, end,.....	28,938 }			
Battens,.....	5,875	350	0	0
		£56,855	10	0

1846.

Cleared at Saguenay,.....	43 vessels,...	16,328 tons.
" Father Point,....	24 "	9,170 "
	67 "	25,498 "

From Saguenay, &c.

		£	s.	d.
Deals, pieces,.....	415,559 }	34,532	10	0
Deal-ends,.....	41,903 }			
Boards,.....	4,060	75	0	0

From Father Point.

Deals, pieces,.....	241,096 }	20,088	0	0
Deal-ends,.....	18,876 }			
Battens,.....	3,376	202	10	0
		£54,898	0	0

The extraordinary drought of last year prevented the working of many of the mills, otherwise, upwards of 600,000 deals would have been added to the exports.

The trade, between Quebec and the places below, may be stated at upwards of £120,000 a year.

(Signed,) H. JESSOPP,  
Collector.

Custom House, Quebec,  
6th February, 1847.

O.

Report on proposed Road to Ha! Ha! Bay.

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Bytown, 1st April, 1847.

Sir,—I was very much gratified to learn by your letter of the 24th of last month, that the prospect of finding a better line of road to the Saguenay settlements was realized, for if I may be permitted to use the expression I feel a great interest in the prosperity of the settlements that have been commenced there, and am perhaps more fully aware of the evil influence which the bad selection of lines of road has upon such new settlements.

I am afraid, however, that the Report which has been made is too sanguine as to the shortness of the distance, arising probably from its not having been actually measured, for if I am right in supposing that Ha! Ha! Bay is the same as Grand Baie, the distance from that to St. Agnes must, according to the geography of the country, exceed 50 miles, even in a direct line. The ease in travelling which the goodness of the line afforded, compared with the other, may have made the explorers under-estimate the distance,—to avoid that, I have always, in such explorations, where I did not actually chain the distance, kept a careful memorandum of the number of steps, in the form of a regular field-book, even where the distances were greater. Unless the distance has been measured in this way, or actually chained, it would be quite unsafe to estimate the distance as only 40 miles, if Grande Baie be the same as Ha! Ha! Bay.

I think I understand in what the difference between the two estimates lies. From what I have learned of the line from St. Urbain to Ha! Ha! Bay, I have no doubt but that it would really cost nearly £20,000 to make a well-made road 18 or 20 feet wide, well rounded up in the middle, all the stones taken out, and the swamps well ditched and gravelled, with substantial culverts and bridges, and the brows of banks well cut down as in the generality of roads that I have made; for in a very rugged and rocky country, where there were many side hills to cut, rocks to blast, and swamps to facine and gravel, such a road might cost £300 a mile on many places, in such a fearfully impracticable country as the St. Urbain line is said to pass over, and I have no doubt but that a road of the kind I have described was estimated for; and after all it might be too hilly to be useful. The distance also estimated for would be 60 miles, whereas the distance estimated by the St. Agnes line is only 40 miles (perhaps one half under-estimated) and the kind of road intended must, I am well aware, be a mere winter road, 10 or 12 feet wide, crooked to avoid obstacles, and very imperfectly made, and the swamps only causewayed with poles. Such a road, however, would no doubt be extremely useful, for though unfit for travelling on with carts with any advantage, it would be a good foot road, and an excellent one in winter, even for heavy loads, and that is exactly the season when it would be most required, for in summer transport can be so advantageously effected by water.

The sum of £2,000, with £250 added for expense of survey, would make such a road, without bridging the Mal Baie River, or any other large one—but to make a road such as I first described, even were the country of the most favourable description, would cost £140 a mile including all charges of survey, contingencies, and superintendence, with well built

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substantial bridges on all the streams. This is about the lowest rate at which I have been able to effect such work on roads of about 30 miles in length, taken altogether, and it is about 20 per cent less than such work has generally cost in the Province. The mere grubbing out of the trees, on a track of 20 feet wide in ordinary sized wood, on good free soil easily dug, costs £50 a mile, without forming the road at all.

Taking the distance at 50 miles, and the rate £140, would give £7,000. Making the road 15 feet wide, and omitting part of the work where the ground was naturally very dry, and concentrating the expenditure on the worst places, and taking the distance at only 50 miles, a fair road for carting on, might be made for £5,500, without a bridge on the Mal Baie River, that is if the site prove as good as is said.

Being practically acquainted with hard work, having practised it in my youth, and having, besides, the advantage of my elder brother's instruction and experience in road making, actually effected the making of 250 miles of road myself, and having made a practice of noting the amount of work men can do, and the losses, interruptions, and expenses they are exposed to under a great variety of circumstances, and reducing them to rates of calculation, it would be unnatural to suppose that the estimate of even an intelligent person of limited local experience could be correct, if it differed much from mine with respect to the cost of roads or bridges. I am led into making this assertion from a desire to prevent your being drawn into inconvenience or annoyance by under-estimates.

If I am correctly informed, the sum of £1,500 was obtained before for opening a road to the Saguenay, of which I believe upwards of £600 was expended in laying out the line from St. Urbain to Ha! Ha! Bay. I do not know if this be correct, but I do not think that expense in survey so extravagant as it seems, considering the nature of the country—on the the proposed line by St. Agnes the difficulty will be very much less, but there is no economy in hurried and imperfect surveys; very great loss has been entailed on the Province, in many cases, by badly projected roads.

There are plain men in the parishes of Baie St. Paul, Les Eboulements and Mal Baie, of whom Dr. Laterrière could mention several, who could judge better of a line of road than many of our Surveyors, who are not acquainted with that branch of engineering.

I have &amp;c.,

(Signed,) A. J. RUSSELL,  
Late Supt. of Gaspé Roads.The Hon. C. E. Casgrain,  
Commissioner Pub. Works.

MALBAIE, 14th March, 1847.

SIR,—I had the honor to address a letter to you on the 10th instant, by some persons who have lately crossed the country from Ha! Ha! Bay, by the line which I mentioned to you as being more advantageous for a road of communication, than that traced by Mr. J. B. Duberger; at the time of the departure of the exploring party (consisting of B. Villeneuve, E. Côté and J. Audet,) for Les Eboulements, I did not think that the sketch we had caused to be made of the road would be completed, and as it was so only immediately before their departure, and my letter was then written, I said nothing about it; but now that you

are in possession of the sketch, I shall reply to your letter of the 3rd instant, in which you inform me of the intention of the Honorable C. E. Casgrain, C. P. W. relative to the two projected roads, the choice between which cannot be made except upon a Report shewing which is the most advantageous.

Agreeably to your instructions, I shall give my letter the form of a Report.

1.—The sketch in question was made upon estimated distances; the road traced in black, is laid down according to distances calculated from the boundaries of the seigniories and the residences of settlers upon the Crown Lands.

2.—The general course of the road from the first bridge on the Malbaie River, to Ha! Ha! Bay, is north west.

3.—From the point where we shew the road as crossing Malbaie River, to the settlement of St. Urbain, (St. Paul's Bay,) the distance may be about nine miles, over level and fertile land. The timber is black and white birch, white and red pine, spruce, cedar, fir, &c., &c.; and the same from the said point back to the settlement at Malbaie, and on the Crown Lands.

4.—From the same crossing point (see the sketch,) to Ha! Ha! Bay, the timber is maple, black and white birch, cedar, pine, spruce, fir, &c.—and the soil yellow earth and vegetable mould, and thus the road would continue through a valley between the mountains, which are at irregular distances from each other, leaving between them considerable spaces, where settlements might be advantageously formed.

After leaving Malbaie River, the mountains (as shewn on the plan,) approach each other, but on going towards the interior of the country, they separate gradually, and do not again approach each other until you reach the little Lake St. Jean, where the passage between granite hills becomes for a short distance very narrow; and this is the reason why preceding explorers were unable to discover a proper opening, and an obstacle was supposed to exist at this point which our latest exploration has advantageously removed.

5.—From the Little Lake St. Jean to Ha! Ha! Bay, the distance is about 12 miles, and the further you advance towards the north-west the further do the mountains stand apart, leaving between them a vast track of the level and fertile country, as preceding Reports have made known.

6.—With regard to the several distances from one point to another, you will have the goodness to refer to my letter of the 10th instant, and the sketch of which you are in possession, and in which, adopting for our measurements a scale of three miles to an inch, we have taken every possible precaution to make the distances shewn agree with the real distances.

7.—From this Report it will appear that the valley along which our line of road would pass, (that is to say from Malbaie to Ha! Ha! Bay,) would for three fourths of the distance consist of a tract of country fertile and nearly level, and consequently advantageously adapted for settlement, which would certainly induce settlers to locate themselves there, and thus the greater portion of the difficulties which usually attend the keeping up of a long line of new road through the Canadian forests, both in winter and summer, would disappear; for it may be fairly pre-

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sumed that our Canadian farmers, desiring to establish themselves upon Crown Lands, would prefer to do so, upon a front road (more especially when the soil is good) rather than isolate themselves, as they frequently do, in places where, during many years, they may see no one, and where they consequently meet with discouragement, hardship and debt, and after years of toil are forced to abandon lands which are afterwards supposed to be unfertile, when in fact they are fertile, but the resources of the first occupant often fail at the very moment, when he is about to reap the fruits of the sweat of his brow; the proof of this is, that it frequently happens that it is only the second or third occupant of the same land who reaps those fruits which the first was unable to wait for.

8.—Before I close this Report I feel it a duty to the public to remark, that not even twenty thousand pounds would be sufficient to make the road from St. Paul's Bay to the Ha! Ha! Bay; and if the long tracts through which this road must be carried over an arid and uncultivable soil, sometimes crossing mountains which can only be passed by mounting to their summits, and sometimes running over barren plains which art can never render productive, as the plan and Report of Mr. J. B. Duberger must shew; if those things are taken into consideration, and compared with the advantages which the second road offers, I do not think it possible that more money can be thrown away on the first road, while on the other offers have already been made for two thousand pounds to make the exploration, plan, and official Report, to open it completely for passage at all seasons, and even to build such cabins as may be necessary for the safety of travellers. Believing, Sir, that I have now given you all the information you deemed, if necessary, that I should communicate to you in the form of a Report, I have only to request that you will write to me in case this report should not be deemed sufficient, and other information should become necessary.

I have the honor to be, Sir,

(Signed,) THOMAS SIMARD.

GRANDE BAY, 25th March, 1847.

C. E. CASGRAIN, Esq., C. P. W.

SIR,—Your letter of the 3rd instant reached me on the 22nd, and I hasten to reply to it, and to give you all the information in my power; and although I am not at my own residence, where I should have my notes and minutes of survey to refer to, I believe I shall be able to answer on all the main points. You will find inclosed a small plan, made in haste upon old paper, all that I had of the kind, and which I beg you to excuse; a glance at this plan will give an idea of the roads already traced in these locations, as well as of those only sketched out, and you will permit me to make a few remarks thereupon.—

You ask me, first, What is the distance from St. Paul's Bay to Grand (or Ha! Ha!) Bay? The length of the route traced by me in 1843, from the point of departure about a mile and a half above the church at St. Urbain, (leaving 3½ miles to reach the river) is 60 miles, following the windings shown upon the plan. Thence the distance from Bagot Town, (known by the name of *Village chez Mars*) to Chicoutimi, measuring upon the line traced by Mr. Ballantyne, Surveyor, may be somewhere about

eleven miles, judging from the knowledge I gained in tracing another line of road more to the eastward; from the same point of departure to the River du Moulin, at its mouth, the distance is 9½ miles, and adding 1½ miles for the distance thence to Chicoutimi, make eleven miles.

It is not easy for me to give you an estimate of the cost of opening these two roads, without making a special examination such as recommended by Mr. Russell in his report on the subject. The idea I should have on the subject with reference to the St. Paul's Bay Road, would be founded on a mean of the estimates made by persons who have passed through. I think, however, that their estimates have been frequently exaggerated, and will say that with £15,000 the road might be opened sufficiently well to permit the passing of summer and winter carriages. Mr. Ballantyne's route to Chicoutimi is of a nature rather difficult to estimate upon, as I am not aware what would be the cost of the deep excavation required for the ditches, which would be indispensably necessary for carrying off the water from the swamp on this route, which is not less than 50 or 55 *arpents* in length.

At the present day we must speak with reference to other routes discovered since those above mentioned were explored; and if we may judge from the report of the persons who have lately explored a new route, from Grand Bay to Malbaie, which you will find marked upon the plan and called "Audet's track," it would be, according to them, a most advantageous one, and that in many respects; because it would form a direct line to Malbaie, passing all the way through hardwood, favorable to the keeping up of road in winter; there would be few hills, and for two thirds of the distance the land would be fit for cultivation and the formation of settlements, and the distance would not exceed 15 leagues, from Grand Bay to the settlements on Lake Nairne, in the Parish of St. Agnes, and in addition to this part of the line is already opened by lumber maker's roads at the Malbay end, which are likely to be continued in the direction in question. I think that the cost of opening such a road for summer carriages would not exceed £5,000. I ought not to omit to state that the mail passing by this route, might touch at the two neighbouring Parishes, which would be deprived of this advantage by the adoption of the St. Paul's Bay route. The other route to which you allude, traced by Mr. Ballantyne from Grand Bay to Chicoutimi is also shewn on the plan. I am bound to say that it is impracticable as a summer road. We use it in winter because the portion which runs through the swamp forms a good part of it, and when frozen permits carriages to pass over it; the number of hills of the worst kind on the other portions is very great, and the necessity there would be of providing for the draining of the swamps, and the labor which would afterwards be required to make them passable, joined to the amount of cutting to be done, for passing the hills, would be sufficient reasons for adopting some other line of communication. With this view you will find a route traced upon the plan, from A, as a point of departure from the *Village chez Mars*, to C on the River du Moulin, passing by B, C, D, which offers a line of the most advantageous description, in consequence of the small number of hills, and those of the easiest kind to ascend, and also of the swamp being here narrower by from 15 or 17 *arpents*; there would also be timber for causewaying it, if deemed necessary. There would only remain a distance of 19½ *arpents* from C to D passing over fine land. The two routes last mentioned are at this moment deemed most advantageous for these localities.

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With regard to the rapid journey made by Mr. Blair from this place to Quebec, what you have read about it in the public papers is correct. You will also find on the plan the route by which he passed, opened last by Mr. Alexis Tremblay dit Picotte, Agent of Wm. Price, Esquire. It is a winter road only, in which advantage is taken of the Lakes and of the Saguenay, and over the latter for a distance of 36 miles. This route is, as you may remark, fit only for winter, and this provided the Saguenay can be depended upon, and the lakes also. At the time of its discovery this route was a great acquisition for the place, but has been little thought of since Audet discovered the other, which the people here, without being aware of what is doing elsewhere, have already adopted measures for opening in some way. I think you will soon receive some information on the subject. So far as I can be useful to you in this matter, I pray you to command me without scruple; I shall always have pleasure in affording you all the information in my power.

I have the honor to be, &c.

J. B. DUBERGER.

P.

*Correspondence relative to Shipwrecks below Quebec.*

PUBLIC WORKS OFFICE,  
20th November, 1846.

SIR,—The number of shipwrecks which have occurred, more especially during the severe weather of the autumn, in the lower portion of the River Saint Lawrence, and the loss of property and extreme suffering to the seamen, which have resulted from them, have not failed to draw the particular attention of this Department; and it is with the view of remedying these evils as far as possible, and of affording assistance to unfortunate mariners, that the Department confidently applies to your Board for the assistance of its information and suggestions, which cannot fail to contribute much towards placing the Department in a condition to adopt efficient measures, if not for preventing, at least for diminishing the number of these calamities. We think that the erection of more Light-houses, and the establishment of certain *Dépôts* and places of refuge, on the north and south shores of the river, would be of great assistance to the facility and safety of the navigation, and tend greatly to the prevention of these deplorable accidents.

No persons can be better able to judge of this than the members of your Board, and to point out the places best adapted for these purposes, and the manner of attaining the object sought, as well as to give some approximate estimate of the expense of the several establishments, reference being had to their respective and particular localities. Information on these points we desire much to receive, and doubt not that you will afford it with pleasure.

I am, &c.

(Signed) C. E. CASGRAIN.

H. LeMesurier, Esq.  
Master of the Trinity House,  
of Quebec.

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SIR,—The Board have had before them, your letter of the 20th November last, and we are directed to inform you, in answer thereto, that, with the view of rendering more safe the navigation of the River St. Lawrence below Quebec, and preventing, as far as possible the lamentable accidents which so frequently occur therein, the Board have lately applied to the Executive Government, to authorize the expenditure of a sum of £6,000 (out of the funds appropriated by the Provincial Act 9 Vict. ch. 60) for the following improvements viz:

The erection of a Light-House on Red Island.

The placing of several additional Buoys and Beacons, more distinctly to mark the channel of the River.

The lighting of the lantern on the east end of Anticosti.

The erection of a small Light-House on the Great Island of Kamouraska, &c.

The establishment of a Relief Station on the North Shore, in the neighborhood of the Manicouagan Shoals.

The Board have further strongly recommended the survey of the Point St. Rochs, in the south traverse, for the purpose of ascertaining the practicability of erecting a fixed light thereon, in lieu of the floating light; and the survey of the South Coast between the Island of Bic and Cape Chat; with the view of forming a Harbour of Refuge for ships navigating the River St. Lawrence, the Board deeming these objects of the utmost importance to the trade.

The Board are also of opinion, that it would be extremely desirable to form Harbours for small craft at the following places, viz:

Berthier, County of Bellechasse,  
L'Islet.

Point Orignal, a little below River Ouelle, and River du Loup.

The Board consider the improvements herein detailed, as being those most essentially called for. They have no doubt the navigation of the River and Gulph is susceptible of much further amelioration, but, as differences of opinion exist as to the particular points on which they are to be effected, further time and more information will be required, to enable the Board to form an opinion thereon.

We have the honour, &c.

(Signed) LINDSAY & LEMOINE,  
R. T. H. Q.

To the Hon. C. E. Casgrain.

OFFICE OF THE COUNCIL OF THE  
QUEBEC BOARD OF TRADE,

Quebec, 11th December, 1846.

SIR,—I have the honor to acknowledge the receipt of your letter of 20th November last, requesting the Board of Trade to suggest such measures as would

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be likely, in their opinion, to prevent the frequency of wrecks, and the distress consequent thereon, to the mariners employed; and the same having been under the consideration of this Council, I have been requested to state to you, that, after mature deliberation, they are of opinion that the following improvements are now immediately called for, and when completed, would tend greatly to obviate the dangers of the navigation of the St. Lawrence, viz:—

The lighting of the Light House on the east end of Anticosti.

The erection of a Light House on Red Island.

The erection of a small Light House (Harbour Light) on Great Kamouraska Island.

The placing a Bell Buoy on the Manicouagan Shoals.

And forming Harbours for small craft, at Pointe Orignal or River Ouelle, and at River du Loup or Cocona.

The Council are also of opinion, that placing additional Buoys and Beacons, would greatly facilitate the navigation of the River and Gulf of St. Lawrence, but the precise places, where they might be placed, would be better indicated by the Trinity House.

The establishment of depots of provisions, for the relief of shipwrecked seamen on or near the Manicouagan Shoals, would also be very desirable.

There are doubtless many other improvements that suggest themselves, such as improving the natural harbours, wherever found, on the north or south shores, such as Bic, Matane, &c., but which are not, perhaps, of so great immediate importance to the trade and shipping interest.

I have the honor, &c.,

(Signed,) W. STEVENSON,  
Hon. Secretary,  
C. Q. B. of Trade.

The Hon. C. E. Casgrain,  
Com. Public Works.

Q.

*Report of Hon. H. H. Killaly, on Landing Piers  
below Quebec,*

MONTREAL, 11th Sept., 1846.

SIR,—Having lately had an opportunity of making myself better acquainted with the lower section of the Province, I take the liberty of laying before the Commissioners, a statement shewing the several items which the wants of that part of the country, in my opinion, point out to be those to which the attention of the Department of Public Works should be first turned, for the purpose of having them brought before Parliament, with the view of their being undertaken, so soon as the financial circumstances of the Province will warrant it.

First—North of the St. Lawrence, under the name of the Saguenay District, I include all that part of the Province north of the River St. Lawrence, and east of Cape Tourment.

This District, although naturally far inferior to that opposite to it, on the south side of the River, and remote and thinly populated though it be, has strong claims upon the attention of the Government. It contributes annually a large amount to the general revenue, yet, it may almost be said to have had no share in the public expenditure hitherto. Viewed from the river it presents but little appearance of settlement, or of land fit for cultivation. This impression, however, is to a great degree removed upon passing through the interior, in which, although detached, many thriving settlements are to be found; large tracts of improvable land may be seen, and the beautiful Villages at St. Pauls and Murray Bays, with the improvements along the valleys of the rivers on which these villages are situate, will well bear comparison with those on the south side.

The works most called for, in my judgment, for the encouragement and assistance of this District, I have had the honor long since to report.

They are:—

The amendment throughout of the Chemin des Caps;

The construction of a Bridge over the River au Gouffre, together with the amendment of the present descent from Cap Corbeau, which rises 645 feet in about 60 chains;

The extension of the Main Road from Black River to the mouth of the Saguenay, opposite Tadousac;

The opening of a winter road from the head of the Baie de St. Paul Settlements to la Grande Baie des Ha! Ha!

The opening of a similar road from Ha! Ha! Bay to Chicoutimi. The two latter would be of great advantage to those residing at, and connected with the lumbering establishments of the Saguenay, and the former would afford an uninterrupted communication from the Saguenay through the entire of the settlements to Quebec.

In addition to the foregoing, I consider that the erection of a wharf at St. Paul's Bay, and of another at Murray Bay, at which coasting steamers could touch, would be of very great advantage.

From the rise of tide, and the strong manner in which works of this nature should be constructed in such positions, I would not calculate on the cost of each being less than £2,500.

The south side of the river, from Quebec almost to Metis, presents a continued line of highly improved and densely populated country. An inhabitant of the western portion of the Province, who views for the first time this great range of settlement in the months of July and August, especially if he travels by land, cannot withhold his admiration and astonishment at the neatness and size of the villages which he meets; generally but two leagues, in many cases but one league, apart, with their large and handsome churches, school-houses, &c. The country surrounding them presents to his view, the most luxuriant crops of hay, and in most parts excellent crops of potatoes, oats, barley, pease, and frequently wheat, for the surplus produce of all of which, Quebec offers a certain and remunerating market, the advantages of which the producers (except those in the parishes immediately contiguous to the City,) are in a great measure deprived of, by the length of land carriage on the one hand, and on the other by the difficulties and delay, created by tides and currents which are to be encountered in that part of the navigation.

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The establishment of a regular line of market steamers, making an alternate day-trip up and down, touching at such of the principal villages as present a proper position for the erection of a landing wharf, would, I conceive, be all-important to that section of the country.

The whole of the lands fronting the river being, as I have described, closely settled, population and settlement are creeping into the interior; and the extension of the lumbering speculation in the rear has latterly created a good deal of traffic therewith. Upon the whole, therefore, I look upon the improvements most required on the *South side* to be two-fold. *First* the construction of suitable landing Piers, where Steamers could touch at any time of tide, and to the want of which may be attributed there being no regular line established; And *second*—the opening and improving of cross roads from the first settlements to the rear.

From the general knowledge which I now have of the river as far as Matane, I would be led to recommend that the places first selected for the erection of such Piers should be:—Berthier, L'Islet, Point aux Origneaux, Rivière du Loup, and Father Point. These points would divide pretty equally along the river, for that distance, the conveniences and advantages to be had from the regular touching of the steamboats; at each of them nature has rendered practicable the construction of a Pier of moderate length, at which a steamboat could touch at any time of tide. This is indispensable to ensure the certain trips of a boat.

The populous Villages of St. Thomas, St. Ignace, St. Roque, St. Anne, St. Jean, Kamouraska, Trois Pistoles, Rimouski, &c. &c. are, from the great extent of shoal and foul ground in front of them, deprived of the hope of the advantages of such Piers in their immediate vicinity. But the construction of a landing-pier at each, which would accommodate the country craft, and to which such vessels could reach at proper time of tide, and take the ground in safety, would unquestionably be of great benefit, and would not be attended with much cost.

I place Berthier first in order next Quebec. It is true a position might be selected, somewhat to the west of St. Michel, for one of such Piers; but from its comparative contiguity to the City, and the facility of getting there by land, or of running up and down with the tide, I think that until the means are much more abundant, the other and more distant Piers should be first constructed.

It so happens that opposite to the large Villages of St. Thomas, St. Ignace, &c., lie Crane and Grosse Islands, having a population of about 600, and very productive. The erection of a Pier near Mel'pherson's on Crane Island, would, no doubt, prove a great advantage and convenience, not only to the inhabitants of the Islands, but also to those of the villages I have named, who could cross them in their small boats, and meet the steamers. And in the fall of the year, from the manner in which the ice takes, and vessels are caught therein, the existence of a Pier there would be some of importance.

Some miles below Rimouski, at "Father Point," there is a very large settlement, where a great number of Pilots reside, and from the convenience of the position, a number of pilot-boats are always to be found there. The erection of a Pier at this place also would confer a great benefit on that part of the country. It would serve as the touching place for Rimouski, and it would be of material benefit to the

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Pilots, and the coasting trade, by affording shelter for their craft.

Under the second head of improvements required on the south side of the river, I would enumerate the improvement of the road leading from St. Thomas to the Province line for the encouragement of settlement, and to afford increased facilities for sending in lumbering supplies.

The improvement of the road from L'Islet to the rear, for the same objects.

The opening and improvement from the settlements near Temiscouata Lake to Trois Pistoles, do. do.

The improvement of that part of the Main Kempt Road in the vicinity of Lake Temiscouata. This portion of the road, at certain seasons, owing to its unfinished state, presents great impediments to the facile communication which the Kempt Road otherwise affords, and the traffic on which is daily becoming more considerable. Lastly, the extension of the Main-Shore Road to the settlements beyond Matane.

The foregoing are the works which the wants of the country point out as most called for, and upon which public expenditure would be most advantageous, in my judgment. It can scarcely be hoped, from the present state of the finances, that means can be found, for some time, to undertake all these several improvements, but I have felt it my duty to bring them distinctly under the notice of your Department, in order that the claims and wants of this part of the country, hitherto much overlooked, may not be passed by, when a favorable change in the circumstances of the Province will justify the undertaking of further works.

I append a summary of the before mentioned works with an approximating estimate, in which I have prefixed figures to the several items, to shew the order of importance in which I place them.

I have the honor, &c.

(Signed,) H. H. KILLALY.

W. B. Robinson, Esq.,  
&c. &c. &c.

S U M M A R Y.

*North side of the River.*

	£	s.	d.
1. Amendment of Chemin des Caps, 29½ miles,.....	1500	0	0
2. Improvement of descent of Cap Corbeaux,.....	350	0	0
3. Extension of Main North Shore Road to Saguenay,.....	1500	0	0
4. Opening a Winter Road from head of Baie de St. Paul Settlements to Ha! Ha! Bay,.....	3500	0	0
5. Opening a similar road from Ha! Ha! Bay to Chicoutimi,.....	1250	0	0
6. Construction of Bridge over Rivière du Gouffre,.....	1400	0	0
7. Building Landing-Piers for Steamers at Paul's and Murray Bays,.....	5000	0	0

*South side of the River.*

1. Construction of Landing Piers—			
"        "        at Berthier,.....	2000	0	0
"        "        at L'Islet,.....	2000	0	0
"        "        at Cap Origneaux,.	2000	0	0
"        "        at Rivière du Loup,	3000	0	0
"        "        at Father Point,....	1500	0	0

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2. Improvement of Temiscouata portion of Main Kempt Road,.....	2000	0	0
3. Extension of Main Shore (south side) Road to Settlements beyond Matane,	2666	2	9
4. Improving cross-roads leading to rear, from front Settlements at St. Thomas,	5051	0	0
Ditto ditto at L'Islet,.....	1500	0	0
Ditto ditto at Tros Pistoles,.	2500	0	0
5. Building a Landing Pier at Crane Island,	2000	0	0

(Signed) H. H. KILLALY.

R.

*Report of F. P. Rubidge on Landing Piers below Quebec.*OFFICE OF PUBLIC WORKS,  
15th November, 1847.

GENTLEMEN,—In conformity with a Resolution of the Legislature, and in obedience to your instructions, I proceeded in the month of October last, to make the necessary surveys and examinations of various sites along the South Bank of the River St. Lawrence, below Quebec, preparatory to estimating the cost of constructing "Landing Piers" at certain proposed places, the same requiring to be extended out from the shore to a depth of ten feet at lowest water of spring-tides.

The year, however, having so far advanced towards the period when tempestuous weather usually prevails, I was compelled, with reference to any operations on the water, to defer visiting *all* the places included in your instructions; especially those on the North Shore, the season having gone by suitable for soundings; and indeed, from continued high winds experienced while at the places selected, I was forced to entrust some of the measurements, which I had myself failed in procuring satisfactorily, to be obtained by Surveyors or Pilots when the first calm opportunity should offer itself.

The general character of the South Shore of the St. Lawrence, from Quebec to the east of Green Island, present continued reefs of low slate-rocks, or sandy shoals covered with large boulders, jutting out into the river to an extent varying from 500 feet to upwards of two miles; consequently not many favorable localities offer themselves for erecting Landing Piers. These existing barriers to the approach of any vessel drawing a few feet water, and the costly work required to overcome them, have no doubt hitherto prevented private enterprise from constructing Landing Wharves, where the wants of the community demanded such accommodation. A personal visit to this thickly settled and fertile portion of the Province is only needed, particularly when the roads become broken up, to convince forcibly every observer of the urgent want of such a means of communicating with distant markets, and the serious drawback to their prosperity, which merchants, farmers and others sustain yearly, in consequence of their isolated position; were these facilities provided for steamboats touching regularly at the intervening villages below Quebec, no doubt the available Government lands between the St. Lawrence and the American boundary, instead of being one extended wilderness, would gradually "fill up," and become cultivated; and, next to a Rail-road, would contribute, more than any other circumstance to unite the now separate interests

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and population of the Provinces of New Brunswick and Canada. As a military precaution, moreover, these Landing Piers are called for, besides the many advantages to be afforded Atlantic vessels in occasional freight and supplies, in their upward and downward passage. The necessity, therefore, of this expenditure, cannot, in my opinion, be too strongly insisted upon. And should the Legislature, from the magnitude of the outlay, be deterred from commencing *all* the projected works at once, certainly the construction of two or even three of them ought not to be any longer delayed.

*Rivière du Loup.*—The first examined, and one of the most eligible localities for a Landing Pier, was at the mouth of the Rivière du Loup—a considerable stream, with abundant water-power, discharging itself into the St. Lawrence at a thriving village of the same name, 114 miles below Quebec, at the termination of the Temiscouata Portage; consequently being the nearest point of debarcation between Canada and the capital of New-Brunswick. The river at low tides, affords but 3 feet water, but the bed being soft mud, schooners, and even square-rigged vessels may run in for shelter at three quarter or full flood, and beach themselves in safety. For schooners, at most times therefore, this presents an excellent Harbour.

The place selected as giving the shortest line to the depth of water required, is at the rocky point running in a south-westerly direction, and the projected Pier will extend to a distance out of 800 feet, to obtain 10 feet at lowest water in a due west course or towards the head of Hare Island. The width of the platform will be 30 feet, the sides sloping outwards, 1 in 12. The Pier-head extending 80 feet in length, to afford the shelter of an inner angle to vessels alongside, the latter being 25 feet wide, 10 feet of which on either side will form landing-stairs from low to high water. Although not altogether a sheltered position during north-westerly gales, it is, I believe, the most favorable one to be obtained, the worst winds blowing N. and by E. and N. N. E., and in seeking to place the Pier more southerly or pointing towards the Pilgrim Islands, it must, unavoidably keep the direction of the shoal, and would require to be nearly half a mile in length. The average rise of spring floods is 17 feet from low water, but during severe westerly-gales, from marks on the shore, I found they had reached from 3 to 4 feet higher; a season too boisterous for steamboats to avail themselves of Landing-piers. I have accordingly placed the floor planking fully two feet above ordinary high water of spring tides; as any additional height above this level would add so materially to the expenditure. The cost of this Pier, as per accompanying estimate, is £7,817 13s. 8d. Currency; four hundred and eighty feet of its extent being constructed with close-ltimbers, and the remaining four hundred feet adjoining the shore, of open crib-work, to lessen the expense.

From all the information obtained in the vicinity, I find the ice in winter does not much affect this spot, it being disturbed and carried out by the mutual action of the river currents and reflux of the tide. The point of land, for the most part narrow and unimproved, is at this time in the possession of Mr. Beaulieu, who has hitherto afforded to the Public a road to the present landing-wharf for steamboats at high water; which wharf is a little over one quarter of a mile distant within the mouth of the river, from the newly proposed Pier; I believe no obstacle on the part of the proprietor would be raised to the permanent communication with the travelled road.

*Point aux Origneaux.* Eighty one miles below Quebec, and thirty three from the Rivière du Loup,



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Point aux Origineaux offers another favorable site for a Landing Pier, the extensive shoals off Kamouraska precluding the latter place from this benefit. A projecting tongue of land forms an ample bay, screened from easterly winds, where schooners and coasting craft might avail themselves of shelter at half-tide, the bottom being soft mud. A proposed Pier at this place, would extend 650 feet to the required water, and the position is indicated on the Plan, running in a north-westerly bearing. The estimate amounts to £6,836 7s. 6d. Cy. and its general form and description will correspond with that above described for the Riviere du Loup. About 5 arpents of land, to form a road 40 feet in width, have to be purchased, to connect the intended Pier with the nearest travelled road, the ground in a direct line being very favorable; therefor, thus adding to the above estimate a further sum of £50, should the Commissioners so determine.

*Saint Roque.*—Near the Parish Church of Saint Roque, a Pier of some 150 feet in length from a ledge of rocks, has been loosely constructed by private individuals, in 16 feet water at spring-tides; consequently it is dry at low water; this furnishes a slight shelter for Pilot-boats, and an opportunity to load small craft frequenting this neighbourhood; but any Pier to reach 10 feet at low water, would extend out three quarters of a mile, having dangerous detached rocks in its vicinity, and with but seven feet six inches water nearly three miles out over the St. Roque shoals. This project, therefore, however much desired by the inhabitants, cannot be entertained, but an outlay of £500 to lengthen and otherwise complete the present Pier would be an acceptable boon to this enterprising community, who have sought from their own resources to obtain the improvement of their position.

*L'Islet.*—At the Village of L'Islet, 47 miles below Quebec, and 34 miles from Point aux Origineaux, it is also contemplated to construct a Landing Pier. The site commanding the earliest attention seems naturally to be the "Telegraph rock," terminating a low marshy neck of land, putting out some 1,200 feet from the general line of high water mark. From this point, to reach 10 feet low water, would require a Pier 730 feet in length, in addition to about 140 feet over the rocks, or in all 870 feet. This position of the Pier, however, would entail on the Commissioners the purchase of land, and formation of considerable embankment necessary to communicate with the high road. The estimate for this work, if hereafter determined on, is £10,559 16s. 3d.

The plan of the locality shews a second proposed site, deserving consideration, inasmuch as it essentially improves the present excellent Harbour for schooners, which usually load or lie in the Cove; sheltering them completely from any "sea" from the west, under the "lee" of the extended Pier. Efforts, I understand, have been made to form a joint stock company, with this particular object, and in compliance with the wishes of the inhabitants, I beg to bring the subject before the Commissioners, and have accordingly estimated therefor. The plan I would recommend, is that of a solid Pier for 1,200 feet, to reach the proper soundings, and placed to afford an entrance 300 feet in width from the easterly ledge of rocks; there would then yet require other 700 feet, as shewn in the plan, to connect this Pier with the shore, which might be effected by detached cribs or piers, having floored timbers spanning the intervening open bays, by which means the expense would be materially reduced. I have concluded, therefore, to recommend building this connecting portion in the aforesaid manner, an estimate for

which gives the large amount of £14,259 Os. 10d. Cy. The decision between these conflicting localities is submitted to the Commissioners and the Legislature, notwithstanding.

*Crane Island.*—At Crane Island Settlement, a Pier would extend out about 650 feet, and cost, say £7,000, an amount of expenditure which the extent of settlement would hardly warrant. Near the head of the Island, it might be placed over broken rocks to about 500 feet in length, at a cost of £6,200 cy. but this position would be inconvenient, and almost useless to the residents.

*Berthier.*—At Berthier, 24½ miles from Quebec, one of the most desirable sites presents itself, of which advantage has already been taken by the erection of a Pier 143 feet in length, terminating at about low-water mark. A Pier at this place, covering the entrance into the Trou or Harbour, from easterly winds, would run out 500 feet to the assumed water. I would suggest that the existing Pier, 20 feet in width, filled with stone, be incorporated with the new work, by enclosing it with cribs five feet idev on each side, to give the full adopted width, having cross ties connected with the timbers of the old Pier, these sides being well filled with stones, and the whole levelled up and planked. I would observe that an excellent road leads directly to this landing place. The estimate would cover £6,568 17s. 9d. cy.

*St. Michel.*—The last place inspected was at the Village of St. Michel, about five leagues below Quebec, and in the midst of a thriving and populous neighbourhood. The ebbing tide recedes here over a flat shore for some distance, requiring fully 1350 feet of wharf to reach 10 feet depth at low water.

At this place the St. Lawrence becomes greatly contracted between the opposite Island of Orleans, consequently much more danger is to be apprehended from the "Shove of Ice" against any structure putting out from the shore here, than in situations lying further to the east. Also, it is to be observed, that the inhabitants of this section of the country do not labor under the serious disadvantages of the more distant communities, being within 15 miles of a market, and able to reach Quebec in *one tide*, by water conveyance, with facility. One mile east and west of the village, would doubtless afford a site for a much shorter Pier, although land to form a connecting road would require to be purchased; but the wishes of the inhabitants lean greatly to a selection of the site just below the Parish Church, forming a Harbour and shelter for small craft, and from their accompanying Report, they would seem to prefer terminating the projected Pier in six feet water, rather than placing it elsewhere. I have therefore submitted an estimate for St. Michel under three different propositions—viz:—

<i>First.</i> —From near the Parish Church to 10 water, feet extending out 1350 feet, estimated at.....	£12,005 14 6
<i>Second.</i> —From do. do. to six feet water, 960 feet long.....	6,867 19 0
<i>Third.</i> —From the point west of the above to 10 feet water, extending out 970 feet.....	8,014 1 3

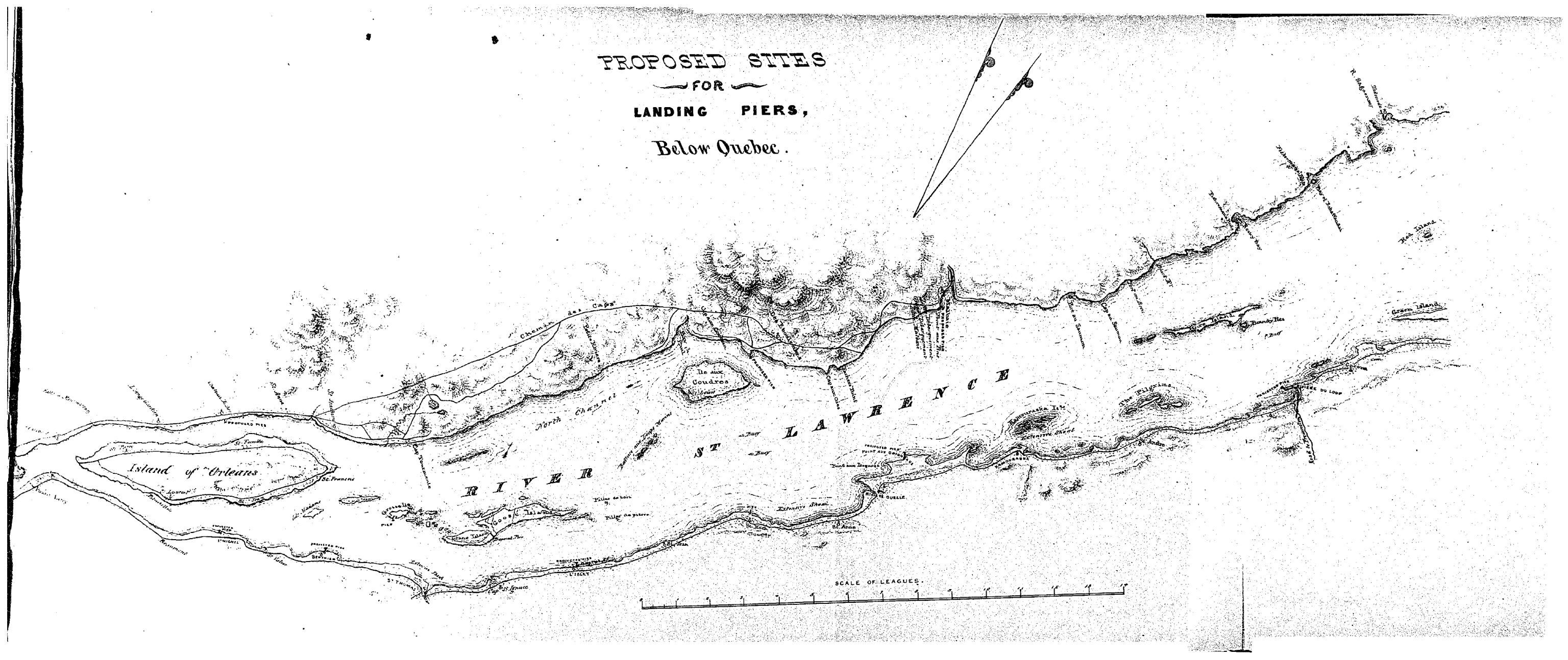
In conclusion, I beg to refer to the plans and estimates for further information, and

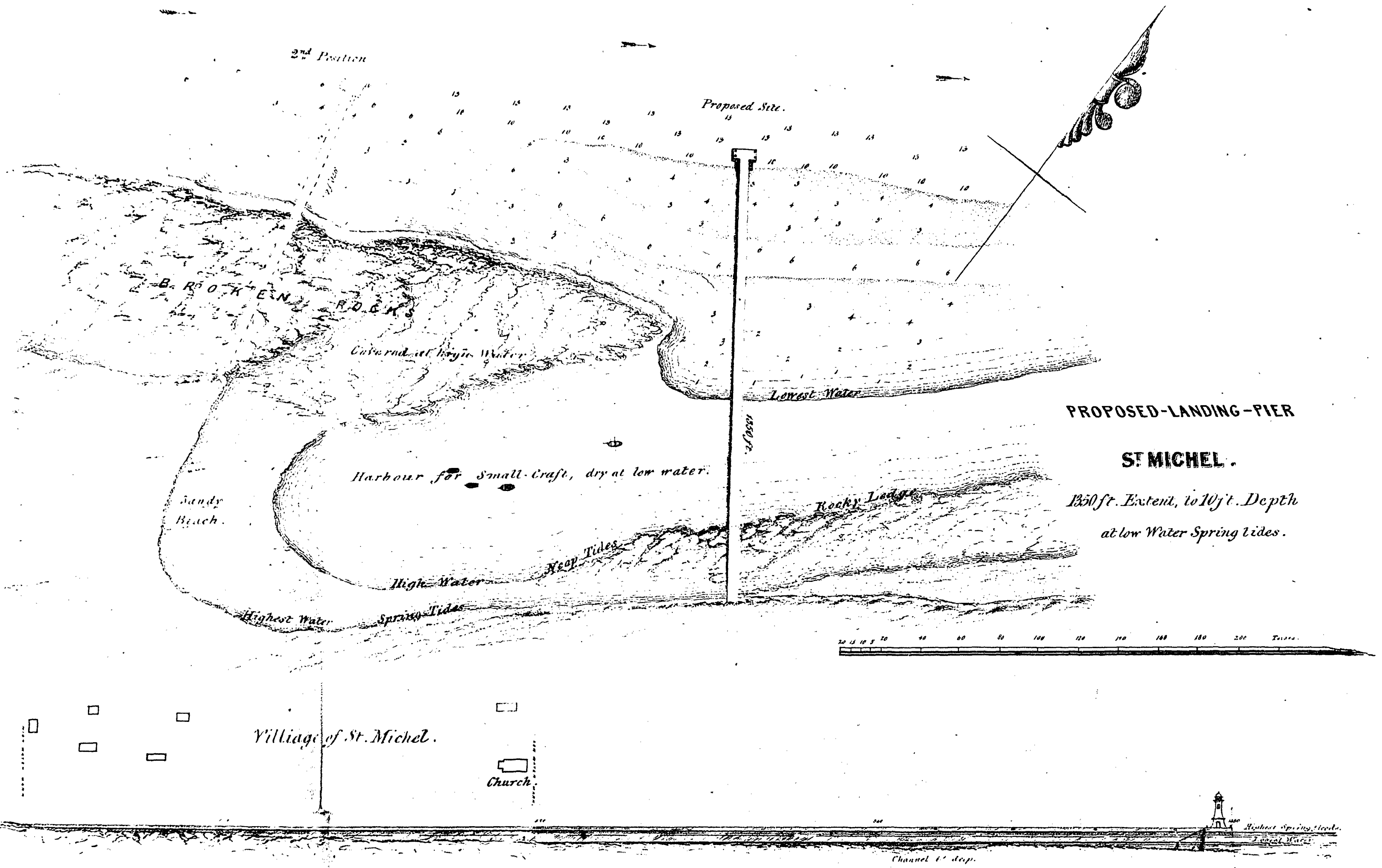
I have the honor, &c. &c.

(Signed,) F. P. RUBIDGE.

Appendix  
(Q. Q.)  
12th July.

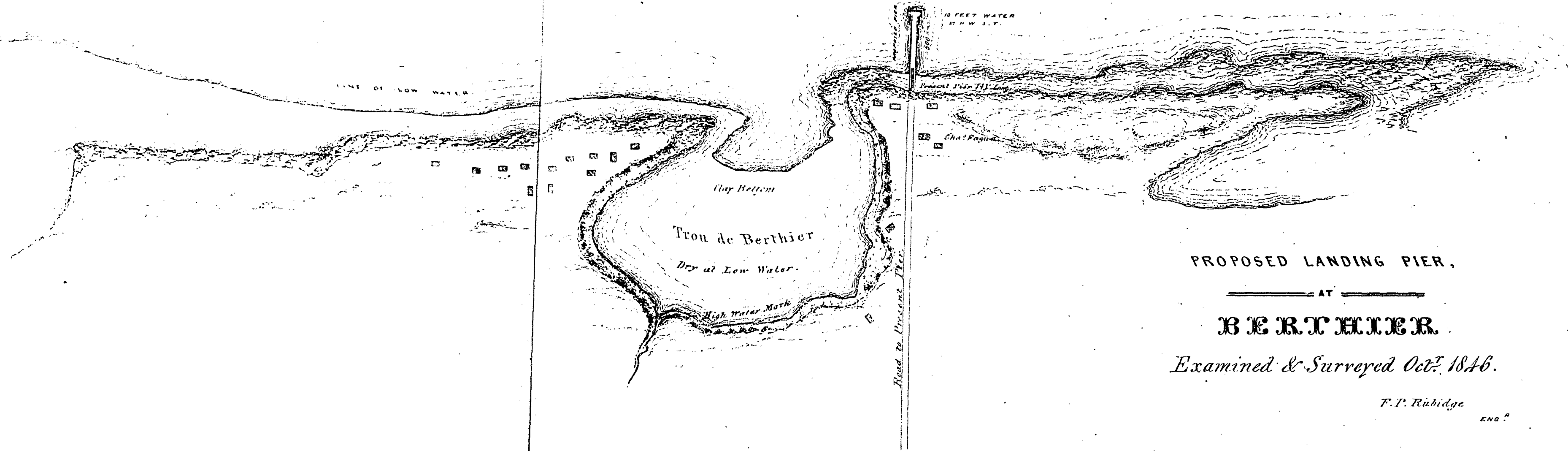
PROPOSED SITES  
FOR  
LANDING PIERS,  
Below Quebec.





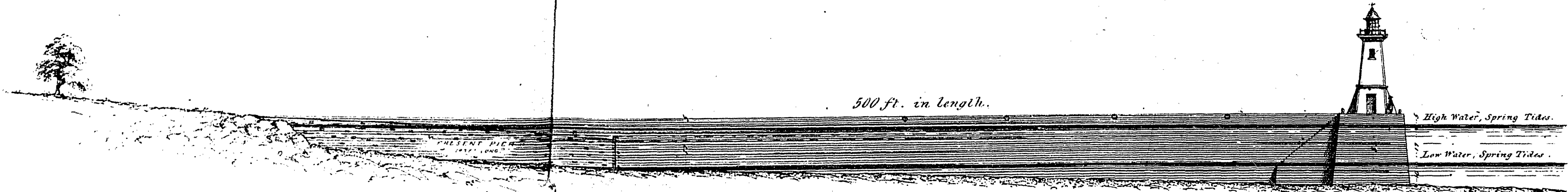
Longitudinal Profile of Landing Pier. 1350 ft.

RIVER ST. LAWRENCE



PROPOSED LANDING PIER,  
AT  
**BERTHIER**  
*Examined & Surveyed Oct. 1846.*

*F. P. Rubidge*  
ENG<sup>r</sup>



*500 ft. in length.*

*Elevation of Projected Pier.*

R I V E R

Second Proposed Pier.

10 ft. low Water

ST

LAWRENCE

First Proposed Pier.

10 ft.

LINE OF LOW WATER

SPRING TIDES

Good Harbour  
(with  
Fine Clay bottom) for  
SCHOONERS  
at half Flood.

Flat Ground

Open Creek Work, 750' to the shore.

High Water of Spring Tides

Salt Marsh

TELEGRAPH ROCK

Inundated in extreme Floods.

PROJECTED PIER,  
at two several Sites  
AT  
L'ISLET.

Examined & Surveyed in Oct., 1840.

J.P. Kubick,  
Eng<sup>r</sup>

Scale 200 ft. to the Inch.

D. S. Ballantyne.

High Road.

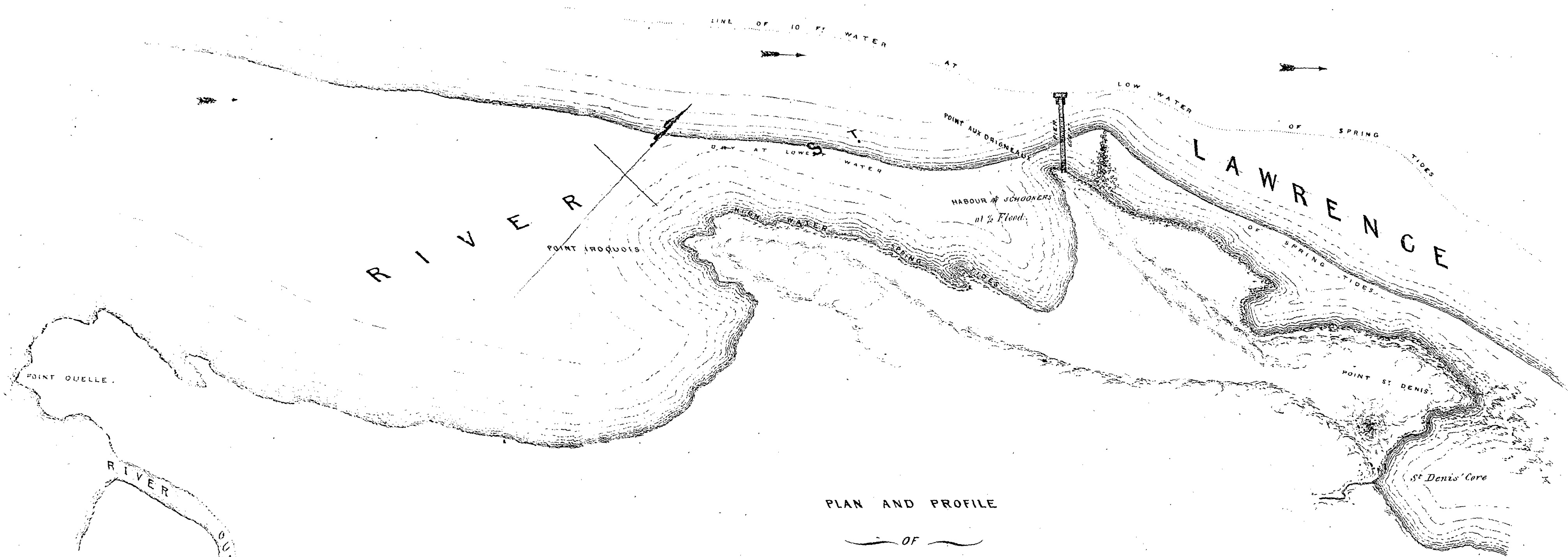
Village of L'Islet.

700 Feet

1200 Feet.

Total length of Pier to 10 ft low Water, Spring Tides.  
1900 FEET.

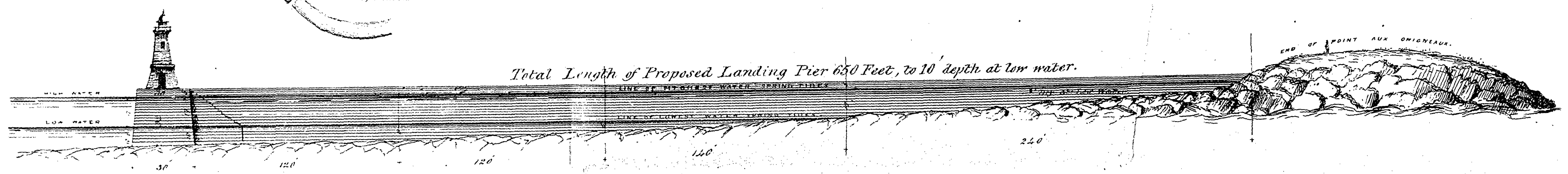




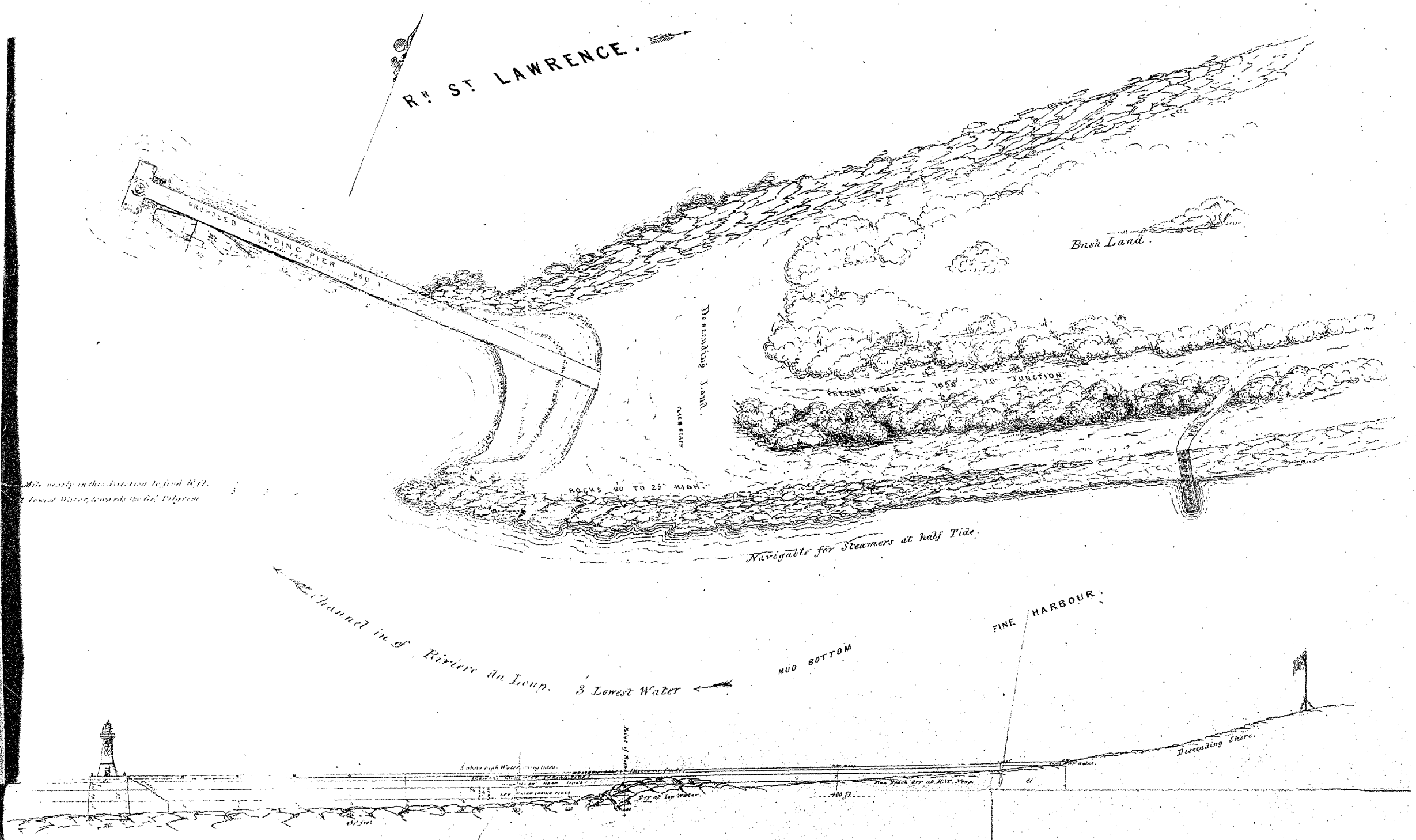
PLAN AND PROFILE  
 OF  
 PROPOSED LANDING PIER  
 AT  
 POINT AUX ORIGNEAUX

*Examined & Surveyed in Oct. 1846.*  
*F. P. Rubidge, Eng<sup>r</sup>*

*Total Length of Proposed Landing Pier 650 Feet, to 10 depth at low water.*



*Office of Public Works.*



Mile nearly in this direction to find Riv.  
Lowest Water, towards the Riv. St. Lawrence

**PLAN & PROFILE OF LANDING PIER AT RIVIERE DU LOUP.**

*Examined & Surveyed in Oct. 1846.*

Office of Public Works.  
F.P. Kubidge, Eng<sup>r</sup>

SPRING TIDES RISE 17 FEET.  
NEAPS ----- 10

Appendix (Q. Q.)

ESTIMATE for a Landing Pier at L'Islet, (Telegraph Rocks,) or first proposed site.

Appendix (Q. Q.)

12th July.

12th July.

	£	s.	d.
Head of Pier, Stairs and Bases, c. yds. 3,712			
Pier to low water, $647 \times 27 \times 32 = 20,704$			
“ to termination, $180 \times 20 \times 31 = 4,133$			
28,549 cubic yards, a 6s. 3d.....	8,920	18	9
Purchase of land, say.....	50	0	0
Removing rocks.....	100	0	0
Embankment, 30 ft. top width, slopes $1\frac{1}{2}$ to 1.			
Say $\frac{2}{2} \times 30 = 300 \times 670 =$ c. yds. 7,444			
Prism, say $30 \times 20$ “ 5,703			
13,147 cubic yards a 1s. 6d.....	986	0	6
	£10,056	19	3
Add 5 p cent. for superintendence and contingencies.....	502	17	0
	£10,559	16	3
<i>Second proposed Site, forming "Harbour."</i>			
Head, Stairs and Base, c. yds..... 3,712			
Below low water, $370 \times 3'1.6" \times 3'2.6" = 14,029$			
Do $300 \times 26'6" \times 32 = 9,422$			
Remainder, $520 \times 19.9 \times 31.6 = 12,211$			
39,374 cubic yards, a 6s. 3d.....	12,304	7	6
Detached Piers, $31 \times 15 \times 12 \times 14 = 2,893$ “ “ a 6s. 3d.....	904	1	3
<i>Assumed average height.</i>			
in. c. f.			
Flooring Timbers, $700 \times 7 = 4,900$ , say 5,000 c. ft. a $7\frac{1}{2}$ d.....	156	5	0
Planking, $700 \times 30 = 2,100$ , a £8.....	168	0	0
84 iron bolts = 873 lbs. a 5d.....	18	3	9
Spikes, = 1,400 lbs.....	23	3	4
	£13,580	0	10
Add 5 p cent. for superintendence and contingencies.....	679	0	0
	£14,259	0	10

ESTIMATE for the construction of a Landing Pier at the Rivière du Loup, 880 feet in extent.

	£	s.	d.
From low water to 10 ft. depth, 450 ft. long, $\times 32 \times 28 =$ c. yds. 14,933			
Head, Stairs and Bases,..... “ 3,712			
18,645 c. yds. a 6s. 3d....	5,826	11	3
From low water to shore (open crib), $400' \times 12 \times 31 = 5,511$ c. yds. a 5s. $10\frac{1}{2}$ d.....	1,618	17	1
	£7,445	8	4
Add 5 p cent. for superintendence and contingencies.....	372	5	4
(Without land purchased,)..... Total cost,.....	£7,817	13	8

ESTIMATE for the construction of a Landing Pier at Pointe aux Origneaux, 650 feet in extent.

	£	s.	d.
From lowest water, $380' \times 32' \times 28'.4\frac{1}{2}" =$ c. yds. 12,778			
Head, Stairs and Bases,..... “ 3,712			
16,490 cubic yards, a 6s. 3d.....	5,153	2	6
From low water to shore (open crib), $240 \times 32'.6" \times 16 =$ c. yds. 4,622 a 5s. $10\frac{1}{2}$ d.....	1,357	14	3
	6,510	16	9
Add 5 p cent. for superintendence and contingencies.....	325	10	9
(Without land,)..... Total cost,.....	£6,836	7	6

Appendix  
(Q. Q.)

ESTIMATE for the construction of a Landing Pier at the Trow of Berthier, 500 feet long.

Appendix  
(Q. Q.)

12th July.

12th July.

Below low water, 2,738 c. yds., Pier, Head, Stairs and Base, c. yds. 3,689 = c. yds. 6,427	£	s.	d.
Above low water to old Pier, 330 × 27 × 32 = .....			10,560
Remainder, including old Pier, 143 × 18' × 31'.6" = .....			1,678
			c. yds. 18,665 a 6s. 3d.
Add 5 p cent. for superintendence and contingencies,.....	5,842	16	3
	292	2	9
Old Pier, 20' × 12'.6" × 143 = c. yds. 1,324 a 2s. 6d.....	£6,134	19	0
	165	10	0
Total cost,.....	£6,300	9	0
Using old Pier will save £248 5s. 0d. cy.			

ESTIMATE for a Landing Pier at St. Michel, extending out 960 feet in length, or 6 feet lowest water.

From high water over rocks, 216 × say 8 × 30.6 open, Crib, 1,952 c. yds. a 5s. 10½d.....	£	s.	d.
Thence to 6' water 744 × 22 × 31.6, c. yds. 19,096 a 6s. 3d.....	573	8	0
	5,967	10	0
Add 5 p cent. for superintendence and contingencies,.....	£6,540	18	0
	327	1	0
Total to 6 ft. water,.....	£6,867	19	0
Thence to give 10 ft. lowest water, whole extent, 1,350 ft. 360' × 28' average × 32, c. yds..... 11,946			
Pier Head, Stairs and Bases, c. yds..... 3,712			
			c. yds. 15,658, a 6s. 3d.....£4,893 2 6
Add 5 p cent for superintendence and contingencies,..... 244 13 0	5,137	15	6
Total, 10 feet water,.....	£12,005	14	6

ESTIMATE for a Landing Pier at St. Michel.

Second Position.

Extending from the Point, 970 feet.			
Pier head, Stairs and Bases, c. yds. 3,712			
940 by, say 20 × 31'.6" = 21,933			
			c. yds. 25,645, a 6s. 3d.....
	£8,014	1	3

RECAPITULATION.

Rivière du Loup, cost.....	£	s.	d.	£	s.	d.
Pointe aux Origneaux, cost.....	7,817	13	8			
Berthier, cost.....	6,836	7	6			
L'Islet, Telegraph Rock, cost.....	6,300	9	0			
	10,559	16	3			
	£31,514	6	5			
St. Michel to 6 feet water,.....	6,867	19	0			
Improvements at St. Rochs,.....	500	0	0	£38,882	5	5
Or,						
Rivière du Loup, as above,.....	£	s.	d.			
Pointe aux Origneaux do. ....	7,817	13	8			
Berthier, do. ....	6,836	7	6			
L'Islet, second site,.....	6,300	9	0			
	14,259	0	10			
	£35,213	11	0			
St. Michel, to 10 feet water,.....	12,005	14	6			
Improvements at St. Rochs,.....	500	0	0	£47,719	5	6

Or,

Either of the above amounts and the difference in placing the Pier at the Pointe St. Michel, extending 970 feet

(Signed,)

F. P. RUBIDGE,  
C. Engineer.

Appendix  
(Q. Q.)

12th July.

S.

Report of F. P. Rubidge, on Quebec Court House.

OFFICE OF PUBLIC WORKS,  
23rd October, 1846.

GENTLEMEN,—Having waited on Mr. Burroughs, the Prothonotary in Quebec a few days since, relative to the necessary repairs of the Court House in that City, having visited the building with Mr. Patry the Architect, employed to furnish an estimate for replacing the edifice in good condition, and with that gentleman having gone over the several items of expenditure contemplated, and personally examined the state of the premises throughout, I beg to report as follows :—

The condition of the Court House for the City and District of Quebec is at present date, very dilapidated and ruinous, rendering it imperative that an expenditure should as speedily as possible take place for its renovation, or the abandonment of the building, for the purposes required, must eventually be the consequence. Next to the age of the edifice, the principal cause of this state of decay is undoubtedly to be attributed to the drifting and entrance of rain and moisture through the imperfectly closed windows and walls, arising from their exposed position and the violence of prevailing storms, the mortar for the most part being washed from the joints of the masonry, the window sashes rotted and defective, and the putty shaken off from the glass. The first object, therefore, will be to render these as far as possible, "weather tight" and secure; without which any interior outlay will be entirely useless. The advanced state of the season, however, must cause the repairs of the outward walls, &c. (to be done effectually) to lay over until the ensuing spring, and consequently the greater part of the required internal repairs should be deferred also; there are, however, certain works hereafter specified which may be immediately proceeded with, and which I would recommend accordingly.

The propositions of the Architect embrace a thorough renovation of the interior and exterior walls of the principal building, repair of chimneys and roof, renewal of floors where necessary, replacing defective windows, and general repairs of the same, together with the thorough cleansing, painting and restoring the whole, in a manner suitable and consistent with the important objects therein carried on, and worthy the increasing wants of that extensive District. They also comprehend a general supervision and repair of the outer arrangements, such as sheds, sewers, inclosing walls, gates, &c. &c.

The amount of the sum total, under the Architects estimate, appears large, but on going over the required works essential to restore the building to a state of decency and security, I cannot take upon me to dispense with any, by way of reducing that sum with the exception of two items, which seem more properly to come under the head of "Furniture," and not repairs.

These are:

Items 24—1-desk with drawers .....	£3	0	0
do. 38—1000 tin boxes at 3s.....	150	0	0
	<u>£153</u>	<u>0</u>	<u>0</u>

Appendix  
(Q. Q.)

12th July.

With respect to the present defaced coat of arm in the Court of Quarter Sessions, alluded to in Mr. Patry's Report, a smaller one suitable might be obtained at an expense of about £15; but this would class probably more strictly with those before mentioned as "furniture" and I have not included it in the general statement of repairs. Exception might be taken to the item of £5, for an outside watch bell in case of fire, as belonging to "articles of furniture," but this appearing to me essential to the safe keeping of the whole, I have not struck it out. The prices in the estimate [generally I consider fair and reasonable; anything to the contrary, to wit, plastering at 1s. 8d. per yard, arising either from local circumstances or the increased demand therefor.

The window sills and lentils being composed of three several species of cut stone, disarranged or altogether displaced in consequence, through the joints of which the rain penetrates and either saturates, the walls, or rots the wood work within, it is proposed to repair and fresh point, covering the lower sill with sheet zinc. This mode, however, I do not recommend, so far as relates to using the zinc, as I can foresee a difficulty in securing the latter *flatly* and *permanently* on the stone work, so as to resist hereafter being affected or torn away by strong winds, when the nails which fasten it become loose from rust or otherwise; I would suggest instead that each present sill be removed and replaced with one continuous stone, sloped outwards and made to fit closely; and by fitting suitable wooden "drips" on the window frames, the exclusion of wet will thereby be effected. This improvement will add an amount of £27 7s. 6d. to the estimate as rendered; to replace the lentils in like manner would involve some risk, or at least call for considerable expense in "shoring up" the walls above; I would, therefore, well point the joints a fresh with hydraulic cement in the way contemplated by the Architect.

I cannot coincide with the opinion expressed in the Report of Mr. Patry, that carpenter work should be paid by day's wages! In my view of the case the whole of the repairs and supplies should be contracted for and undertaken by one party, responsible for completing the entire, in conformity with a *detailed specification*, in which every thing requisite for each portion of the building and premises should be expressly particularized.

The works which might be immediately undertaken, or prepared in readiness for the spring operations, are as follows.

	£	s.	d.
Item 1. Repairing the chimney and providing new ladders.....	11	10	0
2. Laying 6 toise of rough flooring, jointed &c. plastering and repairing Belvidere, &c.....	12	10	0
4. Preparing new double window with fastenings, &c.....	2	18	6
6. Preparing one large jalousie...	2	10	0
7. do. do. do. ....	2	10	0
9. do. do. do. ....	2	10	0
11. Relaying north passage first floor with oak plank.....	25	0	0
14. Preparing one large jalousie...	2	10	0
15. do. do. do. ....	2	10	0
16. Repairing benches, and renewing do.....	5	10	0
17. Preparing 4 double windows, &c.	11	14	0
18. Preparing one large jalousie....	2	10	0
20. Laying south-west passage.....	30	0	0
21. Preparing one large window....	2	18	6
do. 2 new doors, &c.....	4	0	0
30. Renewing pavement.....	3	0	0



Appendix  
(Q. Q.)  
12th July.

31. do. 10½ toise do.....	23	12	6
32. Two pair new iron shutters (vaults) putting up and repair- ing 2 old do.....	7	0	0
33. Providing 6 new double win- dows.....	12	0	0
34. Do. 4 jalousies painted, &c.....	8	0	0
36. New entrance gate of iron.....	20	0	0
39. Alter steps in front, &c.....	75	0	0
Add for contingencies.....	13	9	8
	<hr/>	<hr/>	<hr/>
	283	3	2
Mr. Patry's estimate amounts to.....	979	9	1
From which deduct items 24 and 38.....	153	0	0
	<hr/>	<hr/>	<hr/>
	826	9	1
Add difference on 73 stone sills at 7s. 6d.	27	7	6
	<hr/>	<hr/>	<hr/>
	853	16	7
Add superintendence.....	42	13	10
	<hr/>	<hr/>	<hr/>
Total amount	£896	10	5

I have, &c.

(Signed) F. P. RUBIDGE.

The Hon. the Com. of Public Works.

T.

Report of F. P. Rubidge on Montreal Gaol.

OFFICE OF PUBLIC WORKS,  
Montreal, September 21, 1846.

THE HON. W. B. ROBINSON,  
Chief Commissioner,  
Public Works.

SIR,—From a visit of examination made to the Montreal Gaol, with reference to certain alterations and repairs therein contemplated, I beg to report as follows:—

In the first place, the Sheriff complains of the very limited space allowed for visitors to see prisoners, in the entrance hall; and the perfect freedom of communication which takes place in consequence, rendering the strictest vigilance against improper assistance for escape being afforded to prisoners, almost ineffectual.

To remedy this inconvenience, it is proposed to remove the surgery from the apartment on the right, to one fitted up in the hospital Ward, and to take down part of the walls and turn arches to support the floor above, both in the side and end of this apartment, further by erecting iron grating partitions, with an intervening space, to prevent any but verbal communication between persons confined and their friends. The side-wall of the room on the left of the entrance hall, used as the office of the Gaol, would require to be perforated for an arched window, to afford a more perfect point of supervision during the visits to prisoners. These improvements are therefore estimated for.

The expressed wishes of the Sheriff would appear to be that the present range of cells should be subdivided, to afford each cell two sleeping apartments for prisoners. On an examination of the first and upper floors, these cells are found to be only 5 feet 5 in. in width, which if separated, by an oaken partition (say of 4 inches in thickness) would reduce the width of each cell to two feet 6½ inches, a space barely sufficient for a man to turn himself upon. Taking into consideration the cost of alterations, materials, new iron door gratings, &c. necessary therefor, with the confined imperfect and unhealthy accommodation obtained thereby, I would not recommend this pro-

posed subdivision, especially as debtors and untried persons would have to occupy these cells in common with convicted criminals.

On the basement floor, the wings on either side the central building contain 12 cells each, 8 feet long by 11 feet 4 inches in width; the basement floor of the back wing also has 8 cells of the same size; the partitioning of these into two compartments would afford thirty two additional dormitories for prisoners. But the opinion of Dr. Arnoldi, the medical attendant on the Gaol, would seem to render even this expense of alteration very questionable, as the lower cells on the basement floor be considers scarcely fit for occupation even in their present size and state, whereas to reduce their limits to one half their present dimensions, would be to foster and collect damp and unwholesome vapours, and add more difficulty to their present imperfect ventilation—an opinion in which I fully coincide. All therefore that perhaps ought to be done to the cells, to counteract the absorption of moisture, and reflection of cold from the masonry, would be to line the *main side-walls* only, with 2 inch oak plank, leaving a small space between the plank and the stone-work.

The more sanitary mode of construction would have been, originally, to have placed the cells in the central body of the building, leaving surrounding passages on the inner side of the main walls, and thereby preserving the inmates from the ill effects of frost and moisture, penetrating through the latter; but any change of this nature would involve the complete dismantling of the Gaol to its bare walls, and cannot therefore be contemplated.

The Hospital Ward, containing several rooms, should have the partitions removed, and the whole thrown into one airy chamber, having an apartment suitable for a surgery, in any convenient part thereof.

The outside of the building will require general attention; much of the masonry needing the joints to be stopped and newly painted, and tin water-spouts furnished where the same may be wanting.

It is also very desirable to shift the water-service pipes from their connection with the outer walls, to an inner angle of the several washing-rooms, as they are much affected during the winter, by being partially or wholly frozen, frequently bursting in consequence, and leaking down the walls and through the arched floors, to their great injury, and continual expense for repairs.

With these foregoing exceptions, I have, therefore, after mature deliberation on the subject of the proposed alterations, (taking into view the present want of sufficient room for the immediate occupants, and their daily increasing number as the community grows larger,) come to the conclusion to recommend but trifling expenditure upon the present building, reserving any outlay to be devoted to the erection of an additional wing, for the relief of the present overburthened goal, by which addition some attempt at classification may be resorted to, a precaution at the present time nearly impossible.

I have accordingly prepared a Plan and estimate to accompany this Report, as well as auxiliary estimates for certain improvements and repairs to the present building.

All of which is respectfully submitted,

(Signed) F. P. RUBIDGE  
Engineer.

*Note.*—On consulting with the Sheriff, he has recommended that the corridors in the contemplated new wing, should be increased from a width of 5 to that of 7 feet, which would involve an addition to the estimate of about £105.

(Signed) F. P. R.

Appendix  
(Q. Q.)  
12th July.

Appendix  
(Q. Q.)

12th July.

Report of A. Barrett, on Improvements at Grosse Isle.

U.

MONTREAL, 23rd Oct., 1846.

SIR,—I have the honor to report, for the information of the Department of Public Works, that on my visit to Grosse Isle, below Quebec, on the 13th inst., I was directed by the Commissioners of Public Works, to examine into, and estimate the expense of certain improvements, suggested by Dr. Douglas, the Resident Physician, as being highly necessary for the convenience and health of Emigrant Invalids. These improvements I now respectfully recommend to be executed; and a detailed statement of them, with Bill of Cost, is hereunto annexed.

*First.*—In consequence of the great difficulty, and even danger, in landing at low tide, in the vicinity of the residence of the attending Physician, a Pier of small dimension is highly necessary there, the expense of which will be £148 5s.

*Second.*—From the want of a partition fence, between the shore and hospitals, invalids are all thrown together on landing, so that it is impossible to separate those afflicted with contagious diseases from the others, until their arrival at their lodgings. The consequence is that some who, under a better arrangement, might soon be able to leave the hospital, are seized with a more serious sickness, which not only increases the expense of the establishment, but adds to the annual mortality. The cost of a fence, sufficient to ensure this necessary separation, would be £24 4s. 6d.

*Third.*—There is a want of convenient storage and accommodation for an Assistant or Policeman at the landing, which renders the erection of a building

48 feet by 16 feet important, to be partitioned off into two apartments, the one for storing heavy articles when landed, which must now be carted a considerable distance to the sheds, and afterwards conveyed back for reshipment; and the other for the use of the Assistant, by which, this person will be in a position to protect, at all times, property thus stored, as well as to attend to various smaller matters; and he will also be placed at the point where his services are most required, and where, in stormy weather, he cannot at present remain in so exposed a situation. But as his attendance here will only be required in the summer and autumn months, a building of the above dimensions, calculated to answer both purposes well, may be erected for £40.

*Fourth.*—The roads leading to the sheds and hospitals, as well as the landing at the present Pier, are very uneven and inconvenient. To put them in fair condition will require an expenditure of £7 10.

The amount of the foregoing items is..	£219 19 6
To which, if there be added for Contingencies.....	10 0 6
Or about 4½ per cent, the gross outlay will be.....	£230 0 0

I beg to state further, that in making up the foregoing estimate, I was assisted by Dr. Douglas, who appeared to be well informed in such matters, and by Mr. Patton the contractor of the Pier now building at Grosse Isle.

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

(Signed,) A. BARRETT,  
Civil Engineer.

Thomas A. Begly, Esq.  
Secretary, Public Works.

ESTIMATED expense of improvement at Grosse Isle, below Quebec, recommended in the preceding Report.

Description, &c.	Amount.			Total.		
	£	s.	d.	£	s.	d.
<i>Timber, &amp;c.</i>						
Pier—24 feet × 16 feet × 13 feet high =	1,248	cubic feet	@ 1/3.....	78	0	0
Oak coping.....	64	"	@ 2/6.....	8	0	0
Stone.....	17	toises	@ 25/.....	21	5	0
Iron.....	1	ton.	.....	25	0	0
Deals.....	100	feet 3 inches.....	.....	12	0	0
Do. on top.....	33	" 3 inches.....	.....	4	0	0
				148	5	0
Fence—Deals.....	26		@ 2/4.....	3	0	8
Cedar.....	54		@ 2/6.....	6	15	0
Pickets.....	1,987	feet B. N.	@ 90/.....	8	18	10
Nails.....	132	lbs.	@ 0/10.....	5	10	0
				24	4	6
Wooden House of two rooms, 48 feet × 16 feet both plain and without upper floor or ceilings.....				40	0	0
Roads and Landing, levelling.....				7	10	0
Contingencies, about 4½ per cent. ....				10	0	6
				£230	0	0

Appendix  
(Q. Q.)

12th July.

MONTREAL, 21st June, 1847.

SIR,—I have the honor to communicate, for the information of the Department of Public Works, that by direction of the Commissioners, and in Company with one of these gentlemen, Hon. W. B. Robinson, I made a visit to Quebec, on the 14th October ulto, at which time a part of one day was spent there. The principal object of the visit was to inspect the valley of the River St. Charles at its mouth, the site in contemplation for the extensive improvements for enlarging the means for the convenience of the commerce connected with the Port of Quebec, which is confined and seriously embarrassed for want of room.

Our intention was to see the gentlemen interested in the matter, and who had suggested plans for the improvement, especially those connected with the Corporation of the City of Quebec, the Trinity House, and the Board of Trade,—many of whom were absent at the time.

After calling on the officers of the Corporation and Trinity House, we were desired to attend a meeting at the room of the Board of Trade; at this time several plans were produced for the contemplated improvements; after this a cursory examination was made of "Flat Island," at the mouth of the St. Charles.

In the latter part of November, 1846, a second visit was made to Quebec, in company with the Hon. C. E. Casgrain, Commissioner, agreeably to the promise previously made by Mr. Robinson, at which time one day was spent there. We were invited to meet with the Trinity Board; several of the members of the Board of Trade, and the Mayor and Corporation of Quebec, were present.

Several plans were on this occasion presented. Capt. Boxer brought forward his plan, which is, I believe the one preferred by the Corporation, to which objections were raised, as it so directly interferes with the navigation of the River St. Charles, affecting mostly the St. Lawrence River craft, and as it would occasion serious individual damages, along the St. Charles, between Palace Harbor and the India Wharf. A personal examination was made of the various localities, to be affected by the improvements. At this time it is clear that such delays, and embarrassments, are felt, which would not be if the facilities were opened out on such scale as they may be. We had a view of the shipping in port, and the existing wharfage, and it appears at this time that all the available room is occupied, and the demands that will evidently be made soon for larger accommodation, cannot be afforded without seeking some other site on which to make them.

On the completion of the St. Lawrence Canals, when a much larger class of inland craft, steamboats and propellers, will be employed, and by the rapid increase of tonnage in the west, a much larger amount of business will evidently centre at Québec, it is therefore desirable that the means there for exchanging cargoes should be equal to the demands that shall be made upon it.

The question then arises where shall be the site of the additional accommodation? The general and prevalent opinion at Quebec appears to be in favor of

embracing the facilities available at the confluence of the St. Charles River with the St. Lawrence.

At that place there seems to be every opportunity, and quite sufficient room for adding to that important port, sufficient Harbour, or wharfage, for any increase of business that may be anticipated.

The Island visible at "ebb tide," between the two branches of the St. Charles River being sufficiently large to afford all the room for necessary commercial transactions, (and if it is thought desirable and good policy to allow the Island to be inhabited) and to accommodate a very great increase of population.

The St. Charles River, after passing the Dorchester bridge, diverges into two branches, which flow into the St. Lawrence, without again uniting, the one bears off towards the Beauport side; the other passes along the St. Roch's Suburbs and Cape Diamond, entering the St. Lawrence at the India Wharf, leaving at "low ebb tide" a large batture, ("Flat Island,") containing 100 to 130 superficial acres; it has an alluvial deposit of from 12 to 18 inches in depth, resting on rock, (I believe limestone) which will give a very substantial foundation for durable erections.

Looking forward to the completion of the line of the St. Lawrence improvements, with other indications of the direction of a great increase of the trade of this city, and from the increasing tonnage of the "Great West" the citizens are anxious to be in readiness with ample accommodations.

Relative to the plan of improvement, it will be impossible to go into detail, as but a part of two days only was spent there, and no examinations but those of a very cursory nature, were had, and the plans presented (heretofore designed), are so at variance with each other, that several days would be indispensably necessary upon the ground, accompanied with instrumental examinations, before a plan could be matured and submitted.

There is one plan which, I believe, will meet with general approval; that is to form a line of Pier, in from 3 to 4 fathoms of water in the St. Lawrence, at the base of "Flat Island," to admit of the approach of the largest class of sea-going vessels; this apparently is the best plan of commencement, to provide for immediate wants, which will form a basis on which all other improvements will be projected, whether the whole, or a part of the Island, is to be occupied.

If this Pier alone was formed, extending from 2 to 3000 feet in length, of sufficient width for the erection of warehouses, with proper jetties, the main wants of the place, now called for, would be afforded, so far as the exchange of cargoes is concerned.

This Pier being placed in so deep water, will admit the approach of sea-going vessels, on the river side, and all inland craft would enter the Basin thus formed upon the lea or inner side of the Pier.

The latter, which are less adapted to encounter the heavy sea that occurs there, would be wholly covered, and protected by the Pier, and would be uninterrupted, in making transshipments.

Another line of Pier, of a cheaper kind, may be placed close along, or upon the base of the Island, leaving a suitable width between the two for a Basin; on this warehouses may be erected for the con-

Appendix  
(Q. Q.)

12th July.

venience of the inland and river craft; whether this could be usefully employed as a depot for sawed lumber, I am not aware, but as the main Pier would form a breakwater, rafts may be brought under cover of it, and the lumber stored, ready for shipment, at a much more convenient distance than at present.

There is an obstacle in the way of free communication between the island or the proposed Piers, and the City, over St. Charles River.

The difficulty arises from the necessity there is for the frequent passage of the river craft, or other light vessels, which are now very numerous, and which will increase with the growth of the place, and with the improvements in the country below Quebec.

Draw-bridges may be constructed to secure a crossing to remain stationary at low tides, but which will be subject to frequent interruptions when the tide is in. The free ingress and egress through this river, should not at all be interfered with, if it can be avoided.

I beg, in passing, to say a word upon the subject of permanently closing this channel, which idea is embraced in some of the plans of the improvement. But, I am of the opinion, aside from the importance of this channel to river and other craft, that the health of the St. Rochs Suburbs is involved in this question, and that whatever plan is adopted, there should be left a free passage for the drainage of sewers to pass off into the St. Lawrence.

Another question that may arise, connected with the matter,—whether it is not important to allow of a regular and uninterrupted flow of the tides, and the passage of the water of the stream past the India wharf, to prevent this deposit of earth which might otherwise be lodged there.

To return to the main proposed Pier, it is believed that there will be no trouble, to find room for two or three thousand feet in length of Pier in deep water, without interfering with either branch of the River St. Charles. This Pier would best be constructed of timber in cribs, substantially built, and filled with stone or other coarse materials.

Timber can at all times be conveniently obtained at Quebec; the stones for building the crib are also convenient.

There are great quantities of ballast brought out annually in ships, so much so that it is difficult to find a place near Quebec to deposit it, without interfering with important channels, or with approaches to the shore detrimental to the general interest.

The Pier in contemplation may be made the general depot for such discharges, thus reducing the ultimate cost of its construction.

A Plan and Estimate of the cost of the main Pier and of other works that may be of importance to the Port of Quebec cannot be given, as before observed, without further and careful examination.

The nature of the improvements required, as well as the amount of means to make, them involve the necessity of careful deliberation, as well as personal and minute inspection of the site.

The commanding position of Quebec as a sea port Town, and its natural commercial advantages, require that whatever is done should be so thoroughly con-

sidered and well established, not only to provide for the present wants, but for all future time, so as to promote in the highest degree the benefits sought for by the improvements in contemplation.

I have the honor to be,

Sir,

Your obedient servant,

ALFRED BARRETT,  
Engineer.

T. A. Begly, Esq.,  
Secretary, Public Works.

Appendix  
(Q. Q.)

12th July.

W.

*Report of N. H. Baird, on Kennebec Road*

MONTREAL, 10th May, 1847.

Sir,—In addition to the remarks in my general Report (on all the Works under my charge, 30th Dec last) on the Kennebec Road, with the view of more fully explaining the necessity that exists for the small additional amount therein required, viz: £299, beyond the appropriation £3000, (8 Vic. Cap. 69) already expended under contracts with the late John Rogers and Armstrong and Wilson, dated 22nd October, 1845, and completed Nov. 1846, I would state, that the amount required is intended to cover the expense of reconstructing the superstructure of the Famine Bridge, two spans of 50 feet each, with some repairs to the Piers and Ice-breaker, as being beyond the means of the Municipality, requiring £150. At present the superstructure is in a very dangerous state, and ought to have been condemned long since.

The next matter which calls for attention, is the low bridge near Calway's, which for a week, and sometimes longer, in spring and fall, is impassable, having 4 or 5 feet water over it, forcing the public to make a detour of a mile, over hill and dale; for this the sum of £60 will be required.

Next, in St. Josephs, a great many small bridges have been rebuilt, and sufficiently raised over the inlets from the high grounds; but there still remain four or five places much requiring assistance, and for which I have put down £50, with £39 for superintendence, and making up the aggregate of £299.

I have only to repeat my closing remarks, in Report 30th December, on this work, to give an idea of the nature and extent of the work done and required, viz: "That although the money expended, £3,000, has gone far to improve the state of the road" (in as far as bridging, embanking, crib-work, culverts, and reducing of hills are concerned) yet it is but a moiety of what is required to render the road in many places even passable, particularly that portion through the Municipality of St. Margueritte; for the last 9 miles next the lines, the road has been *entirely* neglected.

In as far as I can judge, and I have given the matter some attention, a sum of £12,000 would still be required to render the whole, 90½ miles, what it ought to be, for such an important communication with the United States, being the direct road from Quebec to Boston, &c.

Appendix  
(Q. Q.)

12th July.

I understand that application is likely to be made this next Session, for a sum sufficient to complete the necessary repairs to the extent stated.

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

(Signed,) N. H. BAIRD,  
C. E.

Thos. A. Begly, Esquire,  
Secretary,  
&c. &c. &c.

X.

Report of N. H. Baird, on the Arthabaska Road and Melbourne Bridge.

MONTREAL, 1st April, 1847.

SIR,—In compliance with instructions I beg to transmit herewith, Statements A. and B. of the expenditure on the Arthabaska Road, with the amount required to complete the existing contracts, and those contrasted with the appropriation of £15,761 for "the Arthabaska Road and Melbourne Bridge."

From these statements it will be seen that with an alteration in the specification for the Melbourne Bridge (and which would seem under all circumstances of the case desirable) a sum will be spared nearly sufficient to cover the works already under contract, and the bridging actually necessary, for which timber has been delivered and paid, viz: across the Nicolet, Wolfe and

Gosselin, Moore's Creek, &c., in item £1,870 6s. 3d. (See No. 1 Appended.)

There will still be a deficiency for the bridge across the River Bécancour, and for the widening and bridging and draining of the 8 miles of the Gentilly Road beyond, say £1,859, and for which it is the intention of the inhabitants to petition the Parliament next Session, as indispensable, being the direct communication to the District Town, Three Rivers, from Halifax, Chester, Arthabaska, Somerset, Stanfold, Bulstrode, &c. &c.

There is one circumstance I would particularly bring under the notice of the Commissioners, that, could the means be obtained to complete the bridge across the Bécancour, and the eight miles of road (Gentilly) this summer, a considerable amount of contingencies would be saved, as the works would progress simultaneously with the others.

I may here be allowed to remark that to the expenditure of such a comparatively small sum, over a period of three years, and the first occupied chiefly in re-surveys and estimates, on account of the short coming of the appropriation for such an extent of road, must be attributed the excess of contingencies which have occurred on this work, together with being charged with all the original surveys and contingent expenses, which were not contemplated by me to be chargeable on the estimate.

I have, &c.,

(Signed,) N. H. BAIRD,  
C. E. D. P. W.

T. A. Begly, Esquire,  
&c. &c. &c.

No. 1.

STATEMENT of expenditure on the Arthabaska Road, with the amounts required to complete the existing contracts.

Existing Contracts.	Amount of Contract.			Amount expended.			Balance of contracts.		
	£	s.	d.	£	s.	d.		s.	d.
<i>Somerset Division.</i>									
T. Devany, 8 miles .....	1,200	0	0	847	13	8	352	6	4
L. Gouirard, 6 " .....	615	0	0	286	0	0	329	0	0
<i>Gentilly Branch.</i>									
R. Rulievic, 14½ miles.....	2,077	10	0	1,318	1	10	759	8	2
<i>Kingsey Division.</i>									
R. Watson, late Watson and Walker, 13 miles.....	1,746	0	0	1,125	17	4	620	2	8
L. Gouirard, 11 miles.....	1,480	0	0	213	0	0	1,217	0	0
	£7,068	10	0	3,790	12	10	£3,277	17	2

Appendix  
(Q. Q.)

12th July



Appendix (Q. Q.) 12th July.	Amount expended on formation..... Do. do. Bridges..... Do. on Contingencies, original Survey, Superintendence and Damages.....  Total expended 1st April, 1847..... Required to complete the balance of existing contracts...  Total of do. .... To complete the Bridges for which timber is delivered and paid for in item* on main line estimate..... Contingencies and Superintendence, 15 per cent on £3,807 17s. 0d.....	£3,790 12 10 1,870 6 3 2,093 16 4 <hr/> £7,754 15 5 £3,277 17 2 <hr/> £11,032 12 7 £530 0 0 463 3 6 <hr/> £993 3 6 <hr/> £12,025 16 1	Appendix (Q. Q.) 12th July
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(Signed,)

N. H. BAIRD,  
C. E.,

Montreal, 1st April, 1847.

No. 2.

Statement of distribution of the appropriation for the Arthabaska Road and Melbourne Bridge..... Amount of contract for Melbourne Bridge with Chamberlain and Merryman..... Add for Contingencies 10 per cent ..... <hr/> Balance of appropriation for Arthabaska Road.....  Amount of existing contracts per Document A..... Do. Bridging do. .... <hr/> Amount expended 1st April, 1847,..... <hr/> Balance over appropriation..... Deficiency of appropriation for Arthabaska Road (proper) under contract exclusive of Bridge over River Bécancour, and 8 miles of Gentilly Road, from the 8th to 17th mile..... <hr/> Total required beyond appropriation..... Add Superintendence and Contingencies, on whole sum to be expended..... <hr/> £3,550 0 0	£15,761 0 0 £4,212 10 0 421 5 0 <hr/> 4,633 15 0 11,127 5 0 <hr/> £15,761 0 0 <hr/> £3,277 17 2 993 3 6 <hr/> £4,271 0 8 7,754 15 5 <hr/> £12,025 16 1 <hr/> 898 11 1 1,859 0 0 <hr/> 792 8 11 2757 11 1 <hr/> £3,550 0 0
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(Signed,)

N. H. BAIRD,  
C. E.,

Montreal, 1st April, 1846.

# A DETAILED STATEMENT

OF MONEYS expended on the Public Works, from the Union to the 15th of May, 1847, accompanying the Annual Report of the Commissioners of Public Works for the year 1846.

STATEMENT of the Appropriations and Amount of Monies expended upon the undermentioned Works, up to the 15th May, 1847.

	NAMES OF WORKS.	Appropriations in Halifax Currency.			Amount expended 15th May, 1847.					
		£	s.	d.	£	s.	d.			
1	Welland Canal,.....	780,653	2	11	709,960	11	8			
2	St. Lawrence Canal,.....				1,824	1	6			
	Lachine Canal,.....				293,436	9	10			
	Beauharnois Canal,.....	965,460	15	8	301,565	2	7			
	Cornwall Canal,.....				75,300	2	2			
	Williamsburg Canals,.....				224,274	19	5			
3	Lake St. Peter,.....	74,500	0	0	69,873	16	3			
4	Burlington Bay Canal,.....	50,000	0	0	47,130	6	5			
5	Hamilton and Dover Road,.....	42,068	15	9	40,164	9	4			
6	Newcastle District, &c.,.....				9,118	4	5			
	Crooks' Rapids,.....				10,465	11	6			
	Heely Falls,.....				9,638	1	8			
	Middle Falls,.....				5,217	7	9			
	Ranny Falls,.....				11,465	18	0			
	Harris Rapids,.....				1,647	3	3			
	Rice Lake Road,.....				7,274	9	2			
	Seymour Bridge,.....	83,114	19	8	1,367	7	5			
	Buckhorn Bridge,.....				477	6	7			
	Whitlaw's Rapids,.....				6,275	4	9			
	Chisholm's Rapids,.....				7,728	2	6			
	Seugog Rapids,.....				6,723	19	9			
	Fidler's Island,.....				220	15	0			
	River Trent,.....				338	14	0			
	Bobcaygeon Bridge,.....				221	15	8			
	Peterboro' Bridge,.....				1,239	13	6			
7	Windsor Harbour,.....							24,574	18	10
	Dover Harbour,.....				9,668	18	3			
	Long Point Lights,.....				2,275	0	7			
	Windsor and Seugog Road,.....	119,143	13	10	9,136	15	7			
	Port Stanley Harbour,.....				16,704	5	0			
	Port Stanley Road,.....				24,678	3	11			
	Rondeau Harbour,.....				9,188	10	9			
8	Ottawa Improvements,.....	68,118	16	0	67,194	5	5			
9	Main North Toronto Road,.....	39,833	6	8	28,662	10	0			
10	Bridges between Montreal & Quebec,.....	37,777	15	6	31,662	8	9			
11	Brantford Road,.....	61,111	2	3	49,503	6	5			
12	Chatham, Sandwich, &c. Road,.....	45,077	7	7	42,973	1	4			
13	River Richelieu Improvements,.....	25,953	1	7	11,200	0	9			
14	Goals and Court Houses,.....	...	...	...	4,594	15	10	Expended from the Annual Appropriations made by the Legislature to meet unforeseen expenses.		
15	Public Buildings,.....	...	...	...	2,508	12	9			
16	Owen's Sound Road,.....	4,000	0	0	4,025	1	3			
17	Seugog and Narrows Road,.....	2,000	0	0	593	11	5			
18	Surveys, Canada West,.....	1,000	0	0	952	8	11			
19	Surveys, Canada East,.....	600	0	0	458	13	3			
20	Amherstburg and Sandwich Road,.....	1,000	0	0	929	9	4			
21	Cornwall and L'Original Road,.....	900	0	0	599	9	9			
22	Toronto Custom House,.....	2,500	0	0	2,417	15	10			
23	Cascades Road,.....	20,322	2	1	20,320	18	0			
24	Kennebec Road,.....	3,000	0	0	2,926	12	4			
25	Arthabaska Road,.....	15,761	0	0	7,847	8	2			
26	Bridges, South St. Lawrence,.....	14,000	0	0	3,489	4	8			
27	Granby Road,.....	32,889	0	0	1,856	12	7			
28	Grand River Swamp Road,.....	10,000	0	0	9,954	19	9			
29	Rouge Hill Road and Bridge,.....	6,500	0	0	5,478	10	8			
30	L'Original and Bytown Road,.....	5,939	0	0	544	6	6			
31	Belleville Bridge,.....	1,500	0	0	1,444	18	11			
32	Gaspé Road,.....	8,564	0	0	7,249	8	5			
33	Chemin des Caps,.....	1,500	0	0	961	0	7			
34	Champlain Bridge,.....	1,000	0	0	...	...	...	No expenditure.		
35	Jacques Cartier Bridge,.....	3,500	0	0	1,360	9	11			
36	Stanstead Road,.....	15,800	0	0	1,528	5	8			
37	Chatham Bridge,.....	100	0	0	...	...	...	No expenditure.		
38	Chats Portage Road,.....	1,250	0	0	49	7	2			
39	Grosse Isle Wharf,.....	2,750	0	0	2,047	18	1			
40	Cobourg Harbour,.....	500	0	0	...	...	...	No expenditure.		
41	Light Houses,.....	7,900	0	0	2,526	5	1			
42	Grimsby Road,.....	8,000	0	0	7,954	6	8			
43	Rondeau Road,.....	1,969	1	2	1,593	11	11			
44	Dover Road, Mountain Section,....	5,500	0	0	4,378	15	9			

Certified to be a correct Abstract from the Books of the Department.

DEPARTMENT PUBLIC WORKS,  
12th June, 1847.

THOMAS A. BEGLY,  
Secretary, Public Works.

Appendix  
(Q. Q.)

STATEMENT shewing in detail the Expenditure on the following Works from 1st January to 15th May, 1847.

Appendix  
(Q. Q.)

12th July.		£	s.	d.	£	s.	d.	12th July.
Welland Canal,.....	Contractors,.....	24,026	13	11				
	Paymaster, (Establishment, Materials, Labour, &c.,).....	2,865	0	4				
	Expended from June, 1842, to Dec., 1846,.....*	26,891	14	3				
		683,068	17	5	709,960	11	8	
Lachine Canal,.....	Contractors,.....	11,043	13	5				
	Police Force,.....	661	12	0				
	Establishment, &c.,.....	1,156	16	6				
	Land and Damages,.....	1,492	13	10				
	Expended from June, 1842, to Dec., 1846,.....*	14,354	15	9				
		279,081	14	1	293,436	9	10	
Beauharnois Canal,.....	Quarry Damages,.....	120	0	0				
	Expended from June, 1842, to Dec., 1846,.....*	301,445	2	7				
					301,565	2	7	
Williamsburg Canals,.....	Contractors,.....	8,169	4	1				
	Police Force,.....	752	19	4				
	Establishment, &c.,.....	941	4	2				
	Land and Damages,.....	587	17	5				
	Expended from Dec., 1843, to Dec., 1846,.....*	10,451	5	0				
		213,823	14	5	224,274	19	5	
Lake St. Peter,.....	Paymaster, (Establishment, &c.,).....	887	11	9				
	Accounts, (Iron, Chains, Ship Chandlery, &c.,).....	539	16	10				
	Superintendent's Salary,.....	250	0	0				
	Rent of Ship Yard,.....	62	10	0				
	Expended from Sept., 1841, to Dec., 1846,.....*	1,739	18	7				
		68,133	17	8	69,873	16	3	
Burlington Bay,.....	Paymaster, (Establishment, Labour, &c.,).....	75	0	0				
	Expended from Dec., 1842, to Dec., 1846,.....*	47,055	6	5				
					47,130	6	5	
Dover Road (Mountain),.....	Contractor,.....	200	0	0				
	Expended from June, 1845, to Dec., 1846,.....*	4,178	15	9				
					4,378	15	9	
River Trent Navigation,.....	Peterboro' Bridge,.....	1,187	19	10				
	Ranny Falls Slide,.....	451	17	3				
	Paymaster,.....	78	0	0				
	Expended from Dec., 1845, to Dec., 1846,.....*	1,717	17	1				
		8,937	4	8	10,655	1	9	
Ottawa Works,.....	Contractors,.....	1,523	15	3				
	Paymaster, (Establishment, Labour, Materials, &c.,).....	1,030	8	5				
	Expended from Sept., 1842, to Dec., 1846,.....*	2,554	3	8				
		64,640	1	9	67,194	5	5	
Main North Toronto Road,.....	Barrie and Penetanguishene, (Contractor,).....	849	0	0				
	Bond Head and Barrie, do. ....	275	0	0				
	Bradford and Barrie, do. ....	1,142	0	0				
	Yonge Street, do. ....	3,285	0	0				
	Paymaster, (for Establishment, &c.,).....	595	0	0				
	Expended from Dec., 1842, to Dec., 1846,.....*	6,146	0	0				
		22,516	10	0	28,862	10	0	
Bridges between Montreal & Quebec,.....	Repairs,.....	100	0	0				
	Expended from April, 1841, to Dec., 1846,.....*	31,562	8	9				
					31,662	8	9	
Chatham Road,.....	Paymaster, (Establishment, Labour, &c.,).....	375	0	0				
	Expended from Dec., 1842, to Dec., 1846,.....*	35,068	9	0				
					35,443	9	0	
River Richelieu,.....	Contractors,.....	1,087	0	0				
	Expended from Dec., 1843, to Dec., 1846,.....*	10,113	0	9				
					11,200	0	9	
Cornwall and L'Original Road,.....	Contractors,.....	66	12	0				
	Superintendent,.....	38	2	6				
	Expended from Dec., 1845, to Dec., 1846,.....*	104	14	6				
		494	15	3	599	9	9	

\* Details of these amounts given in following statement.

Appendix  
(Q. Q.)

STATEMENT of Expenditure from 1st January to 15th May, 1847.—(Continued.)

Appendix  
(Q. Q.)

12th July.

12th July.

		£	s.	d.	£	s.	d.
Arthabaska Road,.....	Paymaster, (for Labour),.....	227	14	3			
	Engineer,.....	187	10	0			
	Expended from Dec., 1845, to Dec. 1846,.....*	415	4	3	7,432	3	11
					7,847	8	2
Bridge, South St. Lawrence,.....	Chateauguay, (Contractor, Establishment, &c.),.....	817	18	11			
	Etehemin, do. do.,.....	643	13	3			
	Expended from Dec., 1845, to Dec., 1846,.....*	1,461	12	2	2,027	12	6
					3,489	4	8
Granby Road,.....	Contractor,.....	529	3	4			
	Superintendent,.....	116	3	4			
	Expended to Dec., 1846,.....*	645	6	8	1,211	5	11
					1,856	12	7
Rouge Hill Road,.....	Contractor,.....	808	0	0			
	Paymaster, (Establishment, Labour, &c.),.....	160	0	0			
	Expended from Dec., 1845, to Dec., 1846,.....*	968	0	0	4,510	10	8
					5,478	10	8
Jacques Cartier Bridge,.....	Contractor,.....	750	0	0			
	Superintendent,.....	91	0	0			
	Expended to Dec., 1846,.....*	841	0	0	519	9	11
					1,360	9	11
Stanstead Road,.....	Contractor,.....	600	0	0			
	Paymaster, (Establishment, Labour, &c.),.....	53	6	8			
	Expended to Dec., 1846,.....*	653	6	8	874	19	0
					1,528	5	8
Light Houses,.....	Crabbe Island,.....	47	17	9			
	Presqu'isle, (Contractor),.....	105	0	0			
	Accounts, (Materials, Chains, Anchors, &c.),.....	111	11	11			
Expended in year 1846,.....*	264	9	8	2,261	15	5	
					2,526	5	1
Grimsby Road,.....	Contractor,.....	66	0	0			
	Expended to Dec., 1846,.....*	7,888	6	8			
					7,954	6	8
Rondeau Road,.....	Contractor,.....	276	0	0			
	Expended from Dec., 1845, to Dec., 1846,.....*	1,317	11	11			
					1,593	11	11
Rondeau Harbour,.....	Paymaster, (Establishment, Labour, Materials, &c.),.....	300	0	0			
	Expended from Dec., 1843, to Dec., 1846,.....*	8,888	10	9			
					9,188	10	9
Port Stanley Harbour,.....	Dredging,.....	200	0	0			
	Paymaster, (Establishment, Labour, &c.),.....	80	18	9			
					280	18	9
Gaols and Court Houses,.....	Repairs,.....	398	12	10			
	Expended from Dec., 1845, to Dec., 1846,.....*	4,196	3	0			
					4,594	15	10
Public Buildings,.....	Repairs,.....	342	4	9			
	Expended from June, 1843, to Dec., 1846,.....*	2,166	8	0			
					2,508	12	9

\* Details of these amounts given in following statement.

Certified to be a correct Abstract from the Books of the Department.

THOMAS A. BEGLY,  
Secretary, Public Works.

DEPARTMENT OF PUBLIC WORKS,  
12th June, 1847.

Appendix  
(Q. Q.)

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on the Welland Canal, from June, 1842, to December, 1846.

12th July.

12th July.

	£	s.	d.	£	s.	d.
Establishment, .....	19,755	17	9			
Plans, &c., .....	342	14	2			
Advertising, Printing, &c., .....	196	17	1			
Surveys, .....	302	2	9			
Contractors, .....	603,300	8	0			
Specifications, Contracts, &c., .....	48	15	0			
				623,946	14	9
Postages, .....	270	8	8			
Travelling Expenses, .....	129	13	7			
Interest, .....	258	6	6			
Military Expenses, .....	2,689	15	9			
Police Force, .....	5,520	7	11			
Moral Agent, .....	816	13	4			
				9,685	5	9
Land and Damages, .....	14,018	18	2			
Accounts, (Lumber, Materials, &c.), .....	796	5	6			
Contingencies, (Labour, Materials, Law, &c.), .....	3,235	16	11			
Dredge Machine, .....	1,153	2	6			
Powder, .....	102	2	4			
Labour, .....	971	5	10			
				20,277	11	3
Old Line Welland, .....				29,284	3	2
				683,193	14	11
Less received for Materials, .....				124	17	6
				£ 683,068	17	5

STATEMENT shewing the proportion of the above Expenditure incurred from June, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Establishment	Plans, &c.	Printing and Advertising.	Survey.	Contractors.	Specifications and Contracts.	Total.	£	s.	d.
Amount Expended up to 31st December, 1845,	16,072 16 3	342 14 2	185 13 10	287 2 9	507,677 15 4	48 15 0	524,614 17 4			
December, 1846, .....	3,683 1 6		11 3 3	15 0 0	95,622 12 8		99,331 17 5			
	19,755 17 9	342 14 2	196 17 1	302 2 9	603,300 8 0	48 15 0		623,946	14	9
Amount Expended up to 31st December, 1845,	229 18 2	119 18 7	258 6 6	2,115 8 5	4,578 13 11	616 13 4	7,918 18 11			
December, 1846, .....	40 10 6	9 15 0		574 7 4	941 14 0	200 0 0	1,766 6 10			
	270 8 8	129 13 7	258 6 6	2,689 15 9	5,520 7 11	816 13 4		9,685	5	9
Amount Expended up to 31st December, 1845,	13,786 6 7	796 5 6	2,475 8 0	1,153 2 6	102 2 4	911 8 8	19,224 13 7			
December, 1846, .....	232 11 7		760 8 11			59 17 2	1,052 17 8			
	14,018 18 2	796 5 6	3,235 16 11	1,153 2 6	102 2 4	971 5 10		20,277	11	3
December, 1845.—Amount Expenditure Old Line transferred to New Line, .....								29,284	3	2
								683,193	14	11
Less received for Materials, .....								124	17	6
								£ 683,068	17	5







Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on Beauharnois Canal, from June, 1842, to 31st December, 1846.

Appendix (Q. Q.)

12th July.

12th July.

Surveys,.....	£ 321 13 4	£ s. d.	£ s. d.
Plans,.....	169 3 4		
Establishment,.....	10,030 16 2		
Dredge Establishment, (Horses, Labour, &c.).....	1,011 17 9		
Police Force,.....	2,600 15 0		
Military Force,.....	271 2 6		14,405 8 1
Collecting Arms,.....	30 15 0		
Labour,.....	28,979 6 6		
Contractors,.....	236,609 4 2		
Fencing,.....	1,406 10 2		
Materials,.....	507 1 2		
Shanties,.....	281 18 0		267,814 15 0
Bridges,.....	265 1 3		
Dredge,.....	1,617 3 5		
Land and Damages,.....	15,470 5 4		
Cartage,.....	40 18 1		
Travelling Expenses,.....	540 2 9		
Sundries,.....	49 6 2		17,982 17 0
Preparing Documents, Clerks' Salaries, &c.,.....	109 11 8		
Advertising,.....	68 9 9		
Postages,.....	94 15 3		
Accounts, Iron work, Iron, &c.,.....	586 15 6		
Lock Masters,.....	330 0 4		
Scows,.....	53 0 0		1,242 12 6
			£301,445 2 7

STATEMENT shewing the proportion of the above Expenditure incurred from June, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Surveys.	Plans.	Establishment.	Dredge Establishment.	Police Force.	Military.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount Expended to 31st Dec., 1845,.....	321 13 4	169 3 4	9,557 13 2	743 12 11	2,596 8 10	271 2 6	13,659 14 1	
31st December, 1846,.....	...	...	473 3 0	268 4 10	4 6 2	...	745 14 0	14,405 8 1
	321 13 4	169 3 4	10,030 16 2	1,011 17 9	2,600 15 0	271 2 6		
	Collecting Arms.	Labour.	Contractors.	Fencing.	Materials.	Shanties.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount Expended to 31st Dec., 1845,.....	30 15 0	28,979 6 6	231,481 13 1	1,406 10 2	507 1 2	281 18 0	262,687 3 11	
31st December, 1846,.....	...	...	5,127 11 1	...	...	...	5,127 11 1	267,814 15 0
	30 15 0	28,979 6 6	236,609 4 2	1,406 10 2	507 1 2	281 18 0		
	Bridges.	Dredge.	Land and Damages.	Cartage.	Travelling Expenses.	Sundries.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount Expended to 31st Dec., 1845,.....	151 2 6	1,617 3 5	14,499 1 5	40 18 1	476 5 6	49 6 2	16,833 17 1	
31st December, 1846,.....	113 18 9	...	971 3 11	...	63 17 3	...	1,148 19 11	17,982 17 0
	265 1 3	1,617 3 5	15,470 5 4	40 18 1	540 2 9	49 6 2		
	Preparing Documents.	Advertising.	Postages.	Accounts.	Lock Master.	Scows.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec., 1845,.....	56 5 10	66 4 9	66 9 9	449 2 2	330 0 4	...	968 2 10	
31st December, 1846, ..	53 5 10	2 5 0	28 5 6	137 13 4	...	53 0 0	274 9 8	1,242 12 6
	109 11 8	68 9 9	94 15 3	586 15 6	330 0 4	53 0 0		301,445 12 7

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Cornwall Canal, from June, 1842, to 31st December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£	s.	d.	£	s.	d.
Establishment,.....	2,423	10	0			
Materials, .....	2,061	10	7			
Postages,.....	62	19	9			
Travelling expenses,.....	226	14	7			
Plans,.....	57	10	0			
Contractors,.....	37,512	7	0			
				42,344	11	11
Advertising,.....	11	5	0			
Labour,.....	22,233	11	5			
Accounts (Stone, Iron, Tools, &c.),.....	1,197	14	11			
Debentures,.....	7,661	6	3			
Lock-Keepers,.....	1,098	17	4			
Scows,.....	752	15	4			
				32,955	10	3
				£75,300	2	2

STATEMENT shewing the proportion of the above Expenditure, that was incurred from June, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Establishment.	Materials.	Postage.	Travelling Expenses.	Plans.	Contractors.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount expended up to 31st December, 1845,.....	2,223 10 0	2,050 8 1	62 19 9	209 13 1	35 0 0	37,512 7 0	42,093 17 11	
31st December, 1846.	200 0 0	11 2 6	.....	17 1 6	22 10 0	.....	250 14 0	42,344 11 11
	2,423 10 0	2,061 10 7	62 19 9	226 14 7	57 10 0	37,512 7 0	... ..	
	Advertising.	Labour.	Accounts.	Debentures.	Lock Keepers.	Scows.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st December, 1845,.....	.....	22,223 19 11	1,177 12 5	7,661 6 3	1,098 17 4	752 15 4	32,914 11 3	
31st December, 1846.	11 5 0	9 11 6	20 2 6	.....	.....	.....	40 19 0	32,955 10 3
	11 5 0	22,233 11 5	1,197 14 11	7,661 6 3	1,098 17 4	752 15 4	... ..	
								£ 75,300 2 2







Appendix  
(Q. Q.)  
12th July.

GENERAL STATEMENT of Expenditure on Burlington Bay Canal, from Dec., 1842, to 31st Dec., 1846.

Appendix  
(Q. Q.)  
12th July

	£	s.	d.	£	s.	d.
Establishment, .....	1,632	18	4			
Labour, .....	3,071	19	2			
Lumber, .....	850	4	3			
Postages, .....	102	6	3			
Scow, .....	74	10	7½			
				5,731	18	7½
Stone, .....	180	0	0			
Travelling Expenses, .....	54	0	0			
Accounts, (for Iron Work, Stationery, &c.), .....	473	8	4½			
Advertising, .....	12	9	10			
				719	18	2½
Contractors, .....	40,138	2	9			
Train Cars, .....	269	18	6			
Examining Accounts, (Clerks' Salaries, &c.), .....	136	15	0			
Plans, .....	58	13	4			
				40,603	9	7
				£	47,055	6 5

STATEMENT shewing the proportion of the above Expenditure incurred from 31st December, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Establishment.	Labour.	Lumber.	Postages.	Scow.	Total.	£	s.	d.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Amount expended up to 31st Dec. 1845, .....	1,282	12	1	88	9	11	5,367	16	0½
31st December, 1846, .....	350	6	3	13	16	4	354	2	7
	1,632	18	4	102	6	3	5,731	18	7½
	Stone.	Travelling Expenses.	Accounts.	Advertising.	Total.				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
Amount expended up to 31st Dec., 1845, .....	180	0	0	449	1	0½	691	10	10½
31st December, 1846, .....		4	0	24	7	4	28	7	4
	180	0	0	473	8	4½	719	18	2½
	Contractors.	Train Cars.	Examining Accounts.	Plans.	Total.				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
Amount expended up to 31st Dec., 1845, .....	40,138	2	9	124	5	0	40,590	19	7
31st December, 1846, .....				12	10	0	12	10	0
	40,138	2	9	136	15	0	40,603	9	7
							£	47,055	6 5

Appendix  
(Q. Q.)  
12th July.

GENERAL STATEMENT of Expenditure upon the Hamilton and Dover Road, from June, 1842, to 30th June, 1845.

Appendix  
(Q. Q.)  
12th July.

	£ s. d.	£ s. d.
Survey,.....	269 17 1	
Plans,.....	39 10 0	
Postages,.....	85 12 1	
Travelling Expenses,.....	28 3 4	
Advertising,.....	51 8 10	
Contractors,.....	25,989 4 1	26,463 15 5
Caledonia Bridge,.....	2,898 19 9	
General Expenditure,*.....	45 2 2	
Accounts,.....	118 1 0	
Establishment,.....	1,514 13 9	
Hauling Plank,.....	1,243 9 7	5,820 6 3
Stone delivered,.....	517 13 8	
Superintendence Caledonia Bridge,.....	125 0 0	
Spikes,.....	2,107 10 9	
Examining Accounts, (Clerks' Salaries,).....	33 17 6	
Labour,.....	5,069 10 0	7,853 11 11
		£40,137 13 7

DETAILED STATEMENT, shewing the proportion of the above Expenditure incurred in the respective half years, ending June, 1842, December, 1842, June, 1843, December, 1843, June, 1844, December, 1844, and June, 1845.

	Survey.	Plans.	Postages.	Travelling Expenses.	Advertising, &c.	Contractors.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1842.								
June,.....	100 0 0	15 0 0	8 1 6	8 13 4	2 5 10	.....	134 0 8	
December,.....	111 15 0	.....	8 7 6	14 10 0	6 19 0	1,460 0 0	1,601 11 6	
1843.								
June,.....	43 2 1	9 10 0	11 12 6	5 0 0	29 6 9	5,407 17 2	5,506 8 6	
December,.....	.....	.....	13 13 6	.....	8 12 3	11,190 17 11	11,213 3 8	
1844.								
June,.....	.....	.....	16 18 5	.....	3 5 0	3,392 2 11	3,412 6 4	
December,.....	15 0 0	15 0 0	14 4 10	.....	1 0 0	2,802 10 11	2,847 15 9	
1845.								
June,.....	.....	.....	12 13 10	.....	.....	1,735 15 2	1,748 9 0	26,463 15 5
	269 17 1	39 10 0	85 12 1	28 3 4	51 8 10	25,989 4 1		
		Caledonia Bridge.	General Expenditure.	Accounts.	Establishment.	Hauling Plank.	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1842.								
December,.....	.....	653 0 0	45 2 2	4 6 3	175 0 0	.....	877 8 5	
1843.								
June,.....	.....	960 0 0	.....	.....	147 2 6	236 11 4	1,343 13 10	
December,.....	.....	1,210 6 3	.....	2 17 6	267 16 3	274 15 4	1,755 15 4	
1844.								
June,.....	.....	.....	.....	37 19 2	371 5 0	78 5 10	487 10 0	
December,.....	.....	75 13 6	.....	66 19 4	382 10 0	653 17 1	1,178 19 11	
1845.								
June,.....	.....	.....	.....	5 18 9	171 0 0	.....	176 18 9	5,820 6 3
		2,898 19 9	45 2 2	118 1 0	1,514 13 9	1,243 9 7		
		Stone delivered.	Superintendence Caledonia Bridge.	Spikes.	Examining Accounts.	Labour.	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1843.								
June,.....	.....	408 6 8	76 5 0	.....	.....	.....	484 11 8	
December,.....	.....	.....	48 15 0	355 16 5	11 5 0	1,410 9 8	1,826 6 1	
1844.								
June,.....	.....	72 1 2	.....	546 4 10	.....	783 4 5	1,401 10 5	
December,.....	.....	15 5 10	.....	1,150 19 6	11 12 6	2,767 12 0	3,945 9 10	
1845.								
June,.....	.....	22 0 0	.....	54 10 0	11 0 0	108 3 11	195 13 11	7,853 11 11
		517 13 8	125 0 0	2,107 10 9	33 17 6	5,069 10 0		£40,137 13 7

\* Being a portion of the cost of the Establishment on Western Works.

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on the Newcastle District, from June, 1842, to June, 1845.

Appendix  
(Q. Q.)

12th July

12th July.

								£	s.	d.	£	s.	d.
<i>Middle Falls.</i>													
Days' work, ...	...	...	...	...	...	...	2,784	10	3½				
Materials, ...	...	...	...	...	...	...	1,105	18	8½				
Sundry accounts, ...	...	...	...	...	...	...	1	11	0				
											3,892	0	0
<i>Windsor and Scugog Road.</i>													
Sundries, ...	...	...	...	...	...	...	...	...	...		66	12	11
<i>Seymour Bridge.</i>													
Days' work, ...	...	...	...	...	...	...	396	4	0½				
Materials, ...	...	...	...	...	...	...	69	14	7½				
											465	18	8
<i>Buchhorn Rapids.</i>													
Materials, ...	...	...	...	...	...	...	...	...	...		12	0	0
<i>Harris' Rapids.</i>													
Days' work, ...	...	...	...	...	...	...	882	19	11				
Materials, ...	...	...	...	...	...	...	764	3	6				
											1,647	3	5
<i>Whillaw's Rapids.</i>													
Days' work, ...	...	...	...	...	...	...	4,458	19	2½				
Materials, ...	...	...	...	...	...	...	1,686	4	7				
Sundries, ...	...	...	...	...	...	...	17	15	0				
											6,162	18	10
<i>Clisholm's Rapids.</i>													
Days' work, ...	...	...	...	...	...	...	6,380	4	11½				
Materials, ...	...	...	...	...	...	...	1,219	9	0½				
											7,599	14	0
<i>Scugog Rapids.</i>													
Days' work, ...	...	...	...	...	...	...	5,657	16	5½				
Materials, ...	...	...	...	...	...	...	1,015	2	11½				
											6,672	19	5
<i>Ranny Falls.</i>													
Days' work, ...	...	...	...	...	...	...	5,283	5	2				
Materials, ...	...	...	...	...	...	...	2,784	2	7				
Establishment, ...	...	...	...	...	...	...	233	15	7				
Sundries, ...	...	...	...	...	...	...	12	13	3				
											8,313	16	7
<i>Fiddler's Island.</i>													
Contract, ...	...	...	...	...	...	...	153	17	6				
Days' work, ...	...	...	...	...	...	...	25	12	9				
											179	10	3
<i>Rice Lake Road.</i>													
Survey, ...	...	...	...	...	...	...	176	13	7				
Contractor, ...	...	...	...	...	...	...	6,465	0	5				
Days' work, ...	...	...	...	...	...	...	297	14	0				
Land and Damages, ...	...	...	...	...	...	...	62	5	0				
Sundries, (Materials, &c.)...	...	...	...	...	...	...	44	19	11				
											7,046	12	11
<i>Heely's Falls.</i>													
Days' work, ...	...	...	...	...	...	...	7,478	9	9½				
Materials, ...	...	...	...	...	...	...	1,910	2	4½				
											9,388	12	2
<i>Crooks' Rapids.</i>													
Days' work, ...	...	...	...	...	...	...	7,391	16	11½				
Materials, ...	...	...	...	...	...	...	1,664	19	3				
Sundries, Stationery, &c.,...	...	...	...	...	...	...	21	16	8½				
Establishment, ...	...	...	...	...	...	...	12	12	11				
											9,091	5	10
<i>River Trent.</i>													
Days' work, blasting rocks, &c., ...	...	...	...	...	...	...	199	5	8				
Materials, ...	...	...	...	...	...	...	7	10	8				
Establishment, ...	...	...	...	...	...	...	53	17	1				
											260	13	5
<i>General Expenditure.</i>													
Establishment, ...	...	...	...	...	...	...	4,400	11	2				
Sundries, Labour, Materials, &c.,...	...	...	...	...	...	...	533	3	9				
											4,933	14	11
Claims against late Commissioners, ...	...	...	...	...	...	...	...	...	...		2,976	13	2
											£68,710	6	6

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on River Trent Navigation from December, 1845 to December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£	s.	d.	£	s.	d.
Establishment, ... ..	877	5	4			
Postages, ... ..	42	7	3			
Accounts, (Stationery, &c.,) ... ..	1	18	3			
Travelling expenses, ... ..	163	5	9			
Examining Accounts, &c., (Clerks' Salaries, &c.,) ... ..	49	7	9			
Copying Plans, ... ..	5	0	0			
				1,139	4	1
<i>Whitlaw's Rapids.</i>						
Lock Keeper, ... ..	27	15	0			
Labour, ... ..	58	5	3			
Lumber, ... ..	15	0	0			
Accounts, (Stationery, &c.,) ... ..	3	0	0			
Materials, ... ..	8	5	8			
				112	5	11
<i>Ranny Falls.</i>						
Materials, ... ..	377	0	7			
Lumber, ... ..	668	19	11			
Establishment, ... ..	265	8	9			
Labour, ... ..	1,388	14	11			
				2,700	4	2
<i>Crooks' Rapids.</i>						
Materials, ... ..	46	3	0			
Lumber, ... ..	252	19	3			
Establishment, ... ..	39	0	0			
Labour, ... ..	1,036	3	5			
				1,374	5	8
<i>Buckhorn Rapids.</i>						
Lumber, ... ..	98	16	10			
Materials, ... ..	57	6	1			
Establishment, ... ..	42	10	0			
Labour, ... ..	266	12	8			
				465	5	7
<i>Seymour Bridge, Booms and Piers.</i>						
Labour, ... ..	451	3	11			
Lumber, ... ..	241	3	0			
Accounts, (Iron-work, &c.,) ... ..	9	1	10			
Damages, ... ..	200	0	0			
				901	8	9
<i>Middle Falls.</i>						
Accounts, (Iron-work, &c.,) ... ..	9	7	6			
Lumber, ... ..	313	5	4			
Labour, ... ..	1,002	14	11			
				1,325	7	9
<i>Rice Lake Road.</i>						
Contractor, ... ..	137	15	0			
Labour, ... ..	19	14	3			
Accounts, (Stationery, &c.,) ... ..	2	17	2			
				160	6	5
<i>Healy's Falls.</i>						
Labour, ... ..	231	9	11			
Accounts, (Iron-work, Materials, &c.,) ... ..	17	19	8			
				249	9	7
<i>Seugog Rapids.</i>						
Labour, ... ..	48	13	4			
Accounts, (Materials, &c.,) ... ..	2	7	0			
				51	0	4
<i>River Trent.</i>						
Securing Slide, ... ..	4	14	2			
Blasting Rocks, ... ..	73	6	5			
				78	0	7
<i>Peterboro' Bridge.</i>						
Advertising, ... ..	1	19	8			
Superintendent, ... ..	28	14	0			
Travelling expenses, ... ..	8	10	0			
Plans and Specifications, ... ..	12	10	0			
				51	13	8
<i>Bobcaygean Bridge.</i>						
Labour, ... ..	166	7	7			
Lumber, ... ..	55	8	1			
				221	15	8
<i>Fiddler's Island.</i>						
Blasting Rocks, ... ..				41	5	0
<i>Chisholms' Rapids.</i>						
Iron work, ... ..				65	11	6
				£8,937	4	8

Appendix (Q. Q.)

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

Appendix (Q. Q.)

12th July.

12th July.

	Establishment.	Postages.	Accounts.	Travelling Expenses.	Examining Accounts.	Copying Plans.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845.....	302 7 6	17 11 2	0 17 6	18 7 6	14 0 0	.....	353 3 8	
June, 1846, .....	248 8 10	16 7 7	1 0 9	140 0 0	22 17 6	5 0 0	433 14 8	
December, 1846, .....	326 9 0	8 8 6	.....	4 18 3	12 10 0	.....	352 5 9	
	877 5 4	42 7 3	1 18 3	163 5 9	49 7 6	5 0 0		1,159 4 1
<b>WHITLAW'S RAPIDS.</b>								
	Lock Keeper.	Labour.	Lumber.	Accounts.	Materials.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
December, 1845,	27 15 0	4 6 7	15 0 0	.....	.....	47 1 7		
June, 1846,.....	.....	53 18 8	.....	3 0 0	8 5 8	65 4 4		
	27 15 0	58 5 2	15 0 0	3 0 0	8 5 8			112 5 11
<b>RANNY'S FALLS.</b>								
	Materials.	Lumber.	Establishment.	Labour.	Total.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845,	305 9 11	577 18 7	207 18 9	1,344 5 7	2,435 12 10			
June, 1846,.....	71 10 8	91 1 4	57 10 0	44 9 4	264 11 4			
	377 0 7	668 19 11	265 8 9	1,388 14 11				2,700 4 2
<b>CROOKS' RAPIDS.</b>								
	Materials.	Lumber.	Establishment.	Labour.	Total.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845,	39 13 5	172 15 11	39 0 0	662 1 3	913 10 7			
June, 1846,.....	6 9 7	80 3 4	.....	374 2 2	460 15 1			
	46 3 0	252 19 3	39 0 0	1,036 3 5				1,374 5 8
<b>BUCKHORN RAPIDS.</b>								
	Lumber.	Materials.	Establishment.	Labour.	Total.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845,	98 16 10	57 6 1	42 10 0	243 1 2	441 14 1			
June, 1846,.....	.....	.....	.....	23 11 6	23 11 6			
	98 16 10	57 6 1	42 10 0	266 12 8				465 5 7
<b>SEYMOUR BRIDGE, BOOMS AND PIERS.</b>								
	Labour.	Lumber.	Accounts.	Damages.	Total.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845,	124 2 2	23 1 7	.....	.....	147 3 9			
June, 1846,.....	327 1 9	218 1 5	9 1 10	200 0 0	754 5 0			
	451 3 11	241 3 0	9 1 10	200 0 0				901 8 9
Amount carried forward.....							£	6,692 14 2



Appendix  
(Q. Q.)

DETAILED STATEMENT of Expenditure on River Trent Navigation, &c.—(Continued.)

Appendix  
(Q. Q.)

12th July.

12th July.

				Amount brought forward,.....				£	s.	d.	
				PETERBORO BRIDGE.				6,692	14	2	
Advertising.		Superintend- ent.		Travelling Expenses.		Plans, &c.					
£ s. d.		£ s. d.		£ s. d.		£ s. d.					
December, 1846,		1 19 8		28 14 0		8 10 0		12 10 0		51	13 8
				MIDDLE FALLS.							
Accounts.		Lumber.		Labour.		Total.					
£ s. d.		£ s. d.		£ s. d.		£ s. d.					
December, 1845,		0 12 6		296 10 4		662 7 10		959 10 8			
June, 1846,.....		8 15 0		16 15 0		340 7 1		365 17 1		1,325 7 9	
		9 7 6		313 5 4		1,002. 14 11					
				RICE LAKE ROAD.							
Contractor.		Labour.		Accounts.							
£ s. d.		£ s. d.		£ s. d.							
December, 1845,		137 15 0		19 14 3		2 17 2				160	6 5
				HEELY'S FALLS.							
Labour.		Accounts.		Total.							
£ s. d.		£ s. d.		£ s. d.							
December, 1845,		116 5 10		8 19 8		125 5 6					
June, 1846,.....		115 4 1		9 0 0		124 4 1		249 9 7			
		231 9 11		17 19 8							
				SCUGOG RAPIDS.							
Labour.		Accounts.		Total.							
£ s. d.		£ s. d.		£ s. d.							
December, 1845,		31 11 4		2 7 0		33 18 4					
June, 1846,.....		17 2 0		.....		17 2 0		51 0 4			
		48 13 4		2 7 0							
				RIVER TRENT.							
Securing Slide.		Blasting Rocks.									
£ s. d.		£ s. d.									
December, 1845,		4 14 2		73 6 5						78	0 7
				BOBCAYGEAN BRIDGE.							
Labour.		Lumber.									
£ s. d.		£ s. d.									
June, 1846,.....		166 7 7		55 8 1						221	15 8
				FIDDLER'S ISLAND.							
Blasting Rocks.											
£ s. d.											
December, 1845,		41 5 0								41	5 0
				CHISHOLM'S RAPIDS.							
Iron Work.											
£ s. d.											
December, 1845,		65 11 6								65	11 6
								£		8,937 4 8	

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Windsor Harbour, from June, 1842, to December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Survey,.....	36 11 9	
Advertising,.....	7 14 6	
Contractors,.....	23,518 9 0	
Superintendence,.....	814 7 11	
Materials,.....	128 14 2	
Postages,.....	22 18 11	
Stationery,.....	4 14 7	
Light Keeper,.....	41 8 0	
		24,574 18 10

GENERAL STATEMENT of Expenditure on Dover Harbour, from June, 1843, to December, 1846.

	£ s. d.	£ s. d.
Labour,.....	31 16 3	
Advertising,.....	3 4 9	
Purchase of Harbour,.....	1,930 8 4	
Contractors,.....	7,332 19 9	
Collecting Timber,.....	43 11 6	
Timber,.....	326 17 8	
		9,668 18 3

STATEMENT shewing the proportion of the above Expenditure that was incurred from June, 1843, to December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Labour.	Advertising.	Purchase of Harbour.	Contractors.	Collecting Timber.	Timber.	Total.	£ s. d.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec., 1845,.....	31 16 3	3 4 9	1,930 8 4	4,798 1 6	43 11 6	326 17 8	7,134 0 0	
31st Dec., 1846,.....				2,534 18 3			2,534 18 3	
								9,668 18 3
	31 16 3	3 4 9	1,930 8 4	7,332 19 9	43 11 6	326 17 8		£ 9,668 18 3

GENERAL STATEMENT of Expenditure on Long Point Harbour Lights, from December, 1842, to June, 1845.

	£ s. d.	£ s. d.
Survey and Superintendence,.....	194 12 2	
Labour and Materials,.....	1,285 10 4	
Light House,.....	19 0 4	
Lamps, &c.,.....	25 0 0	
		1,524 2 10
Light Ship,.....	577 12 0	
Anchors, Chains, &c.,.....	121 2 5	
Ballast,.....	49 10 0	
Advertising,.....	2 13 4	
		750 17 9
		£ 2,275 0 7



Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure upon Port Stanley Road, from June, 1842, to December, 1845.

Appendix  
(Q. Q.)

12th July.

12th July

	£	s.	d.	£	s.	d.
Survey, .....	363	6	9			
Establishment, .....	797	1	5			
Accounts, .....	65	5	11			
Labour, .....	1,087	9	8			
Teaming, Freight, &c., .....	25	10	11			
Lumber, .....	0	15	7			
Land and Damages, .....	614	0	1			
				2,953	10	4
G. W. Boggs, cutting Hill at St. Thomas, .....	216	19	5			
Sanding Road, .....	308	14	6			
Repairs to Road, .....	76	16	6			
Repairs to Toll Houses, .....	14	7	6			
Expenses to Toll Houses, .....	41	7	0			
Contractors, .....	28,028	12	11			
				28,686	17	10
General Expenditure, .....	11	3	9			
Spikes, .....	466	5	0			
Advertising, .....	2	16	8			
Postages, .....	19	2	8			
Toll Collectors, .....	25	0	0			
Mile Posts and Toll Boards, .....	43	0	0			
				567	8	1
				£	32,207	16 3

STATEMENT shewing the proportion of the above Expenditure incurred from June, 1842, to June, 1845, and of the half year ending December, 1845.

	Survey.	Establishment.	Accounts.	Labour.	Teaming, &c.	Lumber.	Land and Damages.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount expended to 30th June, 1845, .....	363 6 9	745 1 5	65 5 11	1,087 9 8	25 10 11	0 15 7	604 0 1	2,891 10 4	
30th Dec., 1845, .....		52 0 0					10 0 0	62 0 0	
	363 6 9	797 1 5	65 5 11	1,087 9 8	25 10 11	0 15 7	614 0 1		2,953 10 4
		G.W. Boggs	Sanding Road.	Repairs to Road.	Repairs Toll Houses	Expenses To Houses	Contracto	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended to 30th June, 1845, .....	216 19 5	308 14 6	50 0 0	14 7 6	12 12 6	28,028 12 11	28,631 6 10		
December, 1845, .....			26 16 6		28 14 6		55 11 0		
	216 19 5	308 14 6	76 16 6	14 7 6	41 7 0	28,028 12 11		28,686 17 10	
	General Expenditure.	Spikes.	Advertising	Postages.	Toll Collectors.	Mile Posts and Toll Boards.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Amount expended to 30th June, 1845, .....	11 3 9	466 5 0	2 16 8	19 2 8			499 8 1		
December, 1845, .....					25 0 0	43 0 0	68 0 0		
	11 3 9	466 5 0	2 16 8	19 2 8	25 0 0	43 0 0		567 8 1	
								£	32,207 16 3

The sum of £7,529 12s. 4d. included in the above amount, expended on the portion of the road in common to the Port Stanley and Clatham Roads, is charged against the appropriation for the latter.

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Rondeau Harbour, from December, 1843, to 31st December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July

	£	s.	d.	£	s.	d.
Establishment,.....	664	0	0			
Sundry Expenditure,.....	18	9	2			
Removing Stone,.....	19	2	6			
Contractors,.....	7,604	0	0			
Accounts, (Materials, Stationery, &c.,) .....	78	12	4			
				8,384	4	0
Temporary Light House,.....	13	5	0			
Light House Keeper,.....	45	10	0			
Travelling Expenses,.....	28	9	10			
Survey,.....	16	16	6			
Labour,.....	18	12	4			
				122	13	8
Postages,.....	15	2	2			
Professional Services, (Law, &c.,).....	18	8	8			
General Expenditure,.....*	318	12	3			
Protecting Timber,.....	29	10	0			
				381	13	1
				£	8,888	10 9

STATEMENT shewing the proportion of the above Expenditure that was incurred from December, 1843, to December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in the Office of Inspector General.

	Establishment.	Sundry Expenditure.	Removing Stone.	Contractors.	Accounts.	Total.	£	s.	d.
Amount expended up to 31st Dec., 1845,.....	£ 375 0 0	£ 17 19 2	£ 19 2 6	£ 5,244 0 0	£ 57 1 8	£ 5,713 3 4			
31st December, 1846,.....	289 0 0	0 10 0	.....	2,360 0 0	21 10 8	2,671 0 8			
	664 0 0	18 9 2	19 2 6	7,604 0 0	78 12 4		8,384	4	0
Amount expended up to 31st Dec., 1845,.....	£ 13 5 0	£ 19 10 0	£ 5 19 10	£ 16 16 6	£ 18 12 4	£ 74 3 8			
31st December, 1846,.....	.....	26 0 0	22 10 0	.....	.....	48 10 0			
	13 5 0	45 10 0	28 9 10	16 16 6	18 12 4		122	13	8
Amount expended up to 31st December, 1845,.....	£ 2 17 6	£ 83 2 3	.....	.....	.....	£ 85 19 9			
31st December, 1846,.....	12 4 8	18 8 8	235 10 0	29 10 0		295 13 4			
	15 2 2	18 8 8	318 12 3	29 10 0			381	13	1
							£	8,888	10 9

\* Being a portion of the cost of the General Establishment for Western Works.

Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on the Ottawa Works, from September, 1842, to 31st Dec., 1846.

Appendix (Q. Q.)

19th July.

12th July.

	£	s.	d.	£	s.	d.
Survey,.....	144	5	4			
Day Labour,.....	18,384	0	8			
Materials,.....	1,022	2	1			
Lumber,.....	3,994	11	5			
Freight, &c.,.....	298	19	3			
				23,843	18	9
Spikes,.....	828	9	8			
Contractors,.....	18,066	5	8			
G. J. Nagle, for Materials, Labour, Salary, &c.,.....	1,442	8	11			
Thomas Croasdaille, Salary and Travelling,.....	279	15	9			
Postages,.....	65	4	2			
				20,682	4	2
Sundries,.....	151	10	10			
Powder,.....	376	6	0			
Purchase of Slide,.....	425	0	0			
Plans, &c.,.....	53	10	0			
Examining Accounts, &c., (Clerks' Salaries, &c.).....	68	12	6			
				1,074	19	4
Travelling Expenses,.....	100	16	4			
Establishment,.....	1,743	19	1			
Printing and Advertising,.....	17	3	6			
Driving Timber,.....	159	13	6			
Survey Bytown and Pembroke Road,.....	63	10	0			
				2,085	2	5
Bytown Bridges,.....				17,563	2	9
				65,249	7	5
Less Amount received from Tolls,.....	557	8	7			
Less Amount carried to Debit of River Trent,.....	51	17	1			
				609	5	8
				£	64,640	1 9

STATEMENT shewing the proportion of the above Expenditure that was incurred from September, 1842, to December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Survey.	Day Labour.	Materials.	Lumber.	Freight, &c.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount expended up to 31st Dec., 1845,.....	144 5 4	17,650 5 11	661 15 2	3,792 12 1	298 19 3	22,547 17 9	
31st December, 1846,.....		733 14 9	360 6 11	201 19 4		1,296 1 0	
	144 5 4	18,384 0 8	1,022 2 1	3,994 11 5	298 19 3		23,843 18 9
	Spikes.	Contractors.	G. J. Nagle.	T. Croasdaille	Postages.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec., 1845,.....	828 9 8	3,017 3 3	1,204 10 3	279 15 9	42 19 8	5,372 18 7	
31st December, 1846,.....		15,049 2 5	237 18 8		22 4 6	15,309 5 7	
	828 9 8	18,066 5 8	1,442 8 11	279 15 9	65 4 2		20,682 4
	Sundries.	Powder.	Purchase of Slide.	Plans, &c.	Examining Accounts.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec., 1845,.....	35 2 5	376 6 0	425 0 0	50 0 0	21 12 6	908 0 11	
31st December, 1846,.....	116 8 5			3 10 0	47 0 0	166 18 5	
	151 10 10	376 6 0	425 0 0	53 10 0	68 12 6		1,074 19 4
	Travelling Expenses.	Establishment.	Printing and Advertising.	Driving Timber.	Survey Bytown and Pembroke Rd.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec., 1845,.....	47 10 0	75 19 6	0 12 0			124 1 6	
31st December, 1846,.....	53 6 4	1,667 19 7	16 11 6	159 13 6	63 10 0	1,961 0 11	
	100 16 4	1,743 19 1	17 3 6	159 13 6	63 10 0		2,085 2 5
Amount carried forward,.....							£ 47,686 4 8



Appendix  
(Q. Q.)

STATEMENT Ottawa Works, &c.—(Continued.)

Appendix  
(Q. Q.)

12th July.

12th July.

							Amount brought forward,.....	£ s. d. 47,686 4 8
BYTOWN BRIDGES.								
Contractors.	Superintend- ence.	Travelling Expenses.	Plans, &c.	Advertising.	Postages.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Amount expended to 31st Dec., 1845,	16,996 0 0	487 15 9	30 9 7	32 3 0	12 13 6	4 0 11		17,563 2 9
							Less Amount received from Tolls,.....	557 8 7
							Less Amount carried to debit of River Trent,.....	51 17 1
								65,249 7 5
								609 5 8
							£	64,640 1 9

GENERAL STATEMENT of Expenditure on Main North Toronto Road, &c., from December, 1842, to 31st December, 1846.

	£ s. d.	£ s. d.
Survey, .....	360 16 1	
Postages,.....	73 3 11	
Advertising,.....	2 0 3	
Labour,.....	3,848 17 1	
Narrows' Bridge,.....	1,544 5 2	
Accounts, (Materials, &c.),.....	120 15 1	
		5,949 17 7
Assistant and Bridge Keeper,.....	129 7 0	
Land and Damages,.....	42 18 0	
Examining Accounts, &c., (Clerks' Salaries),.....	45 0 0	
Travelling Expenses,.....	22 10 0	
General Expenditure,.....*	463 15 6	
Establishment,.....	575 4 10	
		1,278 15 4
<i>Yonge Street Road.</i>		
Contractors, .....	10,612 19 11	
Establishment, .....	352 19 9	
Survey, .....	157 6 3	
Travelling Expenses, .....	14 7 6	
Advertising, .....	7 2 7	
General Expenditure,.....*	31 7 6	
Damages,.....	10 0 0	
		11,186 3 6
<i>Bond Head and Barrie Road.</i>		
Contractors,.....	1,677 0 0	
Survey, .....	37 12 6	
Establishment, .....	29 16 3	
General Expenditure,.....*	31 7 6	
		1,775 16 3
<i>Barrie and Penetanguishene Road.</i>		
Survey, .....	189 5 0	
Contractors,.....	236 0 0	
Establishment, .....	50 0 0	
General Expenditure,.....*	31 7 4	
		506 12 4
<i>Bradford and Barrie Road.</i>		
Contractors, .....	1,753 0 0	
Establishment, .....	37 10 0	
General Expenditure,.....*	31 7 6	
		1,821 17 6
		22,519 2 6
Less Amount received for Camp Furniture sold,.....		2 12 6
		£ 22,516 10 0

\* Being a portion of the cost of the General Expenditure on Western Works.

Appendix  
(Q. Q.)  
12th July.

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred from December, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

Appendix  
(Q. Q.)  
12th July.

	Survey.	Postages.	Advertising.	Labour.	Narrows Bridge.	Accounts.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount expended upto 31st Dec. 1845,	360 16 1	48 18 7	2 0 3	3,560 4 10	1,544 5 2	120 5 1	5,636 10 0	
31st December, 1846,	24 5 4			288 12 3		0 10 0	313 7 7	5,949 17 7
	360 16 1	73 3 11	2 0 3	3,848 17 1	1,544 5 2	120 15 1		
	Assistant and BridgeKeeper	Land and Damages.	Examining Accounts.	Travelling Expenses.	General Expenditure.	Establishment.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended upto 31st Dec. 1845,	129 7 0	42 18 0	22 10 0	22 10 0	110 16 4	309 11 10	637 13 2	
31st December, 1846,			22 10 0		352 19 2	265 13 0	641 2 2	1,278 15 4
	129 7 0	42 18 0	45 0 0	22 10 0	463 15 6	575 4 10		

YONGE STREET ROAD.

	Contractors.	Establishment.	Survey.	Travelling Expenses.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st December, 1845,	1,397 0 0	150 0 0	157 6 3	14 7 6	1,718 13 9	
31st December, 1846,	9,215 19 11	202 19 9			9,418 19 8	11,137 13 5
	10,612 19 11	352 19 9	157 6 3	14 7 6		

	Advertising.	General Expenditure.	Damages.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st December, 1845,	6 15 6			6 15 6	
31st December, 1846,	0 7 1	31 7 6	10 0 0	41 14 7	48 10 1
	7 2 7	31 7 6	10 0 0		

BOND HEAD AND BARRIE ROAD.

	Contractors.	Survey.	General Expenditure.	Establishment.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended 31st Dec. 1845,	112 0 0	37 12 6			149 12 6	
31st Dec., 1846,	1,565 0 0		31 7 6	29 16 3	1,626 3 9	1,775 16 3
	1,677 0 0	37 12 6	31 7 6	29 16 3		

BARRIE AND PENETANGUISHENE ROAD.

	Contractors.	Survey.	Establishment.	General Expenditure.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
31st December, 1846,	236 0 0	189 5 0	50 0 0	31 7 4	506 12 4

BRADFORD AND BARRIE ROAD.

	Contractors.	Establishment.	General Expenditure.	
	£ s. d.	£ s. d.	£ s. d.	
31st December, 1846,	1,753 0 0	37 10 0	31 7 6	1,821 17 6

Less Amount received for Camp Furniture sold, ... 22,519 2 6  
2 12 6  
£ 22,516 10 0

Appendix  
(Q. Q.)  
12th July

GENERAL STATEMENT of Expenditure on Bridges between Montreal and Quebec, from April, 1841, to December, 1846.

Appendix  
(Q. Q.)  
12th July.

	£	s.	d.	£	s.	d.
Superintendence,.....	1,328	17	2			
Taking down Bridge,.....	50	0	0			
Travelling Expenses,.....	117	15	6			
Advertising,.....	54	19	11			
Contractors,.....	29,313	2	4			
Postages,.....	44	7	7			
				30,909	2	6
Plans, &c.,.....	181	6	6			
P. Fleming, (Engineer Superintending,).....	360	2	9			
Survey,.....	18	5	0			
Repairs, &c.,.....	17	10	6			
Land and Damages,.....	50	8	6			
Model Bridges,.....	30	13	0			
				658	6	3
				31,567	8	9
Less Amount received for old Materials,.....				5	0	0
				£ 31,562	8	9

STATEMENT shewing the proportion of the above Expenditure that was incurred from April, 1841, to December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Superinten- dence.	Taking down Bridge.	Traveling expenses.	Advertising.	Contractors.	Postages.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount Expended up to 31st Dec. 1845,	1,328 17 2	50 0 0	96 18 4	54 5 3	29,117 18 4	41 8 3	30,689 7 4	
31st Dec., 1846,.....			20 17 2	0 14 8	195 4 0	2 19 4	190 15 2	30,909 2 6
	1,328 17 2	50 0 0	117 15 6	54 19 11	29,313 2 4	44 7 7		
	Plans, &c.	P. Fleming.	Survey.	Repairs, &c.	Land and Damages.	Model Bridges	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount Expended up to 31st Dec. 1845,	181 6 6	360 2 9	18 5 0	10 0 6	18 6 0	30 13 0	618 13 9	
31st Dec., 1846,.....				7 10 0	32 2 6		39 12 6	658 6 3
	181 6 6	360 2 9	18 5 0	17 10 6	50 8 6	30 13 0		
							31,567 8 9	
							5 0 0	
							£ 31,562 8 9	

Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure upon the London and Brantford Road, from June, 1842, to Dec. 1845.

Appendix (Q. Q.)

12th July.

12th July.

	£	s.	d.	£	s.	d.
Survey, .....	246	8	8			
Establishment, .....	1,074	3	7			
Grubbing, .....	174	13	2			
General Expenditure, .....	1,452	17	8			
Travelling Expenses, .....	44	10	0			
Postages, .....	76	8	8			
				3,069	1	9
Contractors, .....	43,295	14	11			
Advertising, .....	1	10	10			
Plans, .....	26	5	0			
Examining Accounts, (Clerks' Salaries,) .....	34	2	6			
Land and Damages, .....	1,404	7	0			
Culverts, .....	182	13	0			
				44,944	13	3
Teaming, .....	330	15	9			
Repairs, .....	862	14	1			
Bridge, .....	32	6	3			
Excavation and Embankment, .....	148	4	6			
Mile Posts and Toll Boards, .....	70	0	0			
Stoves for Toll Houses, .....	43	8	6			
				1,487	9	1
				£	49,501	4 1

STATEMENT shewing the proportion of the above Expenditure incurred from June, 1842, to June, 1845, and of the half year ending December, 1845.

	Survey.	Establishment.	Grubbing.	General Expenditure.	Travelling Expenses.	Postages.	Total.	£	s.	d.
Amount expended to 30th June, 1845, .....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845, .....	246 8 8	1,048 3 7	174 13 2	1,369 15 5	44 10 0	71 12 5	2,955 3 3			
		26 0 0		83 2 3		4 16 3	113 18 6			
								3,069	1	9
	246 8 8	1,074 3 7	174 13 2	1,452 17 8	44 10 0	76 8 8				
Amount expended to 30th June, 1845, .....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845, .....	43,295 14 11	1 10 10	26 5 0	34 2 6	1,302 4 6	182 13 0	44,842 10 9			
					102 2 6		102 2 6			
								44,944	13	3
	43,295 14 11	1 10 10	26 5 0	34 2 6	1,404 7 0	182 13 0				
Amount expended to 30th June, 1845, .....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
December, 1845, .....	330 15 9	606 9 7	32 6 3	148 4 6			1,117 16 1			
		256 4 6			70 0 0	43 8 6	369 13 0			
								1,487	9	1
	330 15 9	862 14 1	32 6 3	148 4 6	70 0 0	43 8 6				
								£	49,501	4 1

\* Being a portion of the cost of the General Establishment on Western Works.

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on the London, Chatham, Sandwich and Amherstburg Road, from December, 1842, to 31st December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£	s	d.	£	s	d.
Survey,.....	410	16	9			
Establishment,.....	1,586	6	11			
General Expenditure,.....*	2,175	9	1			
Land and Damages,.....	586	5	3			
Contractors,.....	26,916	5	7			
Postages,.....	101	4	8			
				31,776	8	3
Advertising,.....	20	13	8			
Travelling Expenses,.....	84	1	1			
Repairs to Road,.....	323	2	11			
Plans,.....	49	5	0			
Labour,.....	439	15	8			
Contingencies,.....	162	17	9			
				1,079	16	1
Delaware Bridge,.....	1,838	13	9			
Repairs Chatham Bridge,.....	37	3	10			
Repairs Westminster Bridge,.....	131	1	7			
Spikes,.....	149	8	10			
Bridge Toll Collector,.....	45	16	8			
Bridge Toll Boards,.....	10	0	0			
				2,212	4	8
	£			35,068	9	0

STATEMENT showing the proportion of the above Expenditure that was incurred from December, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Survey.	Establishment.	General Expenditure.	Land and Damages.	Contractors.	Postages.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount Expended upto 31st Dec. 1845.	410 16 9	1,573 19 5	2,111 0 1	586 5 3	26,425 4 0	84 16 0	31,192 1 6
31st Dec., 1846,.....		12 7 6	64 9 0		491 1 7	16 8 8	584 6 9
							31,776 8 3
	410 16 9	1,586 6 11	2,175 9 1	586 5 3	26,916 5 7	101 4 8	
	Advertising.	Travelling Expenses.	Repairs to Road.	Plans.	Labour.	Contingencies.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount Expended upto 31st Dec. 1845.	20 13 8	84 1 1	323 2 11	49 5 0	439 15 8	128 7 0	1,045 5 4
31st Dec., 1846,.....						34 10 9	34 10 9
							1,079 16 1
	20 13 8	84 1 1	323 2 11	49 5 0	439 15 8	162 17 9	
	Delaware Bridge.	Chatham Bridge.	Westminster Bridge.	Spikes.	Bridge Collector.	Bridge Toll Boards.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount Expended upto 31st Dec. 1845.	1,838 13 9	37 3 10	131 1 7	149 8 10	25 0 0	10 0 0	2,191 8 0
31st Dec., 1846,.....					20 16 8		20 16 8
							2,212 4 8
	1,838 13 9	37 3 10	131 1 7	149 8 10	45 16 8	10 0 0	
							£ 35,068 9 0

\* Being a portion of the cost of the General Establishment on Western Works.

In addition to the above amount the sum of £7,529 12s. 4d., has been charged against the appropriation for the Chatham Road, expended on that portion in common to the Port Stanley as well as the Chatham Road.

Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on River Richelieu Improvements, from Dec., 1843, to 31st Dec., 1846.

Appendix (Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Survey, .....	75 14 0	
Travelling Expenses, .....	50 15 9	
Postages, .....	28 1 6	
Examining Accounts, (Clerks' Salaries, &c.) .....	24 2 6	
Plans, &c., .....	104 15 11	
Printing and Advertising, .....	23 19 2	307 8 10
Accounts, (Stationery, &c.), .....	10 2 8	
Professional Services, (Law, &c.), .....	45 17 6	
Contractors, .....	8,875 10 7	
Land and Damages, .....	441 8 8	
Superintendence, .....	342 18 0	
Labour, .....	89 14 6	9,805 11 11
	£	10,113 0 9

STATEMENT shewing the proportion of the above Expenditure incurred from December, 1843, to December, 1845, and in the year ending December, 1846.

	Survey.	Travelling Expenses.	Postages.	Examining Accounts.	Plans, &c.	Printing and Advertising.	Total.	£ s. d.
Amount expended upto 31st Dec. 1845,	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
31st Dec., 1846, .....	75 14 0	31 18 5	23 5 9	24 2 6	99 15 11	14 1 7	268 18 2	
		18 17 4	4 15 9	.....	5 0 0	9 17 7	38 10 8	
	75 14 0	50 15 9	28 1 6	24 2 6	104 15 11	23 19 2		307 8 10
Amount expended upto 31st Dec. 1845,	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
31st Dec., 1846, .....	6 5 11	20 0 0	6,970 12 11	314 9 2	171 17 9	29 10 6	7,512 16 3	
	3 16 9	25 17 6	1,904 17 8	126 19 6	171 0 3	60 4 0	2,292 15 8	
	10 2 8	45 17 6	8,875 10 7	441 8 8	342 18 0	89 14 6		9,805 11 11
								£ 10,113 0 9

GENERAL STATEMENT of Expenditure on Gaols and Court Houses, from December, 1845, to December, 1846.

	£ s. d.	£ s. d.
Inspector, .....	60 18 0	
Repairs and Materials, .....	4,028 18 10	
Superintendence, .....	75 17 6	
Plans, .....	30 18 10	
Advertising, .....	5 7 4	
Postages, .....	9 2 6	
	4,211 3 0	
Less received for old Iron, .....	15 0 0	
		4,196 3 0



Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure for Repair and Care of Public Buildings, from June, 1843, to Dec. 1846.

Appendix (Q. Q.)

12th July.

	£ s. d.	£ s. d.
Repairs and Materials,.....	1,355 3 3	
Firewood and cutting,.....	85 12 7	
Removing Snow,.....	47 0 0	
Care taking,.....	224 16 1	
Insurance,.....	172 16 0	
Superintendent of Repairs,.....	27 9 10	
Barracks at Monklands,.....	182 1 3	
Furniture for do. (repairing old Furniture, property of the Province,).....	80 15 10	
Notarial Services,.....	6 2 6	
Postages,.....	25 8 9	
Advertising,.....	9 1 11	
	<b>2,216 8 0</b>	
Less Amount received for old Riding School,.....	50 0 0	
		<b>2,166 8 0</b>

12th July.

GENERAL STATEMENT of Expenditure on Owens' Sound Road, from December, 1845, to December, 1846.

	£ s. d.	£ s. d.
Survey,.....	109 3 10	
General Expenditure,.....*	110 16 4	
Postages,.....	10 12 1	
Contractor,.....	3,574 0 0	
Establishment,.....	216 13 10	
Stationery and Printing,.....	3 15 2	
		<b>4,025 1 3</b>

DETAILED STATEMENT, shewing the proportion of the above expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector-General.

	Survey.	General Expenditure.	Postages.	Contractor.	Establishment.	Stationery and Printing.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	109 3 10	110 16 4					220 0 2
June, 1846,.....			6 17 1	1,070 0 0	145 17 2	3 15 2	1,226 9 5
December, 1846,.....			3 15 0	2,504 0 0	70 16 8		2,578 11 8
	<b>109 3 10</b>	<b>110 16 4</b>	<b>10 12 1</b>	<b>3,574 0 0</b>	<b>216 13 10</b>	<b>3 15 2</b>	<b>4,025 1 3</b>

\* Being a portion of the cost of the General Expenditure on Western Works.

GENERAL STATEMENT of Expenditure on Seugog Road, from December, 1845, to December, 1846.

	£ s. d.	£ s. d.
Survey,.....	54 10 2	
Postages,.....	3 10 0	
Plans,.....	5 0 0	
Contractor,.....	374 0 0	
Superintendence,.....	21 11 3	
		<b>458 11 5</b>

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, and December, 1846, according to semi-annual Accounts and Vouchers in Office of Inspector General.

	Survey.	Postages.	Plans.	Contractors.	Superintendence.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	54 10 2					54 10 2
December, 1846,.....		3 10 0	5 0 0	374 0 0	21 11 3	404 1 3
	<b>54 10 2</b>	<b>3 10 0</b>	<b>5 0 0</b>	<b>374 0 0</b>	<b>21 11 3</b>	<b>458 11 5</b>

Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on Surveys, Canada West, from December, 1845, to December, 1846,

Appendix (Q. Q.)

12th July.

12th July.

	£	s.	d.	£	s.	d.
Lake Wawanosh,.....	7	5	0			
Postages,.....	25	19	6			
River Trent,.....	95	16	7			
Desjardins' Canal,.....	9	1	3			
Murray Canal,.....	127	18	5			
Bytown and Pembroke Road,.....	51	5	0			
				317	5	9
Smith's Falls to Boucher River,.....*	60	0	0			
Chats Rapids,.....	8	0	6			
Kingston Road to the Ottawa,.....	399	7	8			
Bytown to the St. Lawrence,.....	60	0	0			
Plans and Specifications,.....	47	17	6			
Dundas to the Credit and 12 and 16-Mile Creeks,.....	59	17	6			
				635	3	2
				£	952	8 11

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred, in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Lake Wawa-nosh.	Postages.	River Trent.	Desjardins Canal.	Murray Canal.	Bytown and Pembroke Road.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	7 5 0	5 17 8	18 15 0	7 17 6	10 0 0	51 5 0	101 0 2
June, 1846,.....		11 9 4	77 1 7		117 18 5		206 9 4
December, 1846,.....		8 12 6		1 3 9			9 16 3
	7 5 0	25 19 6	95 16 7	9 1 3	127 18 5		317 5 9
	Smiths Falls to the Boucher River.	Chats Rapids.	Kingston Road to the Ottawa.	Bytown to the St. Lawrence.	Plans and Specifications.	Dundas to Credit and 12 and 16-Mile Creeks.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	60 0 0	8 0 6	150 0 0	60 0 0			275 0 6
June, 1846,.....			249 7 8		45 7 6	59 17 6	354 12 8
December, 1846,.....					2 10 0		2 10 0
	60 0 0	8 0 6	399 7 8	60 0 0	47 17 6	59 17 6	635 3 2
							£ 952 8 11

\* St. Lawrence to Rideau.

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Surveys, Canada East, from December, 1845, to December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Harbours and Piers below Quebec,.....	62 19 0	
Postages,.....	24 16 5	
St. Thomas Road to Province Line,.....	58 9 7	
Montreal Road to Grenville,.....	151 12 6	
Examining Specifications,.....	10 10 0	308 7 6
Plans,.....	68 0 0	
Gosford Road,.....	50 9 8	
St. Ignace Bridge,.....	2 0 0	
Travelling Expenses,.....	29 16 1	150 5 9
	£	458 13 3

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Harbours and Piers below Quebec.	Postages.	St. Thomas Road to Province Line.	Montreal Road to Grenville.	Examining Specifications.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,...	62 19 0	5 13 8	30 0 0	40 0 0	10 10 0	138 12 8
June, 1846,.....		11 2 9	28 9 7	111 12 6		161 14 10
December, 1846,.....		8 0 0				8 0 0
	62 19 0	24 16 5	58 9 7	151 12 6	10 10 0	308 7 6
	Plans.	Gosford Road	St. Ignace Bridge.	Travelling Expenses.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
June, 1846,.....	8 0 0	45 11 11			53 11 11	
December, 1846,...	60 0 0	4 17 9	2 0 0	29 16 1	96 13 10	
	68 0 0	50 9 8	2 0 0	29 16 1	150 5 9	
					£ 458 13 3	

Appendix  
(Q. Q.)

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Amherstburgh and Sandwich Road, from Dec., 1845, to Dec., 1846.

12th July.

12th July.

Postages,.....	£ s. d.	£ s. d.
Travelling Expenses,.....	16 0 6	
Contractor, .....	4 0 0	
Establishment, .....	880 5 6	
	29 3 4	929 9 4

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.	Travelling Expenses.	Contractors.	Establishment.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
December, 1845,.....	6 19 10	4 0 0	429 0 0	29 3 4	439 19 10	
December, 1846,.....	9 0 8		451 5 6		489 9 6	
	16 0 6	4 0 0	880 5 6	29 3 4		929 9 4

GENERAL STATEMENT of Expenditure on Cornwall and L'Original Road, from Dec., 1845, to Dec., 1846.

Survey,.....	£ s. d.	£ s. d.
Postages,.....	28 0 0	
Travelling Expenses,.....	6 4 9	
Contractors,.....	3 0 6	
	457 10 0	494 15 3

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Survey.	Postages.	Travelling Expenses.	Contractors.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
December, 1845,.....	28 0 0				28 0 0	
December, 1846,.....		6 4 9	3 0 6	457 10 0	466 15 3	
	28 0 0	6 4 9	3 0 6	457 10 0		494 15 3

GENERAL STATEMENT of Expenditure on Toronto Custom House, from Dec., 1845, to Dec., 1846.

Postages,.....	£ s. d.	£ s. d.
Advertising,.....	13 5 5	
Contractor, .....	4 10 5	
Superintendent,.....	2,265 0 0	
	135 0 0	2,417 15 10

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.	Advertising.	Contractor.	Superintendent.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845, .....	6 13 5	4 10 5	1,056 0 0	35 0 0	1,102 3 10	
June, 1846,.....	2 17 6		500 0 0	100 0 0	602 17 6	
December, 1846, .....	3 14 6		709 0 0		712 14 6	
	13 5 5	4 10 5	2,265 0 0	135 0 0		2,417 15 10

Appendix  
(Q. Q.)

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Cascades Road, from December, 1842, to 31st December, 1846.

12th July.

12th July.

Establishment,.....	£	s.	d.		
Labour,.....	6,743	6	2		
Land and Damages,.....	2,278	9	10		
River Beaudet Bridge,.....	197	18	0		
Spikes,.....	264	17	3		
Stones,.....	105	9	3		
				10,564	18 1
Contractors,.....	9,193	7	3		
Advertising,.....	46	17	11		
Postages,.....	43	12	8		
Accounts, (Materials, Tools, &c.),.....	56	16	11		
Professional Services, (Notarial, Law, &c.),.....	415	5	2		
				9,755	19 11
	£			20,320	18 0

STATEMENT shewing the proportion of the above Expenditure incurred from December, 1842, to 31st December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Establishment.	Labour.	Land and Damages.	River Beaudet Bridge.	Spikes.	Stones.	Total.	£ s. d.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec. 1845,.....	880 11 4	6,738 14 2	2,200 12 4	197 18 0	264 17 3	105 9 3	10,388 2 4	10,564 18 1
31st Dec., 1846,.....	94 6 3	4 12 0	77 17 6				176 15 9	
	974 17 7	6,743 6 2	2,278 9 10	197 18 0	264 17 3	105 9 3		
								9,755 19 11
Amount expended up to 31st Dec., 1845,.....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
31st Dec., 1846,.....	8,830 17 3	45 5 5	37 4 0	19 17 1	377 0 2	9,310 3 11		
	362 10 0	1 12 6	6 8 8	36 19 10	38 5 0	445 16 0		9,755 19 11
	9,193 7 3	46 17 11	43 12 8	56 16 11	415 5 2			£ 20,320 18 0

GENERAL STATEMENT of Expenditure on the Kennebec Road, from December, 1845, to December, 1846.

Postages,.....	£	s.	d.	
Contractors,.....	2,335	3	9	
Travelling Expenses,.....	14	16	4	
Accounts, (Stationery, &c.),.....	4	17	8	
				2,367 2 4
Plans, &c.,.....	17	10	0	
Survey,.....	174	10	0	
Establishment,.....	367	10	0	
				559 10 0
	£			2,926 12 4

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.	Contractors.	Travelling Expenses.	Accounts.	Total.	£ s. d.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
December, 1845,.....	1 18 4	150 13 6	5 12 10		158 4 8	2,367 2 4
June, 1846,.....	4 0 3	505 15 8	9 3 6	1 2 0	520 1 5	
December, 1846,.....	6 6 0	1,678 14 7		3 15 8	1,688 16 3	
	12 4 7	2,335 3 9	14 16 4	4 17 8		
						559 10 0
June, 1846,.....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
December, 1846,.....	10 0 0	169 10 0	153 15 0	213 15 0	333 5 0	
	7 10 0	5 0 0			226 5 0	559 10 0
	17 10 0	174 10 0	367 10 0			£ 2,926 12 4





Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on Bridges South of the St. Lawrence, from December, 1845, to December, 1846.

Appendix (Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Plans,.....	132 10 9	
Postages,.....	18 6 1	
Travelling Expenses,.....	6 10 0	
Advertising,.....	9 4 1	
Examining Accounts, &c., (Clerk' Salaries, &c.).....	44 19 2	
		211 10 1
<i>Chateauguay Bridge.</i>		
Travelling Expenses,.....	2 5 0	
Advertising,.....	1 9 4	
Superintendence,.....	43 18 0	
Stationery,.....	1 5 6	
Contractors,.....	950 0 0	
		[998 17 10
<i>Etchemin Bridge.</i>		
Advertising,.....	4 13 3	
Superintendence,.....	82 9 0	
Contractors,.....	680 0 0	
		767 2 3
<i>River du Chêne Bridge.</i>		
Advertising,.....	8 3 8	
Postages,.....	0 17 6	
Travelling Expenses,.....	1 8 5	
		10 9 7
<i>Nicolet Bridge.</i>		
Travelling Expenses,.....	6 16 0	
Advertising,.....	7 17 6	
		14 13 6
<i>Godfroi Bridge.</i>		
Advertising,.....	5 4 4	
Travelling Expenses,.....	7 11 4	
		12 15 8
<i>Bécancour Bridge.</i>		
Advertising,.....		
		12 3 7
		2,027 12 6

DETAILED STATEMENT, showing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers in Office of Inspector General.

	Plans.	Postages.	Travelling Expenses.	Advertising.	Examining Accounts.	Total.	£ s. d.
December, 1845,...	£ s. d. 88 10 0	£ s. d. 3 19 1	£ s. d. 5 0 0	£ s. d. 7 10 11	£ s. d. 16 13 2	£ s. d. 105 0 0	
June, 1846,.....	3 0 0	6 18 9			28 5 10	26 12 1	
December, 1846,...	41 0 9	7 8 3	1 10 0	1 13 2		79 18 0	
							211 10 1
	132 10 9	18 6 1	6 10 0	9 4 1	44 19 2		
<b>CHATEAUGUAY BRIDGE.</b>							
	Travelling Expenses.	Advertising.	Superintendence.	Stationery.	Contractors.	Total.	£ s. d.
December, 1845,...	£ s. d. 2 5 0	£ s. d. 1 9 4				£ s. d. 3 14 4	
December, 1846,...			43 18 0	1 5 6	950 0 0	995 3 6	
	2 5 0	1 9 4	43 18 0	1 5 6	950 0 0		998 17 10
<b>ETCHEMIN BRIDGE.</b>							
	Advertising.	Superintendence.	Contractors.	Total.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	£ s. d. 4 13 3			£ s. d. 4 13 3			
December, 1846,.....		82 9 0	680 0 0	762 9 0			
	4 13 3	82 9 0	680 0 0				767 2 3
							Carried over.....£ 1,977 10 2

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(Q. Q.)

Appendix  
(Q. Q.)

BRIDGES South of St. Lawrence, &c.—(Continued.)

12th July.

12th July.

				Brought over,.....	£ s. d. 1,977 10 2
<b>RIVER DU CHENE BRIDGE.</b>					
	Advertising.	Postages.	Travelling Expenses.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
December, 1846,	8 3 8	0 17 6	1 8 5	10 9 7	10 9 7
<b>NICOLET BRIDGE.</b>					
	Travelling Expenses.	Advertising.	Total.		
	£ s. d.	£ s. d.	£ s. d.		
December, 1845,...	5 6 0	.....	5 6 0		
December, 1846,...	1 10 0	7 17 6	9 7 6		
	6 16 0	7 17 6			14 13 6
<b>GODFROI BRIDGE.</b>					
	Advertising.	Travelling Expenses.	Total.		
	£ s. d.	£ s. d.	£ s. d.		
December, 1846,...	5 4 4	7 11 4	12 15 8		12 15 8
<b>BECANCOUR BRIDGE.</b>					
	Advertising.	Total.			
	£ s. d.	£ s. d.			
December, 1845,	0 15 4	0 15 4			
December, 1846,	11 8 3	11 8 3			
	11 3 7				12 3 7
				£	2,027 12 6

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on the Granby Road, from December, 1845, to December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£	s.	d.	£	s.	d.
Postages,.....	18	19	3			
Plans,.....	20	12	6			
Survey,.....	375	16	4			
Accounts, (Materials, Tools, &c.).....	31	3	0			
				446	11	1
Establishment,.....	714	13	6			
Advertising,.....	32	13	8			
Travelling Expenses,.....	17	7	8			
				764	14	10
				£	1,211	5 11

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.	Plans.	Surveys.	Accounts.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	3 14 4	5 12 6	295 14 6	5 13 9	310 15 1	
June, 1846,.....	5 16 6	15 0 0	57 1 0	16 12 7	94 10 1	
December, 1846,.....	9 8 5		23 0 10	8 16 8	41 5 11	
	18 19 3	20 12 6	375 16 4	31 3 0		446 11 1
	Establishment.	Advertising.	Travelling Expenses.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
December, 1845,.....	178 0 2		5 8 9	183 8 11		
June, 1846,.....	386 13 4	9 4 7		395 17 11		
December, 1846,.....	150 0 0	23 9 1	11 18 11	185 8 0		
	714 13 6	32 13 8	17 7 8		764 14 10	
						£ 1,211 5 11

Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on the Grand River Swamp Road, from Dec., 1845, to Dec., 1846.

Appendix (Q. Q.)

12th July.

12th July.

Postages, .....	£ s. d. 21 16 5	£ s. d.
Contractors, .....	8,833 1 1	
General Expenditure, .....	188 4 0	
Establishment, .....	318 7 6	
Damages, .....	227 11 9	9,589 0 9
Travelling Expenses, .....	14 11 9	
Examining Accounts, (Clerk's Salaries, &c.,) .....	31 4 2	
Spikes, .....	253 11 10	
Repairs, ..	66 11 3	365 19 0
		9,954 19 9

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.	Contractors.	General Expenditure.	Establishment.	Damages.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845, .....	6 14 1	1,840 0 0	110 16 4	121 0 10	208 1 9	2,286 13 0	
June, 1846, .....	6 7 4	2,425 0 0	77 7 8	112 10 0	15 0 0	2,636 5 0	
December, 1846, .....	8 15 0	4,568 1 1		84 16 8	4 10 0	4,666 2 9	9,589 0 9
	21 16 5	8,833 1 1	188 4 0	318 7 6	227 11 9		
	Travelling Expenses.	Examining Accounts.	Spikes.	Repairs.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
December, 1845, .....	8 18 0				8 18 0		
June, 1846, .....		11 5 0			11 5 0		
December, 1846, .....	5 13 9	19 19 2	253 11 10	66 11 3	345 16 0	365 19 0	
	14 11 9	31 4 2	253 11 10	66 11 3			
						£ 9,954 19 9	

\* Being a portion of the cost of the General Expenditure on Western Works.



Appendix (Q. Q.)

GENERAL STATEMENT of Expenditure on L'Original and Bytown Road from Dec., 1845, to Dec., 1846.

Appendix (Q. Q.)

19th July.

12th July.

	£	s.	d.	£	s.	d.
Postages,.....	11	9	2			
Survey,.....	220	2	4			
Plans,.....	9	0	0			
Rideau Bridge,.....	300	0	0			
				540	11	6

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.		Survey.		Plans.		Rideau Bridge.		Total.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
December, 1845, .....	4	8 2	156	0 6					160	8 8		
December, 1846, .....	7	1 0	64	1 10	9	0 0	300	0 0	380	2 10		
	11	9 2	220	2 4	9	0 0	300	0 0			540	11 6

GENERAL STATEMENT of Expenditure on Belleville Bridge from December, 1845, to December, 1846.

	£	s.	d.	£	s.	d.
Advertising,.....	3	6	7			
Postages,.....	11	7	8			
Contractors,.....	1,151	8	6			
Travelling Expenses, .....	4	0	0			
				1,170	2	9
Plans,.....	30	0	0			
Professional Services, (Law, &c.),.....	5	0	0			
Superintendence,.....	167	15	0			
General Expenditure,.....	72	1	2			
				274	16	2
				1,444	18	11

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Advertising		Postages.		Contractors.		Travelling Expenses.		Total.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
December, 1845, .....	1	19 1	4	16 10	523	12 0	4	0 0	534	7 11		
June, 1846,.....	1	7 6	2	19 2	361	6 8			365	13 4		
December, 1846, .....			3	11 8	266	9 10			270	1 6		
	3	6 7	11	7 8	1,151	8 6	4	0 0			1,170	2 9
	Plans.		Professional Services.		Superintendence.		General Expenditure.		Total.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
December, 1845, .....	30	0 0							30	0 0		
June, 1846,.....			5	0 0	50	0 0	25	0 0	80	0 0		
December, 1846, .....					117	15 0	47	1 2	164	16 2		
	30	0 0	5	0 0	167	15 0	72	1 2	274	16 2		
									1,444	18	11	

\* Being a portion of the cost of the General Expenditure on Western Works.

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Gaspé Roads, in the year ending December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Survey, .....	231 3 10	
Repairs, .....	112 17 2	
Contractors, .....	5,571 1 10	
Establishment, .....	882 6 7	6,797 9 5
Postages, .....	77 6 6	
Accounts (Materials, Stationery, &c.), .....	71 13 2	
Travelling, &c., (Victualling Men, &c.), .....	335 17 6	
Advertising, .....	0 12 6	485 9 8
		7,282 19 1
Less Amount received as discounts, .....		33 10 8
		7,249 8 5

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending June and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Survey.	Repairs.	Contractors.	Establishment.	Total.	£ s. d.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
June, 1846, .....	147 17 1	112 17 2	2,059 4 3	371 14 5	2,691 12 11	
December, 1846, .....	83 6 9		3,511 17 7	510 12 2	4,105 16 6	
						6,797 9 5
	231 3 10	112 17 2	5,571 1 10	882 6 7		
	Postages.	Accounts.	Travelling, &c.	Advertising.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
June, 1846, .....	35 7 6	31 17 0	120 12 6		187 17 0	
December, 1846, .....	41 19 0	39 16 2	215 5 0	0 12 6	297 12 8	
						485 9 8
	77 6 6	71 13 2	335 17 6	0 12 6		
						7,282 19 1
						33 10 8
						£ 7,249 8 5
						Less Amount received as Discounts, .....



Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on the Chemin des Caps, in the year ending December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Accounts, (Materials, &c.).....	87 4 2	
Postages.....	3 3 4	
Transport.....	83 11 0	
Provisions.....	101 9 4	275 7 10
Labour, .....	631 11 9	
Establishment.....	46 2 6	
Survey.....	11 3 9	688 18 0
		964 5 10
Less received for Blankets, &c., Sold.....		3 5 3
		961 0 7

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending June and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Accounts.	Postages.	Transport.	Provisions.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
June, 1846, .....	87 4 2	1 13 4	83 11 0	101 9 4	273 17 10	
December, 1846, .....		1 10 0			1 10 0	
						275 7 10
	87 4 2	3 3 4	83 11 0	101 9 4		
	Labour.	Establishment.	Survey.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
June, 1846, .....	631 11 9	46 2 6	8 13 9	686 8 0		
December, 1846, .....			2 10 0	2 10 0		
					688 18 0	
	631 11 9	46 2 6	11 3 9			
					964 5 10	
					3 5 3	
					£ 961 0 7	

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Jacques Cartier Bridge, in the year ending December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

Survey,.....	£ s. d.	£ s. d.
Plans,.....	6 8 9	
Advertising,.....	74 0 0	
Postages,.....	24 11 2	
Contractors,.....	2 17 6	
Examining Accounts, &c., (Clerks' Salaries),.....	400 0 0	
	11 12 6	519 9 11

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending June and December, 1846, according to semi-annual Accounts and Vouchers ledged in Office of Inspector General.

	Survey.	Plans.	Advertising.	Postages.	Contractors.	Examining Accounts.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
June, 1846,.....	6 8 9	70 0 0	11 4 6				87 13 3	
December, 1846,.....		4 0 0	13 6 8	2 17 6	400 0 0	11 12 6	431 16 8	
	6 8 9	74 0 0	24 11 2	2 17 6	400 0 0	11 12 6		519 9 11

GENERAL STATEMENT of Expenditure on Stanstead Road, up to December, 1846.

Survey,.....	£ s. d.	£ s. d.
Establishment,.....	32 10 6	
Advertising,.....	246 15 6	
Postages,.....	41 15 6	
Printing,.....	8 2 0	
	2 10 6	331 14 0
Accounts (Stationery),.....	0 19 9	
Contractors,.....	515 11 6	
Travelling Expenses,.....	2 11 3	
Examining Accounts, (Clerks' Salaries),.....	24 2 6	
		543 5 0
	£	874 19 0

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the half year ending December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Survey.	Establishment.	Advertising.	Postages.	Printing.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1846,.....	32 10 6	246 15 6	41 15 6	8 2 0	2 10 6	331 14 0	331 14 0
		Accounts.	Contractors.	Travelling Expenses.	Examining Accounts.	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
December, 1846,.....		0 19 9	515 11 6	2 11 3	24 2 6	543 5 0	543 5 0
						£	874 19 0

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Grosse Isle Wharf. during the year ending December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

Plans,.....	£ s. d.	£ s. d.
Advertising,.....	10 0 0	
Postages,.....	9 5 3	
Superintendence,.....	7 12 10	
Contractors,.....	21 0 0	
	2000 0 0	2,047 18 1

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the half year ending December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Plans.	Advertising.	Postages.	Superintendence.	Contractors.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1846,.....	10 0 0	9 5 3	7 12 10	21 0 0	2,000 0 0	2,047 18 1	2,047 18 1

GENERAL STATEMENT of Expenditure on Light Houses in the year ending December, 1845.

Plans,.....		£ s. d.	£ s. d.
Postages,.....		26 13 4	
Superintendent,.....		4 5 0	
Examining Accounts, (Clerks' Salaries, &c.).....		57 10 0	
		24 2 6	112 10 10
<i>Lake St. Louis.</i>			
Survey,.....	£137 11 2		
Repairing Buoys,.....	21 17 4		
Plans,.....	4 1 8		
Travelling Expenses,.....	1 0 0		
Tent,.....	4 0 0		
		168 10 2	
Freight,.....	5 0 0		
Spars,.....	0 12 0		
Iron Buoys,.....	298 15 6		
Anchors and Chains,.....	93 16 10		
		398 4 4	566 14 6
<i>Presqu'isle Light House.</i>			
Advertising,.....		0 17 5	
Plans,.....		0 15 0	
Contractor,.....		115 0 0	
			116 12 5
<i>Mohawk Island Light House.</i>			
Plans,.....		15 0 0	
Advertising,.....		0 15 4	
Contractor,.....		400 0 0	
			415 16 4
<i>Lancaster Light House</i>			
Contractor,.....		194 17 10	
Travelling Expenses,.....		2 2 6	
			197 0 4
<i>Crabbe Light House.</i>			
Contractor,.....		108 0 0	
Lanterns, &c.,.....		76 13 6	
			184 13 6
<i>Goderich Light House.</i>			
Temporary Sight,.....		8 0 0	
Contractor,.....		484 7 0	
			492 7 0
<i>Long Point Lake Erie Light:</i>			
Repairs,.....			5 15 0
<i>Gibraltar Point Light.</i>			
Repairs,.....			3 0 0
<i>Oakville Light.</i>			
Repairs,.....			8 8 9
<i>Lake St. Francis.</i>			
Anchors, Chains, Buoys, &c.,.....			158 17 9
		£	2,261 15 5

Appendix  
(Q. Q.)  
12th July.

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred in the respective half years ending June and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

Appendix  
(Q. Q.)  
12th July.

	Plans.	Postages.	Superintendent.	Examining Accounts.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
June, 1846, .....	26 13 4				26 13 4	
December, 1846, .....		4 5 0	57 10 0	24 2 6	85 17 6	
	26 13 4	4 5 0	57 10 0	24 2 6		112 10 10

LAKE ST. LOUIS.						
Survey.	Repairing Buoys.	Plans.	Travelling Expenses.	Tent.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
June, 1846, .....	93 9 6	15 0 0	4 1 8	1 0 0	113 11 2	
December, 1846, .....	44 1 8	6 17 4		4 0 0	54 19 0	
	137 11 2	21 17 4	4 1 8	1 0 0	4 0 0	168 10 2

	Freight.	Spars.	Iron Buoys.	Anchors and Chains.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1846, .....	5 0 0	0 12 0	298 15 6	93 16 10	398 4 4	398 4 4

PRESQU'ISLE LIGHT HOUSE.				
Advertising.	Plans.	Contractors.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	
June, 1846, .....	0 9 6	0 15 0	1 4 6	
December, 1846, .....	0 7 11		115 0 0	
	0 17 5	0 15 0	115 0 0	116 12 5

MOHAWK ISLAND LIGHT.				
Plans.	Advertising.	Contractors.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	
June, 1846, .....	15 0 0		15 0 0	
December, 1846, .....		0 15 4	400 0 0	
	15 0 0	0 15 4	400 0 0	415 15 4

LANCASTER LIGHT.				
Contractors.	Travelling Expenses.	Total.		
£ s. d.	£ s. d.	£ s. d.		
June, 1846, .....	147 0 0	2 2 6	149 2 6	
December, 1846, .....	47 17 10		47 17 10	
	194 17 10	2 2 6		197 0 4

CRABBE ISLAND LIGHT.			
Contractors.	Lanterns, &c.	Total.	
£ s. d.	£ s. d.	£ s. d.	
June, 1846, .....	108 0 0	76 13 6	184 13 6

GODERICH LIGHT.			
Temporary Lights.	Contractors.	Total.	
£ s. d.	£ s. d.	£ s. d.	
December, 1846, .....	8 0 0	484 7 0	492 7 0

LONG POINT, LAKE ERIE.	GIBRALTAR POINT.	OAKVILLE LIGHT.	LAKE ST. FRANCIS.		
Repairs.	Repairs.	Repairs.	Anchors, Buoys, Chains, &c.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.		
June, 1846, .....	5 15 0	3 0 0	8 8 9	158 17 9	176 1 6

£ 2,261 15 5



Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on the Rond Eau Road, from December, 1845, to December, 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Travelling Expenses,.....	7 8 4	
Establishment,.....	173 17 10	
Contractors,.....	970 10 11	
Postages,.....	10 4 10	
Professional Services, (Law, &c.),.....	10 10 0	
General Expenditure,*.....	145 0 0	
		1,317 11 11

DETAILED STATEMENT, shewing the proportion of the above expenditure that was incurred in the respective half years ending December, 1845, June, 1846, and December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Travelling Expenses.	Establishment.	Contractors.	Postages.	Professional Services.	General Expenditure.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
December, 1845,.....	7 8 4	20 16 8	379 9 5				407 14 5	
June, 1846,.....		94 4 6	225 0 0	5 13 10	10 10 0	145 0 0	480 8 4	
December, 1846,.....		58 16 8	366 1 6	4 11 0			429 9 2	
	7 8 4	173 17 10	970 10 11	10 4 10	10 10 0	145 0 0		1,317 11 11

\* Being a portion of the cost of the General Establishment on Western Works.

Appendix  
(Q. Q.)

GENERAL STATEMENT of Expenditure on Mountain Section Dover Road, from June, 1845, to 31st Dec., 1846.

Appendix  
(Q. Q.)

12th July.

12th July.

	£ s. d.	£ s. d.
Postages,.....	21 7 2	
Materials,.....	40 4 1	
Accounts (Stationery, Smith Work, &c.),.....	21 19 1	
Labour,.....	67 16 1	
Establishment,.....	723 16 4	
Toll Houses,.....	576 0 11	1,451 3 8
Travelling Expenses,.....	5 0 0	
Advertising,.....	1 0 9	
Contractors,.....	2,556 10 8	
Examining Accounts &c., (Clerks' Salaries,).....	39 10 10	
General Expenditure,.....	125 9 10	2,727 12 1
	£	4,178 15 9

DETAILED STATEMENT, shewing the proportion of the above Expenditure that was incurred from June, 1845, to December, 1845, and in the year ending 31st December, 1846, according to semi-annual Accounts and Vouchers lodged in Office of Inspector General.

	Postages.	Materials.	Accounts.	Labour.	Establishment.	Toll Houses.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amount expended upto 31st Dec 1845,	6 16 2	40 4 1	4 1 8	64 15 1	460 13 0	221 13 5	798 3 5	
31st Dec., 1846, .....	14 11 0	.....	17 17 5	3 1 0	263 3 4	354 7 6	653 0 3	1,451 3 8
	21 7 2	40 4 1	21 19 1	67 16 1	723 16 4	576 0 11		
		Travelling Expenses.	Advertising.	Contractors.	Examining Accounts.	General Expenditure,	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amount expended up to 31st Dec., 1845,.....		5 0 0	0 12 0	1,115 14 3	11 12 6	.....	1,132 18 9	
31st December, 1846,.....		.....	0 8 9	1,440 16 5	27 18 4	125 9 10	1,594 13 4	2,727 12 1
		5 0 0	1 0 9	2,556 10 8	39 10 10	125 9 10		
								£ 4,178 15 9

\* Being a portion of the cost of the General Expenditure on Western Works.



## R E T U R N

TO AN ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY THE GOVERNOR GENERAL, dated the 10th ultimo, for all Documents and information, proper to be communicated to the House, in relation to the Survey of the River St. Charles, and the proposed improvement thereof.

By Command,

D. DALY, Secretary.

SECRETARY'S OFFICE,  
Montreal, 12th July, 1847. }

PUBLIC WORKS,  
Montreal, July 8, 1847.

SIR,—In compliance with the command of His Excellency, I have the honor, by direction of the Commissioners, to enclose a copy of a Report of Mr. Barrett, Civil Engineer, on the proposed improvements at the River St. Charles, below Quebec, which contains all the information on the subject which the Department is, at present, able to give.

I am also directed to enclose an extract from the general Report of the Commissioners, explanatory of the cause of the delay which has occurred in making the Survey.

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

THOMAS A. BEGLY,  
Secretary.

The Hon. D. Daly,  
Provincial Secretary.

*Survey of the River St. Charles.*

A Survey of this river was ordered in 1845, but the Commissioners found nothing had been done towards carrying it into effect—nor were there any documents in the Board of Works Office giving information on the subject.

The Commissioners were at Quebec late last autumn, on business connected with works above and below that City, which were in progress, and took that opportunity of calling on the Mayor and Members of the Corporation, and gentlemen connected with the Trinity House and Board of Trade. These gentlemen explained the different plans that had been suggested to render the St. Charles available, as an extensive addition to the already fine Harbour of Quebec, but it was manifest much difference of opinion existed among themselves, as to the best mode of effecting that object.

The Commissioners were accompanied by Mr. Barrett, the Engineer of the Lachine Canal, a gentleman of much practical knowledge and experience in his profession. Mr. Barrett had never before visited Quebec, and could not decide hastily on a measure of such importance. He has, however, from Surveys made by Captain Bayfield, and such other information as his time permitted him to acquire, prepared a Report, which is herewith transmitted, in which he

suggests certain improvements at Flat Island, in the mouth of the River St. Charles, as an extension of the present line of wharfage, from near the end of the India Wharf, towards the Beauport side of the river.

The Commissioners have not had it in their power to prepare such plans and estimates, for improving the St. Charles, as are required, before recommending any particular one to His Excellency, to be laid before the Legislature. They were fully employed last year, after their appointment to office, in inspecting such works as had been commenced, and placing others under contract, for which appropriations had been made; and Mr. Keefer, Engineer to the late Board of Works, having been removed to the Welland Canal, there was no officer that could be spared for a sufficient time to make a proper Survey. The Commissioners intend to have an accurate Survey and Estimate, to be prepared and laid before His Excellency, with the least possible delay.

Quebec is now one of the finest harbours on the continent, and any attempt at improving it should be decided on only after the most careful examination by competent persons, Engineers, as well as men of some nautical knowledge.

There can be little doubt but that a large portion of the produce, from Upper Canada and the Western States, will be transhipped at Quebec for Atlantic ports. This will cause the assemblage at the former place of an increased number of vessels, for which, if sufficient accommodation is not at present offered, every exertion should be made to provide it.

*Letter from Alfred Barrett, Esq., Engineer, to the Secretary of the Public Works.*

(Copy.)

MONTREAL, 21st June, 1847.

SIR,—I have the honor to communicate, for the information of the Department of Public Works, that by the directions of the Commissioners, and in company with one of these gentlemen, Hon. W. B. Robinson, I made a visit to Quebec, on the 14 Oct., ultimo, at which time a part of one day was spent there. The principal object of the visit was to inspect the valley of the River St. Charles, at its mouth, the site in contemplation for extensive improvements, for enlarging the means for the convenience of the commerce connected with the Port of Quebec, which is now confined, and seriously embarrassed, for want of room.

Appendix  
(R. R.)

13th July.

Our intention was, to see the gentlemen interested in the matter, and who had suggested plans for the improvement, especially those connected with the Corporation of the City of Quebec—the Trinity House, and the Board of Trade,—many of whom were absent at the time.

After calling on the Officers of the Corporation and the Trinity House, we were desired to attend a meeting at the Room of the Board of Trade. At this time, several plans were produced for the contemplated improvements. After this a cursory examination was made of "Flat Island," at the mouth of the St. Charles.

In the latter part of November, 1846, a second visit was made to Quebec, in company with the Hon. C. E. Casgrain, Commissioner, agreeably to the promise previously made by Mr. Robinson, at which time one day was spent there. We were invited to meet with the Trinity House. Several of the Members of the Board of Trade, and the Mayor and Corporation of Quebec, were present. Several plans were on this occasion presented. Captain Boxer brought forward his plan, which is, I believe, the one preferred by the Corporation: to which objections were raised, as it so directly interferes with the navigation of the River St. Charles, affecting mostly the St. Lawrence River craft; and as it would occasion serious individual damages, along the St. Charles, between Palace Harbour and the India Wharf. A personal examination was made of the various localities to be affected by the improvements.

At this time it is clear that such delays and embarrassments are felt, which would not be if the facilities were opened out on such a scale as they may be. We had a view of the shipping in Port, and the existing wharfage, and it appears at this time that all the available room is occupied, and the demand that will evidently be made soon for large accommodation, cannot be afforded without seeking some other site on which to make them. On the completion of the St. Lawrence Canals, when a much larger class of inland craft, steamboats and propellers, will be employed, and by the rapid increase of tonnage in the West, a much larger amount of business will evidently centre at Quebec; it is, therefore, desirable that the means there for exchanging cargoes, should be equal to the demands that shall be made upon it.

The question thus arises, where shall be the site of this additional accommodation? The general and prevalent opinion at Quebec, appears to be in favor of embracing the facilities available at the confluence of the St. Charles River with the St. Lawrence.

At that place there seems to be every opportunity, and quite sufficient room, for adding to that important Port, sufficient harbor, or wharfage, for any increase of business that may be anticipated.

The Island visible at "ebb tide," between the two branches of the St. Charles River, being sufficiently large to afford all the room for necessary commercial transactions, (and if it is thought advisable, and good policy to allow the Island to be inhabited,) and to accommodate a very great increase of population.

The St. Charles River, after passing the Dorchester Bridge, diverges into two branches, which flow into the St. Lawrence, without again uniting—the one bears off towards the Beauport side, the other passes along the St. Roch's Suburbs, and Cape Diamond, entering the St. Lawrence at the India Wharf, leaving at "low ebb" tide, a large batture or "Flat Island", containing 100 to 130 superficial acres. It

has an alluvial deposit of from 12 to 18 inches in depth, resting on rock, (I believe *limestone*), which will give a very substantial foundation for durable erections.

Looking forward to the completion of the line of the St. Lawrence improvements, with other indications of the direction of a great increase of the Trade to this City, and from the increasing tonnage of the "Great West", the citizens are anxious to be in readiness with ample accommodations.

Relative to the plan of improvements, it will be impossible to go into detail, as but a part of two days only was spent there, and no examinations but those of a very cursory nature were had; and the plans presented, heretofore designed, are so at variance with each other, that several days would be indispensably necessary upon the ground, accompanied with instrumental examinations, before a plan could be matured and submitted,

There is one plan, which will, I believe, meet the general approbation; that is—to form a line of Pier, in from 3 to 4 fathoms of water in the St. Lawrence, at the base of "Flat Island," to admit of the approach of the largest class of sea-going vessels. This apparently is the best plan of commencement, to provide for immediate wants, which will form a basis, on which all other improvements will be projected, whether the whole, or a part only, of the Island is to be occupied.

If this Pier alone was formed, extending from 2 to 3000 feet in length, of sufficient width for the erection of ware-houses, with proper jetties, the main wants of the place now called for, would be afforded, so far as the exchange of cargo is concerned.

This Pier, being placed in so deep water, will admit the approach of sea-going vessels, on the River side, and all inland craft would enter the Basin thus formed, upon the lee or inner side of the Pier; the latter, which are less adapted to encounter the heavy sea that occurs there, would be wholly covered, and protected by the Pier, and would be uninterrupted in making transshipments.

Another line of Pier, of a cheaper kind, may be placed close along, or upon, the base of the Island, leaving a suitable width between the two, for a basin. On this may be erected warehouses for the convenience of the inland and river craft; whether this could be usefully employed as a Depot for sawed lumber, I am not aware; but as the main Pier would form a breakwater, rafts may be brought under cover of it, and the lumber stowed ready for shipment, at a much more convenient distance than at present.

There is an obstacle in the way of a free communication between the Island, or the proposed Piers, and the City—over the St. Charles River. The difficulty arises from the necessity there is, for the frequent passing of the river craft, or other light vessels, which are now very numerous, and which will increase with the growth of the place, and with the improvements in the country below Quebec. Draw-bridges may be constructed to secure a crossing to remain stationary at low tides, but which will be subject to frequent interruptions when the tide is in; the free egress and ingress, through this river, should not be at all interfered with, if it can be avoided.

I beg, in passing, to say a word upon the subject of permanently closing this channel, which idea is embraced in some of the plans of the improvement. That I am of opinion, aside from the importance of this channel to river and other craft, that the health

Appendix  
(R. R.)

13th July.

Appendix  
(R. R.)

13th July.

of St. Roch's Suburbs is involved in this question, and that, whatever plan is adopted, there should be left a free passage for the drainage of sewers to pass off into the St. Lawrence. Another question that may arise, connected with the matter, is, whether it is not important to allow of a regular and uninterrupted flow of tides, and the passage of the water of the stream, past the India Wharf, to prevent the deposit of earth which might otherwise be lodged there.

To return to the main proposed Pier, it is believed that there will be no trouble to find room for two or three thousand feet in length of Pier, in deep water, without interfering with either branch of the River St. Charles. This Pier would be best constructed of timber, in cribs, substantially built, and filled with stone or some other coarse material. Timber can, at all times, be conveniently obtained at Quebec. Stone, for filling the cribs, is also convenient. There are great quantities of ballast brought out annually in ships; so much so, that it is difficult to find a place near Quebec to deposit it, without interfering with important channels, or with approaches to the shores, detrimental to the general interest. The Pier, in contemplation, may be made the general depôt for such discharges, thus reducing the ultimate cost of its construction.

Appendix  
(R. R.)

13th July.

A plan and estimate of the cost of the main Pier, and of other works that may be of importance to the Port of Quebec, cannot be given, as before observed, without further and careful examination.

The nature of the improvements required, as well as the amount of means to make them, involves the necessity of a careful deliberation, as well as personal and minute inspection of the site.

The commanding position of Quebec, as a seaport Town, and its natural commercial advantages, require that whatever is done should be so thoroughly considered and well established, not only to provide for the present wants, but for all future time, so as to promote, in the highest degree, the benefits sought for by the improvements in contemplation.

I have the honor,

&c. &c. &c.,

(Signed,)

A. BARRETT,  
Engineer.

T. A. Begly, Esquire,  
Secretary, Public Works.



Appendix (S. S.)

14th July.

AMOUNT expended by the Board of Works, since the Union of the Provinces, on Public Works, Canada East.

Appendix (S. S.)

14th July.

	Appropriations.			Expended.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
St. Lawrence Canals, ... ..	*			912	0	9			
Lachine Canal, ... ..	965,460	15	8	293,436	9	10			
Beaubarnois Canal, ... ..				301,565	2	7			
							595,913	13	2
Lake St. Peter, ... ..	74,500	0	0	69,873	16	3			
Bridges, Montreal and Quebec, ... ..	37,777	15	6	31,662	8	9			
River Richelieu, ... ..	25,953	1	7	11,200	0	9			
Surveys, ... ..	600	0	0	458	13	3			
Cascades Road, ... ..	20,322	2	1	20,320	18	0			
Kennebec Road, ... ..	3,000	0	0	2,926	12	4			
Arthabaska Road, ... ..	15,761	0	0	7,847	8	2			
Bridges, South St. Lawrence, ... ..	14,000	0	0	3,489	4	8			
Granby Road, ... ..	32,889	0	0	1,856	12	7			
Stanstead Road, ... ..	15,800	0	0	1,528	5	8			
Gaspé Road, ... ..	25,248	6	9	23,933	15	2			
Gosford Road, ... ..	11,111	2	3	10,840	13	4			
Chemin des Caps, ... ..	1,500	0	0	961	0	7			
Jacques Cartier Bridge, ... ..	3,500	0	0	1,360	9	11			
Grosse Isle Wharf, ... ..	2,750	0	0	2,047	18	1			
Bayonne Bridge, ... ..	1,323	1	3	1,319	9	3			
Chaudière Bridge, ... ..	717	2	3	717	2	3			
Chaudière Bridge repairs, ... ..	307	9	3	463	12	7			
Chambly Canal, ... ..	6,355	1	5	6,192	1	6			
Dundee Custom House, ... ..	300	0	0	300	0	0			
Missisquoi Canal, ... ..	119	2	10	119	2	10			
Montreal Custom House, ... ..	.....	.....	.....	215	0	0			
River Lights, Port Montreal, ... ..	1,027	15	7	949	15	0			
St. Anne's Lock and Dam, ... ..	22,396	6	1	22,399	6	11			
Light Houses, ... ..	7,900	0	0	1,275	3	5			
							224,258	11	3
							£ 820,172	4	5

Certified to be a correct extract from the Books of the Department.

THOMAS A. BEGLY,  
Secretary, Public Works.

Department of Public Works,  
12th July, 1847.

N. B.—The sums marked \*, are for both Sections of the Province.

AMOUNT expended by the Board of Works, since the Union of the Provinces, on the Ottawa.

	Appropriation.			Expended.		
	£	s.	d.	£	s.	d.
Ottawa Works, ... ..	68,118	16	0	67,159	11	7

Certified to be a true extract from the Books of the Department.

THOMAS A. BEGLY,  
Secretary, Public Works.

Department of Public Works,  
12th July, 1847.

## R E T U R N

TO AN ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY THE GOVERNOR GENERAL, dated the 18th ultimo, praying that His Excellency would be pleased to cause to be laid before them "A Return of the amount paid for the expenses of the Crown Lands Department for the years 1845 and 1846; together with the amount of cash received for the sale of Crown Lands during each of the above years, with a Contingent Account, shewing the amount paid for postage, law opinions, and other items:—Also, the amount expended for Registrar's Office, and any other Department, or for any other purpose connected with the sale of lands in any other part of the Province; and from what sources the deficiency is made up to pay those expenses—similar to statements 19 and 20, letter N. N. in Appendix to Journal of 1844."

"Also, to make out a Barter Account, shewing the amount of Scrip issued for land claims, and the number of acres of land exchanged for that Scrip,—which two accounts or statements will refer to the Crown Lands alone."

"Also a statement of the receipts and expenditure of each separate resource from Timber and the Public Domain, yielding a revenue;—Also, a statement of the number of acres of land which has been granted for claims authorized since 1st January, 1843; the amount of Scrip issued, and the amount still to be issued, to be appended to the Public Accounts."

By Command,

D. DALY, Secretary.

SECRETARY'S OFFICE,  
Montreal, 16th July, 1847. }

Furnished in compliance with the requisition of the Honorable the Legislative Assembly, dated 18th June, 1847.

	£	s.	d.	s.	d.
Amount of Lower Canada Militia Scrip, issued from 1843 to 31st Dec. 1846,...	109,400	0	0		
Amount of Scrip issued on Land Claims of Canada West, from January, 1843, to December, 1846,.....	76,381	4	1	185,781	4 1
Lower Canada Militia Claims still allowable under existing regulations, and in satisfaction of which Scrip is to issue—uncertain, say.....	5,000	0	0		
Amount of Scrip due on admitted Land Claims of Canada West,.....	71,532	12	0	76,532	0 0

The above sum of £185,781 4s. 1d., represents claims to the amount of 928,906 nominal acres; to liquidate which, about half that amount of acres in land will be required.

T. BOUTHILLIER.

CROWN LANDS DEPARTMENT,  
Montreal.

Appendix  
(T. T.)  
16th July.

Furnished in compliance with the requisition of the Honorable the Legislative Assembly, dated the 18th June, 1847.

STATEMENT OF TIMBER DUTIES collected during the years 1845 and 1846, and of the amount of disbursements thereon, for the same period.

Ottawa Timber, 1845.		Ottawa Timber, 1846.	
£	s. d.	£	s. d.
Disbursement account of Collector's Office, Bytown,.....	1,055 17 4	Amount collected at the Crown Timber Office, Bytown,.....	27,986 17 0
Do. Surveyor's do. ....	444 0 7	Do. District Agencies, viz:—	
Do. Sub-Collector's Office, at Quebec,.....	312 5 1	District of Berthier, £670 15s. 3d. Amount brought up,.....	6,903 4 4
Surveys and laying out Timber berths,.....	470 17 5	Saguenay, 4,344 1 1 Chaudière,.....	9 11 9
		Nicolet, 123 10 5 Rimouski,.....	570 0 0
District Timber.		St. Thomas, 1,703 1 0 Victoria,.....	46 1 8
Printing,.....	4 4 7	Sherbrooke, 3 15 0 Bathurst,.....	194 14 8
Forest Ranging,.....	190 0 0	Leinster, 58 1 7 Eastern,.....	4 6 8
Commission paid to District Agents,.....	393 12 7	Carried up,.....	500 0 0
	£		8,227 19 1
			£ 36,214 16 1
Disbursement account of Collector's Office, Bytown,.....	1,037 4 3	Amount collected at the Crown Timber Office, Bytown,.....	30,985 8 4
Do. Surveyor's do. ....	296 5 9	Do. District Agencies, viz:—	
Surveys and laying out Timber berths,.....	690 15 3	District of Victoria, £232 14s. 7d. Amount brought up,.....	3,334 14 4
Disbursement account of Sub-Collector's Office, Quebec,.....	392 18 2	Chaudière, 329 19 11 Portneuf,.....	212 4 9
		Midland, 494 3 11 Bathurst,.....	15 5 0
District Timber.		Eastern, 8 13 4 Bonaventure,.....	2,663 4 11
Forest Ranging,.....	229 7 6	Sherbrooke, 49 9 7 Saguenay,.....	1,322 13 9
Commission paid to District Agents,.....	359 14 11	Rimouski, 1,020 14 6 Sydenham,.....	201 3 9
	£	Nicolet, 383 8 2 Jolinstown,.....	6 4 0
		Ottawa, 30 9 5 Berthier,.....	356 6 0
		St. Thomas, 733 0 11 Newcastle,.....	5 16 8
		Leinster, 52 0 0 Disputed Territory,	876 1 0
		Carried up,.....	8,993 14 2
			39,979 2 6

T. BOUTHILLIER,

CROWN LANDS DEPARTMENT,  
Montreal, July 1st, 1847.

Appendix  
(T. T.)  
16th July.



Appendix  
(T. T.)  
16th July.

Furnished in compliance, with the requisition of the Hon. the Legislative Assembly, dated 18th June, 1847.

STATEMENT of the Expenses of the Department of Crown Lands, during the years 1845 and 1846, and of the total amount of receipts, on account of sales of Crown Lands, for the same period.

	£ s. d.		Service.	Amount.		Cash.		Land Scrip.		Militia Scrip.		Remission.	
	£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Travelling Expenses, (the Commissioners),													
Map of N. W. Territory,	42	0 0											
Surveys and Inspections,	50	0 0											
Printing and advertising,	3,578	6 11											
Commission, &c., allowed Agents,	464	4 6											
Salaries,	2,185	5 6											
Postage,	6,178	2 11											
Stationary,	999	8 1											
Office Expenses,	492	11 1											
Less proportion carried to Clergy and Indian accounts, about } 45 per cent.,	7,959	8 1											
	3,602	7 3											
	4,357	0 10											
	£ 19,957	0 9											
Inspections and Surveys,													
Advertising generally,													
Stationary,	488	4 0											
Maps, Plans, &c.,	16	10 0											
Office Expenses,	408	9 7											
Do. Postage,	1,136	10 0											
Agency do.,	27	10 6											
Salaries,	5,843	8 9											
Travelling Expenses, (the Commissioners),	25	0 0											
Fees to Country Registrars,	2	17 0											
	7,948	9 10											
	5,121	11 12											
	13,070	1 0											
Commission account for the current year,													
Less this sum, carried to debit of Clergy accounts, being 6½ per cent. Commission on £80,648 15 4													
Amount Clergy Collections for the year,													
Do. Carried to School Lands account, being 6½ per cent. Commission on £1,795 10s. 1d., amount School Lands collections,													
Do. Carried to Woods and Forests accounts, being 4 per cent. commission on £8,993 14s. 1d.,—amount collections, by District Agents.													
	5,730	6 3											
	£ 12,043	7 0											
	3,931	17 9											
	771	14 6											
Crown Sales,													
Do. in receiving Quit Rents,	45,235	13 4											
Do. by Instalments,	757	0 8											
Upper Canada Crown Instalments,	1,297	10 3											
Military Reserves Instalments,	647	11 2											
Lower Canada Crown Instalments,	776	12 7											
Do. Quit Rents,	760	14 0											
Do. Rents and Arrears,	669	14 6											
Fees on Grants of Lands, &c.,	1,312	16 10											
	51,457	13 4											
	1,378	2 8											
	67	7 2											
	69	19 6											
	2	12 5											
	116	12 7											
	261	9 6											
	14	12 6											
	1,312	16 10											
	3,223	13 2											
	45,546	0 3											
	£ 13,381	6 11											
	1,877	0 0											
	689	13 6											
	1,000	0 9											
	227	10 0											
	440	0 0											
	38	0 0											
	665	2 0											
	2,572	10 0											
	115	9 11											
	115	9 11											

NOTE.—In addition to the above, a Special Sale of the Lands of St. Maurice Forges, has been made; the first instalment on which, amounting to the sum of £1,404 13s. 2d., has been paid.

NOTE.—Agreeably to the terms of the requisition, the proceeds of the Sales of Crown Lands alone, have been inserted on credit side of the above Statement. The debit side, on the other hand, contains the total expenditure of the Department; and it must be remarked, that a large proportion of this expenditure, is altogether unconnected with the Sales of Crown Lands. The whole proceeds of Crown Lands, in 1845 and 1846, do not amount to much more than a third of the gross collections of the Department during those years. The difference between the cash received for Crown Lands, and the amount disbursed for the expenses of the Department, is taken out of the proceeds of the Sales of Timber.

T. BOUTHILLIER.

Appendix  
(T. T.)  
16th July.

## R E T U R N

TO AN ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 17th ultimo, praying that His Excellency would be pleased to cause to be laid before them, "Copies of the several Proclamations, Orders and Letters of Instruction, under which Tolls were collected at Windsor Harbour in the years 1845, 1846 and 1847, respectively; the several Proclamations, Orders and Letters of Instruction for suspending the collection of such tolls in each year respectively, with a Statement of the Amounts collected in each year, while the directions for collecting them were in force; and also a Tabular Statement, shewing the Rate of Tolls imposed by the Executive Government, by authority of law, at the Welland Canal, Burlington Bay, and Windsor Harbour, for those years respectively, with separate columns, showing what difference, if any, *per centum*, the Tolls so imposed at Windsor Harbour bear to those so imposed at the Welland Canal and Burlington Bay respectively; and also a Statement of the aggregate amount of public money already laid out upon each of those three works, if completed, and if not completed, the amount laid out, and the amount of the Estimate for completing the same, and also, the Aggregate Amount of Tolls received from them respectively."

By Command,

D. DALY,  
Secretary.SECRETARY'S OFFICE,  
Montreal, 16th July, 1847.

LETTER from Deputy Inspector General, dated 15th July, 1847, transmitting the documents annexed.

INSPECTOR GENERAL'S OFFICE,  
Montreal, 15th July, 1847.

SIR,

I have the honor to transmit herewith, pursuant to the order of reference of the 19th ultimo, in an Address from the Honorable the Legislative Assembly, of the 17th idem, the following papers:

Extract of Letter from Deputy Inspector General to Collector of Customs, Windsor, 19th May, 1845.

Copy of do. do. 25th July, 1845.

Copy of Letters of J. W. Dunscumb, Esquire, to the Collector at Windsor; 20th March, 1846; and 16th July, 1846.

Do. do. do. 11th May, 1847.

Statement of Tolls collected at Windsor Harbour, 1845 and 1846.

Copy of Proclamation, 28th April, 1845.

Do. 4th October, 1845.

Do. 7th May, 1846.

Do. 13th May, 1847.

Statement of Tolls imposed by the Executive Government at the Welland Canal, Burlington Bay Canal, and Windsor Harbour, for the year 1845, with the alterations in 1846 and 1847, shewing the difference *per centum*, the Tolls at Windsor Harbour bore to those at the Welland Canal and Burlington Bay, respectively, in 1845.

And a Statement of the Aggregate Amount of Public Money expended in those works, with the estimated amount required for their completion; Also, Aggregate Amount of Tolls received.

I beg leave to observe that these papers have been delayed for want of the information relating to the "Estimated Amount for completing," stated in that last mentioned, such information having to be furnished from the Department of Public Works.

I have the honor to be,  
Sir,

Your most obedient humble servant,

(Signed) JOS. CARY,  
Deputy Inspector General.Hon. D. Daly,  
Provincial Secretary.

Appendix  
(U. U.)  
16th July.

EXTRACT of a letter from the Deputy Inspector General to William Warren, Esquire, Collector of Customs, Windsor, dated Montreal, 19th May, 1845.

"His Excellency, the Governor General in Council, having been pleased to order that the Collector of Customs at the Port of Windsor shall be the Collector of Tolls at the Windsor Harbour, you will accordingly be pleased, on receipt hereof, to commence collecting such Tolls as are specified in the Proclamation bearing date 28th April last."

Note.—The Collector was authorized to retain a Commission of 5 per cent.

Certified,

JOSEPH CARY,  
Deputy Inspector General.

STATEMENT of amount of Tolls collected at the Windsor Harbour.

WINDSOR HARBOUR.

Amount of Tolls collected in 1845, (between May and August).....	£178	2	6
Expenses,.....	8	18	1

Net.....£169 4 5

Do. do. 1846, (March to October),.....	£405	6	1½
Expenses,.....	20	5	2

Net,.....£385 0 11½

1847.—Returns not yet rendered, July 1847.

JOSEPH CARY,  
Deputy Inspector General.

Inspector General's Office,  
Montreal, 30th June, 1847.

(Copy.)

INSPECTOR GENERAL'S OFFICE,  
Montreal, 25th July, 1845.

SIR,—With reference to the instruction conveyed to you in the letter from this Office of 19th May last, to collect Harbour Tolls at Windsor, I have to request that you will, in pursuance of a recent Minute of the Board of Works, approved by the Governor General, desist from levying Harbour Tolls at that Port until you receive further instructions, the Harbour being unfinished.

I have, &c..

(Signed) JOSEPH CARY,  
Deputy Inspector General.

Wm. Warren, Esq.,  
Collector of Customs,  
Windsor.

Certified,  
JOSEPH CARY,  
Dy. Insp. Genl.

CUSTOMS,  
Montreal, 20th March, 1846,

Appendix  
(U. U.)  
16th July.

SIR,—The Board of Works having reported that the Harbour of Windsor will be so far advanced as to be available by the opening of the navigation this spring, I have it in command to acquaint you, that His Excellency has been pleased to appoint that the duties of Collector of Tolls and Superintendent of the Harbour, shall be performed by the Collector of Customs, for which additional duty an allowance of five per centum, on the amount of Tolls collected, will be made.

And as Collector of Tolls and Superintendent of the Harbour, I have to enjoin upon you the necessity of requiring a strict observance, from all parties making use of the Harbour, of the Regulations issued under date 26th December, 1845, for securing the due payment of Harbour dues and for the protection of Harbours. And for the rate of Tolls to be collected I beg to refer you the Proclamation issued under date 28th April last.

I am to instruct you to render an account of your Collections quarterly to the Inspector General, in the same manner as you now do collections of Customs; and likewise to deposit the amount collected to the credit of the Receiver General.

I have the honor to be, &c.,

(Signed) J. W. DUNSCOMB.

To the Collector of Customs,  
Windsor, (Whitby.)

CUSTOMS,  
Montreal, 16th July, 1846.

SIR,—Having had the honor to bring under the notice of the Governor General, your communication of the 12th instant, in which you represent that owing to the peculiar construction of the Public Piers at Windsor, it is impossible to convey goods with carts or waggons to or from a vessel moored alongside, and that consequently the Harbour affords no facility whatever to merchants and forwarders, more than was enjoyed by the trade previously to the expenditure of public money;

I am commanded by His Excellency to direct you to discontinue the collection of wharfage dues until further instructions.

You will furnish, at your earliest convenience, a detailed Report of the state of the wharves, particularly describing the obstruction to the removal of merchandize in carts and waggons, and if the same will be removed as the work progresses, or if it is some defect in the work; if the latter, what, in your opinion, would be the probable cost of removing the same, and the length of time required.

I have, &c.

(Signed) J. W. DUNSCOMB.

To the Collector of Customs,  
Windsor, (Whitby.)

Appendix  
(U. U.)

16th July.

I. G. O., CUSTOMS,  
Montreal, 11th May, 1847.

SIR,—Adverting to the directions conveyed to you on the 16th July last, I have it now in command to acquaint you, that His Excellency, in Council, having been pleased to direct the Department of Public Works to remove the obstructions existing on the Pier at Windsor Harbour, and further to erect a platform at the end thereof;

And that Department having reported the completion of the above improvements;

His Lordship has sanctioned the immediate collection of Tolls, in accordance with the annexed schedule, which I send for your guidance in the meanwhile, and of which you will see a copy in the "Gazette" on Saturday next.

I have, &c.

(Signed,) J. W. DUNSCOMB.

To the Collector of Customs,  
Windsor, (Whitby.)

-PROVINCE OF }  
CANADA. }

## PROCLAMATION.

Appendix  
(U. U.)

16th July.

By His Excellency The Right Honorable CHARLES THEOPHILUS, BARON METCALFE, of Fernhill, in the County of Berks, G. C. B., one of Her Majesty's Most Honorable Privy Council, Governor General of British North America, &c. &c. &c.

To all to whom these presents shall come,—

GREETING:

WHEREAS it is expedient to provide for the levying of Tolls on the several Public Works, constructed at the expense of the Province, hereinafter mentioned;—KNOW YE THEREFORE, that from and after the FIRST day of MAY, now next ensuing, and until such further time as Her Majesty's Pleasure shall be made known in this behalf, there shall be paid for the use of Her Majesty, Her Heirs and Successors, to such person or persons as shall be duly appointed to receive the same, for passage, and in the name of Tolls, the several sums agreeably to the Scales which accompany these presents. OF ALL WHICH Her Majesty's loving Subjects, and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

GIVEN under my Hand and Seal at Arms, at Montreal, this twenty-eighth day of April, in the year of Our Lord, one thousand eight hundred and forty-five, and in the eighth year of Her Majesty's Reign.

METCALFE.

By Command,  
D. DALY,  
Secretary.



Appendix  
(U. U.)  
16th July.

Appendix  
(U. U.)  
16th July.

RATES OF TOLL authorized to be levied upon the undermentioned Canals and Harbours.—(Continued.)

DESCRIPTION OF PERSONS AND PROPERTY.	Quantity or Bulk.	Lachine Canal.	Chambly Canal.	Burlington Bay Canal.	Port Stanley Harbour.	Port Dover Harbour.	Port Maitland Harbour.	Port Colborne Harbour.	Port Dalhousie Harbour.	Windsor Harbour.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.—LUMBER, &c.										
Squared Timber 12 X 12 and upwards, in Boats or Vessels,.....	1000 cubic ft.	0 10 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
Do. do. in Rafts,.....	do. do.	0 12 6	0 10 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
Do. under 12 X 12 and Round or Flatted Timber, in Boats or Vessels,.....	1000 lineal ft.	0 7 6	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9
Do. do. in Rafts,.....	do. do.	0 10 0	0 7 6	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9	0 3 9
Small Round Building Timber, Floats, Traverses in Boats,.....	do. do.	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Do. do. in Rafts,.....	do. do.	0 5 0	0 5 0	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Boards, Planks, Scantling and Sawed Lumber, in Boats,.....	1000 ft. I. M.	0 1 0	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Do. do. in Rafts,.....	do. do.	0 1 6	0 2 0	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Pipe Staves and Headings,.....	1000,.....	0 5 0	0 5 0	0 10 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
West India Staves and Headings,.....	do. do.	0 2 8	0 2 6	0 2 1	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6	0 2 6
Headings,.....	do. do.	0 2 0	0 1 3	0 1 0	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Shingles,.....	do. do.	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3	0 0 3
Saw Logs,.....	Each,.....	0 0 2	0 0 2	0 0 2	0 0 2	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 2
Cedar Posts,.....	Cords,.....	0 1 0	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3	0 1 3
Posts and Rails for Fencing,.....	do. do.	0 0 8	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0	0 1 0
Empty Barrels,.....	Each,.....	0 0 0½	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
7.—ARTICLES NOT ENUMERATED.										
On all articles of Merchandize,.....	Ton,.....	0 2 0	0 2 6	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0
Firking, Small Casks, Packages, &c.,.....	Each,.....	0 0 1	0 0 2	0 0 2	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1
Passengers, Adults,.....	do. do.	0 0 2	0 0 6	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Do. Children,.....	do. do.	0 0 1	0 0 3	Do.	Do.	Do.	Do.	Do.	Do.	Do.

NOTE.—A British Vessel touching at more than one of the foregoing Ports in the course of one trip, to pay at the first the full Toll according to the above Schedule—and at any of the others touched at, but one fourth of the respective Tolls enumerated.—The Certificate of the Collector of the Port where the full Toll was paid to be produced.  
The Tolls leviable on Cargo are to be exacted only upon the portion landed or shipped at the respective Port as the case may be.  
Any Vessel having paid Toll and clear from a Port, and driven by stress of weather or other cause with that or any other of the above Ports, will be exempt from Toll, provided no loading or unloading takes place.

By Command,

D. DALY,  
Secretary.

Appendix  
(U. U.)  
July 1847

RATES OF TOLL

Authorized by His Excellency the Governor General in Council, to be levied upon Persons and Property passing the WELLAND CANAL for the Season of 1845.

DESCRIPTION OF ARTICLES.	QUANTITY OR BULK.	Through the whole line.		From Port Maitland, and vice versa.		From Port Maitland, and Port Colborne, to Port Robinson, and vice versa.		From Port Robinson to Thorold, and vice versa.		From Thorold to St. Catharines, and vice versa.		From St. Catharines to Port Dalhousie, and vice versa.					
		f	s.	d.	f	s.	d.	f	s.	d.	f	s.	d.	f	s.	d.	
On Steam Boat and Vessels under 50 Tons burthen,.....	Each.....	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	
Do. do. from 50 to 75 Tons,.....	do.....	0	15	0	0	0	7	6	0	0	0	0	0	0	0	0	
Do. do. from 75 to 100 do. ....	do.....	0	15	0	0	0	7	6	0	0	0	0	0	0	0	0	
Do. do. from 100 to 150 do. ....	do.....	0	15	0	0	0	7	6	0	0	0	0	0	0	0	0	
Do. do. from 150 to 200 do. ....	do.....	0	15	0	0	0	7	6	0	0	0	0	0	0	0	0	
Do. do. from 200 to 250 do. ....	do.....	0	15	0	0	0	7	6	0	0	0	0	0	0	0	0	
Do. do. upwards of 250 .....	do.....	0	15	0	0	0	7	6	0	0	0	0	0	0	0	0	
Canal Boats under 50 Tons for Passengers chiefly,.....	do.....	0	5	0	0	0	2	6	0	0	0	0	0	0	0	7	
Canal Scows, Boats, Lighters, &c., for freight chiefly,.....	do.....	0	2	6	0	0	1	3	0	0	0	0	0	0	0	4	
I.—GROCERIES AND PROVISIONS.																	
Flour,.....	Barrel,.....	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1
Pork and Beef,.....	do.....	0	0	6	0	0	0	11	0	0	0	0	0	0	0	0	1
Brandy, Gin, Rum, Whiskey, Shrub, Peppermint and Vinegar,.....	do.....	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	1
Wine,.....	do.....	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	2
Do. ....	Pipe,.....	0	2	6	0	0	0	7	0	0	0	0	0	0	0	0	4
Butter and Lard,.....	Barrel,.....	0	0	6	0	0	0	11	0	0	0	0	0	0	0	0	0
Do. do. ....	do.....	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
Cheese,.....	Keg or Firkin,.....	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
Bees-Wax and Tallow,.....	Cwt.,.....	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
Beer and Cider,.....	do.....	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Apples, fresh and dried Fruit and Nuts, Rice,.....	Barrel,.....	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0
Oil,.....	do.....	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0
Fish, salt or fresh,.....	do.....	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	1
Do. drid,.....	do.....	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	1
Hams and Bacon, Sugar,.....	Cwt.,.....	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
Tobacco, leaf,.....	do.....	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
Do manufactured,.....	do.....	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Do.....	do.....	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix  
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RATES OF TOLL

AUTHORIZED TO BE LEVIED UPON THE UNDERMENTIONED LOCKS.

DESCRIPTION OF PROPERTY.	COLBORNE AND NEWCASTLE DISTRICTS. (Daily Boats to pay only half of these Rates.)				RIVER OTTAWA.
	SCUGOG LOCK.	WHITLAS LOCK.	CROOK'S LOCK.	CHISHOLM'S LOCK.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
The Tolls to be payable each Time of passing the Locks.					
DESCRIPTION OF PROPERTY.					
Steamboats if not carrying cargo, .....	0 5 0	0 5 0	0 5 0	0 5 0	0 10 0
Steamboats with cargo, .....	0 10 0	0 10 0	0 10 0	0 10 0	1 0 0
Boats or Barges under 20 Tons with cargo other than Salt or Sea Coal, .....	0 3 4	0 3 4	0 3 4	0 3 4	0 6 8
Do. do. 20 to 40 Tons .....	0 5 0	0 5 0	0 5 0	0 5 0	0 10 0
Do. do. 40 to 60 Tons .....	0 7 6	0 7 6	0 7 6	0 7 6	0 15 0
Do. do. 60 to 80 Tons .....					1 0 0
Do. do. 80 to 100 Tons .....					1 5 3
Do. do. upwards of 100 Tons .....					1 11 6
Boats or Barges passing through the St. Ann's Lock empty, or laden with Salt or Sea Coal, to pay one-half of the above Rates.					
LENNER, FIREWOOD, &c.					
Timber of all descriptions, Saw Logs, all kinds of Sawed Lumber, Deals, Planks, Scantlings, Boards, &c., in Cribs per Lock full or lesser quantity, .....	0 5 0	0 5 0	0 5 0	0 5 0	0 7 6
Standard and West India Staves and Headings per Crib, .....	0 3 9	0 3 9	0 3 9	0 3 9	0 5 0
Do. do. in Boats or Barges, Standard per M., .....	0 1 0	0 1 0	0 1 0	0 1 0	0 1 6
Do. do. do. West India do. ....	0 0 4	0 0 4	0 0 4	0 0 4	0 0 6
Do. do. do. Headings do. ....	0 0 1	0 0 1	0 0 1	0 0 1	0 0 1½
Deals, Planks, Boards, Scantlings in Boats or Barges, per M. Ft. Incl Meas. ....	0 0 3	0 0 3	0 0 3	0 0 3	0 0 6
Shingles per M. ....	0 0 0½	0 0 0½	0 0 0½	0 0 0½	0 0 1
Cord Wood per Boat or Raft, .....	0 3 9	0 3 9	0 3 9	0 3 9	0 6 8
Tan Bark per Cord, .....	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 2
Posts and Rails for Fencing, .....	0 0 1½	0 0 1½	0 0 1½	0 0 1½	0 0 2

By Command,

D. DALY,  
Secretary.

Appendix  
(U. U.)

16th July.

PROVINCE OF }  
CANADA. }

His Excellency the Right Honorable CHARLES THEOPHILUS, BARON METCALFE, of Fernhill, in the County of Berks, Knight Grand Cross of the Most Honorable Order of the Bath, one of Her Majesty's Most Honorable Privy Council, Governor General of British North America, and Captain General and Governor-in-Chief, in and over the Provinces of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, and Vice Admiral of the same.

To all to whom these presents shall come, or whom the same may concern,—GREETING :

## A PROCLAMATION.

WHEREAS in and by an Act of the Parliament of the Province of Canada, made and passed in the eighth year of Her Majesty's Reign, chapter thirty, and intituled, *An Act to make provision for the levying of Tolls on certain Public Works, and for the proper use of the said Works*, it is among other things enacted, That from and after the first day of May, one thousand eight hundred and forty-five, so much of any Act or Law as establishes the Tolls to be taken on any of the Public Works, roads or parts of roads, mentioned in the Schedule to the said Act, shall be repealed, all and every of which Public Works are thereby declared to be, and are thereby vested, in the Board of Works; and it is in and by the said Act further enacted, That it shall be lawful for the Governor, or Person administering the Government of this Province, by Proclamation, to be issued by and with the advice of the Executive Council, at any time before or after the said day, to appoint and establish the Tolls which shall be paid upon the said Public Works, or any of them, upon, from, and after the said day, and to make the Regulations by and under which the same shall be collected, and the payment thereof, and the proper using the said Works ensured, and, by such Regulations, to authorize the detention, at the risk and charges of the owner, of any vessel, carriage, animal, goods, or thing, on which any such Toll being due shall not be paid, and to impose penalties for the infraction of such Regulations, not exceeding five pounds, currency, for any one offence, which shall be recoverable in a summary manner, before any one Justice of the Peace, having Jurisdiction in the place where the offence shall be committed; and from time to time, by a like Proclamation, to repeal, alter, and amend the said Tolls and Regulations, or any of them, as in and by the said Act, reference being thereunto had, may more fully appear. AND WHEREAS in and by three certain Proclamations, under My Hand and Seal, bearing date, respectively, at Montreal, the twenty-eighth day of April, and the sixth day of June, in the eighth year of Her Majesty's Reign, I did, by and with the advice and consent of Her Majesty's Executive Council for the said Province, establish and declare that, until such time as Her Majesty's pleasure should be made known, in that behalf, there should be paid to the use of Her Majesty, Her Heirs and Successors, to such person or persons as should be appointed to receive the same, for passage and in the name of Tolls in, along, and over the several Public Works, mentioned and described in the Schedules which accompanied the said Proclamations, the several sums agreeably to the said Schedules, as in and by the said Proclamations, reference being thereunto had, may more fully appear. AND WHEREAS it hath become expedient to establish Regulations for ensuring the due collection of the Tolls upon the several Canals in this Province,

and also for the proper management of the said Canals. NOW THEREFORE KNOW YE, that I have, by and with the advice and consent of Her Majesty's Executive Council for the Province of Canada, established and declared, and by these presents do establish and declare the Regulations which accompany these presents to be, on, from and after the twenty-fifth day of October now instant, in force in this Province, in and with respect to the due collection of the Tolls upon the several Canals in the said Province, and also for the proper management of the said Canals. Of all which, all Her Majesty's loving subjects, and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

GIVEN under My Hand and Seal at Arms, at Montreal, in the said Province, this Twenty-fourth day of October, in the year of Our Lord, one thousand eight hundred and forty-five, and in the ninth year of Her Majesty's Reign.

METCALFE.

By Command,

D. DALY,  
*Secretary.*

## REGULATIONS

*To ensure the due collection of the Tolls on Canals, and the proper using of the Canals.*

*Section 1.* Be it ordered, That every Owner, Master or person in charge of any Vessel, Boat or Barge, entering into any Lock, or navigating or passing through any Canal, shall make a full and complete Report of the contents of their Cargoes, or on failure thereof, shall forfeit and pay to the Collector of Tolls, a penalty of not less than Twenty Shillings, nor more than Five Pounds, Currency. And Collectors of Tolls and Superintendents of Canals, are hereby authorized to require from the Owner, Master or Person in charge of any Vessel, Boat or Barge as aforesaid, communication of all Manifests, Clearances, Bills of Lading or other Papers relating to the Cargoes of such Vessels, and any person refusing to submit the same when so required, shall incur a like penalty of not less than Twenty Shillings, and not exceeding Five Pounds, Currency.

*Section 2.* And be it further ordered, That each Report to be made to the said Collector of Tolls under these Regulations, shall be signed by the person making it, and the correctness thereof shall be declared to by such person before the said Collector of Tolls, who is authorized to receive the declaration, and for any and each wilful misstatement in such Report, the person making it shall incur a penalty of not less than Five Pounds, Currency.

*Section 3.* And be it further ordered, That no Vessel, Boat, Barge or raft, shall depart from any Collector's Office without obtaining a Clearance or Permit, (which Collectors of Tolls are hereby required to grant), which Clearance the Owner, Master or Person in charge of such Vessel, Boat or Barge, shall exhibit to the Superintendent, or to any Lock Keeper, or to any Collector of Tolls, whenever and as often as the same shall be demanded by any such officer, under a penalty of not less than Ten Shillings, and not exceeding Five Pounds, Currency, for each and every time such Owner, Master or Person, shall refuse so to do.

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*Section 4.* And be it further ordered, That every Vessel, Boat, or Barge navigating the Canal, shall be supplied with a Horn or Bell, which it shall be the duty of the person in charge to cause to be sounded at least twenty chains before entering a Lock, or passing a Bridge on the long levels where Lock or Bridge tenders are employed, under a penalty of not less than Ten Shillings, and not exceeding Five Pounds.

*Section 5.* And be it ordered, That every Vessel, Steamboat, Boat or Barge under way or at anchor, navigating any Canal, or passing through any Lock, or lying in the channel at any entrance to any Canal or Lock within two hundred yards of the same shall, during the night, show a light at the bowsprit, and that any person in charge of any Vessel who shall neglect to cause such light to be shown, shall incur a penalty of not less than Twenty Shillings, and not exceeding Five Pounds, Currency.

*Section 6.* And be it further ordered, That Owners, Masters or Persons in charge of any Vessel, Boat, or Barge shall when required so to do by the Superintendent of the Canal or other Officer duly authorized in that behalf, promptly and with all diligence, move such Vessel, Boat, or Barge to any place which the Superintendent or other Officer shall direct, whether the same be necessary for the purpose of repairing a breach, or for preserving the free and uninterrupted navigation of the Canal, and for the maintenance of order and regularity at the wharves and landing places, or otherwise, under a penalty of Five Pounds, Currency.

*Section 7.* And be it further ordered, That no person shall open or shut any of the Large Gates or the Paddle Gates in any of the Locks or Wasteweirs, or shall draw down and level by means of the machinery or otherwise, unless by the consent and under the direction of the Officers or person in charge of the same; and any person committing a breach of this Regulation, or interfering with, or obstructing the Collectors of Tolls, Superintendents, Lockmasters, or persons employed under them in the execution or performance of his or their duties, shall incur a penalty of Five Pounds for each and every offence.

*Section 8.* And be it further ordered, That all Vessels navigating any Canal shall have their Yards topped up, their Booms and Riggers rigged in, their Jib Booms rigged in as far as practicable, their Studing sail boom irons taken off, their Sprit sail Yards laid fore and aft; and their Anchors secured so as to avoid doing damage to other Vessels, under a penalty against the Master or Person in charge, not exceeding Five Pounds, Currency.

*Section 9.* And be it further ordered, That no Master or Person in charge of any Vessel, Boat, Barge or craft navigating any Canal shall cast Anchor in the same, or in the channel leading thereto, nor fasten or moor any such Vessel, Boat, Barge or Craft whilst in the Canal or channel leading thereto, nor discharge any part of their Cargo, or take in any Lading without the express permission of the Collector of Tolls, Superintendent, Wharfinger, or Lockmaster so to do, under a penalty of not less than Twenty Shillings, nor exceeding Five Pounds, Currency, for each and every offence.

*Section 10.* And be it further ordered, That no person shall build or repair Vessels, Boats or Barges on any Canal ground unless with the permission of, and at such places as, the Superintendent may point out, under a penalty of not less than Twenty Shillings, and not exceeding Five Pounds, Currency, and that any Master of any Vessel or any Person whom-

soever who shall boil or heat Tar, Pitch, Turpentine, Rosin or Grease for graving or paying Vessels or for any other purpose, on any Canal ground, except with the permission of, and at such places, as the Superintendent may point out, shall incur a like penalty of not less than Twenty Shillings, and not exceeding Five Pounds, Currency.

*Section 11.* And be it further ordered, That any person or persons who shall throw into the Canal or into any Lock, Feeder, Basin or Westweir connected therewith, or into the Channel or within two hundred yards of the entrance thereof, any carcass or dead animal or putrid substance of any kind, or stones, timber, brush or other rubbish, shall incur a penalty of not less than Ten Shillings, and not exceeding Five Pounds, Currency.

*Section 12.* And be it further ordered, That no pike-poles, or sharp metal instruments shall be used in or about the Locks, or the Canal, under a penalty of Five Pounds. And all Owners, Masters or persons in charge of any Vessels, Boats, Barges or Rafts shall be held answerable for any injury or damage done to the Canal or its works, or to any building or land adjoining the Canal, by the persons on board of their vessels, and may be prosecuted for the same in any Court of competent authority, and it shall and may be lawful for the Collectors of Tolls, Superintendent or other Officer of the Canal, to seize and retain such Craft, Boat or Raft until the injury so done shall have been repaired, or until security shall have been given to the said Officers of the Canal, to his or their satisfaction for such amount as shall be awarded on account of such damage.

*Section 13.* And be it further ordered, That all owners of Mills, or those in charge of them, shall stop or shut down their Gates when directed by the Superintendent, or person in charge of that part of the Canal on which they are situated, to do so, and not at any time draw down the level below high water mark, under a penalty of Five Pounds.

*Section 14.* And be it further ordered, That when several Boats are lying by or in waiting to enter any Lock, or to enter any Canal, they shall lie in single Tier, and at a distance of not less than 300 feet from such Lock, or entrance, under a penalty of not less than Twenty Shillings, nor more than Five Pounds, and that all Boats shall advance to pass a Lock in the order in which they lie in such Tier, except in the case of Steamboats carrying Her Majesty's Mail or passengers only, to which priority of passage will at all times be given.

*Section 15.* And be it further ordered, That all Vessels approaching a Lock, while any other Vessel going in the contrary direction is in the same, shall be made fast to the Posts placed for that purpose, on the off-side from the Trackway, and remain there until the Vessel going through the Lock shall have passed, under a penalty for every such offence of not less than Twenty Shillings, nor more than Five Pounds.

*Section 16.* And be it further ordered, That in all cases of Vessels meeting in any of the Canals, the Vessel descending the Canal shall keep the Tow Path, the ascending Vessel passing to the off-side, and when any Vessel navigating any Canal shall overtake another Vessel which shall not be moving at the same rate of speed, the Vessel so overtaken shall bring up and lie to at the first convenient place in order to allow the faster Vessel to pass by, under a penalty of not less than Ten Shillings, nor more than Fifty Shillings for every offence against this Section.

*Section 17.* And be it further ordered, That no Vessel shall be permitted to pass through any Canal;

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in a less time than that fixed in the instructions given to the Superintendent or other Officer in charge thereof, (the particulars of which may be ascertained at the first Lock on entering the Canal,) under a penalty, for every offence, of Five Pounds, Currency, and subject further to be detained at the last Lock, until the time limited for passing such Canal shall have expired.

*Section 18.* And be it further ordered, That all Boats or Scows, built with a square head or sharp corners, shall be provided with a semi-circular platform firmly fastened upon the bows thereof, and so constructed as to prevent other Boats or Scows coming in contact with such corners, under a penalty not exceeding Two Pounds, Ten Shillings.

*Section 19.* And be it further ordered, That every Vessel, Boat or Barge navigating any Canal shall have its rudders so constructed as not to catch or cut the tow rope of any other Vessel, Boat or Barge, under a penalty to be incurred by the Owner, Master, or person in charge, of not exceeding Five Pounds, Currency.

*Section 20.* And be it further ordered, That no Vessel or Boat shall stop, lie by or be moored within twenty rods of any Lock, except in a basin, or some other place duly appointed and set apart, for that purpose, and the persons in charge of such Vessel or Boat shall conduct the same, into, through and out of every Lock, in a careful manner, so as to do it no injury; and in order to facilitate the passage of all Vessels or Boats through any Lock, all such Vessels and Boats shall be provided with at least two good and sufficient hawsers, or check ropes, one at the fore and one at the quarter, with one of the crew to attend each rope, which, on entering the Lock, are to be made fast to the snubbing posts in order to check the speed of the Craft and prevent it from striking against the gates or other parts of the work, and to hold it fast while the Lock is filling or emptying, the men attending said ropes to take in slack or to give way as the Boat rises or falls, and so keep it from moving about in the chamber, under a penalty against the Master or person in charge, not exceeding Five Pounds, Currency, provided notwithstanding that if upon the entrance of any Boat, into a Lock, the Lockmaster thereof should see another Boat approaching and within a reasonable distance, and if in his opinion such Boat can be locked through with the one then entered, it shall be his duty to keep the Gates open to receive such other Boat, and to pass the two Boats through together.

PROVINCE OF }  
CANADA. }

His Excellency Lieutenant General The Right Honorable CHARLES MURRAY, EARL CATHCART, of Cathcart, in the County of Renfrew, K. C. B., 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, and Commander of Her Majesty's Forces in British North America.

To all to whom these presents shall come, or whom the same may concern,—GREETING :

A PROCLAMATION.

WHEREAS in and by a certain Proclamation bearing date the Twenty-eighth day of April, in the year of Our Lord, one thousand eight hundred and forty-five, in the eighth year of Her Majesty's Reign, it was established and declared that until such time as Her Majesty's pleasure should be made known, there should be paid for Her said Majesty, Her Heirs and Successors, to such person or persons as should be duly authorized to receive the same, for passage and in the name of Tolls, the several sums agreeably to the Schedules which accompanied the said Proclamation. AND WHEREAS it is expedient to alter and amend so much of the above mentioned Schedules as relates to the Welland Canal. KNOW YE, that from and after the date hereof, and until such further time as Her Majesty's pleasure shall be made known in this behalf, the rate of Toll chargeable on Maize, or Indian Corn, Gypsum not ground in bulk, Mineral Coal, American, Pig and Bar Lead, Manganese, Furniture and Baggage, Carts, Wagons, Sleighs, Ploughs, Mechanics' Tools and Farming Implements, shall be and are hereby reduced fifty per centum, and the said Tolls so reduced shall be paid according to the rates as more particularly described in the Schedule accompanying these presents; of all which Her Majesty's loving subjects, and all others are hereby required to take notice, and to govern themselves accordingly.

GIVEN under My Hand and Seal, at Montreal, this Seventh day of May, in the year of Our Lord, one thousand eight hundred and forty-six, and in the ninth year of Her Majesty's Reign.

CATHCART.

By Command,  
D. DALY, Secretary.

RATES OF TOLL

Authorized by His Excellency the Governor General in Council, to be levied on Maize or Indian Corn, Gypsum not ground, in bulk, Mineral Coal, American, Pig Lead and Bar, Manganese, Furniture, and Baggage, Carts, Wagons, Sleighs, Ploughs, Mechanics' Tools, and Farming Implements passing the Welland Canal, for the Season, 1846.

DESCRIPTION OF ARTICLES.	QUANTITY OR BULK.						
		Through the whole Line.	From Port Maitland to Dunnville, and vice versa.	From Port Maitland, Dunnville, and Port Colborne to Port Robinson, and vice versa.	From Port Robinson to Thorold, and vice versa.	From Thorold to St. Catharines, and vice versa.	From St. Catharines to Port Dalhousie, and vice versa.
Maize, or Indian Corn,.....	Bushel,.....	s. d.	¢	d.	d.	¢	¢
Gypsum not ground, in bulk, .....	Ton,.....	1 3	3	7 1/2	3 1/2	2 1/2	2 1/2
Mineral Coal, American,.....	do.....	1 3	3	7 1/2	3 1/2	2 1/2	2 1/2
Pig and Bar Lead,.....	do.....	1 3	3	7 1/2	3 1/2	2 1/2	2 1/2
Manganese, .....	do.....	1 3	3	7 1/2	3 1/2	2 1/2	2 1/2
Furniture and Baggage, .....	do.....	1 3	3	7 1/2	3 1/2	2 1/2	2 1/2
Carts, Wagons, Sleighs, Ploughs, Mechanics' Tools, Farming Implements, .....	do.....	1 3	3	7 1/2	3 1/2	2	2

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PROVINCE OF }  
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By His Excellency The Right Honorable JAMES, EARL OF ELGIN AND KINCARDINE, 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, &c., &c., &c.

To all to whom these presents shall come, or whom the same may concern,—GREETING :

A PROCLAMATION.

WHEREAS in and by a certain Proclamation, under the hand and seal of His Excellency Lieutenant General CHARLES MURRAY, EARL CATHCART, then being Governor General of the Province of Canada, bearing date at the Government House, at Montreal, the twenty-first day of August, in the tenth year of Her Majesty's Reign, His Excellency did order and direct that, from and after the date of the said Proclamation, and until such further time, as Her Majesty's pleasure should be made known, there should be paid to the use of Her Majesty, Her Heirs and Successors, to such person and persons as Her Majesty, Her Heirs and Successors might nominate to receive the same for tolls in the Harbour of Windsor, in Our said Province, the several sums specified in the Schedule which accompanied the said Proclamation. AND WHEREAS it is expedient to alter the rates of toll to be levied in the said Harbour of Windsor. KNOW YE THEREFORE, that I have, by and with the advice and consent of Her Majesty's Executive Council of the Province of Canada, thought fit to issue this Proclamation, and I do hereby direct

that from the date of these presents and until such further time as Her Majesty's pleasure shall be made known in this behalf, instead of the tolls mentioned in the aforesaid Schedules, there shall be paid to the use of Her Majesty, Her Heirs and Successors, to such person or persons as shall be duly authorised to receive the same, for Tolls in the said Harbour of Windsor, the several sums agreeably to the tables which accompany these presents; of all which Her Majesty's loving subjects, and all others whom these presents may concern, are hereby required to take notice, and to govern themselves accordingly.

GIVEN under My Hand and Seal at Arms, at Montreal, this Thirteenth day of May, in the year of Our Lord, one thousand eight hundred and forty-seven, and in the tenth year of Her Majesty's Reign.

ELGIN & KINCARDINE.

By Command,  
D. DALY,  
Secretary.

INSPECTOR GENERAL'S OFFICE,  
Customs Department, 15th May, 1847.

NOTICE is hereby given, that His Excellency the Governor General in Council, has been pleased to authorize and appoint that, from and after this date, there shall be levied and collected for the use of the WINDSOR HARBOUR, the several sums set forth in the Schedule hereunto annexed, in the place and stead of those now collected.

By Command,  
WM. CAYLEY,  
Inspector General.

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SCHEDULE.

DESCRIPTION OF ARTICLES.	QUANTITY OR BULK.	Weekly.		Daily.	
		s.	d.	s.	d.
<i>The Tolls to be payable on each Steamboat or Vessel entering the Harbour, and on Articles Landed or Shipped.</i>					
On Steamboats and Vessels under 50 tons burthen, .....	each, .....	2	6	2	6
Do. do. from 50 to 75 tons burthen, .....	do. ....	5	0	3	9
Do. do. from 75 to 100 do. ....	do. ....	7	6	5	0
Do. do. from 100 to 150 do. ....	do. ....	10	0	5	0
Do. do. from 150 to 200 do. ....	do. ....	10	0	5	0
Do. do. from 200 to 250 do. ....	do. ....	10	0	5	0
Do. do. upwards of 250 do. ....	do. ....	10	0	5	0
Canal Boats under 50 tons, for Passengers chiefly, .....	do. ....	2	6	2	6
Canal Scows, Boats, Lighters, &c., for freight chiefly, .....	do. ....	2	6	2	6
ON CARGO.					
1.—GROCERIES AND PROVISIONS.					
Flour, .....	per barrel, .....	0	0	2	
Pork and Beef, .....	do. ....	0	0	3	
Brandy, Gin, Rum, Whiskey, Shrub, Peppermint and Vinegar, .....	do. ....	0	0	6	
Wine, .....	do. ....	0	1	0	
Do. ....	per pipe, .....	0	2	0	
Butter and Lard, .....	per barrel, .....	0	0	4	
Do. do. ....	keg or firkin, .....	0	0	2	
Cheese, .....	per cwt., .....	0	0	2	
Bees Wax and Tallow, .....	do. ....	0	0	2	
Beer and Cider, .....	per barrel, .....	0	0	4	
Apples, fresh and dried Fruit and Nuts, Rice, .....	do. ....	0	0	4	
Oil, .....	do. ....	0	0	6	
Fish salt or fresh, .....	do. ....	0	0	3	
Fish, dried, .....	per cwt., .....	0	0	1½	
Hams and Bacon, Sugar, .....	do. ....	0	0	3	
Tobacco, leaf, .....	do. ....	0	0	3	
Do. manufactured, .....	do. ....	0	0	4	
Biscuit and Crackers, .....	per barrel, .....	0	0	4	
Oysters, .....	do. ....	0	0	4	
Onions, Seeds, .....	per bushel, .....	0	0	0½	
Bran, Ship Stuff, .....	per ton, .....	0	1	6	



SCHEDULE.—Continued.

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DESCRIPTION OF ARTICLES.	QUANTITY OR BULK.	£	s.	d.
<b>2.—AGRICULTURAL PRODUCE.</b>				
Wheat, Indian Corn, Barley and Rye,.....	per bushel,.....	0	0	0½
Oats and Potatoes, Beans, Peas, Seeds and Vegetables of all kinds,.....	do. ....	0	0	0½
Raw Cotton and Wool,.....	per ton, .....	0	1	6
Hay,.....	do. ....	0	1	0
Hemp and Rags,.....	do. ....	0	1	0
Sheep, Hogs, Calves and Colts,.....	each,.....	0	0	1½
Horses, Horned Cattle, Asses,.....	do. ....	0	0	6
Flax Seed, and all other Seeds in barrels,.....	per barrel, .....	0	0	4
<b>3.—IRON, MINERALS, ORES, &amp;c.</b>				
Salt,.....	per ton, .....	0	1	8
Sea Coal,.....	do. ....	0	1	8
Gypsum, not ground, in bulk, .....	do. ....	0	1	3
Do. ground do. ....	do. ....	0	1	8
Ground Gypsum and Cement, in barrels, .....	per barrel, .....	0	0	1
Pot and Pearl Ashes,.....	do. ....	0	0	6
Pitch, Tar, Varnish, Turpentine,.....	per barrel, .....	0	0	4
Brick, Sand, Lime, Clay, Manure,.....	per ton, .....	0	1	3
Grind Stones, Cut-Stones, Iron Ore, Mill Stones, .....	do. ....	0	1	3
Pig and Scrap Iron, and Broken Castings, Wrought Iron,.....	do. ....	0	1	8
Iron Castings, going up,.....	per ton, .....	0	1	3
Do. going down,.....	do. ....	0	1	3
Mineral Coal, American,.....	do. ....	0	1	3
Charcoal, Copperas and Manganese, .....	do. ....	0	3	0
Pig Lead and Bar,.....	do. ....	0	2	6
Lead, Manufactured,.....	do. ....	0	3	0
Stone, unwrought, .....	per cord,.....	0	1	3
Firewood, .....	do. ..	0	0	6
Tan Bark, .....	do. ....	0	0	7½
Stone-Ware and Earthenware,.....	per ton,.....	0	3	0
<b>4.—FURS, PELTRY, SKINS, &amp;c.</b>				
Raw Hides, the Skins of Domestic and Wild Animals,.....	per cwt. ....	0	0	1½
Furs,.....	do. ....	0	0	3
Dressed Hides and Skins,.....	do. ....	0	0	3
<b>5.—FURNITURE, &amp;c.</b>				
Furniture and Baggage,.....	per ton.....	0	1	6
Carts, Wagons, Sleighs, Ploughs, Mechanics' Tools, Farming Implements,.....	do. ....	0	1	6
<b>6.—LUMBER, &amp;c.</b>				
Square Timber 12 × 12 inches and upwards, in Boats or Vessels,.....	per 1000 cubic feet	0	5	0
Do. do. do. in Rafts,.....	do. do.	0	5	0
Do. under 12 × 12 inches round or flatted Timber, in Boats or Vessels,.....	per 1000 lineal feet	0	3	9
Do. do. do. in Rafts,.....	do. do.	0	3	9
Small Round Building Timber, Floats, Traverses in Rafts,.....	do. do.	0	2	6
Do. do. do. do. in Boats,.....	do. do.	0	2	6
Boards, Planks, Scantling and Saved Lumber, do. in Rafts,.....	per 1000 feet in m.	0	1	3
Pipe Staves and Headings,.....	per mille, .....	0	5	0
West India Staves and Headings, .....	do. ....	0	2	6
Headings, .....	do. ..	0	1	3
Shingles,.....	do. ....	0	0	3
Saw Logs,.....	each,.....	0	0	2
Cedar Posts,.....	per cord,.....	0	1	3
Posts and Rails for Fencing, .....	do. ....	0	1	0
Empty Barrels,.....	each,.....	0	0	1
<b>7.—ARTICLES NOT ENUMERATED.</b>				
On all articles of Merchandize not enumerated in the foregoing list,.....	per ton,.....	0	5	0
Firkins, Small Casks, Packages, &c.,.....	each,.....	0	0	1
Passengers; Adults,.....	do.....	free.		
Do. Children,.....	do.....	do.		



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TABULAR STATEMENT, shewing the rate of Tolls imposed by the Executive Government, by authority of law, at the Welland Canal, Burlington Bay Canal, and Windsor Harbour, for the year 1845, with the difference per centum between those at the last and the first of these Works, respectively, per Proclamation, 28th April, 1845.

Table with columns: DESCRIPTION OF ARTICLES OF PROPERTY, Quantity or Bulk, Welland Canal, through whole line, Burlington Bay Canal, Windsor Harbour, Difference per centum between the Tolls at Windsor Harbour and those at Burlington Bay; those at Windsor being more, less, Remarks. Includes sections for Groceries and Provisions, Agricultural Produce, and Iron, Minerals, Ores, &c.

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Table with columns: Description of articles (e.g., Salt, Sea Coal, Gypsum, Pot and Pearl Ashes, etc.), Quantity, Free, Tonnage, and various toll rates. Includes sections for Iron, Minerals, Ores, &c., Furniture and Baggage, and Articles not enumerated.

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NOTE.—The toll on the articles marked thus \* through line of the Welland Canal reduced one-half, per Proclamation, 7th May, 1846.

INSPECTOR GENERAL'S OFFICE, Montreal, 30th June, 1847.

JOS. CARY, Deputy Inspector General.

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16th July.

STATEMENT of the aggregate amount of Public Money laid out upon the Welland Canal, Burlington Bay Canal, and Windsor Harbour, and the amount of the Estimate for completing the same ;—also the aggregate amount of Tolls received from them respectively.

Furnished pursuant to an Address from the Honourable the Legislative Assembly, of the 17th June, 1847.

WORK.	AMOUNT EXPENDED.		ESTIMATE FOR COMPLETING.	AGGREGATE TOLLS RECEIVED.		
	£	s. d.		£	s. d.	£
<i>Welland Canal:—</i>						
Prior to the Union of the Provinces,—						
Upper Canada,.....	277,644	8 10	} 1,107,170 17 11	157,274 4 3	111,981 1 9	from 1831 to 1842, inclusive, and
Lower Canada,.....	25,000	0 0				
Subsequently,—						
Up to 15th May, 1847,.....	709,960	11 5	} Exclusive of grant of £16,360 and loan of £50,000 str. to the W. C. Com'y from Imperial Government.			£89,590 10s. 10d. from 1843 to 1846, inclusive.
For Private Stock taken by the Province,.....	94,565	17 8				
<i>Burlington Bay Canal:—</i>						
Prior to Union, say,.....	23,000	0 0	} 70,130 6 5	6,141 19 9	29,222 10 10	from 1828 to 1846.
Subsequently,.....	47,130	6 5				
<i>Windsor Harbour:—</i>						
Since the Union,.....			24,574 18 10	3,566 18 9	583 8 7	1845 and 1846.

JOSEPH CARY,  
Deputy Insp. Genl.

INSPECTOR GENERAL'S OFFICE,  
Montreal, July, 1847.

**Montreal:**

PRINTED BY LOVELL AND GIBSON,

ST. NICHOLAS STREET.

**RETURN**

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 17th ultimo, praying that His Excellency would be pleased to cause to be laid before them, copies of all Correspondence which has passed between His Excellency, or His Excellency's Predecessors, and Samuel P. Jarvis, Esquire, Chief Superintendent of Indian Affairs, relative to the Accounts of the Indian Department. Also, all and every Correspondence which has passed between His Excellency, or his Predecessors, and the several Accountants who have been engaged in investigating the said Accounts, together with the Special Report of the Kingston Commission on the said Accounts: as also, the several Statements of Accounts and Reports of the Accountants herein referred to, which have been rendered to His Excellency, or his Predecessors. The said Correspondence commencing from the period Mr. Jarvis was directed to hand over his Accounts to the Civil Secretary's Office.

By Command,

D. DALY,  
Secretary.

Secretary's Office,  
Montreal, 20th July, 1847.

(Copy.)

Indian Office,  
Kingston, 24th November, 1842.

Sir,

I have the honor to acknowledge the receipt of your letter of the 23rd instant, on the subject of the Indian Warrant, B. 112.

The agreement with Mr. Borland, which you have called for, was prepared by Mr. John Gwynne, an Attorney in Toronto, and executed in his office, where it still remains; but I shall write to him by this day's post to forward it to me.

With respect to that part of your letter in which you request me to explain a statement in my note of the 17th instant, "that an imprest was obtained by Warrant for £400, in May, 1842;" as you are aware that the Governor General is not conscious of having sanctioned the issue of imprests of that nature, without their being distinguished from an ordinary Warrant, I would observe, I find by the Warrant Book, that it is stated to be for the distribution of the Tribe; but this is evidently an error, as it was obtained for the express purpose of being expended on the houses contracted for. Mr. Murdock, then Chief Secretary, knew that I had been engaged during most part of the year 1841, and previously, in superintending the building of houses for the different Tribes of Indians, and that I was pressing forward a system which, I believe, will be acknowledged the best and surest for weaning them from the habit of wandering about, and inducing them to have fixed places of residence.

The agreement with Mr. Borland, to erect the houses, for the payment of which, the Warrant, or as I have called it, the Imprest, was obtained, was entered into verbally, in the month of October, 1841. Mr. Borland employed himself, during the Winter, in purchasing cattle, lumber, and other necessary materials, for transportation to Owen's Sound, as soon as the navigation was opened, in the Spring. When that period arrived, he sent forward his workmen, lumber, cattle, &c. &c., and came down himself to Toronto, to enter into a formal written agreement.

It was in anticipation of being called upon to make advances on this Contract, that the Warrant in question was obtained. The precise amount which would be to pay to Mr. Borland, after he had finished the work contracted for, I could not know, because I had promised

that the cattle, surplus lumber, and other things, which should be left on his hands, and which would be useful to the Indians, at their new Settlement, should be taken by them, and paid for.

These are all the particulars that I can bring to my recollection, relating to this transaction.

(Signed,) I have the honor, &c.  
SAMUEL P. JARVIS.

R. W. RAWSON, Esq.,  
Chief Secretary.

Indian Office,  
Kingston, 30th November, 1842.

Sir,

Herewith I have the honor to transmit the original Contract entered into by me, with Mr. Andrew Borland, for the erection of certain buildings at Owen's Sound, for the accommodation of the Indian residents at that place.

I have, &c.  
(Signed,) S. P. JARVIS,  
C. S. I. A.

R. W. RAWSON, Esq.,  
&c. &c. &c.

Indian Office,  
Kingston, 17th December, 1842.

Sir,

I have the honor to acknowledge the receipt of your letter of the 15th instant, requesting me to state for His Excellency's information, whether I obtained His Excellency's sanction of the contract upon which the expenditure has been made for the erection of houses at Manitoulin Island, and at Owen's Sound, with reference to which Warrants B. 112 and 121 have been prepared.

In reply I have to state, that I do not recollect having had any conversation with His Excellency on the subject, but one of a general nature at Montreal, early in the

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month of July last. On that occasion, I informed His Excellency of the improvement which I considered had taken place in the condition of the Indians during the last four years, and of the course I was pursuing with reference to the building of houses for their accommodation at the Manitoulin Island, and other Indian Stations, to the former of which Stations I was then about to proceed to meet the Indians.

I beg further to state, that by the Treaty of the 9th August, 1836, entered into with the Indians by Sir Francis Head; His Excellency, after first inviting them to repair to Manitoulin as a place of permanent residence, gave them the pledge of Government that proper houses would be built for them, and proper assistance afforded to enable them to become civilized; and further, that the Government would for ever protect them from the encroachments of the whites.

In furtherance of this scheme, His Excellency Sir George Arthur, by advice of the Executive Council, authorized the formation of a new establishment at Manitoulin, on an extended scale, and I was desired to promote its success by every possible means in my power, by encouraging the Indians to repair to the Island, providing them with suitable houses, and affording them such assistance as might be necessary to support them until they had cleared and put in crop.

Since the year 1837, about 50 houses, a storehouse, a barn, and a saw mill, have been erected for the accommodation of the Indians, the Officers of the Establishment, and the Mechanics employed on the Island; and I consider the Government pledged by the Treaty of the 9th of August, 1836, by which the Indians surrendered a vast tract of valuable land, to provide them with houses whenever they repair to the Island permanently to reside.

With respect to the houses at Owen's Sound, Sir G. Arthur was quite aware of the wishes of the Indians on that head. These houses, I beg leave to observe, were erected at the expense of the Tribe, and not from any public funds. The arrangements were made by me, at the particular request of the Indians, before His Excellency Sir Charles Bagot came to the country.

I have, &c.  
(Signed,) S. P. JARVIS,  
C. S. I. A.

R. W. RAWSON, Esq.,  
&c. &c. &c.

Chief Secretary's Office,  
Kingston, 11th July, 1843.

Sir,

The Commissioners of Inquiry into Indian Affairs having reported to the Governor General that they have been unable, after an interval of five months, to procure from you a satisfactory explanation of your Official Bank Account; and that a letter which they received from you on the 28th June, indicates no intention of rendering such an account; I am commanded by His Excellency to call upon you to render forthwith to the Commissioners, a complete and detailed account of these and all other money transactions in which you have been officially concerned, since your appointment as Chief Superintendent.

I have, &c.  
(Signed,) RAWSON W. RAWSON,  
Chief Secretary.

S. P. JARVIS, Esq.,  
&c. &c. &c.

(Copy.)

Indian Office,  
Kingston, 13th July, 1843.

Sir,

I have the honor to acknowledge the receipt of your letter of the 11th instant, conveying to me His Excellency's commands; that I should render forthwith to the Commissioners of Inquiry into Indian Affairs, a complete and detailed account of all money transactions in which I have been officially concerned, since my appointment as Chief Superintendent.

I have already stated to you verbally and in writing, that it was not in my power to give the Commissioners the detailed statement they require. I have never had an accountant in the office, and the money transactions of the Department have, in a great measure, passed through the Commissariat, the Receiver General, and the Crown Lands Offices.

On more than one occasion, I have represented to Government the difficulties under which I labored for want of a proper accountant; and the inconvenience which was occasioned by having three other Departments participating in the duties which should be conducted exclusively by the Indian Department; but up to the present period, all my efforts to have the office placed on a different and more efficient footing have proved unsuccessful.

In compliance with the request of the Commissioners, I rendered three months ago an authenticated copy of my Bank Account, and subsequently explained that account as well as I was able. To furnish subvouchers for all the disbursements which have been made by me since my appointment is impossible; but I think it may be presumed, that the sums obtained from time to time, for disbursement, have been properly expended, inasmuch as no representations to the contrary have been made by any person to whom money was due.

I am at all times ready to explain, to the utmost of my ability, any transaction connected with the Office; but the only account which has been kept by me is, that of warrants prepared for the signature of the Governor; those warrants express, in the body of them, the purpose for which they were prepared.

The monies advanced by the Receiver General and the Commissioner of Crown Lands, have been upon approved requisitions, which will be found in those Offices.

If the Secretary of the Commission was instructed to point out to me those items of explanation upon which the Commissioners desire explanation; I might, in many instances, afford satisfactory explanations, and I can only express my readiness to do so to the utmost of my power. But to furnish a detailed account of all money transactions in which I have been officially concerned since my appointment is not practicable, for no such account was ever kept in the Office.

I have, &c.  
(Signed,) S. P. JARVIS.

R. W. RAWSON, Esq.,  
&c. &c. &c.

(Copy.)

To His Excellency the Right Honorable Sir C. T. Metcalfe, Bart., G. C. B., Governor General of British North America, &c. &c. &c.

May it please your Excellency,

The Commissioners appointed to inquire into the Affairs of the Indians in Canada, have had occasion, in their General Report, to advert to several irregularities which

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have prevailed in the management of the Indian Department in Upper Canada; but they have deemed it convenient, to reserve for a special report, several particulars, which are chargeable not so much to the system itself, as to the conduct of the Officer in charge of the Department, and which your Commissioners consider it their duty to bring to Your Excellency's notice.

Your Commissioners regret to state, that their inquiries into the business of this branch of the Indian Department, and into particular cases of irregularity, have been met by the Chief Superintendent in a spirit of opposition, which has added much to the difficulty and unpleasantness of the inquiry, and has protracted its completion.

Soon after their appointment, your Commissioners were directed by His Excellency, the late Governor General, to inquire into, and report upon the complaint of Chief Pautash, of the Rice Lake Indians. The result was submitted to Your Excellency in a separate report, bearing date the 8th April, 1843, together with copies of the correspondence which had passed between your Commissioners and the Chief Superintendent upon the subject; to which your Commissioners would point as evidence of the difficulties they have had to encounter, in arriving at the truth of various transactions, which it has been their duty to investigate.

This correspondence, which took place during the illness of Your Excellency's lamented predecessor, and the reluctance which Mr. Jarvis exhibited in the first instance to render a copy of his Official Bank Account, and afterwards to furnish any explanation of its particulars, together with the misinterpretation which was put by Mr. Jarvis, not only in a representation to the late Governor General, but in circulation elsewhere, upon the proceedings and intention of the Commission, led your Commissioners for three months, in the commencement of last year, to desist from the inquiry, until the restoration of the late Governor General's health, or the appointment of His Excellency's successor, could enable them to resume it under that protection to which they felt themselves entitled. Your Commissioners refer to these circumstances in explanation of part of the delay which has occurred in rendering their Report. The nature and extent of the inquiry, the necessity for awaiting periodical Returns from the Commissariat Department, and the other official avocations of your Commissioners, have prevented them from presenting their Report at an earlier period.

Your Excellency has already, in two separate Reports, dated 1st July and 19th September last, been made acquainted with the difficulty which your Commissioners have met in obtaining any satisfactory explanation from Mr. Jarvis with regard to his accounts. Your Commissioners are informed that, to the letter which was addressed to him by the Chief Secretary, in consequence of the last Report, again requiring him to furnish the necessary explanations, no answer has been returned. It is necessary, therefore, to point out those irregularities which are apparent on the face of the accounts, and which will show the necessity for such explanations.

Your Commissioners beg to refer to their Report of the 1st July, for a description of the nature of the account in question, and of the extent of the sums of which the Chief Superintendent has had the uncontrolled expenditure. Their present duty, is to refer to particular transactions.

1. The first instance of irregularity which has come under the notice of your Commissioners with regard to payments on account of the annuities, occurred in 1841, within a few days after the death of Lord Sydenham, when the Chief Superintendent obtained the signature of his Lordship's successor to two warrants for £400 each, in favour of Chiefs Wabatic and Meticwaub, respectively, "for the use" of the two bands of the Saugeen Indians. These were acquitted under Powers of Attorney, signed by those Indians on the 9th and 12th of August, 1841, in favour of Mr. James Henderson, a Land Agent in Kingston, and Mr. George Walton, a resident of Toronto.

These Powers of Attorney were procured by Mr. Jarvis from the Indians at his visit that year to Manitoulin, and it does not appear that the gentlemen, in whose names they were drawn, had anything to do with the transaction, or were aware of the intended use of their names. They immediately handed the money over to Mr. Jarvis, who paid it into his Bank.

Your Commissioners are of opinion that there was no sufficient reason for drawing for these two sums, as there could not have been, at that season of the year, any immediate demand for £800 for one Tribe; and the Bank Account furnished by Mr. Jarvis affords no explanation as to the time or mode of expenditure.

2. The Power of Attorney signed by Chief Wabatic, above referred to, is drawn in Mr. Jarvis's hand-writing, and bears date 12th August, 1841. On the same day, and with the same pen, was drawn and signed by the same Chief, another Power of Attorney in favour of Mr. Jarvis, but post dated the 25th June of the following year, 1842. A warrant for £400 was acquitted by Mr. Jarvis under this Power of Attorney on the 8th July, 1842; but the amount was not paid into his Bank, although Mr. Jarvis has stated, in explanation of payments "on account of a contract for the erection of houses for these Indians," which appear on the debit side of his account, that they were defrayed out of this warrant.

3. The next warrants which appear to have been drawn for in large sums "for the use of the Tribe" without any defined object, appear to have been obtained on the 14th and 16th May, 1842.

- |    |             |                                                                                 |
|----|-------------|---------------------------------------------------------------------------------|
| 1. | £500,       | in favor of Mr. Superintendent Jones, on account of the Chippawas of St. Clair. |
| 2. | 400 do      | Mr. Superintendent Keating, do do                                               |
| 3. | 250 do do   | do do Clench, do of Thames.                                                     |
| 4. | 400 } 0     | in favor of Chief Wabatic, do Saugeens.                                         |
| 5. | 400 } 0     |                                                                                 |
| 6. | 400 } 0     |                                                                                 |
|    |             |                                                                                 |
|    |             | do Chief Yellowhead, do Chippawas of Huron and Simcoe.                          |
| 7. | 300 } £2200 | do Chief Aissance, do do                                                        |
| 8. | 200 } 0     | do Chief John Snake, do do                                                      |
| 9. | 500 } 0     | do Chief Pautash, do Rice Lake Indians.                                         |

The first five sums were stated to be "for distribution among the Tribe;" the last four "for the use of the Tribe."

All these sums were drawn without any requisition from the Chiefs, and were therefore irregular in this respect. But if they were intended for distribution among the Tribe, (which does not appear to have been the case; for, in one instance, the warrant for £400 for Wabatic, Mr. Jarvis has stated on a subsequent occasion, that it was intended to be expended on buildings, and that the warrant was erroneously drawn; and in another, the warrant for £400, in favor of Mr. Keating, it appears that a considerable part was expended in the liquidation of debts, and the purchase of sundry articles,) the object was decidedly objectionable, and one against which nobody has expressed himself more strongly than the Chief Superintendent himself. Money given to the Indians confers no benefit upon them, but rather leads them into dissipation or wasteful extravagance.

The first three warrants were acquitted by the Superintendents in whose favour they were drawn. The fourth is the warrant referred to in the previous paragraph, No. 2. The fifth lay in the Indian Office, unacquitted, until the 7th June, 1843; and there are circumstances connected with it which call for remark.

During the investigation of the case of Pautash, and after your Commissioners had had occasion to comment upon the omission of all notice to the Chief of an intention to draw the Warrant, they ascertained by accident that Mr. Jarvis had inserted in the letter book of his office, on, or within 24 hours of the 18th November, 1842, a letter purporting to have been written by him to Chief Meticwaub, on the 19th May of that year, desiring him to come up and acquit a Warrant for £400 drawn in his favor. The

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time of its insertion, immediately after the notice of the irregularity in Pautash's case, induced your Commissioners to make some inquiry with regard to it, and there is satisfactory evidence to shew that it was never written. The Clerk in the Indian Department was not aware of its existence, until it was shewn to him by the Commissioners. The Post-Master of the Town to which it must have been addressed, asserts that it was never received. The Indian never came, and he states that he never received it. But supposing it to have been written, the insertion in the letter book, by memory, of a letter written six months previously, in order to meet the chance of inquiry with regard to an irregular warrant, seems to call for censure. In a return which the Chief Superintendent furnished to your Commissioners in November, 1842, he stated with reference to this warrant, that the Indian had informed him of his intention to come down and acquit it, as soon as the sleighing season began. As the Indian did not come until June, and as he received by an Agent in May of the previous year, a sum of £100, and sundry implements of husbandry for his Tribe, it is difficult to believe that he was aware of the existence of this warrant. But even these circumstances scarcely add to the irregularity of allowing a warrant to remain unacquitted in the Indian Office for thirteen months. It was finally acquitted at the time already stated, by the Chief himself, who received part of the amount, and left the remainder in Mr. Jarvis' hands, to be applied to buildings for his Tribe.

The sixth warrant was acquitted by Mr. Jarvis on a Blank Power of Attorney, signed by Chief Yellowhead, and the amount was paid into his Bank. The mischief of this system of acquitting warrants already adverted to in the General Report, is shewn in the fact that on a recent visit of the above Chief to Kingston, he denied before the Commissioners any recollection of the Power of Attorney, and all knowledge of the intended or actual application of the money. Mr. Jarvis was informed of this, and was requested to ascertain how the signature was obtained, but he has not done so. The Chief stated that he remembered signing a document, but he was told that it was a certificate of two new houses having been properly completed in his settlement.

The seventh and eighth warrants appear to have been acquitted by the Indians themselves, but to have been immediately paid into Mr. Jarvis' account at the Bank.

The last warrant is that obtained in Pautash's case, and was acquitted by Mr. Jarvis, upon a Blank Power of Attorney, signed by the Chief, as the correspondence shews, under the impression that it was for a different purpose. It was paid into the Bank on the 11th July, and was expended in the October and November following.

The Chief Superintendent has not offered any explanation of the expenditure of the last six warrants, except incidentally, with regard to two above mentioned.

4. Mr. Jarvis has received on account of the Oneida Indians of the River Thames, two sums of money, amounting to £3755, which they brought with them from the United States, and entrusted to his charge, for the purpose of meeting the purchase of lands for settlement in Canada. He received in September, 1841, £1505, for which the Indians desired a receipt, but he declined giving it, on the ground that the Bank did not give him any receipt for the money. The sum which he paid into the Bank was only £1178 15s., or £326 5s. less than the above amount. Mr. Jarvis states that he has kept no account of the expenditure of this money so entrusted to him; and if, as your Commissioners have reason to believe, a balance is due to these Indians, it was not in the Bank credited to the official account on the 31st December, 1842. Your Commissioners beg to refer to the two letters on this subject, appended to this Report, Nos. 1 and 2.

5. The Chief Superintendent has been in the habit of receiving the pay of all the Officers and Artificers, except the Superintendent of the Manitoulin Establishment, and of remitting it to them or others, according to the wishes of those parties. The pay is drawn every two months.

Since October, 1839, the Superintendent has issued provisions, &c. to certain members of the Establishment, from stores left each year after the annual issue, and has communicated with each Pay-list, a statement of the amount to be deducted from each person's salary. These sums should either have been deducted from the Pay-lists, or been refunded to the Commissariat, and credited to the Department, but Mr. Jarvis has received the full amount of the Pay-lists, and paid them into his Bank. The sum thus received amounted in November, 1842, to £459. Mr. Jarvis should be called on to refund it. Your Commissioners are informed that the balance due to the Artificers, remaining in Mr. Jarvis' hands at the close of 1842, was at least £600, while the total balance of his Bank Account at that date was only £441, to meet this and the above demand.

6. £1300 of interest has been spent, without reference to the right of particular Tribes to receive it; without any authority from the Tribes or Governor General; and without any record being kept of the mode of expenditure.

7. In Mr. Jarvis' Bank Account there are items charged on the credit side for which he has received separate warrants not paid into the Bank. These sums form a further charge upon his Bank balance.

These statements suffice to shew the necessity for requiring the Chief Superintendent to render an explanation of his accounts, and to exhibit the irregularity of his proceedings.

Your Commissioners have further to report, that the great excess which has occurred in the expenses of the Department above the grant, during the last two years, has arisen, in a great measure, from irregular or unsanctioned proceedings on the part of the Chief Superintendent.

I. In December, 1841, Mr. Jarvis was forbidden to issue Presents to a band of Indians on the St. Clair Frontier, amounting, according to his estimate, to 1200, until he had ascertained and reported on their title to receive them. He has never rendered this Report, although subsequently called on for it, three or four times; but he made the issue in 1842, after having obtained leave to dispense with the Governor General's signature to all requisitions for Presents, on an incorrect representation of the facts; and further, back issues were made to these Indians in the same year, to the extent of 422 for 1839, and 1501 for 1840; although the total number present in 1842, was only 741. There appears to have been a disposition on the part of the Chief Superintendent, to encourage, rather than to restrict, the extension of the issues to Indians immigrating from the United States.

2. £1200 was expended in erecting houses at Manitoulin, in 1842, without the previous sanction or knowledge of the Governor General.

3. A certain allowance is made for extra Presents, by the Regulations, viz: £9 per 100 men. In the Estimates of two successive years, Mr. Jarvis exceeded this amount by 100 per cent. His correspondence in justification of this course, is very unsatisfactory.

4. Mr. Jarvis has renewed the objectionable issues of Armbands and Earbobs—baubles calculated to encourage the vanity and national predilections of the Indians—the distribution of which was expressly stopped some years ago, and which, therefore, he had no authority to revive. In his justification, he reported that there was a quantity of these articles remaining in store at Toronto, and that such issues had been recently made. It appears that the only issue of this nature since 1834, took place in 1838, by a special order of the Lieutenant Governor; and the former ground is negatived by the fact, that in 1842 he demanded a fresh supply of these articles from England, in his Estimate of that year.

5. The unauthorized and improper expenditure on account of the visitors to Manitoulin, has been elsewhere noticed.

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Your Commissioners have to notice the frequent and marked neglect of orders, on the part of the Chief Superintendent, which appears recorded in the correspondence of the Secretaries' Offices. In 1840-1, Mr. Jarvis was ordered, four several times, to take proceedings for the recovery of some money, against a certain party, who had been employed in the erection of some Indian houses. Nothing was done, and the money has not been recovered. On your Commissioners making inquiry of the Chief Superintendent upon the subject, they were referred to look for information in some other office. Another instance has been pointed out in speaking of the St. Clair Indians. The correspondence relative to his Bank account is a third—but there are many others. Five letters, addressed to him by your Commissioners, remain unanswered. There appears also to have been many inaccuracies and omissions in the Returns made to your Commissioners, from this branch of the Department, which has obliged your Commissioners to have frequent recourse to the Commissariat Department, for their correction. The more important errors made in the valuation of the Indian Lands, contained in the Supplementary Report of the Chief Superintendent, and upon which he has founded his recommendations for the abolition of the Presents, have already been noticed elsewhere.

In conclusion, your Commissioners have to state, that in consequence of the position which the Chief Superintendent assumed towards them, before they had become sufficiently acquainted with the several branches of the inquiry to avail themselves profitably of his opinion, they have been obliged to decline inviting him to a personal examination. They have, however, had the benefit of his views, in the Supplementary Report which they received from him, in reply to the Queries addressed to him, and which will be found in the Appendix to the General Report.

All which is respectfully submitted.

(Signed,) RAWSON W. RAWSON.  
" JOHN DAVIDSON.  
" WILLIAM HEPBURNE.

Kingston, 22nd January, 1844.

No. 1.

Muncey Mission House,  
28th February, 1843.

Sir,

The principal Chiefs of the Oneida Indians, settled on the River Thames, have applied to me, as their friend and pastor, to address the Commissioners, through you, on the subject of their land and money affairs.

They state, that in June, 1840, they deposited in the Bank of Upper Canada the sum of nine thousand dollars towards purchasing the lands on which they now reside. That, subsequently, in the month of September, 1841, they placed in the hands of the Chief Superintendent of Indian Affairs at Kingston, the sum of six thousand and twenty dollars for the same object, making a total sum of \$15,020.

That the Upper Canada-Bank gave them a receipt for the \$9,000; but when they handed the \$6,020 to Mr. Jarvis, he told them that he had no time then to give them a receipt. As the Chiefs were under the necessity of leaving Kingston by the steamer, before they could get the receipt or certificate, they requested Mr. Clench (in whose presence the money was handed to Mr. Jarvis) to obtain the receipt for them. Mr. C. returned to his residence without it, and stated to the Chiefs that he had asked Mr. Jarvis for a receipt; to which he replied, that, as the Bank gave him no receipt, he would not give the Oneidas a receipt.

The Chiefs are very anxious to be informed what quantity of land has already been purchased for them by

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the Chief Superintendent, and the amount of money now remaining on hand.

They also wish to know into what Bank Mr. Jarvis deposited the \$6,020, and whether in his own name, or in the name of the Chiefs, and whether the Bank allows any interest on it.

The Chiefs further state, that, in the early part of this winter, they requested Mr. Clench to write to Mr. Jarvis on the subject, which he did, but no answer has yet been received.

The Chiefs, therefore, most respectfully beg the Commissioners will have the goodness to ascertain the state of their funds and lands, and communicate the same to them as soon as convenient.

They appear very anxious to know how their affairs stand, and have been talking of going down to Kingston, as soon as the steamers commence running, on purpose to acquaint themselves on these matters. If they could obtain the desired information without incurring the expenses of a deputation to Kingston, I think it would be well.

I am happy to inform you, that the Oneida Indians have already made considerable improvements on their lands, and bid fair to become an industrious and prosperous people, and deserve every encouragement in their new home.

I have, &c.  
(Signed,) PETER JONES,  
Indian Missionary.

R. W. RAWSON, Esq.,  
Chief Secretary,  
&c. &c. &c.,  
Kingston.

P. S.—On the 6th of last month, I forwarded to your address, by post, my answers to the queries sent me by the Commissioners, which I hope you have received.

(Signed,) P. J.

No. 2.

Indian Department,  
Delaware on Thames, 25th April, 1843.

Sir,

I have the honor to acknowledge the receipt of your letter of the 17th instant; and beg to state, for the information of the Commissioners, that I was present at the time mentioned by the Oneida Chiefs, and witnessed the delivery of the money in question (\$6,020) to Mr. Jarvis; and that I believe the Chiefs labor under a wrong impression, as to his having stated "that he had no time then to give them a receipt." I heard him promise a statement of the application of their funds so soon as he had time, that the Chiefs did, on leaving Kingston, request me to call on him for a receipt, with which I complied; and he was pleased to refuse, stating, "that as the Bank gave him no receipt, he declined giving one;"—that on returning home, the Chiefs inquired for the receipt, when I mentioned his reason for not granting it, and then assured them that an entry in the books of the Bank was as good as a receipt; that, subsequently, they expressed fears that their money was not safe, and I endeavored to calm their apprehensions; but as they seemed so very anxious for me to write for a receipt, that I was induced to comply, and accordingly addressed Mr. Jarvis on the 3rd of January last, and have not as yet been honored with a reply.

I have, &c.  
(Signed,) JOSEPH B. CLENCH.  
S. I. A.

G. DYETT, Esquire,  
Secretary to the Commission.



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Civil Secretary's Office,  
Kingston, 5th March, 1844.

Sir,

I am directed by the Governor General to transmit to you the accompanying copy of a Special Report, made by the Indian Commission, upon the manner in which you conduct the Duties of your Office; and to call on you for an explanation of the various and grave irregularities which the Members of the Commission have considered it to be their duty to represent.

His Excellency will require from you, a clear and satisfactory account of each transaction which has called for the animadversion of the Commissioners, and you will be pleased to furnish answers to the several communications from them, which, His Excellency is surprised to learn, still remain unnoticed by you. The Commission having terminated, these answers may be now addressed to me.

I have, &c.,  
(Signed.) J. M. HIGGINSON.

S. P. JARVIS, Esq.,  
&c. &c. &c.

(Copy.)

Indian Office,  
Kingston, 20th April, 1844.

Sir,

I have the honor to enclose, for the perusal of His Excellency, the Governor General, my reply to the Special Report of Commissioners, lately sitting upon Indian Affairs.

I have, &c.  
(Signed.) SAMUEL P. JARVIS,  
Chief Superintendent, Indian Affairs.

J. M. HIGGINSON, Esq.,  
Civil Secretary,  
&c. &c.

(Copy.)

Indian Office,  
Kingston, April 20th, 1844.

To His Excellency, The Right Honorable Sir Charles Theophilus Metcalfe, Bart., G. C. B., Governor General of British North America, &c. &c. &c.

May it please your Excellency,

I fear I may lay myself open to the accusation of not acting with becoming calmness, in replying to the Report of the Commissioners lately sitting upon Indian Affairs, made to your Excellency a day or two before the departure of the Chief Commissioner, Mr. Rawson, from this Province; wherein, in addition to a former accusation made against me to your Excellency, upon your assuming this Government, I am charged with a want of integrity, which, if justly attributable to me, would pronounce me unfit to fill any situation of Trust; and it is a matter of extreme regret to me, that I should have to reply to this Special Report, in the absence of Mr. Rawson. I feel, however, a satisfaction in the confidence which I entertain that your Excellency will make all due allowance, if my feelings, in no ordinary degree affected by this termination of a long and tedious investigation into the state of Indian Affairs, should betray me into any expression, causelessly reflecting upon the motives and intentions of any of the Commissioners. It has

been my most anxious desire, ever since I entered upon the superintendence of the Indian Department, to conduct it with satisfaction to the Government, and with a faithful and vigilant regard to the best interests of the people committed to my care. My constant endeavour has been, to promote their civilization, and ameliorate their condition; and in the face of great and almost insurmountable obstacles, to protect their property from the spoliation and plunder to which it had been subjected. In so doing, I am well aware that I have raised against myself the indefatigable exertions of persons interested in a continuation of the former system.

Hitherto I have had the less difficulty in replying to the charges made against me, proceeding as they did from interested persons; and although I have had too much reason to believe that certain members of the Commission were not free from the charge of like motives, I little expected that, by a public Report to Your Excellency, they could have affixed their names to a document, charging to me the most corrupt motives in the introduction of a practice into the Department solely intended for the promotion of the interests of the Indians, and absolutely necessary, in the absence of an efficient system, to attain this end.

Prior to my appointment, the Department had been for some time in the charge of Mr. Hepburn, one of the Commissioners: the difficulty of efficiently managing it was well known to him. In such a state of confusion was it handed over to me, that it was long before I could make myself acquainted with its duties, or obtain any accurate information upon the condition of the Indians. There had been no books kept for many years, with the exception of an imperfect letter-book, and a memorandum of advances made on account of warrants. There had never been any provision made for the keeping any accounts in the Department, nor for a Clerk. All the money transactions passed through other officers. It was not until after repeated applications that I succeeded in obtaining the assistance of a Clerk to enable me to carry on the increased business, and to put into operation some kind of system for the management of Indian Affairs, and the amelioration of the condition of the Indians. Whatever defects still exist, and they are many, in the system upon which the Department is conducted, are attributable to the absence of an efficient establishment, and not to me, who have constantly laboured to bring before the Government the numerous defects existing in the present system.

The Commissioners, in their Report, complain that they were met by me, from the commencement, in a spirit of opposition, which has added much to the difficulty they allege they have experienced in pursuing their inquiries. In what this opposition was exhibited I am at a loss to conceive; for, so far from my having ever entertained any inclination to impede the Commissioners in their investigation, I voluntarily transmitted to them all the books which had been opened in the Department, with a view of placing them fully in possession of the manner in which the business was conducted. I pointed out to them all the difficulties I had to encounter, and the evils of the present system, in the hope of enabling them to devise a better. My desire was, to call their attention to every particular calculated to advance the object of the Commission. I laid before them, in writing, a full statement of my own views, and directed their attention to all the efforts I had made to obtain an amelioration of the system. I had no desire to conceal anything from them. I regarded the appointment of a Commission as the means of obtaining the end for which I had long laboured, namely, the putting the Department upon such a footing, as to secure the permanent interests of the Indian Tribes; but I soon found that every information proceeding from me, or tender of assistance, was regarded with suspicion; and, although the Head of the Department, and, as I conceived, entitled to some degree of courtesy and confidence from the Commissioners, that a spirit of hostility prevailed against myself personally; that the very information which I deemed it my duty voluntarily to tender to the Commissioners was made the instrument of accusation against myself; that a desire was exhibited of attributing the evils of the system to a want of efficiency

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and integrity upon my part; and, finally, that instead of being applied to in the first instance for information, as the Head of a Department, the Commissioners commenced their correspondence with me, by calling upon me, in language not to be mistaken, to justify myself against groundless charges, the foundation for which had been obtained through my own subordinate officers, and through persons personally hostile to me.

When the Commission issued, I was absent on duty at Lake Huron. Before I returned, and before I had ever seen Mr. Rawson, I had, from an undoubted source, been given to understand that a plan was secretly contemplated, and that means had been already taken to carry into effect a transfer of Offices, by means of my resignation, for Mr. Hepburn, one of the Commissioners, who held the situation of Clerk of the Court of Chancery. This communication was made to me through my Clerk, a copy of whose letter transmitted herewith, may serve to inform your Excellency of the spirit with which the first steps were taken by the Commissioners. Had I fallen in with this arrangement, the intention of the parties concerned, as I was informed by public report, was, that the Indian Department should be annexed to the Office of the Chief Secretary, and by this means provision be made to meet a reduction in the grant for that Office, which, it was also at the same time currently reported, the House of Assembly were determined to reduce very materially, if not to disallow altogether. I declined entering into any correspondence or intercourse to forward the object in view, or to lend myself to affect any transfer of appointments set on motion, without the knowledge of the Head of the Government.

That my conduct upon this occasion gave serious offence, I have since had reason to know, as not long afterwards, from more quarters than one, were communicated to me threats, proceeding from Mr. Hepburn, that I should soon regret having frustrated the plan in agitation.

Notwithstanding this commencement of the Commission, I felt it to be my duty to place the Commissioners in possession of all my books, in the manner I have before stated, conceiving that no apprehension of the consequences to myself personally could justify my withholding information, calculated to advance the object of the Commission.

In relation to the first charge repeated in the special Report, respecting the Warrant of £500 to the Chief Pautash, I have nothing further to offer than I have already done in the reply which I have had the honor to make to Your Excellency, to the Report formerly made by the Commission to Your Excellency, in particular reference to that matter.

I am next charged by the Report with being the cause of the delay which has taken place in presenting the Report of the Commission at an earlier period, by an alleged reluctance in rendering what is termed my Official Bank Account. Immediately upon my Bank Account being required by the Commissioners, I replied to them that I had written to the Bank of Upper Canada at Toronto, to have it made out; and I transmitted it to the Commission shortly after it was furnished to me. Subsequently, being called upon to explain this Account, I drafted a letter to the Chief Secretary upon the 28th of March, 1843, containing an explanation of the object for which it was opened. For the reasons explained in that letter, it is true that some delay did take place in sending in the required explanation, as I was obliged to refer to my private Receipts, &c. &c., at Toronto, and to other quarters, for the information required. I transmitted the account annexed to the letter of the 28th of March, as soon as I could complete it, consistently with my discharge of other official duties; but I never entertained any reluctance to transmit this account. On the contrary, I took the opportunity of verbally explaining to Mr. Rawson in the fullest manner, that the account was opened for the express purpose of removing the almost insuperable difficulties which existed in the system of drawing monies in favor of the Indians through the Commissariat, and had in view the promotion of the interests of the Indians, and the con-

ducting the duties of the Department with a degree of efficiency for which the ordinary manner of drawing money was wholly inadequate; that my having established the credit at the Bank for that purpose was altogether at my own risk; that the system had been pursued with advantage to the Indians, and with the knowledge of former Governors. I also explained to Mr. Rawson that, although I had every desire to place him in the possession of all the information I could furnish relating to the account, for the information of the Commission, it was not an Official Account, but one which I had established on my private credit, from the necessity of the case. I endeavoured (and thought I had succeeded) to explain to Mr. Rawson in the fullest manner, that all contracts for buildings, implements, &c. &c., which were deemed necessary for the barely necessary comfort of the Indians, were entered into by me, wherein I became personally responsible; that repeated advances were found necessary; that to draw the money to meet such expenditure, the contracts entered into by me, and requisitions signed by the Governor, were filed as vouchers at the Commissariat Office; and that as no money could be drawn without such vouchers, and I myself was personally responsible to the contractors, the security for the due appropriation of the money existed, in the absence of complaint, upon the part of the persons entitled; who, if not paid by me, knew well that independently of relief by complaint to the Head of the Government, they had a legal remedy against me. Upon the 30th January, I had been promised by the Commissioners that they would call me before them for the purpose of examination. This was exactly what I expected, and conceived myself entitled to expect; when, however, I found that the Commissioners did not appear to intend giving me this opportunity of rendering them any explanations, which they might desire in pursuance of the object of the Commission, and when I found, notwithstanding my several explanations to Mr. Rawson, that the Commissioners, still dissatisfied, demanded of me further explanations, not so much in the nature of information to them, as in justification of improper and corrupt conduct which they attributed to me. Not conceiving that they were appointed to inquire into the integrity of my conduct, I felt myself justified in abstaining from any further correspondence with the Commissioners upon that head, until I should be called upon to answer any complaints which might be made against me of the misappropriation of funds, as imputed to me. So far as to enable the Commissioners to understand the manner in which the Department was conducted, I have given them the fullest information, and have always desired to explain any matter connected with the Commission; but I did think that the Commissioners, in an unwarrantable manner, imputed charges to me which should, if there were any grounds for them, have more properly been investigated in the nature of a complaint against me.

In relation to the misinterpretation to His Excellency, the late Sir Charles Bagot, of the object and intentions of the Commissioners, of which I am accused; I can say no more, than that all my communications with His Excellency took place in reference to charges made against me through the Commission, and transmitted to me by His Excellency for explanation; that both the charges, the evidence relating to them, and my explanation, were fully laid before His Excellency, who had the same opportunity as I myself had, of forming his opinion of their motives. So far from my having there or elsewhere made the alleged misinterpretations of the intentions of the Commissioners, I not only abstained from doing so, but even entertained a difficulty in believing the rumours and statements which were repeatedly communicated to me from various quarters by the public, who were always acquainted of the steps taken, and about to be taken by the Commissioners (in matters even peculiarly affecting myself) before they were communicated to me, until I found, by the most undoubted testimony, too much ground for belief in the authenticity of these rumours. Indeed, Mr. Rawson himself, so far from attributing to me the originating such interpretations, caused a communication to be made to me, through the late lamented Mr. Cartwright, officiating clergyman here, expressing his regret and fear, that the public rumours which were abroad, in relation to the intentions and proceedings of the Commission, had

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caused a coolness in private intercourse, which he thought he observed in my conduct towards him. How far I have been justified in entertaining the impressions complained of by the Commissioners, I beg to refer your Excellency to the manner and nature of the correspondence upon the charges referred to me for explanation, by His Excellency the late Sir Charles Bagot. But I am now, for the first time, informed, that the Commissioners, for the reasons stated, felt the necessity of postponing their inquiries from the alleged absence of that protection to which they felt themselves entitled.

The first instance of an alleged irregularity, mentioned in the Report, has reference to two Warrants, acquitted under Powers of Attorney, signed on the 9th and 12th August, 1841; which, if I understand the Report correctly, contains an imputation of my having improperly procured the signature of the late Lord Sydenham to these Warrants; and for having drawn the money upon Powers of Attorney, made to persons not having any interest in the transaction: and for having received the money, without any sufficient reason for drawing for these two sums.

I am the more astonished at this charge, as I have fully explained to the Commissioners the manner in which these Warrants were obtained, their object, and application.

On my official visit to the Manitoulin Island, in the year 1841, I had occasion, as it was my duty, to visit the Tribes of Indians interested in the application of these Warrants; and held a Council, as it is customary, to inquire into and ascertain their wants and wishes. At this Council, the Indians expressed a desire to have very considerable improvements in Husbandry and Buildings made at their respective villages. The Chief, Meticwaub, informed me, that several of his young men had acquired some knowledge of the Mechanical Trades, and suggested that an experiment should be made, by employing them to erect houses, instead of engaging white men. I approved of the design, as it precisely met my own views of improving the condition of, and encouraging industrious habits among the Indians. It was arranged accordingly, that as many of the young men of the Tribe as possible, should be employed, and that the Chief should call or send for money, as occasion might require, to enable them to carry on, and complete the proposed buildings. The intention of the Indians at the time, was to commence the work with all despatch. Afterwards, (as I subsequently learned,) a report got abroad among them, that their removal from the villages where they then resided, was contemplated by the Government, and consequently they deferred making the intended improvements, until they knew where they should be settled. With a view to meet the expenditure expected, and to facilitate the acquittal at the Commissariat, blank Powers of Attorney, which I have been in the habit of taking with me for the convenience of the Indians, as I have explained to the Commissioners, were drawn and dated on the 9th and 12th August, respectively, in favor of the gentlemen named in the Report, the former of whom had been, and still is, (as the Commissioners are aware,) in the constant habit of discharging this duty in other instances. They were named by me for the mere purpose of acquitting the Warrants, to relieve me from the necessity of spending my own time in attendance on the Commissariat. In the month of May following, I being under the impression that the work had been proceeded with, as contemplated, wrote to Meticwaub, informing him that the money was ready for him, and at the same time, another Warrant, in favor of Meticwaub, to meet the residue of the proposed expenditure, was prepared. The work not having been proceeded with, for the reason stated, the money drawn on the first Warrant, in his favor, remained in the Bank to my credit. Subsequently, being informed of the delay, and the Indians being in want of farming implements, seed, stock, &c., for their necessary wants; and this money being drawn for the use of his Tribe; at the request of the Chief, I supplied these wants out of the money so drawn, retaining the balance for the expenditure upon the houses which have been since completed, and the residue of the money applied to that purpose, to the satisfac-

tion and knowledge of the Indians concerned. Much stress is laid, in the Report, upon the fact of two Powers of Attorney in Wabatie's matter having been drawn, as the Report says, by me, "upon the same day, with the same pen, and signed by the same Chief, for the same sum;" but one of which, as is alleged, was post dated the 25th June following. By what means, or with what view the Commissioners have obtained this information, it is unnecessary for me to inquire, but it is capable of explanation, as the Commissioners have been fully made aware, without any ground existing for the imputation which, from this circumstance, they have made against me. I have already stated that, for the convenience of the Indians and acquittal at the Commissariat, I have been in the habit of taking out with me blank Powers of Attorney. The expenditure contemplated by Wabatie in his buildings and improvements was the same as that of Meticwaub: that the two Powers of Attorney were drawn then on the same day, with the same pen, is quite possible; and that one was subsequently executed and sent down, dated the 25th June following, is also true; but the Commissioners are aware, and might have borne in mind, that before acquittal at the Commissariat, the Powers of Attorney must have been executed in the presence of two witnesses, whose testimony, if mine was not deemed sufficient, it might have been thought advisable to have received before making the grave accusation of improper conduct and sinister object imputed to me. The Commissioners are in error in the inference which they draw from the circumstance of the money received under the latter warrant not having been paid into the Bank; and they are also in error in the alleged fact, that by my Bank Account it appears that the work for which I have stated this warrant was given, was paid by check upon the Bank, or that I have ever explained that any of the items appearing on the debit side of my Bank Account, refer to this warrant. The items referred to in my Bank Account were indeed drawn from the Bank, not from the amount of the warrant of the 25th June, which was never lodged in the Bank, and paid by me to the persons entitled to receive it; but upon the previous warrant executed for part of the same purpose, and lodged in the Bank upon the 18th of December, 1841, in a deposit of £400 made by me that day.

The remarks of the Commissioners in their Report, in relation to an alleged insertion in my letter book, of a letter to Meticwaub of the 19th May, 1842; which they state, they have, by accident, ascertained to have been so inserted immediately after the notice of an alleged irregularity in Pautaus's case, and within 24 hours of the 18th November, 1842, and the subsequent steps which they have taken to inquire into the truth of the impression which they had formed of my conduct, without notice to me, are alike unjustifiable, injurious, and incorrect. This is the same warrant to which the attention of the Commissioners was drawn by me in my letter of the 28th March, 1843, wherein, in explanation of the necessity of my opening a Bank Account as I did, and as an instance of the difficulty and inconvenience of waiting for the Indians themselves to come down to acquit their warrants, I have stated, "At this moment a warrant lies in my hands for £400, made some time back in favour of Meticwaub, which can only be acquitted by himself." I know not what is the accident referred to in the Report, by which the alleged discovery was made by the Commissioners. The mal-practice of post entry upon the notice of the complaint in Pautaus's case, is utterly unfounded in fact; nor do the circumstances alleged by the Commissioners, in confirmation of their opinion, justify the imputation; of which the Commissioners might have been informed, had they condescended to communicate their suspicions to me.

That the Clerk in the Indian Office may not have noticed it until it was shown to him by the Commissioners, is possible, as it is entered in my own hand-writing. That the Post-Master of the town to which it appears by the letter book to have been directed, asserts that it never was received, may be true. That the Indian never came, undoubtedly is. That he states he never received it, may also be true. But notwithstanding all these circumstances, and whether the Indian received it or not, it

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was written at the time and with the object I have stated, and was not inserted from memory, or in the manner alleged. If the Indian did not in truth receive it; and if it was not sent by the Post; and if the Post-Master referred to, is the Post-Master at Goderich—all which may be true; without a distinct recollection at this distance of time, I can easily account for these circumstances. My most usual and readiest communication with the Saugeen Indians, is by the Indians themselves—Goderich, the nearest Post Office, being nearly 60 miles distant—and if I had not a private opportunity by which to send, I have been in the habit, for sake of expedition, to send letters to these Indians, to the care of the Interpreter at Penetanguishine, to be forwarded by him as opportunity might offer, by Indians from the Saugeen visiting the former place.

I was at that time about going away among the Indians, and, in fact, left on the following day; and I think it very probable that I took the letter with me, to be forwarded in this manner, instead of sending it through the Post Office; but I utterly deny the truth of the imputation made by the Commissioners in this matter. I cannot, indeed, understand what motives the Commissioners attribute to me for the conduct imputed; for as the warrant was in Meticwaub's favor, as the Commissioners were, in my letter of the 28th March, 1843, informed by myself, it could only be acquitted by him, or by his authority; and as to the application, it is admitted, that when acquitted, it was left in my hands to pay for buildings for his Tribe. Had the Commissioners informed me of their suspicions, and of the steps they were taking to investigate this matter, I might have been able to trace the exact circumstance of the manner in which the letter had been forwarded.

The Commissioners in this case are in error, as in that of Wabatic, in the remarks that the money advanced to Meticwaub, in May, 1842, was on account of this warrant, only then prepared, and not acquitted until June, 1843. That payment was made out of the previous warrant in his favor, acquitted under the Power of Attorney of August, 1841, the amount of which was then in the Bank—but this error they may have easily fallen into, by confusing the warrants.

With regard to the 4th and 5th Warrants, mentioned in the Report, viz:—the warrants prepared on the 14th May, 1842—the one in favor of Wabatic, and the other in favor of Meticwaub—and not the previous warrants in favor of the same parties, having been drawn out for "distribution among the Tribe," I have to observe, that by the Regulations of the Commissariat, should a warrant have reference to any matter of accounts, sub-vouchers must be attached to the warrant, in duplicate—so that fifty, or an hundred, or more, small accounts might be required to complete the vouchers, before any money could be paid by the Commissariat. To avoid this difficulty, it has been usual to state, in the warrant, that the amount is "for distribution;" or "for the use of the Tribe." The warrants being prepared for the purpose which I have stated, were drawn in this manner for convenience of acquittal, and not for distribution among the Tribe, in money, as the Commissioners seem to imagine (in direct opposition to my opinion, as to the propriety of such a distribution). But as other warrants are daily prepared, and have been with the knowledge of all Governors, since my appointment, to be applied in advancing the comforts and real wants of the Indians, I am still of the opinion, which I have stated to the Commissioners, that it is very desirable to do away wholly with the system of distribution in money, which, in most cases, the Indians squander in intemperance. I think it right to draw your Excellency's attention to a circumstance, though not specially referred to in the Report, with respect to the difference of time at which the work, &c., contemplated at the same period by both Wabatic and Meticwaub, was completed and paid for—the one in the latter end of 1842, the other in 1843—which is accounted for by the circumstance, that Wabatic's was contracted for by me with white men; Meticwaub's, as I have stated, was done by his Tribe.

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The next charge in the Report, relates to further warrants, which appear, as is therein stated, "to have been drawn for in large sums, without any defined object, and appear to have been obtained on the 14th and 16th of May, 1842."

I take it for granted, that in this paragraph, the Commissioners, so far as relates to the warrant therein mentioned to have been obtained on the 14th May, 1842, again confuse this warrant with one of the others previously referred to—for all the others (as appears by the Warrant Book, which was in the possession of the Commissioners,) were issued upon the 16th of May.

It is alleged, that "all these sums were drawn without any Requisition from the Chiefs, and were therefore irregular in this respect."

I have, upon more occasions than one, explained to the Commissioners that I know of no necessity for the Chiefs to sign a formal Requisition for every article or sum of money which may be required for their Tribes, and that such a practice would for the most part be utterly impracticable. All the warrants referred to were prepared at the request, and for the use of the Indians.

The Report proceeds to remark, that in relation to the last six warrants therein mentioned, namely, in favor of Wabatic, Meticwaub, Yellowhead, Aisance, Snake, and Pautaush, "the Chief Superintendent has not offered any explanation, except incidentally, with regard to two above mentioned." And with relation to one of them, viz., Yellowhead's, it is said, the Chief denied before the Commissioners any recollection of the Power of Attorney, and all knowledge of the intended or actual application. It is difficult for me to determine of which two the Commissioners intend to admit that an explanation was incidentally offered. The two former have been explained by me in the manner I have herein repeated. The explanation of Meticwaub's is admitted by the Report to have been made, (though unsatisfactorily as it appears, and discredited.) That in favor of Wabatic was in like manner explained by me to Mr. Chief Secretary Rawson, and is also alluded to in my letters of the 24th and 30th November, and 17th December, 1842, in relation to Warrant B. 112, being for the balance of work done for Wabatic, remaining after the expenditure of the above Warrant in his favor, viz., B. 53.

The three following were obtained for the like purpose, and in like manner applied for the use of the Indians of those Tribes, as I have informed Mr. Chief Secretary Rawson.

The last was, as the Report itself states, in favor of Pautaush; the explanation regarding which, and the manner in which that Chief subsequently explained he had been led to make the mis-statement he did, could not have been forgotten by the Commissioners at the time they made this charge.

All these sums, as I have stated, have been applied to the use of the Tribes, at the request of the Chiefs, and to the utmost satisfaction of the Indians concerned.

I can easily understand how the Chief Yellowhead made the statement which he is said to have done in the Report, in relation to the Power of Attorney.

He was sent for to be examined by the Commissioners, and was interrogated, as were several others upon different occasions, in such a manner as to extract from him answers, which might be construed unfavorably to me. He was asked, if he recollected signing the Power of Attorney. The simple man replied, that he did not recollect the fact. It must have been signed, however, in the presence of two witnesses to have been received at the Commissariat, as I have before observed. Had the Chief been asked whether any buildings had been erected for his Tribe; whether they were erected at his request, with his sanction or approval, and to his satisfaction; and whether they were paid for out of the Warrant referred to—he would have answered in the affirmative. But the Report itself shews

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that the Chief communicated to the Commissioners, the fact of his having certified that some buildings were completed.

I know not what further evidence they could have required of the accuracy of my statements, or from what source they supposed these buildings were paid for, unless from that upon which the Warrant was drawn.

The next charge in the Report is, that I have stated that I have kept no account of the monies entrusted to me for the benefit of the Oneida Indians, and that I paid into the Bank £326 5s. less than the amount received by me for their use, from which, I presume, it is intended to be inferred, that I have misapplied this sum in disregard of the trust placed in me.

In reply to this paragraph, I beg to observe, that I never did make any such statement to the Commissioners. On the contrary, I informed them that the sum was nearly all expended in purchasing lands for these Indians. The reason for the difference in the amount, which the Commissioners have observed in my Bank Account, arose out of one of these purchases. The Indians had agreed with Mr. Joseph Clench to purchase from him a Lot of Land, upon which he had paid to the Crown an instalment. Mr. Clench accompanied the Indians when they deposited in my hands the £1505. Before going to the Bank, I paid Mr. Clench the sum agreed upon by the Indians with him, and the Commissioner of Crown Lands the amount due to the Crown, amounting together to £326 5s., and deposited the balance, £1178 15s., in the Bank. All the lands purchased by me were in the first place selected, and for the most part contracted for by the Indians themselves, and the titles investigated by me.

All the deeds, with the exception of one, which is not yet completed, in consequence of some proceedings in Chancery, which are necessary to enable the title to be confirmed by an infant, are in my possession. For the completion of this title, I have sufficient bonds, and I have retained a portion of the purchase money in my hands. I have rendered to the Indians an account of the application of the money deposited with me, which is now in their possession. The charge made before the Commissioners in this matter, was preferred by a half-bred Mississaga Indian, having no interest whatever in the appropriation, but who must have been fully aware of all the circumstances, and who, I have no doubt, from sinister motives, preferred the charge, without the knowledge or consent of the parties concerned.

From what source the Commissioners have learned, as they allege, that at the close of 1842, there were £600 due to the artificers at Manitoulin Island, in my hands, I am at a loss to conceive. It certainly was not from the artificers themselves. I can only say, that such could not be, and was not the case; indeed scarcely three days elapse from the time of the warrants being acquitted, until these persons receive their pay, either personally; or through their Agent; and I know of no complaints against me, proceeding from the parties concerned.

With respect to the sum of £454, alleged deductions, I beg to reply, that these deductions are made by the Resident Superintendent at the Island, on account of issues authorized by him. I cannot say what the true amount of these deductions is, but certainly I should think not the amount stated. Whatever it is, it remains in the Bank, to abide any order which the Governor may be pleased to make regarding it.

I am also at a loss to conceive from what source the Commissioners obtained their information, that £1300 Interest had been spent, without reference to the right of particular Tribes to receive it, and without any authority from the Tribes, or the Governor General. I can only say, there is no foundation for such an accusation.

The Debentures out of which the interest referred to accrues, are lodged in the Bank, in bulk, without reference to the right of particular Tribes. I have already informed the Commissioners, that under the present sys-

tem, there is no information in the Indian Office to shew the several portions belonging to the several Tribes, and that I have long endeavoured, though unsuccessfully, to be placed in possession of this information.

The interest (in order to bear interest,) is, from time to time, invested in further Debentures. The only sum which I am aware of having been applied out of these Debentures, was obtained by order of His Excellency, the late Lord Sydenham, to pay up the Grand River Navigation Company Indian Stock, to prevent its forfeiture. By that order, I was authorized to transfer £6,000 from Debentures into Stock, the greater part of which has been already paid; and the balance remains to be appropriated in like manner.

I have already explained to the Commissioners, in my letter of the 28th March, 1843, the nature of my Bank Account; and if, as they say, there are items on the credit side, for which I have received warrants, not paid into the Bank, the loss would not be the Indians, but my own; for such items would be for drafts upon my own credit, at the Bank, to make necessary advances in the purchase of various articles, and in making other payments for the Indians, which it would have been very inconvenient to defer until a warrant could be obtained and acquitted; and in some cases, for small amounts, for which it would be most troublesome to obtain distinct warrants.

With respect to that part of the Report, relating to the Presents, the Annual Estimates, and the alleged "renewal of the objectionable issues of ear-bobs and arm-bands," having, as I had hoped, fully explained these matters in a long correspondence with the Commissioners, and Mr. Secretary Rawson, to avoid unnecessary prolixity in this reply, I beg, respectfully, to refer your Excellency to the correspondence which has taken place, relating to these matters, with former Governors, and with the Secretary of State, and referred to in my letters to the Chief Secretary, and Commissioners, bearing date, 26th and 28th November, 1842; 6th February, 4th March, 20th and 21st April, 1843; and have merely to observe, that I have always endeavoured to act in conformity with my understanding of my instructions.

The Commissioners allege, that £1,200 has been expended in erecting houses at Manitowaning, in 1842, without the previous sanction or knowledge of the Governor General. In reply, I beg to remark, that all the money expended at Manitowaning, has been so expended in pursuance of Sir Francis Head's Treaty with the Indians, and under the authority of the Governor in Council. In what manner the Commissioners have fallen into this error, I am not informed.

I know not by what authority, or upon what information, the Commissioners have deemed themselves justified in charging me with frequent and marked neglect of orders, which appears recorded, as is stated, in the Secretary's Office. I am wholly unconscious of it; and I am now, for the first time, informed of it. My conduct, for the seven years I have had the Superintendance of the Department, is best known to the Government, whose disapprobation I am not aware of having ever incurred, under the administration of any of the Governors of the Province, during that period. And I have been only informed of this accusation by the Special Report of the Commissioners.

The Commissioners might have better informed themselves, in relation to the instance they adduce, had they been pleased to refer to my own Books, (which they kept in their possession,) with the same industry as they appear to have done for other purposes.

In pursuance of my instructions, to proceed against a "certain person," vaguely referred to in the Report, I placed the matter in the hands of the Attorney General, to institute the necessary legal proceedings—the correspondence relating to which, appears in my Letter Books, as I have informed the Commissioners. I admit, that to enable them to obtain what information they required upon this head, I did refer them to the Council Office,

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and the Attorney General's, as the Offices where further information relating to, it could alone be found; but I am at a loss to conceive how such a reference could be construed into a ground of accusation against me.

I am not informed what are "the more important errors made in the valuation of Indian Lands, contained in the Supplementary Report of the Chief Superintendent; and upon which he has founded his recommendation for the abolition of the Presents, &c., already noticed elsewhere," as the Report states.

In my Supplementary Report, I endeavored to place the Commissioners in possession of my views regarding the improvements of the property of the Indians, and the amelioration of their condition. If the Commissioners therefore mean, that my valuation is different from that of the gentlemen subsequently appointed to value the Indian Lands on the Grand River; I would beg to observe, that mine was a general calculation of the value of the Indian Estates generally, not made upon actual survey. And notwithstanding the late valuation, I am still of opinion, that it is in many instances too low; and that the Indian Property could, under an efficient establishment, as suggested in my Supplementary Report, be disposed of to much greater advantage.

The Commissioners are in error, in supposing that I recommended the "abolition of Presents."—I only suggested a plan, by which I conceived, at some future period, they might be dispensed with.

I have thus endeavoured to reply to all the matter contained in the Special Report of the Commissioners, and can only repeat, that it has been my constant wish, and anxious endeavour, verbally, and in writing, to place the Commissioners in possession of all the information in my power. If I have not, in some instances, had it in my power to explain matters to their satisfaction, this has not arisen from any want of inclination upon my part; but from the circumstance, that under the present system, information upon Indian matters must be sought for in several different offices, which each have a part in the management of Indian Affairs.

Had the Commissioners, from the commencement of their labors, treated me with the courtesy due to the Head of a Department, if not to my own personal character and feelings—had they placed that confidence in my integrity, to which, a life spent, without reproach, in the Public Service, might have entitled me; had they not, as I have too abundantly sufficient proof, endeavored to discover, from no very credible and disinterested persons, grounds of accusation against me; their labours might have been diminished, and the delay, which they attribute to other causes, have been removed; and they themselves have been spared from falling into the errors, and from making the unjust and unfounded accusations against me, which they have done by their Special Report.

In conclusion, I beg to crave Your Excellency's indulgence and forbearance; and that Your Excellency will make due allowance for my feelings, if, in justification of my character, impugned in this manner, I have been too warm in my reply to this Special Report. I have endeavoured to avoid being so, as far as my sense of the injustice done me would permit.

I have, &c.  
(Signed.) SAMUEL P. JARVIS.  
Ch. Sup. Ind. Affairs.

(Copy.)

Private.

31st August, 1842.

My dear Sir,

I have just received a letter from Mrs. Jarvis, informing me, that she has forwarded my former letter to you,

to Amherstburgh, and recommending me to write again to Toronto.

My letter being private, I have no copy, but I will recapitulate as near as I can, the contents of it.

An order has arrived from England, to investigate the affairs of the Indian Department, with a view to its present reduction and ultimate abolition; there was very great difficulty in getting the vote passed for the Annual Parliamentary Grant; and it was only allowed on a promise that an inquiry should be set on foot. We are safe for this year, but not for another.

You are aware that the Court of Chancery is ordered to remove to Toronto. Mr. Hepburn, who holds the office of Register, is very unwilling to return; so much so, that he would rather make a sacrifice of a portion of his salary;—he is anxious to obtain the Clerkship of the Executive Council, with the salary of £450, and to give up his present office. In talking the subject over, it occurred to me, that, under the present circumstances, viz., the contemplated reduction of the Indian Department, and your family living at Toronto, you would like to take his office, worth £600 a-year, increasing annually, and the advantage to you of living at Toronto—the routine business can be done by a Clerk.

I need not here enter upon some subsequent arrangements that may take place, if this offer suits you; but I will merely say, that if it does, I shall also leave the Indian Department, for I do not think the tenure of office very secure. Nothing, however, can be done, until you arrive—first, because it must be known if you consent—secondly, you will have to join your interest to others to arrange with the members of the E. C., for some will act for you, and some for the other party. So it may be arranged, but it requires opposites to get anything agreed to in the present state of things. Of course, the subject must be a perfect secret for the present.

You see, however, that the cry of shame, at putting me over Mr. Lee, was all make believe, and merely to suit private purposes. As soon as I am no longer in the way, Mr. Lee is not thought of—he was made a stalking horse of; and I think, by this time, must be sorry he allowed himself to be used as a tool.

I need not urge you to push on without loss of time, in case the plan meets your views; if not, you will of course write; but it is of importance I should know, in case of hearing of any other candidate for the office of C. E. C., which might spoil our game.

Yours very truly,  
(Signed,) GEORGE VARDON.

Civil Secretary's Office,  
Kingston, 25th April, 1844.

Sir,

The 15th of next month has been fixed on for closing the Public Offices here, preparatory to their removal to Montreal, and I am directed by the Governor General to inform you, that the arrangements for the conduct of the Indian Department, consequent on the removal of the Seat of Government to the Lower Province, communicated in my letter of the 23d instant, will commence from that date.

Previously to delivering over the Records to Mr. Vardon, it is essential that all accounts should be balanced to the latest date practicable, and the amount of monies in your hands, whether belonging to Indians or applicable to expenditure on their account, paid to the Receiver General; to be accompanied by a Statement, exhibiting with regard to the former, the amount due to each Tribe, and to the latter, the objects for which the money was originally drawn. That officer's receipt will be a sufficient discharge to you for the amount paid.

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You will be pleased also to furnish me with information on the following points, with a view to prevent confusion in the accounts hereafter :—

The balance of money received on account of the Manitoulin establishment remaining in your hands, the names of the individuals to whom the sums are due, and the amount of stoppages for goods supplied by the Resident Superintendent.

A Statement of the several sums paid by you on behalf of the Six Nation Indians for Grand River Navigation Company's Stock, showing the dates of payment, and the source whence the money was drawn to meet them.

A Statement of all debentures deposited in the U. C. Bank, showing the amount of interest accrued thereon, and the proportion of the aggregate invested to which each Tribe is entitled. Also, an account of the debentures sold, and of the application of the money.

A Statement showing the several sums received by you from the Oneida Tribe, the purposes to which the money has been applied, and the balance remaining in your hands.

The Governor General desires that the debentures remaining in your charge may be transferred to that of the Receiver General, through whose agency the pecuniary affairs of the Indians will in future be conducted.

I have, &c.,  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esquire.

(Copy.)

Civil Secretary's Office,  
Indian Department, 8th May, 1844.

Sir,

I have the honor to acknowledge the receipt of your letter of the 20th ultimo, in reply to the Special Report of the late Indian Commission, upon your official conduct, copy of which was transmitted to you with my letter of the 5th March; and I am directed to inform you, that after giving the most attentive consideration to the various points noticed by the Commissioners, and to your remarks thereon, the Governor General is compelled to admit that your explanations are not thoroughly satisfactory; and His Excellency therefore suspends his decision, until your pecuniary transactions with the several Tribes are brought to a close, by the final adjustment of your accounts, and the balance of all monies in your hands being paid over to the Receiver General.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esquire,  
&c. &c. &c.

Indian Office,  
Kingston, 30th May, 1844.

Sir,

I have the honor to inform you in reply to your letter of the 25th ultimo, that there is no balance of money on account of the Manitoulin Establishment due to the artisans and labourers, remaining in my hands; the pay of every person in the employment of that establishment has been received by their respective Agents, up to the 30th April, 1844.

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The amount of stoppages for goods supplied by the Resident Superintendent since July, 1843, is £53 10s. 1d. currency, which remains in the Bank.

The advances made by the Bank of Upper Canada to the Grand River Navigation Company, on account of instalments due on the Stock of the Six Nations Indians, amount to £3500. The first advance was made on my draft dated August 1st, 1842, in favor of the Gore Bank, (Treasurer of the Company,) for £2000. The second was on my draft in favor of the Gore Bank, dated 6th December, 1842, for £1500.

These advances were made by the Upper Canada Bank, on the security of certain Debentures held in deposit by that institution.

The enclosed schedule, marked No. 1, contains a list of the Debentures which have been from time to time deposited in the Bank of Upper Canada, on account of the Indians. The amount of interest on Debentures appears by the statement of the Cashier, to be £1568 5s.; but it is wholly out of my power to state the proportions of this sum, to which each Tribe is entitled.

The manner in which the Accounts of Sales of Indian Lands have been kept by the Commissioner of Crown Lands, renders it impossible for any one but himself to prepare such a statement; the disbursements to Agents, Clerks' salaries, stationery, &c., have never passed through the Indian Office, although I have reason to believe they were large. And all sums, received by the Commissioner of Crown Lands in payment of Indian property, are placed to the credit of "sundry Tribes," without designating the Tribe for whose benefit the land was sold. The schedule marked No. 1, will shew the debentures sold. The amount has been expended in paying the instalments due on Indian Stock in the Grand River Navigation Company, and in the erection of an Episcopal Church at Tyendinaga.

The sums received by me on account of the Oneida Indians, were £2250, and £1500, making together £3750, currency. The schedule marked No. 2, gives a list of the lands purchased for them, and the amount paid; the balance is in the Bank of Upper Canada applicable to the payment of certain lands, the property of Mr. Edward Baby, sold to the Indians by Mr. Baby's brothers and Trustees. Mr. Edward Baby, labouring under mental imbecility, is unable himself to make a title to the property, and it requires some proceedings in the Court of Chancery to enable his brothers to act for him in the matter.

I have furnished the Acting Receiver General with a List of Debentures deposited in the Bank of Upper Canada, on account of the Indians, and have directed the Cashier of the Bank to transfer them and all balances of money standing in the name of the Chief Superintendent, to that of the Acting Receiver General.

I have, &c.  
(Signed,) SAMUEL P. JARVIS,  
Ch. Sup. Ind. Affairs.

J. M. HIGGINSON, Esq.,  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department, 13th June, 1844.

Sir,

I am directed, by His Excellency, the Governor General, to acknowledge the receipt of your letter of the 30th May, on the subject of Indian Monies and Securities in your hands.

There are numerous points which call for observation, but I beg, in the first place, to refer you to my letter of the 25th of April; where you are informed, that His Ex-



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cellency requires "certain accounts, shewing the balances;" whereas, the statement you have submitted is merely a sketch of what these accounts should be.

You state, that all persons belonging to the Manitoulin Establishment, are paid; and the amount of stoppages since July, 1843, (being £53 10s. 1d.) is lodged in the Bank of Upper Canada; it is, of course, to be presumed, that an account of such payments has been kept; and that account, with regular vouchers, ought to have accompanied your letter; and the same remark is applicable to the account for the erection of the Church at Tyendinaga.

You are requested to state the amount of stoppages, previous to July, 1843. His Excellency has reason to believe, a sum of between £400 and £500 has been deducted, at different periods, from the Manitoulin Pay Lists; but as Mr. Anderson has regularly supplied you with a detailed statement of the amount to be withheld from each individual, you will be enabled to afford His Excellency information on this subject; and you will be pleased at the same time to say, where the money referred to has been deposited. This account, and vouchers, should have been also forwarded.

I am directed, in the next place, to draw your attention to the Account of Debentures rendered, which merely shews to His Excellency an Account Current of the Bank of Upper Canada, with the Indian Department, viz: that certain Debentures have been lodged at that Bank, some of which have been sold; that interest has accrued thereon, exhibiting a balance of £9,245; but you have not, in any way, explained your own transactions as regards this account. His Excellency directs me to observe, that it is necessary to exhibit all the amounts received by you as balances, or sums for investment, with the dates of such payments, and in what manner you have disposed of such sums for the benefit of the Indians. His Excellency also requests an explanation of the note appended to the Debenture Account, stating that Debentures 297 and 298 have been sold for the purpose of defraying the expenses of the erection of Tyendinaga Church, while they remain to the credit of the account. In reference to those Debentures sold to pay the Grand River Navigation Company's Stock, it appears that £3,756 8s. has been carried to your own account; against which, £3,500 only has been charged—the balance, therefore, £256 8s., remains to be accounted for.

You have entirely omitted to shew how the interest accrued has been disposed of; and your attention is called to the absence of a Deposit Account.

I am further directed to say, that although the following subject was not mentioned in my letter of the 25th April, His Excellency expected you would have voluntarily availed yourself of this opportunity to have given that explanation of monies received at different times by yourself; which, although frequently called for, has, up to the present time, been withheld. I have the honor to refer you to the letter of the Commissioners of Inquiry into Indian Affairs, dated 27th July, 1843, containing two papers, marked A and B; and you are requested to answer the queries there set forth, that His Excellency may be informed, in what manner the numerous sums received by you have been applied.

So much time has been allowed to elapse without the requisite information being elicited on this subject, that His Excellency is unwilling to permit further delay; and I am therefore to desire, that you will name the earliest period at which the Governor General may expect to receive from you the above mentioned Accounts, and all other information connected with your Official proceedings, which you have been called on to furnish, both by order of His Excellency and by the late Commissioners, and without which it is impossible for His Excellency to acquit you of the very grave irregularities that have been laid to your charge.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.

17th September, 1844.

Sir,

Upon the 13th of June last, I had the honor of calling upon you for certain accounts, and for explanation on various points connected therewith, and of desiring you to name the earliest period at which this information might be received, without which I added, "it is impossible for His Excellency to acquit you of the very grave irregularities that have been laid to your charge." Three months have now elapsed, and not only has the information required not been furnished, but no notice whatever has been taken of the communication addressed to you, by command of the Governor General.

His Excellency feels that he would not be justified in permitting you to continue to hold the responsible office which you fill, under such a continued disregard of your public duty, and directs me to inform you, that unless the orders referred to are forthwith obeyed, and the explanation rendered upon every point which has been brought to your notice, His Excellency will consider it to be his duty, however painful, to remove you from the situation of Chief Superintendent of Indian Affairs; and to adopt such subsequent measures as may appear requisite, to enforce your compliance with the repeated applications that have been made to you.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.,  
&c. &c. &c.

Indian Office,  
Toronto, 25th September, 1844.

Sir,

I have the honor to acknowledge the receipt of your communication of the 17th instant; and am deeply pained to perceive by the purport of it, that His Excellency is disposed to place an unfavorable construction on the delay that has taken place in the preparation of the Statements, required by your communication of the 13th June. Those instructions are now before me; and I beg to state, that my attention, for some considerable time past, has been given to the arrangement of the documents required for the information of His Excellency. The delay that has taken place, I have also to assure His Excellency, has arisen not from any indisposition on my part to furnish the information desired, but from the difficulty, at this distance of time, of entering into minute details of transactions that have been extended over a period of upwards of seven years, connected with the locating of the several Indian Tribes at different points in the Western parts of the Province; and expenditure attendant on the erection of buildings, the supplying of cattle, and advances to the several Chiefs; where, in the generality of instances, the requirements of the Indians, ascertainable only at my several visits to their settlements, demanded immediate attention and assistance.

Under such circumstances, the custom has been sanctioned by the Lieutenant Governor for the time being, that the wants of the Indians should be at once attended to, and the advances defrayed under warrant, when accompanied by the signature of the Chief who was cognizant of the transactions, and had received the assistance. The Warrants will be more particularly referred to in my reply to Schedules A and B; the Accounts of Tyendinaga Church; the investment in Debentures, &c., which I trust to be enabled to forward at the close of the week. For a more detailed account of many transactions connected with this Office, a reference to the Crown Land Department, and to the Receiver General's Office, on sundry points, may be required.

I have, &c.  
(Signed,) S. P. JARVIS.

J. M. HIGGINSON, Esq.

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(Copy.)

Indian Office,  
Toronto, 28th September, 1844.

Sir,

With reference to my letter of the 25th instant, in which I stated to you, that I was in hopes of being able to transmit to you certain explanations, connected with the pecuniary matters of the Indian Department, by the end of this week; I have now to inform you, that the Debenture Account, which the Cashier of the Bank of Upper Canada expected to have ready in time for the Mail of this day, has not been completed. I enclose you his letter to me on the subject.

I have, &c.,  
(Signed,) SAMUEL P. JARVIS,  
Ch. Sup. Ind. Affairs.

J. M. HIGGINSON, Esq.  
Civil Secretary.

(Copy.)

Bank of Upper Canada,  
Toronto, 28th September, 1844.

Sir,

With reference to the instructions that I received from you yesterday, to furnish you with a full and detailed statement of all monies invested by this Bank under your orders, for account of the Indian Tribes of this Province; shewing when purchased, and when sold or reinvested; also, the amount of interest which has from time to time accrued thereon; all which has had my attention; but I regret to inform you, that I am not able to make the necessary investigation by this day's post, but will endeavour to have the matter completed early next week, being much pressed with other business at the present time.

I am, &c.  
(Signed,) T. G. RIDOUT,  
Cashier.

S. P. JARVIS, Esquire,  
Chief Superintendent of  
Indian Affairs.

(Copy.)

Indian Office,  
Toronto, 4th October, 1844.

Sir,

Referring to the inquiries and instructions received from you, under date the 13th June; I have now the honor to enclose the papers enumerated below, in compliance with His Excellency's directions:—

- No. 1. Shewing balances on sums invested for the Indians.
- No. 2. Abstract of Manitoulin Pay-lists from 1839 to 1843, showing the amount of stoppages on each.
- No. 3. Expenditure on Tyendinaga Church.
- No. 4. Deposit Account for investment in Debentures, and including interest received on Debentures, as per Bank statement.
- Nos. 5, 6, and 7. Bank statements, shewing investments effected by the Bank, Interest Account, &c.
- No. A. Replies to Schedule A.
- No. B. Replies to Schedule B.

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Referring to the clause, (13th June,) in which you remark that Debentures, (Nos. 297, and 298,) though stated to be sold, appeared in the credit side of the account, it would appear that the sale had been effected after the statement had been made out, and that a reference only had been made to the fact by a note in red ink. The statement now submitted will shew these Debentures carried to the proper column.

The following clause, (13th June,) referring to the difference, £256 8s. between the Debentures sold out to pay the instalments on the Six Nations Stock in the Grand River Navigation Company; and the amount invested therein, is explained in the statement of the Tyendinaga Church when that sum is credited.

In the statement of the Manitoulin Pay-lists, shewing the stoppages, *seriatim*, I have stated in a note that one or two stoppage lists appear to be lost from the file. This, I regret to state, appears to be the case with several other documents of importance to myself, and very essential to a clear and satisfactory explanation of my transactions in this Department. The absence of these documents may, in part, be attributed to the confusion almost unavoidably attendant on the removal of an office, which has occurred twice to this office within the last three years, and the imperfect organization of the office, and my own limited experience as an Accountant. With the view of guarding against the irregularities that might arise from these two latter causes; and, more particularly, as my duties as Superintendent, took me away for days and weeks together from the office, I ventured, on more than one occasion, to solicit the addition of an Accountant to the Department. A compliance with this request was considered inexpedient; and I have now no other course left me to pursue, than respectfully to solicit His Excellency to be allowed to send an Accountant (at my own charge) to Montreal, with permission to make extracts of warrants and vouchers, and other documents connected with the Indian Department, that may throw light upon transactions still requiring explanation, and clear my character from those grave charges referred to in your communications of the 13th June, and 17th September.

I have, &c.  
(Signed,) SAMUEL P. JARVIS,  
Ch. Sup. Ind. Aff.

(Copy.)

Civil Secretary's Office,  
Indian Department, 17th Oct., 1844.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 4th instant, transmitting sundry accounts, numbered from 1 to 7, and the statements marked A. and B.

In reply to your request, "to be allowed to send an Accountant (at your own expense) to Montreal, to make extracts of warrants and vouchers, and other documents connected with the Indian Department, that may throw light upon the transactions still requiring explanation," I am to inform you that His Excellency consents to the proposition; and in order to terminate the investigation that has been so long pending, His Excellency will appoint on behalf of the Government, an Accountant, who, in conjunction with yours, shall examine the accounts above referred to, and shall strike the balance.

I am to add, that His Excellency is of opinion that the investigation should be proceeded with by the Accountants at the earliest period, and desires that you will lose no time in giving effect to it.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esquire,  
&c. &c. &c.

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Indian Office,  
Toronto, 14th November, 1844.

Sir,

Referring to your communication of the 17th ultimo, by which I am informed that His Excellency has been pleased to accede to my application, to be permitted to employ an Accountant to examine the documents connected with the Indian Affairs, I beg to state that Mr. Henderson, now in Montreal, has kindly undertaken that office.

In explanation of the delay that has taken place in acting on the permission of His Excellency, I beg to inform you, that being disappointed in securing the services of Mr. Williamson of this city, to whom I first made reference, and finding a difficulty in obtaining the services of a competent person here to proceed to Montreal, it became necessary for me to make application in Montreal, and await a reply.

I have addressed Mr. Henderson by this Post, requesting him to wait upon you, and ascertain the course that His Excellency may desire to have pursued with reference to the investigation.

I have, &c.  
(Signed,) SAMUEL P. JARVIS,  
Ch. Sup. In. Affairs.

J. M. HIGGINSON, Esq.,  
&c. &c. &c.

Montreal, 15th November, 1844.

Sir,

I have the honor to state, for the information of His Excellency the Governor General, that I have now so far progressed in the examination and making up the Indian Accounts entrusted to my care, that I might proceed to finally close and report upon them, provided such be the desire of His Excellency.

I would here take occasion to observe, that the balance, as struck at present on the General Account Current, amounts to £9007 4s. 11d. currency, and appears against the Chief Superintendent of Indian Affairs, after having given that Officer credit in account, with the consent and knowledge of the Indian Department, for all sums that they have grounds for supposing have been regularly applied, although in the absence, in the greater proportion of instances, of any vouchers to shew that such have been the case.

The balance above alluded to may be classed under two heads, a memorandum of which is herewith enclosed. The first portion amounts to £4496 11s. 1d., and proceeding on the grounds on which the credits already given have been made, may in all probability, with aid and investigation on the part of the Chief Superintendent, be so cleared up and explained, as to admit of their being also carried to his credit in account by the Indian Department.

With respect to the second portion of this balance, amounting to £4510 13s. 11d., it is involved in greater uncertainty, and though not incapable of explanation, the face of such documents as I am in possession of, and the means of information I am enabled to make use of, would lead me to infer that the respective sums forming the latter amount have not been accounted for by the Chief Superintendent of Indian Affairs.

I have, &c.  
(Signed,) F. FERGUSON.

J. M. HIGGINSON, Esq.,  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department, 20th November, 1844.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 15th instant, stating that you are prepared to report on the state of the Accounts of the Chief Superintendent of Indian Affairs; and in reply, to inform you, that His Excellency is of opinion that it will better to postpone your Report, until Mr. Jarvis has had an opportunity, with the assistance of his Accountant, of examining and reducing the balance that appears against him.

I have, &c.,  
(Signed,) J. M. HIGGINSON.

F. FERGUSON, Esq.

Civil Secretary's Office,  
Montreal, 21st November, 1844.

Sir,

In reference to my letter of yesterday's date, I have the honor to inform you, that Mr. James Henderson has been selected by the Chief Superintendent of Indian Affairs, to act as Accountant on his behalf.

You will be pleased to communicate with that gentleman, and to proceed to the investigation of the Accounts as soon as practicable.

I have the honor to be, &c.  
(Signed,) J. M. HIGGINSON.

F. FERGUSON, Esq.,  
&c. &c. &c.

Montreal, 2nd December, 1844.

Sir,

I have the honor to state, that I find on inquiry into the position of the Accounts of Samuel P. Jarvis, Esq., with the Government, its investigation will require more time than I can at present devote to it. I am, therefore, under the necessity of declining to act on Mr. Jarvis's behalf, and have written to him to this effect.

I have, &c.,  
(Signed,) JAMES HENDERSON.

J. M. HIGGINSON, Esq.,  
Civil Secretary.

Civil Secretary's Office,  
Indian Department, 2nd December, 1844.

Sir,

I am directed by the Governor General to transmit you a copy of Mr. Henderson's letter, of this day's date, to me; and to request that you will name a substitute, with as little delay as possible, in order that no further time may be lost in bringing your Accounts to a final settlement.

I have, &c.,  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.

Appendix  
(V. V.)

20th July.

Appendix  
(V. V.)

20th July.

Indian Office,  
Toronto, 13th December, 1844.

Sir,

In reply to your letter of the 2nd instant, I have the honor to inform you, that I have addressed myself to Mr. Thomas Steers of Montreal, and begged of him to supply the place of Mr. Henderson in bringing the Accounts of the Indian Department to a final settlement, and I have requested him to wait upon you.

I regret the delay which has occurred by the retirement of Mr. Henderson from the duty he had undertaken.

I have, &c.  
(Signed,) SAMUEL P. JARVIS,  
C. S. I. A.

J. M. HIGGINSON, Esq.

Montreal, 20th December, 1844.

Sir,

Mr. Jarvis having required my assistance to adjust his Accounts, in co-operation with a gentleman named by the Government; at his request, I have the honor to inform you, that I have acceded to his requisition.

I have, &c.  
(Signed,) THOMAS STEERS.

J. M. HIGGINSON, Esquire,  
Civil Secretary.

Civil Secretary's Office,  
Indian Department, 24th Dec., 1844.

Sir,

I have the honor to acknowledge the receipt of your letter of the 20th instant, stating that you have been appointed by Mr. Jarvis, Chief Superintendent of Indian Affairs, his Agent to adjust his Accounts, and to inform you that Mr. Ferguson, of the Inspector General's Office, has been instructed to act on behalf of the Government, and to furnish you with any information in his power relative to the state of the accounts in question.

I have, &c.  
(Signed,) J. M. HIGGINSON,

THOMAS STEERS, Esq.,  
&c. &c. &c.

Government House,  
12th February, 1845.

Sir,

Being apprehensive that I may not have fully understood the nature of your communication yesterday, respecting Mr. Jarvis' Accounts, I shall be obliged by your putting it in writing, and I shall reply in the same manner.

I have, &c.  
(Signed,) J. M. HIGGINSON.

THOMAS STEERS, Esq.,  
&c. &c. &c.

23, St. Gabriel Street,  
Montreal, 13th February, 1845.

Appendix  
(V. V.)

20th July.

Sir,

In answer to your letter of the 12th instant, I have the honor to reply, that in a conversation I had with you yesterday, I asked you, if I may consider the debits as detailed in the statement by Mr. Ferguson, of Mr. Jarvis' Accounts, as the full liability which that gentleman was called upon to account for.

I understood you to answer me affirmatively; my conversation was not official, nor intended to be so. I therefore consider your reply opinionative, merely.

I have, &c.,  
(Signed,) THOMAS STEERS.

J. M. HIGGINSON, Esq.,  
Civil Secretary,  
&c. &c. &c.

Montreal, 14th February, 1845.

Sir,

I have to acknowledge the enclosure of Mr. Steers' letter to the Civil Secretary, of yesterday's date, having reference to Mr. Jarvis's Account, on an important point; and also Mr. Higginson's marginal note, stating that he concludes the opinion he expressed to Mr. Steers is correct.

It will be necessary to inform Mr. Higginson that the Account made out, embraced the items up to that period, as far as known by me; but that since then, I have perused documents which shew that all sums have not been charged to Mr. Jarvis for which it appears he is entitled to account. Allusion is now made to a Warrant, acquitted by Mr. Jarvis, on the 14th May, 1842, for £400, not in his Bank Account; and also of a sum stated in Mr. Jones' and Mr. Clench's letters to the Commission, sitting in Kingston, on Indian Affairs, to have been paid by the Oneida Indians to Mr. Jarvis, and short credited in his Bank Account, £326 5s.

In conclusion, I may say, that under the circumstances, I am not aware of any mode by which it can be accurately ascertained what the total amount of Mr. Jarvis' debits should be.

I have, &c.,  
(Signed,) F. FERGUSON.

George VARDON, Esq.,  
&c. &c. &c.

Montreal, 24th February, 1845.

Sir,

I have the honor to report, for the information of His Excellency the Governor General, that I have carefully examined the documents and papers placed in my hands, relating to the Accounts of the Chief Superintendent of Indian Affairs with the Government; and from these documents, in conjunction with information derived from the Indian Department, I have made up the Account herewith attached, marked A, which shews an apparent balance against the Chief Superintendent, of £9733 9s. 11d. currency.

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(V. V.)

20th July.

A memorandum also accompanies the forgoing Account, lettered B, shewing in what manner the difference arises; it is divided into two classes, the first portion of which is £4,896 11s. 1d. I had the honor to state by letter on a former occasion, that I was of opinion it was susceptible of explanation, and ought not to be difficult to do so; and at the same time, I stated that the second division, amounting to £4,836 18s. 11d. appeared involved in greater uncertainty.

Among the papers received by me is an Account kept by the Bank of Upper Canada with Mr. Jarvis, in his official capacity as Chief Superintendent of Indians; it commences on the 13th day of October, 1837, and closes on the 1st day of January, 1843, and bears the signature of the President of that Institution.

On forwarding this document to the Commissioners at Kingston, Mr. Jarvis admits that it was opened by him with the Bank as Chief Superintendent of Indians, and that one of his objects was to enable him to procure advances that were required from time to time on behalf of the Indian Tribes, while further on in the same letter, Mr. Jarvis states that he considers the account in question an individual one with himself and his private property.

As regards the first observation, I cannot find on going over the Account that Mr. Jarvis was indebted to the Bank when monthly balances were struck, but on one occasion, and that apparently for only a few days. It seems difficult to comprehend how the state of the Account could be otherwise than shewing Mr. Jarvis in credit, as he appears to have had the command of funds on behalf of the Indian Tribes, when he deemed it necessary to make a requisition for them.

With regard to the second remark, it would appear not defensible, on the ground that when a public Officer is required to account for monies that have passed through his hands, and voluntarily furnishes certain documents, (particularly when of the nature of the one under discussion,) it is fairly to be looked upon as so much evidence of the transactions that have occurred on behalf of the party supplying it.

In connexion with the Bank Account in question, two others were forwarded by Mr. Jarvis from the same Institution, one being an Interest Account, shewing the amount received on the purchase of Debentures for behalf of the Indians generally, and which is embodied in the Main Bank Account; the other is a statement of the Debentures bought with those sold for specific purposes; and finally, the numbers, descriptions, and total amount of Debentures paid over to the credit of the Receiver General of the Province, on the 4th day of June, 1844.

These three Accounts have formed the basis of that now handed in, and without them no statement between Mr. Jarvis and the Provincial Government could have been made out.

As it now stands, it is unsatisfactory and incomplete, there being no evidence to shew that Mr. Jarvis' Bank Account included all the monies received by him on behalf of the various Tribes; but on the contrary, it can be seen by a reference to documents in the Indian Department, that a warrant was acquitted by Mr. Jarvis on account of the Saugeen Wabatic, for £400, on the 8th July, 1842, that did not pass through the Bank Account as a deposit, consequently of the application of the sum there is no explanation.

The plan pursued in making out the Account now furnished, has been to charge Mr. Jarvis with all sums that the Bank enters as deposited, and likewise with such other sums as Mr. Jarvis has afforded authority for by various memoranda, which it is conceived entitle him to be charged with them. Among the principal of these, is the stoppage on the Manitoulin Pay-lists, amounting to £595 5s. 5d.; see memorandum, No. 2, and Account Current letter C, but which is corrected by a certified list of such stoppages by Mr. Superintendent Anderson, which comes to £609

13s. 3½d.; and the latter sum is the one charged in account; especially as Mr. Jarvis states, that some of the Pay-lists were lost or mislaid, on the removal of his Department to Kingston, which prevented him making this memorandum complete.

Another item of charge in Account consists of an unexpended balance accruing out of the erection of the Tyendinaga Church, which amounts to £249 8s. 9d.; reference to the Account noted letter D, and Mr. Jarvis' Memoranda, No. 3, will shew this transaction in detail; the funds for building this Church are charged on one side of the Account, and the expenditure credited on the other.

Again, an item is brought to the debit of Mr. Jarvis, arising out of transactions with the Oneida Indians, from the United States, as explained by Mr. Jarvis in Memorandum No. 1; the whole amount received by him is stated as £3428 15s. in the Account herewith, see letter E, the items forming it are charged, and the application credited, leaving a surplus not expended of £430 18s. 5d. in favor of the Oneidas, which was subsequently paid over to the Receiver General of the Province on the 4th of June, 1844, see Account, Letter F. It is a question whether interest should not fairly be charged Mr. Jarvis on this balance, as well as the sum under discussion, if found correct, laying unproductive in his hands from September, 1841, until June, 1844.

The circumstances which originate this item are gathered from the Letters addressed to the Commissioners on Indian Affairs, which sat at Kingston, and are from Mr. Jones and Mr. Clench, dated respectively the 28th February and 25th April, 1843. Both these gentlemen are in close intercourse with the Indians, interested in their welfare, and write on their behalf, and at their request.

From these letters it would appear the second payment made, by the Oneidas to Mr. Jarvis, was in presence of one of these gentlemen, and comprised the sum of \$6,020, or £1505 Currency; for which a receipt was asked from Mr. Jarvis, both at the time of payment and afterwards, but refused latterly, on the ground that the Bank gave Mr. Jarvis no receipt on deposit.

This payment stands in Mr. Jarvis's Bank Account as a deposit of £1,178 15s., being short of the sum stated, £326 5s., which is brought to Mr. Jarvis' debit in account until otherwise explained; see General Statement, Letter Q;—it may at the same time be remarked, that this item furnishes additional evidence, that all monies coming into Mr. Jarvis's hands, in his capacity as Chief Superintendent, did not pass through his Bank Account.

An item requiring comment in Debenture Number 370, which appears by the Bank Debenture Account to have been disposed of, or redeemed on the 20th June, 1843; and brought to account against Mr. Jarvis, as having been paid to him in the sum of £500 10s. 10d.; see Account, Letter A; no explanation is to be found as to how this sum has been otherwise appropriated.

Again, some explanation is desirable, respecting a cheque received and deposited from the Crown Lands Department, the amount is £1,481 0s. 3d., which it is supposed may have been for investment, but which is not included in Mr. Jarvis' Memorandum, No. 4, shewing the sums for that purpose. As a charge, it will be found in the General Account; see Letter H.

It is also to be observed, that Debenture No. 111 appears as redeemed, and the proceeds paid to Mr. Jarvis; it is, consequently, brought to his debit in the General Account, Letter I. A reference to Memorandum No. 4, will shew, that Mr. Jarvis gives this Debenture as forming a part of those sums which came into his hands for investment; but on which there appears an apparent deficiency on the whole, as regards these items of £1670 10s.—See second division of Memorandum, Letter J.

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As a final observation, on the debit side of Mr. Jarvis' Account, it is worthy of note, that all the Debentures are traceable, and will be duly found brought to the credit or debit in the General Account Current—to establish which, reference is required to the Bank Debenture Account, No. 5; and afterwards to a Memoranda at the foot of Statement A, and lettered K, which shews the amounts to be the same, and that the items are duly entered; while reference is made by letter, to denote where.

It comes next in order, to review the credit side of the Account made out; and which is even more unsatisfactory than the one commented upon. It is here that the chief difficulty is found, as the Bank Account on this side consists of drafts, or checks, payable to order, to bearer, and to self, without any note or specification on the face of the paper to indicate what it was given for.

It, therefore, only remains for me to state, that the grounds on which a great proportion of the credits have been made, arise from the knowledge in the Indian Department, that parties entitled to receive payment through the Chief Superintendent, are satisfied; and in every instance where this has been enabled to be ascertained, as well as in very many cases where doubts and uncertainty have existed, the same course has been pursued, of passing the amounts to Mr. Jarvis' credit.

Another class of credits has been given, on the assumption, that whenever a cheque has been found to correspond

in amount with a debit on the opposite side of the Account, (and in many instances, where more than one cheque is required to make up an amount,) all such have been passed to Mr. Jarvis' credit, notwithstanding the absence of Vouchers, Books of Entry, or any regular Account to support such a course.

The whole amount of credits given in this way, amounts to £22,473 9s. 3d., opposite to £27,847 12s. 7d. checked for, according to the Bank Account; this gives a difference of £5,374 3s. 4d., which, when it can be shewn to the satisfaction of Government that the whole, or any part of it, has been duly applied, will go far to reduce the present apparent deficiency at the debit of the Chief Superintendent, as set forth in the accompanying Account.

Finally, I would again remark, that I am of opinion, the first division of the Memorandum already referred to, ought to be susceptible of easy explanation; that the second division is also fully open to explanation, but at the present time is involved in more obscurity and uncertainty than the former. All of which is respectfully submitted, by your very obedient and humble Servant,

(Signed,) F. FERGUSON.

J. M. HIGGINSON, Esq.,  
Civil Secretary.

Appendix  
(V. V.)  
20th July.

STATEMENT A.

W. S. JARVIS, Esquire, Chief Superintendent of INDIAN AFFAIRS in Account Current with the PROVINCIAL GOVERNMENT.

		Dr.					
		£	s.	d.	£	s.	d.
		For the following sums deposited in the Bank of Upper Canada, and placed to the credit of the Chief Superintendent of Indian Affairs by his desire, see Account furnished by the Bank, bearing date the 1st of January, 1843, and transmitted by Mr. Jarvis as part of his Statements to the Commissioners appointed to investigate his accounts with the Provincial Government:—					
October 13, 1837...	To Cash deposited .....	324	0	10			
do do do ...	do do Commissariat Check .....	10	0	0			
November 6, do ...	do do do .....	100	0	0			
do 21, do ...	do do R. B. Sullivan .....	125	0	0			
do 22, do ...	do do Commissariat Check .....	325	0	0			
					884	0	10
February 10, 1838...	do do do do .....	250	0	0			
March 16, do ...	do do do do .....	46	12	7			
October 2, do ...	do do Mohawk Indians, Bay Quinté .....	365	6	0			
do 5, do ...	do do Rev. Mr. Murray .....	46	7	4			
November 15, do ...	do do do .....	251	15	0			
December 22, do ...	do do Commissariat Check .....	800	0	0			
do do do ...	do do do .....	7	10	0			
do do do ...	do do John Henry Dunn .....	236	2	2			
March 20, 1839...	do do Interest on Debenture No. 111 .....	20	0	0			
					2023	13	1
February 26, do ...	do do Commissariat Check .....	23	15	5			
March 4, do ...	do do John Henry Dunn .....	1510	18	9			
do 28, do ...	do do R. B. Sullivan .....	150	19	6			
April 11, do ...	do do Commissariat Check .....	125	0	0			
June 7, do ...	do do do .....	168	1	3			
July 16, do ...	do do do .....	213	2	6			
October 1, do ...	do do do .....	534	3	1			
November 16, do ...	do do do .....	225	0	0			
do 23, do ...	do do do .....	31	0	10			
December 19, do ...	do do do .....	136	4	11			
Carried forward.....		£3118	6	3	2907	13	11

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(V. V.)

W. S. JARVIS, Esquire, in Account with PROVINCIAL GOVERNMENT.—(Continued.)

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		DR.—(Continued.)						
			£	s.	d.	£	s.	d.
		<i>Brought forward</i> .....	3118	6	3	2907	13	11
December 31, 1839...	To Cash Deposit, Interest on Debenture No. 111.....	£15 0 0						
do do do ...	do do do Nos. 321, 298..	30 0 0						
do do do ...	do do do Nos. 216, 306,							
do do do ...	do 369, 370, 217 .....	66 0 0						
do do do ...	do Deposit, Interest on Debenture No. 111.....	15 0 0						
			126	0	0			
						3244	6	3
February 11, 1840...	do deposited, Commissariat Check.....		153	13	6			
do 14, do ...	do R. B. Sullivan's do .....		100	0	0			
April 3, do ...	do Commissariat do .....		50	0	0			
May 23, do ...	do do do .....		50	0	0			
do 28, do ...	do do do .....		302	5	6			
June 9, do ...	do do do .....		100	0	0			
July 2, do ...	do R. B. Sullivan's do .....		75	0	0			
do 10, do ...	do Commissariat do .....		210	0	0			
do 14, do ...	do 2 do do .....		177	7	0			
September 22, do ...	do do do .....		199	4	10			
do do do ...	do do do .....		90	0	0			
do 29, do ...	do John H. Dunn's do .....		2250	0	0			
October 12, do ...	do Commissariat do .....		151	15	6			
do 15, do ...	do Trustees Peter Robinson.....		289	11	10			
December 10, do ...	do Commissariat Check.....		50	0	0			
do 12, do ...	do do do .....		12	10	0			
do 29, do ...	do do do .....		50	0	0			
						4311	8	2
do 31, do ...	do Interest on Nos. 297, 362.....		30	0	0			
do do do ...	do do 297, 362.....		30	0	0			
do do do ...	do do 216, 306, 369, 217, 370.....		66	0	0			
do do do ...	do do 216, 306, 369, 217, 370.....		66	0	0			
do do do ...	do do 321, 298.....		30	0	0			
do do do ...	do do 321, 298.....		30	0	0			
do do do ...	do do 111.....		15	0	0			
do do do ...	do do 111.....		15	0	0			
						282	0	0
January 16, 1841...	do 2 Commissariat Check .....		56	5	0			
do 26, do ...	do do do .....		201	19	5			
February 11, do ...	do R. B. Sullivan's do .....		1685	3	11			
do 27, do ...	do H. Glass.....		253	14	6			
March 11, do ...	do Commissariat Check.....		192	9	7			
do 24, do ...	do do do .....		178	9	7			
April 5, do ...	do do do .....		47	5	0			
do 17, do ...	do do do .....		200	0	0			
do 20, do ...	do do do .....		25	0	0			
June 8, do ...	do do do .....		270	16	4			
July 16, do(H) do ...	do Commissioner Crown Lands.....		1481	0	3			
September 16, do ...	do Gore Bank.....		822	18	3			
do 25, do ...	do at Kingston.....		1178	15	0			
October 13, do ...	do Commissariat Check.....		400	0	0			
do 14, do ...	do Commercial Bank, Mr. Vardon .....		704	18	11			
December 1, do ...	do Andrew's Note.....		16	15	0			
do 18, do ...	do self at Kingston .....		400	0	0			
do 27, do ...	do do do .....		278	13	11			
do do do ...	do do do .....		452	10	0			
						8846	14	8
do 31, do ...	do Interest on Nos. 297, 362.....		30	0	0			
do do do ...	do do 297, 362.....		30	0	0			
do do do ...	do do 321, 298.....		30	0	0			
do do do ...	do do 321, 298.....		30	0	0			
do do do ...	do do 216, 217, 306, 369, 370 .....		66	0	0			
do do do ...	do do 216, 217, 306, 369, 370 .....		66	0	0			
do do do ...	do do 72, 315, 335 .....		43	15	0			
do do do ...	do do 72, 315, 335 .....		43	15	0			
do do do ...	do do 111.....		15	0	0			
do do do ...	do do 111.....		15	0	0			
						369	10	0
January 15, 1842...	do Jackson's Check.....		30	0	0			
February 5, do ...	do do do .....		258	1	4			
March 29, do ...	do do do .....		382	15	0			
April 9, do ...	do self at Kingston .....		250	0	0			
do 15, do ...	do do do .....		261	3	8			
do do do ...	do do do .....		52	5	0			
May 30, do ...	do do do .....		386	16	4			
June 4, do ...	do Commissariat Check .....		400	0	0			
do 7, do ...	do A. Shade's do .....		100	0	0			
July 11, do ...	do Commissariat do .....		500	0	0			
do 13, do ...	do William Vernon.....		35	0	0			
September 30, do ...	do Commissariat Check.....		300	0	0			
October 3, do ...	do Self at Kingston.....		514	8	11			
do 28, do ...	do Commissariat Check .....		200	0	0			
December 2, do ...	do Self at Kingston.....		296	18	1			
do 5, do ...	do on renewal of Note.....		0	3	9			
		<i>Carried over</i> .....	£ 3967	12	1	19961	13	0



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20th July.

		Dr.—(Continued.)			£	s.	d.	£	s.	d.
		<i>Brought over</i> .....			3967	12	1	19961	13	0
December 19, 1842...	To Cash deposited, Debentures sold as under:—									
	No. 216, Roads and Bridges... £400, Interest £1 10 3									
	No. 217, do do ... 400, do do 1 10 3									
	No. 321, Welland Canal..... 500, do do 8 7 8									
	No. 362, do do ..... 500, do do 12 16 5									
	No. 369, York Road..... 500, do do 2 17 6									
	No. 244, Kettle Creek..... 1000, do do 26 9 5									
	No. 306, York Road..... 400, do do 2 16 6									
(L)		£3700,	£56 8 0		3756	8	0	7724	0	1
December 31, 1842...	To Cash Deposit, Interest on 244, 297, 362.....				60	0	0			
do do do ...	do do do 244, 297, 362.....				60	0	0			
do do do ...	do do do 12.....				6	0	0			
do do do ...	do do do 12.....				6	0	0			
do do do ...	do do do 408.....				1	15	0			
do do do ...	do do do 408.....				1	15	0			
do do do ...	do do do 321, 298.....				30	0	0			
do do do ...	do do do 321, 298.....				30	0	0			
do do do ...	do do do 216, 217, 306, 369, 370.....				66	0	0			
do do do ...	do do do 216, 217, 306, 369, 370.....				66	0	0			
do do do ...	do do do 77, 162, 243, 244, 282, 315, 335, 348.				66	5	0			
do do do ...	do do do 77, 162, 243, 244, 282, 315, 335, 348.				66	5	0			
do do do ...	do do do 366.....				1	5	0			
do do do ...	do do do 366.....				1	5	0			
do do do ...	do do do 111.....				15	0	0			
do do do ...	do do do 111.....				15	0	0			
do do do ...	do do do 115.....				15	0	0			
May 19, 1843...	To Cash received, Commissioner's Crown Lands, Tyendana Church				100	0	0			
March 17, do ...	do do do do do do				100	0	0			
do do do ...	do do do do do do				100	0	0			
do do do ...	do do do do do do				30	0	0			
do 19, do ...	do do for Debenture sold for Tyendana Church—									
	No 297 York Road..... £500 0 0									
	Interest, 135 days..... £11 3 7									
	Less ½ per cent. Agency..... 2 10 0									
(M)			8 13 7		508	13	7			
August 17, 1843...	To Cash received for Debenture sold for Tyendana Church—									
	No. 298 York Road..... £500 0 0									
	Interest, 140 days..... £11 13 5									
	Less ½ per cent. Agency..... 2 10 0									
(M)			9 3 5		509	3	5			
June 20, 1843...	To Cash received for Debenture sold, viz. :—									
	No. 370 York Road ..... £500 0 0									
	Interest, 36 days ..... £3 0 10									
	Less ½ per cent. Agency ..... 2 10 0									
(G, N)			0 10 0		500	10	10			
December 31, 1843...	To this amount, being sundry supplies furnished from Government Stores to the Manatowaning Indians, as per certified Statement by Mr. Superintendent Anderson, commencing in 1839 and ending this date, which sum is brought to the debit of the Chief Superintendent, as the Warrants for the respective Pay-lists were received by him in full without stoppages being deducted therefrom .....				609	18	3	2458	1	1
(C)										
do do do ...	To Cash for Interest on No. 297 .....				15	0	0			
do do do ...	do do do 369 .....				15	0	0			
do do do ...	do do do 335, 315, 72, 244, 243, 162, 348, 282				66	5	0			
do do do ...	do do do 335, 315, 72, 244, 243, 162, 348, 282				66	5	0			
do do do ...	do do do 12 .....				6	0	0			
do do do ...	do do do 12 .....				6	0	0			
do do do ...	do do do 366 .....				1	5	0			
do do do ...	do do do 366 .....				1	5	0			
do do do ...	do do do 115 .....				15	0	0			
do do do ...	To Cash received, Interest on No. 115.....				15	0	0			
do do do ...	do do do do 111.....				15	0	0			
do do do ...	do do do do 111.....				15	0	0			
do do do ...	do do do do 408.....				3	10	0			
do do do ...	do do do do 370.....				15	0	0			
January 2, 1844...	do for Debenture No. 111 redeemed, viz., City of Toronto Corporation Debenture .....							255	10	0
(I, O)								500	0	0
June 4, 1844...	To Cash Received, Interest on No. 408.....				1	15	0			
do do do ...	do do do do 12.....				6	0	0			
do do do ...	do do do do 335, 315, 72, 244, 243, 348....				66	5	0			
								74	0	0
July 8, 1842...	To Cash received, being a Warrant of Saugeen Wabatic, not in Bank Account .....							400	0	0
	<i>Carried forward</i> .....							31880	14	2

20th July.

20th July.

		Dr.—(Continued.)			£ s. d.			£ s. d.			
		<i>Brought forward</i> .....						31880	14	2	
September 25, 1841...	To short deposit on a payment made by the Onaida Indians this date, see Mr. Jones' and Mr. Clench's letters to the Commission at Kingston, dated respectively the 28th February and 25th April, 1843, viz:—										
	(Q) Amount paid.....	1505	0	0							
	Amount deposited.....	1178	15	0				326	5	0	
								£	92206	19	2
February 22, 1845...	To Balance at debit brought down.....							£	9733	9	11
		Cr.			£ s. d.			£ s. d.			
		For the following credits admitted, with the consent and knowledge of the Indian Department.									
October 13, 1837...	By Commissariat Check, supposed paid Kendrick .....	10	0	0							
November 6, do ...	By paid Chippawa Indians.....	100	0	0							
do 22, do ...	do Manatawaning Pay-list.....	137	10	0				247	10	0	
February 10, 1838...	do Kingston Mission, Bay Quinte, log houses .....	250	0	0							
December 24, do ...	do Commissariat Check.....	7	10	0				257	10	0	
January 28, 1839...	do do do purchase land, Ramora, to Gamble and Boulton .....	800	0	0							
March 5, do ...	do J. H. Dunn's Check to Commissariat, repayment.....	1510	18	10							
April 10, do ...	do Kingston Mission, Bay Quinte.....	125	0	0							
June 7, do ...	do Manatawaning Pay-list .....	168	1	3							
July 17, do ...	do Gamble and Boulton, purchase money of land for Chippawas of Huron and Simcoe .....	213	2	6							
October 1, do ...	do Manatawaning Pay-list.....£324 19 5										
do do do ...	do do co .....	209	3	8							
		534	3	1							
November 16, do ...	do Eli Smith, amount due him.....	225	0	0							
December 19, do ...	do Manatawaning Pay-list.....	136	4	11				3712	10	7	
February 11, 1840...	do do do .....	153	13	6							
do 14, do ...	do Saugeen Indians, Crown Lands Check .....	100	0	0							
April 3, do ...	do Cottrell, buildings at Rice Lake .....	50	0	0							
May 23, do ...	do do do .....	50	0	0							
do 23, do ...	do Manatawaning Pay-list.....£127 17 0										
do do do ...	do do do .....	174	8	6							
		302	5	6							
July 2, do ...	do Saugeen Indians, Crown Lands Check .....	75	0	0							
do 10, do ...	do Brongh & Darling, Commissariat Check .....	210	0	0							
August 3, do ...	do Cottrel, buildings at Rice Lake..... £50 0 0										
do do do ...	do for building materials..... 127 7 0										
		177	7	0							
September 14, do ...	do Manatawaning Pay-list.....	199	4	10							
October 12, do ...	do do do .....	151	15	6							
December 10, do ...	do Saugeen, Wabatic.....	50	0	0							
do 12, do ...	do Chief Chippawas, Ecarte.....	12	10	0							
do 29, do ...	do Chief Rice Lake, Pantwash.....	50	0	0				1581	16	4	
January 16, 1841...	do Mission of Alnwick, Sunday .....	56	5	0							
do 26, do ...	do Manatawaning Pay-list .....	201	19	5							
March 11, do ...	do do do .....	192	9	7							
do 24, do ...	do do do .....	178	9	7							
April 5, do ...	do Kingston Mission, Bay of Quinte, case provision.....	47	5	0							
June 8, do ...	do Manatawaning Pay-list .....	270	16	4							
October 14, do ...	do do do .....										
do do do ...	do do do .....										
do do do ...	do Rice Lake Indians .....	230	0	0							
		704	18	11							
December 27, do ...	do Manatawaning Pay-list .....	278	13	11				1930	17	9	
January 1, 1842...	do Mr. Vardon .....	30	0	0							
February 5, do ...	do Manatawaning Pay-list .....	258	1	4							
April 15, do ...	do do do .....	261	3	8							
do do do ...	do Mr. Vardon.....£32 0 0										
do do do ...	do Mr. Wallis .....	20	5	0							
		52	5	0							
May 30, do ...	do Manatawaning Pay-list, part.....£386 16 4										
		266	16	4							
July 11, do ...	do Chief Rice Lake, Pantwash.....	500	0	0							
do 16, do ...	do Whisker, on account Six Nations.....	35	0	0							
October 3, do ...	do Manatawaning Pay-list.....£255 10 7										
do do do ...	do do do .....	258	18	4							
		514	8	11							
do 28, do ...	do Chief Huron, Snake.....	200	0	0							
December 2, do ...	do Manatawaning Pay-list .....	296	18	1							
		<i>Carried over</i> .....			£2414	13	4	7730	4	8	

Appendix  
(V. V.)

S. P. JARVIS, Esquire, in Account with PROVINCIAL GOVERNMENT.—(Continued.)

Appendix  
(V. V.)

20th July.

20th July.

		Cr.—(Continued.)			Dr.		
		£	s.	d.	£	s.	d.
		<i>Brought over</i> .....					
	December 19, 1842...	2414	13	4	7730	4	8
	To paid this amount loaned to the Grand River Navigation Company, by the consent of Sir Charles Bagot, as per letter from Mr. Secretary Murdoch on the application of the Chief Superintendent, upon an understanding that the amount would be repaid in one year, (see list of Debentures on contra side sold to meet this arrangement)	3500	0	0	5914	13	4
	September 25, 1841... By this amount shewn by Memorandum No. 1, furnished by the Chief Superintendent, to be invested in the purchase of lands for Oneida Indians, viz. :—						
	September 29, 1840, Mr. Dunn's Check, £2250 0 0						
	do 25, 1841, Deposit, Kingston, 1178 15 0						
(E)	Amount received .....	3428	15	0			
	Amount purchase.....	2997	16	7	2997	16	7
	Amount difference.....	£430	18	5			
	January 20, 1843... By paid John W. Hill, on account of Tyendanaga Church.....	100	0	0			
	March 17, do ... do Paulus Claus do do do .....	100	0	0			
	May 27, do ... do John W. Hill, do do do .....	100	0	0			
	do do do ... do J. W. Howard, do do do .....	30	0	0			
	June 3, do ... do Loyalist, advertising for tenders.....	£0	10	0			
	do 26, do ... do Whig, do do .....	0	17	4			
	do do do ... do Herald, do do .....	0	10	0			
	do do do ... do Statesman, do do .....	0	14	0			
	July 15, do ... do John D. Pringle, on account .....	2	11	4			
	do do do ... do A. M'Leod for 51½ toise stone.....	245	16	8			
	August do do ... do James Gardiner.....	64	1	3			
	do do do ... do Henry Watson and James Clark.....	26	0	0			
	September 20, do ... do Angus M'Leod .....	25	5	0			
	do 30, do ... do John W. Hill.....	18	15	0			
	do do do ... do John D. Pringle .....	75	0	0			
	October 3, do ... do Henry Watson, cartage stone.....	125	0	0			
	do 10, do ... do John D. Pringle .....	21	12	0			
	do 28, do ... do Wright for John D. Pringle.....	100	0	0			
	November 10, do ... do John Craig, for window glass .....	26	10	0			
	do 18, do ... do John D. Pringle.....	15	0	0			
	January 18, 1844... do George Brown, Architect.....	80	0	0			
	do 19, do ... do John Hill .....	16	0	0			
	April 16, do ... do John D. Pringle.....	50	0	0			
	May 12, do ... do John Watkins, for stove pipes.....	50	0	0			
	do 24, do ... do John Hill .....	8	5	0			
		75	0	0			
	Memorandum No. 3, from Superintendent, shews ways and means for building the above Church, as follows :—				1354	16	3
	From Commissioner Crown Lands .....	£330	0	0			
	Debenture No. 297, sold.....	508	13	7			
	do 298, sold.....	509	8	5			
	Debentures sold for Grand River, £3756 8 0						
	Amount invested.....	3500	0	0			
		256	8	0			
(D)	Expended as shewn above.....	1604	5	0			
		1354	16	3			
		249	8	9			
	June 4, 1844... By the following Debentures transferred to the Receiver General of Canada for account of the Indian Department, viz. :—						
	No. 335, War Losses .....	£1200	0	0			
	315, do .....	500	0	0			
	72, do .....	50	0	0			
	12, Simcoe District .....	200	0	0			
	244, War Losses .....	90	0	0			
	243, do .....	90	0	0			
	162, do .....	60	0	0			
	348, do .....	560	0	0			
	282, do .....	100	0	0			
	366, do .....	50	0	0			
	408, do .....	70	0	0			
	115, Toronto City .....	500	0	0			
	258, do .....	75	0	0			
	do do do (P) 268, do .....	500	0	0			
	do do do ... By this amount, being uninvested balance on account of Oneida Indians, paid Mr. Turquand, Receiver General.....				4045	0	0
(F)					430	18	5
	February 22, 1845... By balance to debit .....				22478	9	3
					9738	9	11
					£ 32206	19	2

(K)—MEMORANDUM OF DEBENTURE ACCOUNT.

	£	s.	d.	£	s.	d.
Total amount of Debentures by Bank Statement .....				9819	15	10
(L) Sold for Grand River Investment, see account .....	3756	8	0			
(M) Sold for Tyendenaga Church, do .....	1017	17	0			
(N) Sold No. 370, expenditure not shewn, do .....	500	10	10			
(O) No. 111 redeemed do do do .....	500	0	0			
(P) Balance paid Receiver-General, do .....	4045	0	0			
				£9819	15	10

STATEMENT B.

A MEMORANDUM of unexplained Items not carried to credit in Account.

FIRST DIVISION.		£	s.	d.	£	s.	d.
1837.....	To Commissariat Check.....	324	0	10			
	do do £325 0 0						
	Less part Pay List. ....	187	10	0			
	To Crown Lands Check, Alnwick Indians.....	125	0	0	636	10	10
March 16, 1838...	To Commissariat Check.....	46	12	7			
October 2, do ..	To Cash, Mohawks Bay of Quinte.....	365	6	0			
December 24, do ..	To Receiver General's Check, Manitoulin Mission.....	236	2	2	648	0	9
February 26, 1839..	To Commissariat Check, Credit Indians .....	23	15	5			
November 23, do ...	do do Artificers' Pay .....	31	0	10			
March 28, do ...	To Crown Lands do Manitoulin Mission .....	150	19	6	205	15	9
June 9, 1840... ..	To Commissariat do Chippawas of Lake Huron. ....	100	0	0			
September 22, do ...	do do .....	90	0	0	190	0	0
April 20, 1841... ..	do do Mud and Rice Lakes' Mission.....	25	0	0			
do 17, do ... ..	do do Chippawas of Lakes Huron and Simcoe...	200	0	0			
October 13, do ...	do do Saugeen, Wabatic .....	400	0	0			
December 18, do ...	To Deposit, self, Saugeen, Metiwab.....	400	0	0			
do 27, do ... ..	do do Chief Huron, part .....	452	10	0	1477	10	0
June 4, 1842... ..	To Commissariat Check, Chief Huron, Yellow Head.....	400	0	0			
September 30, do ...	do do do Aissie.....	300	0	0			
April 9, do ... ..	To Deposit, self. ....	250	0	0			
May 30, do ... ..	do do £386 16 4						
	Less part Pay List.....	266	16	4			
		120	0	0			
1838.....	To Deposit, self.....	251	15	0			
1841.....	To Andrews' Note..... £16 15 0						
	To renewal do ..... 0 3 9						
		16	18	9			
1842.....	To Saugeen Wabatic, not in Bank account .....	400	0	0			
					1738	13	9
					£4896	11	1
SECOND DIVISION.		£	s.	d.	£	s.	d.
October 5, 1838...	To Memorandum No. 4, furnished by Mr. Jarvis, shews as having been received, at various times, for investment—						
do 15, 1840...	From Mr. Murray. ....	46	7	4			
February 11, 1841...	do Trustees, Mr. Robinson.....	289	11	10			
do 27, do ... ..	do Crown Lands Check.....	1685	3	11			
September 16, do ...	do Draft on H. Glass.....	253	14	6			
March 9, 1842...	do Gore Bank Draft. ....	822	18	3			
June 7, do ... ..	do Jackson's Check.....	382	15	0			
January 5, 1844(I)	do A. Shade.....	100	0	0			
1844 .....	do proceeds of Debenture No. 111.....	500	0	0			
	do Interest received on Debentures .....	1634	10	0			
June 4, 1844...(P)	LESS—The Amount of Debentures paid to Receiver General 4th June, 1844, passed to Mr. Jarvis' Credit, see Account. ....				5715	0	10
					4045	0	0
	(J) Apparently short, Invested.....				£1670	0	10
1841 .....	(H) Add—Crown Lands Check, for investment.....	1481	0	3			
	(G) Debenture No. 370, sold.....	500	10	10			
	(D) Unexpended Balance, Tyendanaga Church.....	249	8	9			
	(E) Short Deposit, Oneida Indians. ....	326	5	0			
	(C) Manitoulin stoppages.....	609	13	3			
					3166	18	1
	Second Division, differences.....				£4896	18	11
	First Division; differences.....				4896	11	1
	Total differences, see Account Current.....				£9733	9	0

Appendix  
(V. V.)  
20th July.

S. P. JARVIS, Esquire, in Account, with the Differences between the two Statements furnished the Government, in detail.

Appendix  
(V. V.)  
20th July.

		Dr.			£	s.	d.
1844.	To gross amount of differences in credits as shewn by Mr. Jarvis's Accountant, see Detailed Statement Letter S. ....				13887	1	9
(H)					£ 13887	1	9
1844.	To balance brought down, unexplained items .....				1873	2	2
	To short charged, as shewn above.....				7860	7	9
	To balance unexplained, as stated in former account .....				£ 9733	9	11
		Cr.			£	s.	d.
1844.	By balance in pencil, see Statement in Detail A.....	950	7	5			
	By Warrants not charged in account, see letter B .....	3737	19	5			
	By over-credit to Dorling in part of Pay-lists which are taken credit for in full, see letter C .....	310	1	6			
	By this sum paid the Receiver General and not charged in account, say.....	£949	13	6			
(D)	Less, credited before .....	430	18	5			
		518	15	1			
(E)	By Debenture No. 244, given credit in former account.....	1018	5	7			
	By this amount, sundry sums short charged as per Detailed Statement, letter F..	1324	18	9			
					7860	7	9
	By total amount of differences in debits.....	£5478	10	7			
	Less, short charged .....	1324	18	9			
		4153	11	10			
	(See Detailed Statement, letter G.)				4153	11	10
	By balance, unexplained items .....				1873	2	2
					£ 13887	1	9

DETAILED STATEMENT, S.

A DETAIL of the Differences between the Statement furnished by JARVIS'S Accountant and that of the Accountant on the part of the GOVERNMENT.

		Dr.			£	s.	d.	£	s.	d.
November 15, 1838...	To Cash, for Wyendotte improvements.....	1545	13	3						
April 12, 1843...	do Deposit by self at Kingston. ....	607	8	7						
June 19, do ...	do do do do .....	269	11	9						
July 17, do ...	do Warrant B. 221.....	£100	0	0						
do do do ...	do do 223.....	169	8	6						
do do do ...	do do 224.....	250	0	0						
do 29, do ...	do Pantash.....	519	8	6						
August 26, do ...	do Deposit at Kingston. ....	250	0	0						
October 14, do ...	do do do by G. Vardon.....	273	6	6						
January 12, 1844...	do do do do .....	276	11	10						
February 15, do ...	do do do do .....	232	17	11						
do 28, do ...	do do do do .....	214	9	5						
April 22, do ...	do do do by J. Henderson.....	643	10	0						
June 3, do ...	To transfer per account J. Givins .....	12	10	0						
do 4, do ...	To Cash Deposit at Kingston.....	418	2	9						
(G)	Mr. Jarvis' Accountant's gross differences. ....	215	0	1			5478	10	7	
		LESS.								
November 15, 1838...	Mr. Jarvis does not charge himself as under—									
December 1, 1841...	To Cash deposited by Bank Account.....	251	15	0						
July 8, 1842...	To Andrews' Note and renewal.....	16	18	9						
January 21, 1843...	To Cash, for Saugeen Wabatic .....	400	0	0						
March 17, do ...	do Crown Lands, Tyendanağa Church.....	100	0	0						
do do do ...	do do do do .....	100	0	0						
do do do ...	do do do do .....	100	0	0						
May 27, do ...	do do do do .....	30	0	0						
September 25, 1841...	do short Deposit on Oneida Indian Funds, viz. :—	100	0	0						
do do do ...	Amount paid Mr. Jarvis.....	£1505	0	0						
do do do (F)	Amount deposited.....	1178	15	0						
		326	5	0			1324	18	9	
do do do ..	To Government Accountants' total debits add.....				(G) £ 4153		11	10		
do do do ...	To Mr. Jarvis' Accountant's total debits .....				32206		19	2		
					£ 36360		11	0		

Appendix  
(V. V.)

A DETAIL of the Differences, &c.—(Continued.)

Appendix  
(V. V.)

20th July.

20th July.

		Cr.			£ s. d.			£ s. d.				
September 5, 1837...	By River Credit Indians advance.....						31	0	0			
June 18, 1838...	By Saugeen Indians, Lands ceded .....	50	0	0								
September 5, do ...	do do do do .....	50	0	0								
November 15, do ...	By improvements, Wyendotte Reserve.....	1293	18	3								
December 31, do ...	By Manitoulin Missionary paid on account.....	265	3	10			1659	2	1			
February 26, 1839...	By Law Expenses, Baldwin.....	13	17	0								
do 27, do ...	do do Gwynne.....	9	18	5								
do 28, do ...	By Saugeen Indians, Lands ceded .....	100	0	0								
March 28, do ...	By Manitoulin Mission, for labor.....	150	19	6								
April 2, do ...	By Manitoulin Pay-list .....	13	10	0								
do 10, do ...	By Alnwick Mission.....	125	0	0								
May 22, do ...	By Rev. S. Givins, paid him .....	100	0	0								
June 17, do ...	By Saugeen Indians, paid Wabatic.....	50	0	0								
do 29, do ...	do do for Lands ceded.....	30	0	0								
December 13, do ...	By Chippewas, paid Wawanash.....	1	5	0			594	9	11			
January 9, 1840...	By Law Expenses, paid Gwynne. ....	15	0	0								
do 30, do ...	By Wyendottes.....	25	0	0								
April 3, do ...	do .....	9	5	0								
do 29, do ...	By Chippewas, Huron, costs of arbitration.....	15	10	0								
July 14, do ...	By Travelling Expenses .....	50	0	0								
September 21, do ...	By Saugeen Indians, Lands ceded .....	200	0	0								
do 28, do ...	By Canada Company .....	275	0	0			589	15	0			
February 9, 1841(B)	By Travelling Expenses, Warrant A, 32.....	56	16	3								
do 10, do ...	By Brock Monument Fund.....	75	0	0								
do 18, do(B)	do do do Warrant A, 30.....	10	0	0								
do do do(B)	do do do do 34.....	7	10	0								
March 18, do(B)	By Travelling Expenses, do 42.....	19	7	6								
April 10, do ...	By Brock Monument Fund, Wyendottes.....	10	0	0								
do 19, do ...	By Law Expenses, Gwynne .....	32	10	0								
July 5, do(B)	By Canoe Men, Warrant A, 105.....	52	17	6								
September 17, do(B)	By Travelling Expenses, Warrant A, 95 .....	30	0	0								
do 29, do ...	By Munsee Indians, paid Mr. Clench.....	100	0	0								
October 13, do ...	By Saugeen Indians, paid Meticwab.....	400	0	0								
November 18, do(C)	By Manitoulin Pay-list, Doring, on account, as Agent.....	310	1	6								
do 3, do ...	By Judge M'Lean .....	51	10	9								
do 4, do ...	By Canada Company.....	1	8	4								
December 16, do(B)	By Chippewas, Huron and Simcoe, paid Cottrell, Warrant A, 126.....	590	0	0								
do 18, do ...	By Saugeen Indians, paid Wabatic .....	400	0	0			2147	1	10			
January 6, 1842...	By Doctor Digby, for medical attendance .....	45	10	0								
do 14, do ...	By sundry Tribes.....	68	16	11								
May 4, do(B)	By Mississagas, paid Canada Company, Warrant B, 42.....	87	10	6								
do do do(B)	By Travelling Expenses, do 79.....	50	0	0								
do 13, do(B)	do do do 47.....	76	8	8								
do 14, do(B)	do do do 54.....	52	5	0								
do 16, do ...	By Mississagas, paid G. S. Boulton..... £75 0 0											
do 25, do(B)	do do do Warrant B, 48.... 75 0 0											
do do do ...	By Chippewas, Huron, paid Yellow Head, Warrant B, 55.....	150	0	0								
do 10, do ...	By William Higgins, Constable, paid expenses. ....	400	0	0								
do 20, do ...	By William Keating, certain expenses under Timber Act.....	13	12	0								
do do do ...	By Robert Wells, for Surveys, £10, do £10, do £10.....	15	0	0								
do do do ...	By Robert Wells, for Surveys, £10, do £10, do £10.....	30	0	0								
June 29, do ...	By Doctor Whicker, for Medical attendance .....	35	0	0								
October 27, do ...	By Chippewas, Port Sarnia, paid Wawanash.....	30	0	0								
do do do ...	do Huron and Simcoe, paid Borland .....	350	0	0								
December 9, do ...	By Doctor Whicker, for Medical attendance .....	35	0	0								
do 31, do ...	By Saugeen Indians, paid Wabatic .....	25	0	0								
October 16, do ...	By Titus Wilson, making Road from Orillia to Medonta .....	250	0	0								
November 18, do ...	By Manitoulin Pay-list, Henderson as Agent .....	30	5	0			1744	8	1			
February 5, 1843...	By clothing for an Indian leaving Penitentiary.....	5	2	6								
do 9, do ...	By Wyendottes, making place of Worship.....	115	1	11								
do 2, do ...	do Clark, Interpreter..... £25 0 0											
do 7, do ...	do do do 25 0 0											
do do do ...	do do do .....	50	0	0								
March 3, do(B)	By Manitoulin Pay-list, Warrant B, 156.....	281	17	0								
do 16, do(B)	do do do 159.....	266	11	1								
do 24, do ...	By Gore Bank, paid discount, J. H. Dunn's acceptance.....	37	14	11								
April 8, do ...	By G. Vardon .....	73	16	5								
May 23, do ...	By Doctor Ironsides, for Medical attendance.....	35	0	0								
do do do ...	By Doctor Digby.....	269	5	0								
do 19, do(B)	By Chippewas, Huron and Simcoe, provisions, Warrant B, 193.....	56	5	0								
do do do(B)	do do do Yellow Head, do 185....	87	1	3								
do 31, do(B)	By Manitoulin Pay-list, do 194....	272	6	6								
June 27, do(B)	By Saugeens, paid R. M'Donell & Co., do 220....	58	9	2								
July 6, do ...	By Mohawks, paid Jas. Henderson for John Hill, do 223....	169	8	6								
do do do ...	By Saugeens, paid do Wabatic, do 224....	250	0	0								
do do do ...	By Alnwick Mission, do J. Sunday, do 221....	100	0	0								
do 14, do ...	By Rice and Mud Lakes, do Pantash, do 229....	250	0	0								
do 22, do(B)	By Assenack, 2 boys' expenses to Manitoulin, do 237....	10	0	0								
<i>Carried over.....</i>					£2387	19	3	6765	16	11		

A DETAIL of the Differences, &c.—(Continued.)

20th July.

20th July.

		Cr.—(Continued.)					
		£	s.	d.	£	s.	d.
		<i>Brought over</i> .....					
August 15, 1843(B)	By Manitoulin Pay-lists, Warrant B, 236.....	2387	19	3	6765	16	11
September 26, do(B)	do do do 250.....	266	1	3			
October 2, do	By John Pringle, on account, Tyendanaga Church.....	279	7	0			
do 20, do	By Peter John.....	15	0	0			
November 7, do	do do for sundry Chiefs.....	7	10	0			
do 4, do	By Robert Wells, for Surveys.....	17	10	0			
December 15, do(B)	By Manitoulin Pay-lists, Warrant B, 273.....	30	0	0			
		235	12	9			
January 22, 1844(B)	do do do 299.....				3239	0	3
March 25, do(B)	do do do 325.....	217	4	3			
do 14, do	By Rent of an Office at Brantford.....	217	14	2			
May 14, do(B)	By Manitoulin Pay-lists, Warrant B, 336.....	20	0	0			
February 23, do	By Saugeens, paid Wabatic.....	219	14	6			
do 29, do(B)	do do for fishing net, Warrant B, 325.....	12	10	0			
April 8, do(B)	By Mississagas, Rice and Mud Lakes, do 321.....	18	15	0			
do 15, do	By Chippewas, paid Aissance, do 323.....	68	5	1			
August 9, do	By Receiver General, paid sundry times, Cr. Indians, £949 13 6 (D) Less—already credited..... 430 18 5	12	10	0			
		518	15	1			
April 3, 1840...	By Doctor Whicker, for Medical attendance.....				1305	8	1
December 30, do	do do do do .....	30	3	6			
October 15, 1841(E)	By Debenture No. 244, bought and afterwards sold, and interest, £18 5s. 7d.....	35	0	0			
May 25, 1842...	By Chippewas, Huron and Simcoe, paid Aissance .....	1018	5	7			
December 29, do	By Interest on Grand River Navigation advance.....	300	0	0			
		47	5	0			
					1430	14	1
November 18, 1841...	By Interest on Debenture paid Receiver General .....	53	3	0			
1844.....(A)	By Mr. Ames, paid for work for Indians, Snake Island.....	142	12	0			
					195	15	0
					950	7	5
	(H) Mr. Jarvis' gross differences on credits.....				13887	1	9
	By Government Accountant's total credits, per account.....	22473	9	3			
	do do Balance .....	9733	9	11			
					32206	19	2
					£ 36360	11	0

Montreal, 22nd March, 1845.

Sir,

I have the honor to state, that I have received from the Indian Department a document furnished by the Accountant of Mr. Jarvis, being a statement on his behalf of that gentleman's transactions in his capacity as Chief Superintendent of Indian Affairs, with the Government, from the year 1837 up to August, 1844.

It becomes, in consequence, my duty to submit an Appendix to my former Report on this subject, for the information of His Excellency the Governor General, which I now beg leave most respectfully to do, as follows:—

The first object to which I directed my attention was, to ascertain how far Mr. Jarvis's Accountant agreed with the statements I have already had the honor to submit, and next, in what respect they differed.

As the result of this examination, I find that Mr. Jarvis's Accountant has adopted all the items of charge as set forth in my recent account, (a copy of which was furnished Mr. Steers by direction of the Indian Department,) with the exception of sums amounting to £1324 18s. 9d., as shewn in a detailed statement of difference herewith, lettered S, and particular reference to which is denoted by letter F. It is also proper to remark, that two of the items comprising the foregoing amount, were not then in the copy of the account furnished to Mr. Jarvis's Accountant; namely, a warrant in favour of the Saugeen Wabatic for £400, and the difference arising out of a payment made by the Oneida Indians, and the sum deposited, say £326 5s.

In the same document, it will be found that Mr. Jarvis's Accountant charged him with fresh matter not before brought to his debit, which amounts to £5,478 10s. 7d. The items composing this amount are entered, without explanation, as Cash, or any endeavour to shew in what manner the transaction arose that caused the charge. See detailed Statement, letter G.

On the credit side of the Statement, made out by Mr Jarvis's Accountant, it will be found that credit is taken for all the sums given, in the copy of the account furnished to that gentleman on the part of Mr. Jarvis. It will also be perceived, that additional credits are taken in this account to the extent of £13,887 1s. 9d. See Statement of difference, letter H.

Of the items making up this aggregate sum, I would beg to observe, that they are open to the same objections taken in my former Report, as being unsupported by any evidence that would entitle an Accountant to place them to the credit of a party claiming, on simple assertion alone.

In an abstract Statement of the differences herewith submitted, lettered T, I have made a note of some of the principal items which may be looked upon as being properly reversed, until otherwise accounted for, which amount to £7,860 7s. 9d., which, with the balance there struck of £1,873 2s. 2d., also unexplained items, amounts exactly to the apparent deficiency of £9,733 9s. 11d., as shewn by my former Statement and Report; and the present exhibits these various transactions in no more favorable point of view.

I would now desire to make a few comments on the several amounts that it would appear should be reversed, and that cannot be sustained as credits in their present shape.

It is presumed that the sum in pencil of £950 7s. 3d. is admitted as a balance unaccounted for. See abstract letter A.

The next item is an amount of £3,737 19s. 5d., and is composed of warrants taken credit for, and shown in detail in the Statement under letter B: but on the opposite side of the account no such warrants are to be found as charged; and it must be borne in mind that this result is produced after allowance is made for the new matter charged against Mr. Jarvis by his own Accountant, and that it does not appear on the face of the account to form any part of the item of £3,737 19s. 5d. now under discussion.



Appendix  
(V. V.)  
20th July.

The third item, of £310 1s. 6d., letter C; is a draft or order on account of certain Pay Lists, which said Pay Lists are taken credit for in full previously; and if so, no order on account of them can be brought as a fresh credit arising out of such Pay Lists. It is questionable whether other sums are not in a similar position to the one now referred to.

The fourth item is a credit taken for a payment or payments made to the Receiver General of £949 13s. 6d. Of this sum £430 18s. 5d. was credited in my former account, and the difference of £518 15s. 1d. should have been charged as well as credited, which it does not appear to be. See letter D.

The fifth item is a debenture, No. 244, amounting, with interest, to £1,018 5s. 7d., which was debited once and credited once, in my recent Statements; and the balance of the debenture account of £4,045, as paid over to the Receiver General of the Province on the 4th June, 1844, was likewise credited to Mr. Jarvis in the same Statements. It therefore appears unaccountable how this

debenture—and the only one—should be again taken credit for by Mr. Jarvis's Accountant. See letter E in abstract.

The sixth item is composed of the sums not brought to account by Mr. Jarvis's Accountant, and charged in my former Statements submitted, it amounts to £1,324 18s. 9d., and has been already explained in another part of this Report. See detailed Statement, letter F, and abstract letter F.

It does not strike me that any farther observations are called for on the present occasion; and I shall therefore, close the foregoing, by respectfully submitting the same.

I have the honor to be,  
Sir,  
Your most obedient humble servant,  
F. FERGUSON.

To J. M. HIGGINSON, Esquire,  
Civil Secretary, &c. &c.

Appendix  
(V. V.)  
20th July.

SAMUEL P. JARVIS, Esquire, Chief Superintendent of Indian Affairs, in Account Current with the  
PROVINCIAL GOVERNMENT, from the year 1837 to the year 1844, inclusive.

		Dr.			£ s. d.			£ s. d.		
October 13, 1837...	To Cash.....	324	0	10						
do do do ...	do D. A. C. G. Knowles, to pay Kendrick .....	10	0	0						
November 6, do ...	do to pay for Chippawas.....	100	0	0						
do 21, do ...	To R. B. Sullivan's Check, for Alnwick Indians.....	125	0	0						
do 22, do ...	To Cash and Commissariat Check.....	325	0	0						
October 2, 1838...	do for Mohawks, Bay of Quinté.....	365	6	0	884	0	10			
February 10, do ...	To Commissariat Check, to pay on account of the Mohawks of the Bay of Quinté.....	250	0	0						
March 16, do ...	To Cash and Commissariat Check.....	46	12	7						
October 5, do ...	do per Revd. Wm. M'Murray, invested under O. C. 18th July, 1839.....	46	7	4						
November 15, do ...	do to pay for improvements on Wyendotte Reserve .....	1545	13	3						
December 22, do ...	To Commissariat Check, to pay Gamble and Boulton.. ..	800	0	0						
do 24, do ...	To J. H. Dunn's Check .....	296	2	2						
do do do ...	To Commissariat Check .....	7	10	0	3297	11	4			
February 26, 1839...	do do to pay Baldwin and Gwynne. ....	23	15	5						
March 4, do ...	To J. H. Dunn's Check, to repay Commissary General Routh. ....	1510	18	9						
do 20, do ...	To 8 months' Interest on City Debenture, No. 111, to 1st January. ....	20	0	0						
do 28, do ...	To R. B. Sullivan's Check, Manitowanning.....	150	19	6						
April 11, do ...	To Commissariat Check, for Mohawks, Bay of Quinté.....	125	0	0						
June 7, do ...	do do Manitowanning.....	168	1	3						
do 29, do ...	To Interest on Debenture, No. 111. ....	15	0	0						
July 16, do ...	To Commissariat Check, to pay Gamble and Boulton. ....	213	2	6						
September 30, do ...	To Interest on Debentures, Nos. 298 and 321.....	30	0	0						
October 1, do ...	To Commissariat Check, Warrants 229, 230 and 241.....	534	3	1						
November 16, do ...	do do 250 and 251.....	225	0	0						
do 23, do ...	do do .....	31	0	10						
December 6, do ...	To Interest on Debentures, Nos. 216, 217, 306, 369 and 370. ....	66	0	0						
do 19, do ...	To Commissariat Check, Manitowanning.....	136	4	11						
do 30, do ...	To Interest on Debenture, No. 111. ....	15	0	0	3264	6	3			
January 21, 1840...	do do Nos. 297 and 362.....	30	0	0						
February 11, do ...	To Commissariat Check, Manitowanning.....	153	13	6						
do 14, do ...	To R. B. Sullivan's Check, to pay Saugeen Indians .....	100	0	0						
March 13, do ...	To Interest on Debentures, Nos. 298 and 321.....	30	0	0						
April 3, do ...	To Commissariat Check, to pay John Cottrell.....	50	0	0						
May 20, do ...	To Interest on Debentures, Nos. 216, 217, 306, 369 and 370 .....	66	0	0						
do 23, do ...	To Commissariat Check, to pay John Cottrell .....	50	0	0						
do 28, do ...	To 2 Commissariat Checks, Manitowanning.....	302	5	6						
June 9, do ...	To Commissariat Check.....	100	0	0						
do 30, do ...	To Interest on Debenture, No. 111.....	15	0	0						
July 2, do ...	To R. B. Sullivan's Check, to pay Saugeen Indians.....	75	0	0						
do 10, do ...	To Commissariat Check, to pay Brough & Dorling .....	210	0	0						
do 14, do ...	To 2 Commissariat Checks, Warrants 335 and 336 .....	177	7	0						
do 24, do ...	To Interest on Debentures, Nos. 297 and 362.....	30	0	0						
September 14, do ...	To Commissariat Check, Manitowanning.....	199	4	10						
do 18, do ...	To Interest on Debentures, Nos. 298 and 321.....	30	0	0						
Carried over.....		£1618	10	10	7445	18	5			

Appendix  
(V. V.)

SAMUEL P. JARVIS in Account Current with the PROVINCIAL GOVERNMENT.—(Continued.)

Appendix  
(V. V.)

20th July.

20th July.

		DR.—(Continued.)			£ s. d.			£ s. d.		
		<i>Brought over</i> .....			1618	10	10	7445	18	5
September 22, 1840...	To Commissariat Check.....			90	0	0				
do 29, do ...	To J. H. Dunn's Check, to purchase lands for the Oneida Indians.....	2250	0	0						
October 12, do ...	To Commissariat Check, Manitowanning.....	151	15	6						
do 15, do ...	To Trustees of the late Peter Robinson, invested under O. C., 18th July, 1839.....	289	11	10						
November 16, do ...	To Interest on Debentures, Nos. 216, 217, 306, 369 and 370 .....	66	0	0						
December 10, do ...	To Commissariat Check, to pay Wabatec.....	50	0	0						
do 12, do ...	do do do Ecarté.....	12	10	0						
do 29, do ...	do do do Pandash.....	50	0	0						
do 31, do ...	To Interest on Debenture, No. 111.....	15	0	0			4593	8	2	
January 16, 1841..	To 2 Commissariat Checks, to pay John Sunday .....	50	5	0						
do 26, do ...	To Commissariat Check, Warrant A. 9.....	201	19	5						
February 11, do ...	To R. B. Sullivan's Check, invested under O. C. 18th July, 1839..	1685	3	11						
do 27, do ...	To Draft on H. Glass for £225, collected, being on account of lands sold at Port Sarnia, invested under O. C. 18th July, 1837 .....	253	14	6						
January 26, do ...	To Interest on Debentures, Nos. 297 and 362.....	30	0	0						
March 11, do ...	To Commissariat Check, Warrant A, 16.....	192	9	7						
do 24, do ...	do do do 39.....	178	9	7						
do 25, do ...	To Interest on Debentures, Nos. 298 and 321.....	30	0	0						
April 5, do ...	To Commissariat Check, to pay Mr. Case.....	47	5	0						
do 17, do ...	do do .....	200	0	0						
do 20, do ...	do do .....	25	0	0						
May 17, do ...	To Interest on Debentures, Nos. 216, 217, 306, 369 and 370.....	66	0	0						
do do do ...	do do 72, 315 and 335.....	43	15	0						
June 8, do ...	To Commissariat Check, Warrant A, 64.....	270	16	4						
do 30, do ...	To Interest on Debenture, No. 111.....	15	0	0						
July 16, do ...	To Crown Lands Office Checks, balance of Receipts on Lands per Six Nations, and sundry Tribes, (invested under O. C. 13th July, 1841,) viz:—									
	9th July, 1841, Six Nations, balance.....	£528	3	7						
	14th do do do do .....	178	15	4						
	12th do do sundry Tribes.....	677	14	2						
	13th do do do do .....	96	7	2						
September 16, do ...	To proceeds of Timber of Six Nations, invested under O. C. 18th July, 1837.....	1481	0	3						
do 25, do ...	To Cash to purchase Lands for the Oneida Indians.....	822	18	3						
October 13, do ...	To Commissariat Check, Warrant A, 111.....	1178	15	0						
do 14, do ...	To G. Vardon, on Commercial Bank, Warrants A, 110, 106 and 107.	400	0	0						
September 30, do ...	To Interest on Debentures, Nos. 297 and 362.....	704	18	11						
October 2, do ...	do do 298 and 321.....	30	0	0						
December 15, do ...	do do 216, 217, 306, 369 and 370. ....	30	0	0						
do do do ...	do do 72, 315 and 335.....	66	0	0						
do 18, do ...	To Cash, Warrant A, 112.....	43	15	0						
do 27, do ...	do do 120.....	400	0	0						
do do do ...	do to pay laborers at Manitoulin, and Mr. Ames.....	278	13	11						
do 31, do ...	To Interest on Debenture, No. 111.....	452	10	0						
		15	0	0			9199	9	8	
January 15, 1842...	To Cash per G. Vardon.....	30	0	0						
February 3, do ...	To Interest on Debentures Nos. 244, 297 and 362.....	60	0	0						
do 5, do ...	To Cash, Warrant B, 15.....	258	1	4						
do do do ...	To Interest on Debenture, No. 12.....	6	0	0						
March 7, do ...	do do 408.....	1	15	0						
do 29, do ...	To J. Jackson's Check in payment of loan by Mr. Blair, Warden of Six Nation Indians, to the Grand River Navigation Company, invested under O. C. 18th July, 1839.....	382	15	0						
April 9, do ...	To Cash, Requisition on Commissioner of Crown Lands to pay Titus Wilson.....	250	0	0						
do 15, do ...	To Cash, Warrant B, 25.....	261	3	8						
do do do ...	do do B, 54.....	52	5	0						
do 1, do ...	To Interest on Debentures, Nos. 298 and 321.....	30	0	0						
May 20, do ...	do do 216, 217, 306, 369 and 370 .....	66	0	0						
do do do ...	do do 72, 162, 243, 244, 282, 315, 335 and 348.....	66	5	0						
do 30, do ...	To Cash, Manitowanning, &c.....	386	16	4						
June 4, do ...	To Commissariat Check, Warrant B, 55.....	400	0	0						
do 7, do ...	To A. Shade, invested under O. C. 18th July, 1839 .....	100	0	0						
do 14, do ...	To Interest on Debenture, No. 366.....	1	5	0						
do 30, do ...	do do 111.....	15	0	0						
July 11, do ...	To Commissariat Check, Warrant B, 58.....	500	0	0						
do 13, do ...	To William Vernon, to pay Dr. Whicker.....	35	0	0						
do 20, do ...	To interest on Debentures, Nos. 244, 297 and 362.....	60	0	0						
August 1, do ...	do do 12.....	6	0	0						
do 15, do ...	do do 408 .....	1	15	0						
September 20, do ...	do do 298 and 321.....	30	0	0						
do 30, do ...	To Commissariat Check, Warrant B, 56.....	300	0	0						
October 3, do ...	To Cash, Warrants, B. 16 and 91.....	514	8	11						
do 28, do ...	To Commissariat Check, Warrant B, 57 .....	200	0	0						
November 24, do ...	To Interest on Debentures, 72, 162, 243, 244, 282, 335 and 348...	66	0	0						
do do do ...	do do 216, 217, 306, 369 and 370.....	66	5	0						
December 2, do ...	To Cash, Warrant B, 111.....	296	18	1						
<i>Carried forward</i> .....				£	4443	13	4	21238	16	3

Appendix (V. V.)

SAMUEL P. JARVIS in Account Current with the PROVINCIAL GOVERNMENT.—(Continued.)

Appendix (V. V.)

20th July.

20th July.

		Dr.—(Continued)			£ s. d.			£ s. d.		
		<i>Brought forward</i> .....			4443	18	4	21238	16	8
December 19, 1842...	To Debentures sold for Grand River Navigation Company investment, viz. :—									
	No. 216, Roads and Bridges.....	£400,	Interest...	£1 10 3						
	217. do do .....	400,	do	1 10 3						
	321, Welland Canal.....	500,	do	8 7 8						
	362, do do .....	500,	do	12 16 5						
	369, York Roads.....	500,	do	2 17 6						
	244, Kettle Creek.....	1000,	do	26 9 5						
	306, York Roads.....	400,	do	2 16 6						
		£3700,		£56 8 0	3756	8	0			
December 23, 1842...	To Interest on Debenture, No. 366.....				1	5	0			
do 31, do ...	do do Nos. 111 and 115.....				30	0	0	8231	6	4
January 1, 1843...	do do No. 297.....				15	0	0			
February 13, do ...	do do 408.....				1	15	0			
March 11, do ...	do do 298.....				15	0	0			
April 12, do ...	To Cash.....				607	8	7			
May 19, do ...	To Debenture, No. 297, sold for Tyendinaga Church.....				508	13	7			
do 27, do ...	To Interest on Debenture, No. 370.....				15	0	0			
do do do ...	do do Nos. 72, 162, 243, 244, 282, 315, 335, and 348.....				66	5	0			
June 19, do ...	To Interest on Simcoe Debenture, No. 12, from 1st August, 1842, to 1st February, 1843.....				6	0	0			
do do do ...	To Cash.....				269	11	9			
do 20, do ...	To Debenture, No. 370, sold.....				500	10	10			
do 21, do ...	To Interest on Debenture, No. 366.....				1	5	0			
do 30, do ...	do do 111.....				30	0	0			
July 17, do ...	To Cash, Warrants B, 221, 223, and 224.....				519	8	6			
do 29, do ...	do to pay George Pandash.....				250	0	0			
August 1, do ...	To Interest on Debenture, No. 12.....				6	0	0			
do 17, do ...	To Debenture, No. 298, sold for Tyendinaga Church.....				509	3	5			
do 18, do ...	To Interest on Debenture, No. 408.....				1	15	0			
do 26, do ...	To Cash.....				273	6	6			
October 14, do ...	do per George Vardon.....				276	11	10			
December 6, do ...	To Interest on Debentures, Nos. 72, 162, 243, 244, 282, 315, 335, and 348.....				66	5	0			
do 28, do ...	To Interest on Debenture, No. 366.....				1	5	0			
do 30, do ...	do do Nos. 111 and 115.....				30	0	0	3970	5	0
January 5, 1844...	To Debenture, No. 111, redeemed.....				500	0	0			
do 12, do ...	To Cash.....				232	17	11			
February 15, do ...	do .....				214	9	5			
do 28, do ...	do .....				648	10	0			
do do do ...	To Interest on Debenture, No. 409.....				1	15	0			
April 22, do ..	To Cash to pay John Aisance .....				12	10	0			
do 26, do ...	To Interest on Debenture, No. 12.....				6	0	0			
May 28, do ...	do do Nos. 72, 162, 243, 244, 282, 315, 335, and 348.....				66	5	0			
June 3, do ...	To transfer per account of J. Givins, C. S. I. A. ....				418	2	9			
do 4, do ...	To Cash .....				215	0	1			
December 31, 1843...	To stoppages on Pay-lists (credited in full) as per certified statement of Mr. Superintendent Anderson .....							2310	10	2
								609	13	3
								36360	11	0
		Cr.			£ s. d.			£ s. d.		
October 13, 1837...	By Kendrick.....				10	0	0			
November 6, do ...	By Chippawas.....				100	0	0			
December 4, do ...	By Mohawks, Bay of Quinté, log houses for Kingston Mission ....				250	0	0			
June 18, 1838...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....				50	0	0			
September 5, do ...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....				50	0	0			
December 24, do ...	By Commissariat Check.....				7	10	0			
January 28, 1839...	By Gamble & Boulton, lands purchased for the Indians in Rama...				800	0	0			
February 26, do ...	By Baldwin, law expenses .....				13	17	0			
do 27, do ...	By Gwynne, do .....				9	18	5			
March 28, do ...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....				100	0	0			
April 10, do ...	By Mohawks, Bay of Quinté, for Kingston Mission .....				125	0	0			
May 22, do ...	do do paid Rev. S. Givins on their account, under Order in Council 13th July, 1839—authority, Requisition Commissioner Crown Lands .....				100	0	0			
June 17, do ...	By Saugeen Indians, paid their Chief Wabatic—authority, Requisition Commissioner Crown Lands.....				50	0	0			
do 29, do ...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....				30	0	0			
July 17, do ...	By Chippawas of Lake Huron, paid Gamble & Boulton for lands purchased on their account.....				213	2	6			
<i>Carried over</i> .....					1909	7	11			

Appendix  
(V. V.)

SAMUEL P. JARVIS in Account Current with the PROVINCIAL GOVERNMENT.—(Continued.)

Appendix  
(V. V.)

20th July.

20th July.

		CR.—(Continued.)			£ s. d.			£ s. d.		
		<i>Brought over</i> .....			1909	7	11			
December 23, 1839...	By Chippawas of Port Sarnia, paid their Chief Wawanash .....			1	5	0				
January 9, 1840...	By Gwynne, law expenses .....			15	0	0				
February 6, do ...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....			100	0	0				
April 21, do ...	By John Cottrell, on account of buildings at Rice Lake .....			50	0	0				
June 23, do ...	do do do .....			50	0	0				
July 2, do ...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....			75	0	0				
August 3, do ...	By John Cottrell, on account of buildings at Rice Lake—authority, Warrants 335 and 336 .....			177	7	0				
September 21, do ...	By Saugeen Indians, on account of lands ceded by them—authority, Requisition Commissioner Crown Lands .....			200	0	0				
December 8, do ...	By Saugeen Indians, paid their Chief Wabatic .....			50	0	0				
do 12, do ...	By Chippawas, paid their Chief Ecarté .....			12	10	0				
do 24, do ...	By Mississagas, paid their Chief Pandash .....			50	0	0				
February 2, 1841...	By John Sunday, paid him, Alnwick Mission .....			56	5	0				
do 18, do ...	By Colonel Bullock, subscription to Brock's Monument—authority, Warrant A, 30 .....			10	0	0				
do 19, do ...	By Colonel Bullock, subscription to Brock's Monument—authority, Warrant A, 34 .....			7	10	0				
April 23, do ...	By Mohawks, Bay of Quinté, Mr. Case for provisions, Kingston Mission .....			47	5	0				
September 29, do ...	By Munsee Indians, paid their Superintendent Clench .....			100	0	0				
October 13, do ...	By Saugeen Indians, paid their Chief Meticwaub—authority, Warrant A, 111 .....			400	0	0				
do 14, do ...	By paid Indians before Captain Buchanan and Mr. Hartle of 93rd Regiment—Warrant A, 103 .....			230	0	0				
November 18, do ...	By Mr. Ames, work for the Indians of Snake Island .....			142	12	0				
December 16, do ...	By Chippawas of Lakes Huron and Simcoe, paid Cottrell, balance building houses and barns—Warrant A, 126 .....			590	0	0				
do 18, do ...	By Saugeen Indians, paid their Chief Wabatic—authority, Warrant A, 112 .....			400	0	0				
March 20, 1842...	By Chippawas of Lakes Huron and Simcoe, paid James Wallis for fishing net—Warrant B, 32 .....			20	5	0				
May 4, do ...	By Mississagas, paid Canada Company for 11 in 1st con. Alnwick—Warrant B, 42 .....			87	10	6				
do 16, do ...	By Mississagas, paid G. S. Boulton for 19 in 1st con. Alnwick .....			75	0	0				
do 25, do ...	do do do .....			75	0	0				
do do do ...	(Authority for these two last payments, Warrant B, 48.)									
do do do ...	By Chippawas of Lakes Huron and Simcoe, paid their Chief Yellow Head, building, clearing Land, paying old debts, &c., Warrant B, 55 .....			400	0	0				
July 11, do ...	By Mississagas, paid their Chief Pandash—authority, Warrant B, 58 .....			500	0	0				
September 30, do ...	By Chippawas of Lakes Huron and Simcoe, paid their Chief Aisance—authority, Warrant B, 56 .....			400	0	0				
October 27, do ...	By Chippawas of Port Sarnia, paid their Chief Wawanash .....			30	0	0				
do 28, do ...	do of Lakes Huron and Simcoe, paid their Chief John Snake, Warrant B, 57 .....			200	0	0				
November 22, do ...	By Chippawas of Lakes Huron and Simcoe, paid Borland, Contractor, for building houses at Beau Soliel Island, for Aisance and his Tribe .....			350	0	0				
December 31, do ...	By Saugeen Indians, paid their Chief Wabatic .....			25	0	0				
May 19, 1843...	By Chippawas of Lakes Huron and Simcoe, furnished provisions to Snake Indians, Warrant B, 193 .....			56	5	0				
do 13, do ...	By Chippawas of Lakes Huron and Simcoe, advanced for provisions to Yellow Head, Warrant B, 185 .....			87	1	3				
June 27, do ...	By Saugeen Indians, paid Robert M'Donell & Co.—authority, Warrant B, 220 .....			58	9	2				
July 6, do ...	By Mohawks, Bay of Quinté, paid James Henderson, Agent, for their Chief John Hill—authority, Warrant B, 223 .....			169	6	6				
do do do ...	By Saugeen Indians, paid James Henderson, Agent, for their Chief Wabatic, Warrant B, 224 .....			250	9	0				
do do do ...	By James Henderson, paid him as Agent for John Sunday, Alnwick Mission—authority, Warrant B, 221 .....			100	0	0				
do 14, do ...	By Mississagas of Rice and Mud Lakes, paid James Henderson, Agent, for their Chief Pandash .....			250	0	0				
do 22, do ...	By T. B. Assebenak, to pay his expenses and 2 boys from Toronto to Manitoulin—authority, Warrant B, 237 .....			10	0	0				
February 23, 1844...	By Saugeen Indians, paid their Chief Wabatic .....			12	10	0				
April 15, do ...	By Chippawas of Lakes Huron and Simcoe, paid their Chief Aisance .....			12	10	0				
do 8, do ...	By Mississagas of Rice and Mud Lakes, advanced them—authority, Warrant B, 321 .....			68	5	1				
February 29, do ...	By Saugeen Indians, fishing net—authority, Warrant B, 325 .....			18	15	0				
							7830	1	5	
December 31, 1838...	By paid on account of Missionary—authority, Requisition Commissioner Crown Lands .....			265	3	10				
March 28, 1839...	By paid for labour—authority, Requisition Commissioner Crown Lands .....			150	19	6				
April 2, do ...	By Pay-list—authority, Requisition Commissioner Crown Lands ..			13	10	0				
June 7, do ...	do .....			168	1	3				
<i>Carried forward</i> .....				597	14	7	7830	1	5	

Appendix (V. V.)

SAMUEL P. JARVIS in Account Current with the PROVINCIAL GOVERNMENT.—(Continued.)

Appendix (V. V.)

20th July.

20th July.

		Cr.—(Continued.)			£	s.	d.	£	s.	d.
		<i>Brought forward</i> .....			597	14	7	7830	1	5
October 1, 1839...	By Pay-list—authority, Warrant 220.....			324	19	5				
do do do ...	do do do 240 and 241 .....			209	3	8				
December 19, do ...	do .....			136	4	11				
February 11, 1840...	do .....			153	13	6				
do 28, do ...	do .....			137	10	0				
May 28, do ...	do .....			127	17	0				
do do do ...	do .....			174	8	6				
September 14, do ...	do .....			199	4	10				
October 12, do ...	do .....			151	15	6				
January 26, 1841...	do —Warrant A, 9 .....			201	19	5				
March 11, do ...	do do 16 .....			192	9	7				
do 24, do ...	do do 39 .....			178	9	7				
June 8, do ...	do do 64 .....			270	16	4				
October 14, do ...	do do 106 .....			238	13	9				
do do do ...	do do 107 .....			236	5	2				
November 18, do ...	By paid James Darling, as Agent for sundry artificers and labourers at Manitoulin Island.....			310	1	6				
December 27, do ...	By Pay-list—authority, Warrant A, 120.....			278	13	11				
February 5, 1842...	do do do B, 15.....			258	1	4				
April 15, do ...	do do do B, 25.....			261	3	8				
May 30, do ...	do .....			266	16	4				
October 3, do ...	do —authority, Warrant B, 16.....			255	10	7				
do do do ...	do do do 91.....			258	18	4				
December 2, do ...	do do do 111.....			296	18	1				
November 18, do ...	do paid James Henderson, Agent for Phillip Maize, £8 10s.; ditto for July and August, £15 10s. Philip M'Phadden, £6 5s. ....			30	5	0				
March 3, 1843...	By Pay-list—authority, Warrant B, 156.....			281	17	0				
do 16, do ...	do do do 159.....			266	11	1				
May 31, do ...	do do do 194.....			272	6	6				
August 15, do ...	do do do 236.....			266	1	3				
September 26, do ...	do do do 250.....			279	7	0				
December 15, do ...	do do do 273.....			235	12	9				
January 22, 1844...	do do do 299.....			217	4	3				
March 25, do ...	do do do 325.....			217	14	2				
May 14, do ...	do do do 336.....			219	14	6				
							8004	3	0	
				By Tyendinaga Church expenditure, viz. :—						
January 20, 1843...	By J. W. Hill .....			100	0	0				
March 17, do ...	By P. Claus .....			100	0	0				
May 27, do ...	By J. W. Hill.....			100	0	0				
do do do ...	By J. W. Howard .....			30	0	0				
June 8, do ...	By advertising tenders per Loyalist.....			0	10	0				
July 3, do ...	do do British Whig.....			0	17	4				
do 24, do ...	By A. M'Leod, 51½ toise of stone.....			64	1	3				
August 19, do ...	By John Pringle .....			245	16	8				
do 25, do ...	By James Gardiner.....			26	0	0				
do do do ...	By Henry Watson and C. Clark.....			25	5	0				
do 28, do ...	By advertising tenders per Herald.....			0	10	0				
October 2, do ...	By John Pringle.....			15	0	0				
do 4, do ...	do do .....			125	0	0				
do 9, do ...	By Henry Watson, cartage of stones.....			21	12	0				
do 16, do ...	By Angus M'Leod.....			18	15	0				
do do do ...	By John Pringle.....			100	0	0				
September 30, do ...	By John Hill .....			75	0	0				
November 4, do ...	By Wright for Pringle .....			26	10	0				
do 13, do ...	By John Craig, for window glass .....			15	0	0				
do 18, do ...	By advertising tenders per Statesman .....			0	14	0				
do 20, do ...	By John Pringle.....			80	0	0				
February 9, 1844...	By George Browns, Architect.....			16	0	0				
do do do ...	By John Hill .....			50	0	0				
March 1, do ...	By John Pringle.....			50	0	0				
May 12, do ...	By J. Watkins, for stove-pipes.....			8	5	0				
do 24, do ...	By John Hill .....			75	0	0				
March 31, do ...	By Debentures purchased (and transferred on the 4th June, 1844, to the Receiver General for account of the Indian Department), viz. :—									
	No. 393, War Losses..... £1200, Interest..... £21 0 10									
	315, do ..... 500, do ..... 0 0 0									
	72, do ..... 50, do ..... 9 18 11									
	Agency, ¼ per cent..... 4 7 6									
				1785	7	3				
October 15, do ...	By Debenture No. 244, Kettle Creek, bought and subsequently sold..... £1000 0 0									
	Interest ..... 15 15 7									
	Agency, ¼ per cent..... 2 10 0									
				1018	5	7				
January 28, 1842...	By Debentures purchased (and transferred on the 4th June, 1844, to the Receiver General for account of the Indian Department), viz. :—									
	No. 12, Simcoe District..... £200, Interest..... £5 19 0									
	244, War Losses ..... 90, do ..... 0 0 0									
				5	19	0				
				2809	11	10	17204	0	8	
				<i>Carried over</i> .....£						

Appendix  
(V. V.)

SAMUEL P. JARVIS in Account Current with the PROVINCIAL GOVERNMENT.—(Continued.)

Appendix  
(V. V.)

20th July.

20th July.

		CR.—(Continued.)								
		£	s.	d.	£	s.	d.			
		<i>Brought over</i> .....			2809	11	10	17204	0	8
January 28, 1842...	By Debentures purchased (and transferred on the 4th June, 1844, to the Receiver General for account of the Indian Department), viz. :—									
	No. 243, War Losses .....	£90,	Interest.....	1	12	11				
	162, do .....	60,	do .....	0	0	0				
	348, do .....	560,	do .....	2	18	4				
	282, do .....	100,	do .....	0	13	9				
	366, do .....	50,	do .....	0	3	0				
	408, do .....	70,	do .....	1	4	0				
	Agency, $\frac{1}{4}$ per cent.....				2	11	0			
		1229	3	0						
	By Debentures purchased (and transferred on the 4th June, 1844, to the Receiver General for account of the Indian Department), viz. :—									
November 23, 1842...	No. 115, City Toronto.....	£500,	Agency.....	£1	5	0	501	5	0	
February 15, 1844...	258, do .....	75,	do .....	0	3	9	75	3	9	
May 16, do ...	268, do .....	500,	do .....	1	5	0	501	5	0	
					5116	8	7			
	By Six Nation Indians as follows, viz. :—									
March 5, 1839 ...	By Commissary General Rouih, repaid him, per Check of J. H. Dunn.....				1510	18	10			
April 3, 1840...	By Dr. Whicker, for medical attendance—authority, Requisition Commissioner Crown Lands.....				30	3	6			
December 30, do ...	By Dr. Whicker, for medical attendance—authority, Requisition Receiver General.....				35	0	0			
February 10, 1841..	By Brock Monument Fund .....				75	0	0			
January 6, 1842..	By Dr. Digby, for medical attendance—authority, Requisition Receiver General.....				45	10	0			
May 10, do ...	By William Higgins, Constable, for lumber illegally cut on Six Nation Indians' Lands, Requisition Receiver General...				13	12	0			
do 20, do ...	By J. W. Keating, certain expenses, Timber Act—authority, Requisition Receiver General .....				15	0	0			
do do do ...	By Robert Wells, for surveys, viz. : February 17th, £10; April 9th, £10; and May 18th, £10—Requisition Receiver General.....				30	0	0			
June 29, do ...	By Dr. Whicker, for medical attendance—authority, Requisition Receiver General.....				35	0	0			
July 16, do ...	By Dr. Whicker, for medical attendance—authority, Requisition William Vernon.....				35	0	0			
December 9, do ...	By Dr. Whicker, for medical attendance—authority, Requisition Commissioner Crown Lands .....				35	0	0			
February 5, 1843...	By clothing for a Mohawk Indian on leaving the Penitentiary, Requisition Receiver General.....				5	2	6			
March 24, do ...	By discount to Gore Bank on acceptance of J. H. Dunn for £2294 3s. 6d., Requisition Receiver General .....				37	14	11			
May 23, do ...	By Dr. Digby—authority, Requisition Receiver General, &c. ....				269	5	0			
October 20, do ...	By Peter John.....				7	10	0			
November 7, do ...	do for sundry Chiefs .....				17	10	0			
do 4, do ...	By Robert Wells, for surveys.....				30	0	0			
March 14, 1844...	By rent of Office at Brantford, Requisition Commissioner Crown Lands .....				20	0	0			
								2247	6	9
December 29, 1842...	By Grand River Navigation Company, loaned them on account of Six Nation Indians, by consent of Sir C. Bagot, per Mr. Secretary Murdoch's letter on the application of the Chief Superintendent of Indian Affairs (to be repaid in one year) .....				3500	0	0			
do do do ...	By Interest paid on said advance .....				47	5	0	3547	5	0
September 5, 1837...	By River Credit Indians, advanced them, Requisition Commissioner Crown Lands .....				31	0	0			
November 6, do ...	By Alwick Indians, paid for lands, Requisition Lieut. Governor, Warrant 49, R. B. Sullivan's Check.....				125	0	0			
October 4, 1839 ..	By Eli Smith, contract to build a saw-mill—authority, Warrants 250 and 251.....				225	0	0			
January 30, 1840...	By Wyendottes—authority, Requisition Commissioner Crown Lands .....				25	0	0			
April 3, do ...	By Wyendottes—authority, Requisition Commissioner Crown Lands .....				9	5	0			
do 29, do ...	By Chippawas of Lakes Huron and Simcoe, paid Eli Beeman's expenses for arbitration between Messrs. Bennett and Stennett—authority, Requisition Commissioner Crown Lands .....				15	10	0			
July 10, do ...	By Brough & Dorling, paid them in advance.....				210	0	0			
do 14, do ...	By travelling expenses, Requisition Commissioner Crown Lands...				50	0	0			
September 28, do ...	By Canada Company .....				275	0	0			
February 9, 1841...	By travelling expenses, Warrant A, 32 .....				56	16	3			
March 18, do ...	do do do 42 .....				19	7	6			
April 10, do ...	By Wyendottes, paid Col. Bullock their subscription to Brock's Monument.....				10	0	0			
do 19, do ...	By Gwynne, law expenses.....				32	10	0			
July 5, do ...	By Canoeman, Warrant A, 105.....				52	17	6			
September 17, do ...	By travelling expenses, Warrant A, 95 .....				30	0	0			
					1167	6	3	28115	1	0
		<i>Carried forward</i> .....								

SAMUEL P. JARVIS in Account Current with the PROVINCIAL GOVERNMENT.—(Continued.)

		CR.—(Continued.)					
		£	s.	d.	£	s.	d.
		<i>Brought forward</i> .....					
November 3, 1841...	By Judge M'Lean, M'Donald's pay as laborer at Manitoulin.....	1167	6	3	28115	1	0
do 4, do ...	By Canada Company .....	51	10	9			
January 14, 1842...	By G. Vardon.....	1	8	4			
do 31, do ...	By sundry Tribes, under O. C. 21st January, 1842, Requisition Commissioner Crown Lands.....	30	0	0			
April 14, do ...	By G. Vardon.....	68	16	11			
May 4, do ...	By travelling expenses, Warrant B, 79.....	32	0	0			
do 13, do ...	do do do 47.....	50	0	0			
do 14, do ...	do do do 54.....	76	8	8			
October 16, 1841...	By sundry Tribes, paid Titus Wilson making Road from Orillia to Madonta, O. C. 11th January, 1841, Requisition Com- missioner Crown Lands.....	52	5	0			
April 8, 1843...	By G. Vardon.....	250	0	0			
February 9, do ...	By Wyendottes, making place of worship—authority, Requisition Commissioner Crown Lands .....	78	16	5			
do 2, do ...	By Wyendottes, paid Clark, Interpreter—authority, Requisition Commissioner Crown Lands .....	115	1	11			
do 7, do ...	By Wyendottes, paid Clark, Interpreter—authority, Requisition Commissioner of Crown Lands.....	25	0	0			
May 23, do ...	By Wyendottes, paid Dr. Ironsides for medical attendance, Requi- sition Commissioner of Crown Lands.....	25	0	0			
September 29, 1840...	By Oneida Indians, Lands purchased for them by J. H. Dunn's check .....	35	0	0	2053	14	3
do 25, 1841...	By Oneida Indians, Lands purchased for them by J. H. Dunn's check .....	2250	0	0			
November 15, 1838...	By paid for improvements on Wyendotte Reserve, as per detailed account furnished the Civil Secretary.....	747	16	7	2997	16	7
August 9, 1844...	By Bank of Upper Canada, paid for account of the Receiver General for Indians .....				1293	18	3
	By Balance, in sums submitted to Mr. Jarvis, which will be ex- plained and then credited .....				949	13	6
					950	7	5
					£ 36360	11	0

Errors Excepted.

THOMAS STEERS.

Montreal, 14th March, 1845.

SAMUEL P. JARVIS, Esquire, Chief Superintendent of Indian Affairs, in Supplementary Account Current with the PROVINCIAL GOVERNMENT.

		Dr.					
		£	s.	d.	£	s.	d.
		By Balance of Account Current furnished by Mr. Steers.....					
		By Sums taken credit for in the said Account, disallowed by the Arbitrator Mr. Anderson.....					
		By Amounts additionally debited by the statement of the arbitrator, which were not on the debtor side of the Account furnished by Mr. Steers, viz. :—					
January 21, 1843...	By J. W. Hill, Commissioner Crown Lands, Tyendinaga Church...	100	0	0			
March 17, do ...	By Paulus Claus .....	100	0	0			
do do do ...	By T. G. Howard. ....	30	0	0			
	By Saugeen Wabatic's Warrant.....	400	0	0			
					690	0	0
					£4132	18	5



Appendix  
(V. V.)

S. P. JARVIS, in Supplementary Account with the PROVINCIAL GOVERNMENT.—(Continued.)

Appendix  
(V. V.)

20th July.

20th July.

		Cr.	£	s.	d.
October 13, 1837...	By the following amounts paid per check, to self, of same date for £190, Warrant, No. 78, viz. :—				
	Robert White.....	£21 13 4			
	W. White.....	36 5 0			
	Henry Hodgson.....	55 17 6			
	James Hullick.....	41 17 6			
	John Kendrick.....	34 5 0			
		£189 18 4			
do 13, do ...	By Lizzette Roy by White, (check, see Bank Book,) Warrant 79..	1 15 0			
do do do ...	By Charles Thompson, Warrant 80.....	19 8 0			
	do do 81.....	27 4 0			
	By Henry Hodgson, do 83.....	10 15 6			
	By Thames Indians, per Musquonge Canoting, Warrant 84.....	75 0 0			
	See Bank Book this sum deposited 13th October, 1837.....		324	0	10
do 15, do ...	By John Patison, paid the 10th instalment on Credit Harbor Stock, see check Bank Book, Warrant 88. ....	£250 0 0			
	By John Sunday, Warrant 89. ....	75 0 0			
	See Bank Book this sum deposited 22nd November, 1837.....		325	0	0
March 16, 1835...	By Revd. Mr. M <sup>r</sup> Murray, see copy of Letter to Dy. A. C. G. Howe, enclosing receipt in explanation of Commissariat Query No. 90, Voucher herewith No. 1. See Bank Book, deposited 5th October, 1838, Warrant No. 111.....		46	12	7
August 13, do ...	By Eli Beeman, services of self and 7 men rendered to the Indian Department, no Warrant issued, Voucher No. 2, herewith.....		14	1	3
November 23, do ...	By Pay-list Manitowaning, copy as Voucher No. 3, herewith, Warrant No. 253, 23rd November, 1839—				
	See Bank Book, deposited Commissariat Check 23rd March, 1839.....		31	0	10
August 22, 1838...	By Six Canoe-men, services for Indian Department, Deputy Voucher No. 4, herewith...		15	15	0
February 2, 1839...	By Joseph Sawyer, Pay due to Mississaga Indians of River Credit, for December, 1838, assembled by Order of His Excellency Sir George Arthur, 10th November, 1838, Voucher No. 5, herewith.....		112	19	7
do 7, do ...	By Pay-list, Manitowaning, paid by Mr. Ridout, for which no Warrant issued—see copy with Mr. R's certificate attached to Voucher No. 6, herewith.....		136	6	8
do 26, do ...	By Andrew Harvey, Manitoulin Pay-list, Voucher No. 7, herewith.....		8	3	11½
January 30, 1840...	By John Aisance and Chief Coldwater, to pay note to Francis Berrie, Voucher No. 8, herewith.....		8	15	0
February 6, do ...	By Pamatinwabe, Chief Voucher No. 9.....		5	0	0
April 30, do ...	By Robert S. Jamieson, Postage refunded him, Voucher No. 10, herewith.....		1	9	4
May 14, do ...	By John Cottrell, Materials for finishing interiors of houses, &c. Voucher No. 11, herewith.....		61	11	6
do 26, do ...	By George Copeway, Loan to him, sanctioned by the Chiefs of Rice Lake, Voucher No. 12, herewith.....		25	0	0
do do do ...	By John Cottrell, Lumber, Voucher No. 13, herewith.....		49	4	0
June — do ...	By Wawanosh, Balance of Warrant for sundry expenses, on account of Voucher No. 14, herewith.....		5	5	8
do 3, do ...	By Calvin Emes, per Snake, for Oxen, No. 15, herewith.....		20	0	0
do 9, do ...	By Chippawa Indians, per receipt to George Vardon, from their Chief Alexander, out of annuity payable to the Indians of Saugeen—see copy of letter of application, to which is wafered a copy of receipt, Voucher No. 16, herewith.....		100	0	0
September 16, 1840...	By John Snake, clearing land, and improvements on Snake Island, Voucher No. 17, herewith.....		5	0	0
do 22, do ...	By Paul Darling, advanced him six months' pay, from September, 1840, to February, 1841, by power of Attorney, to George Vardon, was part of Check, 11th September, 1840, for £132 0s. 2d., and payment authorized by Sir George Arthur.				
	For Deposit, see Commissariat Check, 22nd September, 1840.....		90	0	0
February 16, 1841...	By Colonel Bullock, Oneida Indians subscription to Brock's Monument fund, Voucher No. 18, herewith.....		10	0	0
do 18, do ...	do Six Nations, do do do 19...		75	6	0
April 2, do ...	By James Sackville, Lumber, Indians of Rice Lake, Voucher No. 20, herewith.....		17	8	10
do 17, do ...	By Ridout, Bros, and Co. paid for Cottrell, Voucher No. 21, herewith.....		4	10	0
do do do ...	By John Cottrell, on the contract for building 19 log houses for Chippawas of Huron and Simcoe, Warrant A, No. 48—for deposit, see Bank Book, same date, for payment, copy of receipt, Voucher No. 22, herewith.....		200	0	0
do 20, do ...	By Pantash, Salary as Chief, for 1841, drawn by Mr. Vardon for the Chief, who received it in person, being in Town; Voucher—see for Deposit, Commissariat Check, 20th April, 1841, Voucher 23.....		25	0	0
July 12, do ...	By Jacob Cran, Order of Chief Richard Fawn, Voucher No. 24, herewith.....		12	10	0
do do do ...	By William Solomon, Wages of Cance Men, in 1841, conveying him to Manitoulin, Voucher No. 25, herewith.....		44	1	3
September 25, 1841...	By difference between second deposit on account of Lands to be purchased for Oneida Indians, assumed by the Arbitrator to be credited by Mr. Steers as well as Mr. Ferguson, in Mr. Anderson's statement. Reference to account current by Mr. Steers will shew, on above dates—				
do 29, 1840...	On the Debtor side.....	£2250 and £1178 15 0			
	do Credit do .....	2250 do 747 16 7			
	Difference which is taken credit for by payment of Indian balance to Mr. Dunn, Receiver General.				
September and October, 1840.....	By Steamboat Simcoe, sundries per Voucher No. 26, herewith.....		8	9	7½
December 16, 1840...	By Bank of Upper Canada, Interest on advance to Grand River Navigation Company, per Voucher No. 27, herewith.....		47	15	0
	Carried forward .....		£ 1830	0	11

20th July.		CR.—(Continued.)	£	s.	d.	20th July.
June	—, 1843...	By Manitoulin Pay-list, see check to James Henderson, 21st June, 1843, £268 16s. 1d.; deposited June 19, £269 11s. 9d. This sum was supposed, erroneously, by Arbitrator to have been the deposit from which the check to Mr. Digby of £269 5s. was derived. But it appears that, it was paid from Debenture sold, No. 370, see Letter from Mr. Secretary Rawson, (Copy,) directing said application, Voucher No. 28, herewith.	1830	0	11	
July	1, do ...	By Wyendottes, per George Ironsides, Indian Superintendent at Anderdon, see check 1st July, 1843, paid by authority of Mr. Secretary Rawson's Letter of 15th June, 1843, and advanced from proceeds of sale of Debenture No. 370, sold and deposited 20th June, 1843, Voucher No. 29, herewith.	268	16	1	
November 3,	do ...	By T. Pringle, Voucher No. 30.	179	2	3	
December 13,	1843...	By George S. Boulton, Registry of a Deed, Voucher No. 31, herewith.	100	0	0	
	Omitted.		0	10	0	
February 23,	1839...	By Joseph Sawyer, Mississaga Indians, Pay due them for half month, ending 15th January, 1839, Voucher No. 31½, herewith.	60	6	0	
	Omitted.					
November 21,	1837...	By Alnwick Indians, paid for lumber and oxen, &c.; it was at first refused to their Requisition, not being recommended by Mr. Anderson, but being afterwards advised by that gentleman, £75 was advanced—see Check to self, October 13, 1837; balance, see two Checks, September and October, 1838, Mr. Anderson's Letter and Requisition, herewith, No. 32 Deposit Check, R. B. Labour date.	125	0	0	
	Omitted.	By Saugeen Wabatic. It is submitted that the Warrant upon which this sum was drawn, was not issued in the name of the Superintendent, but of Wabatic, and it was acquitted by the Superintendent as an Agent under Power of Attorney, consequently he is not properly accountable as an Accountant, nor ought he to be charged with an amount paid to Wabatic, particularly in the absence of complaint.	400	0	0	
November 11,	1840...	By Andrew Anderson, roofing a house, &c. Voucher No. 33, herewith.	10	0	0	
do do do	...	By John Taunchy, Materials, houses at Rice Lake, Voucher No. 34.	4	15	0	
do 23,	do ...	By James Johnson, Sawing, &c. &c. Voucher No. 35, herewith.	11	11	7½	
do 10,	do ...	By William Case, Farming, Oxen, Wheat, &c., Voucher No. 36.	56	12	6	
		By Balance.	1086	4	0½	
			£	4132	18	5
		N. B.—The above sums, to the deposit for which a direct reference is not made, have been paid from the General Credit Balance to Indian Account with Mr. Jarvis.				
		By Balance not yet explained.	£	1086	4	0½

Montreal, July 28th, 1845.

THOMAS STEERS.

Civil Secretary's Office,  
Indian Department,  
27th February, 1845.

Montreal, 5th May, 1845.

Sir,

Sir,

I have the honor to acknowledge the receipt of your letter of the 13th instant, which I ought to have done before; and, in reply to your question, I have to observe, that I find, on inquiry, that the account referred to in your letter, shews all the liabilities of the Chief Superintendent of Indian Affairs, that had been discovered by the Government accountant at the time it was drawn up and furnished to you.

On the 12th ultimo, and at subsequent periods, certain accounts, papers, and documents were placed in my hands; to examine and report thereon, relative to the statement of account between S. P. Jarvis, Esquire, Chief Superintendent of Indian Affairs and the Provincial Government.

I have, &c.  
(Signed,) J. M. HIGGINSON.

I have now the honor to communicate, for the information of His Excellency the Governor General, the result of a most minute and careful examination of all the sundry documents, as well as from information otherwise derived, and which will be found on reference to account herewith transmitted and marked "Z," shewing an apparent unexplained balance against Mr. Jarvis of £4132 18s. 5d. Currency, a detailed statement of which, with explanations, will be found herewith, marked "Y."

THOMAS STEERS, Esquire,  
&c. &c. &c.

As my account differs apparently both from that of Mr. Ferguson, the Government accountant, and that of Mr. Jarvis' accountant; I feel called upon to enter into a detail of the grounds, I have gone on in making out my account.

Civil Secretary's Office,  
Indian Department,  
2nd April, 1845.

Sir,

Commencing, therefore, with the Debits:

I am directed by the Governor General to transmit the accompanying copies of documents marked 1, 2, and 3, shewing the differences in Mr. Jarvis' accounts, as reported by Mr. Ferguson, previously and subsequently to the statement being furnished by you on the same subject; and I am to request that you will furnish any explanation in your power as to the several items enumerated.

I found that Mr. Ferguson had charged  
Mr. Jarvis with gross Debits - £32,206 19 2  
All of which is acknowledged by Mr.  
Steers, except - 1,324 18 9  
£30,882 0 5

I have, &c.  
(Signed,) J. M. HIGGINSON.

This sum, therefore, I look upon as established beyond a doubt, and forms my first Debit.

THOMAS STEERS, Esquire,  
&c. &c. &c.

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(V. V.)  
20th July.

I then found that Mr. Steers had charged Mr. Jarvis with other sums, of which Mr. Ferguson had no knowledge, amounting to the sum of £5478 10s. 7d.; as will be found in Mr. Ferguson's detailed statement accompanying the appendix to his report, and marked S. As this sum of £5478 10s. 7d. is charged to Mr. Jarvis by his own accountant, I conceive it quite sufficient proof that the money was received by him, and it therefore forms my second Debit.

It then remained for me to determine what portion of the £1924 18s. 9d. (being Debits claimed by Mr. Ferguson, but not allowed by Mr. Steers) should be charged to Mr. Jarvis, a detailed statement of which sum I find in Mr. Ferguson's statement, marked "S," already referred to.

The first item of the above sum, £251 15s. is, I find, already charged to Mr. Jarvis by Mr. Steers, in his extra Debits of £5478 10s. 7d., being the difference between the amount received for Wyendotte improvements, 15th November, 1838.....£1545 13 3  
And amount paid for same on same date.... 1293 18 3  
£251 15 0

The second item, "Andrew's note and renewal," £16 18s. 9d., was, I find, an error of the Bank of Upper Canada, afterwards corrected by them, and has nothing whatever to do with the Account.

The third item is a warrant acquitted by Mr. Jarvis for £400 Currency, for "Saugeen Wabatic," on 8th July, 1842; which I find from information derived from the Indian Department, to be correct, and I therefore charge him with it as my third Debit.

The fourth, fifth, and sixth items, making the sum of £230, being cash paid by Commissioner of Crown Lands in the months of January and March, 1843, towards the building of Tyendingaga Church. This sum is taken credit for as paid by Mr. Jarvis, but I cannot see that he has charged himself with the money; I, therefore, do so as my fourth and last Debit.

The seventh item is another sum of £100 Currency, stated by Mr. Jarvis under his own hand and signature to have been paid by Commissioner of Crown Lands on 27th May, 1843, to J. W. Hill, on account of Tyendingaga Church; and for which sum Mr. Jarvis takes credit without charging himself with the amount. This sum, notwithstanding Mr. Jarvis' admission, as above, I cannot charge him with, as on the most minute inquiry and examination at the Crown Land Office, they most positively assert no such sum was paid from that Office; I am therefore necessitated to believe that Mr. Jarvis paid it out of other monies in his hands.

The eighth and last item, making the balance of the £1324 18s. 9d., is the sum of £326 5s. Currency, being, as shewn by Mr. Ferguson, short deposit on Oneida Indian Funds, viz., that Mr. Jarvis received the 25th September, 1841, the sum of.....£1505 0 0  
And deposited in Bank only..... 1178 15 0  
£326 5 0

This, however, does not shew that the balance was not invested on account of the Oneida's; and, on reference to a document I have obtained from the Indian Department, endorsed, "No. 2, Memo Lands, purchased for Oneida "Indians." I find the whole of the funds accounted for thus:

Total amount received for investment.....£3750 0 0  
Amount expended for lands, per said  
"Memo"..... 3319 1 5  
£430 18 7

This balance was paid to the Receiver General, 9th August, 1844.

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The above statement has, I believe, been also corroborated by Mr. Superintendent Clench; so that, under all circumstances, I should say all their funds have been accounted for. I might remark, that the statement above referred to, contains the names of all the parties from whom the lands were purchased, the No. of Lot, Concession, No. of acres, and price; so that if a doubt existed, the matter could be easily traced in every respect.

I must, with reference to the above sum state, that Mr. Ferguson did not see the "Memo," above referred to, until it was shewn to him by me, when he at once coincided in my decision.

I now come to the assumed Credits, and much regret that it is not in my power to give a more satisfactory explanation.

The first item is the sum of £22,473 9s. 3d., being Mr. Ferguson's gross Credits; being, as he says in his account, "admitted with the consent and knowledge of the "Indian Department;" this amount is also taken credit for by Mr. Steers, on the part of Mr. Jarvis, and under such circumstances, I assume that sum as my first Credit.

The second item is the sum of £4636 9s. 11d., which is all I have been able to trace as "set off" against the extra Debits of £5478 10s. 7d. brought against Mr. Jarvis by Mr. Steers in his account.

The third item is the sum of £2771 5s. 11d., which I credit against deposits amounting to £2733 7s. 1d., and which I gather from Mr. Ferguson's "Memo" of unexplained items, marked "B," under head of "First Divison."

The fourth item, or Credit, is the sum of £1018 5s. 7d. being amount paid for Kettle Creek Debenture, October 15, 1841. Mr. Ferguson, in the appendix to his Report, strongly objects to this Credit, but I do not think on good grounds; for it is perfectly clear, that Mr. Jarvis, in the first instance, bought the Debenture, which entitles him to one Credit; he afterwards sold it, and receives the money for it, with which he is charged, and makes one debit; he then hands the proceeds, with other money, over to the Grand River Navigation Company, which certainly entitles him to a second Credit. Mr. Ferguson further says, touching this Credit; "it, therefore, appears unaccountable, how this Debenture, and the only one, should be "again taken Credit for by Mr. Jarvis' accountant."

On this, I would remark, that there is proof that Mr. Jarvis purchased this Debenture—of the others there is none, nor does he claim having done so.

I now come to the fifth and last item of Credit, amounting to £1953 1s. 11d., which I will now proceed to remark upon in connexion with the 2nd and 3rd items.

With regard to the two latter, I assume them as Credits on the admitted principle on which the £22,473 9s. 3d. is credited. It is no proof in my eyes, that because a check has been found to correspond with a deposit, or a check making the amount of two or more deposits, that the cash for said checks has been applied for the destined purpose; Mr. Jarvis, or any one may have drawn out the money, and perhaps not one farthing of it applied for the purpose specified in the check; further, it is quite evident that the Bank account does not include all the transactions of the Indian Department; and there is also proof that it contains matter which does not at all concern the Department; I, therefore, contend that this system of crediting being once admitted, it must not be stopped in the middle, but carried out to the fullest extent, as far as practicable, without reference to amount, provided the purpose for which said credits are made, is at all feasible; and I contend that, in these two Credits, the items forming them are equally as clearly defined as those comprising the £22,473 9s. 3d. If Credit is given for £5 paid to an Indian Chief, merely because a check seems to have been drawn for it against a deposit of a similar amount, the principle is admitted, and if admitted for £5, it must be admitted if the sum were £5,000.

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The last credit of £1958 1s. 11d., I have assumed, because in almost every item the name of the party to whom the money is said to have been paid appears; bearing therefore reality on the face of them, and being items which can be traced; I look upon it that there is as good ground for crediting these items as any of the others. The only difficulty that at all presents itself to me with regard to this last item is, as to whether or not warrants have been issued for payment of any of the items; this is a point which I have had no means of ascertaining, and one which calls for the most minute investigation, as should it appear that warrants have been issued, Mr. Jarvis must be charged with the amount of them.

With regard to the unexplained balance of £4132 18s. 5d., it will be seen, on reference to detailed statement marked "Y," that warrants appear to have been issued for almost all the items, and I cannot trace that Mr. Jarvis has been charged with them.

In any future statement of credits sent in by Mr. Jarvis, great caution and attention will be required to ascertain against what deposits or debits, they are claimed as credits, and also to ascertain whether or not warrants have been issued for any of them.

With regard to the debenture account, I do not see that I can explain any thing regarding it, further than has been done by Mr. Ferguson; had there been any means of ascertaining what debentures Mr. Jarvis received on taking office, and the particulars of such as from time to

time were handed by the different Commissioners of Crown Lands, something like a satisfactory conclusion might have been come to; but as it now stands, it must be taken for granted as correct.

With regard to the Manitoulin stoppages, £609 13s. 3½d., being stoppages from Pay-lists, for which warrants were issued in full; my opinion is, that the most favorable construction should be put upon this, viz. that Mr. Jarvis was not cognizant at the time he applied for the warrants, of the amount of the stoppages, there is nothing that I have seen to shew that he was, and the differences may have been used at various times on account of the Department. In making this statement, I do not feel that my position is a strong one, but it is the only one that presents itself to me, or that I conceive at all tenable.

It does not occur to me that any further remark is called for on my part; and I would, therefore, merely state in conclusion, that the account which I submit is far from satisfactory to myself, as an accountant, and I merely tender it as the clearest and most conscientious explanation I can give of the documents placed in my hands.

I have, &c.

(Signed,) C. E. ANDERSON.

J. M. HIGGINSON, Esquire,  
Civil Secretary,  
&c. &c. &c.

Appendix  
(V. V.)

20th July.

SAMUEL P. JARVIS, C. S. I. A., in account with the PROVINCIAL GOVERNMENT.

		£	s.	D.	£	s.	D.
February 2, 1845..	To this amount charged to Mr. Jarvis by Mr. Ferguson, in his account of this date, marked D.; also, charged by Mr. Steers in his account of date 14th March, 1845.....	...	...	...	30882	0	5
	To this amount charged to Mr. Jarvis by Mr. Steers, in his account above referred to, not included in the above sum of £30882 0s. 5d.....	...	...	...	5478	10	7
July 8, 1842.....	To amount of warrant acquitted this day by Mr. Jarvis, for Saugeen, Wabatic, not charged to Mr. Jarvis by Mr. Steers in his account.....	...	...	...	400	0	0
January 21, 1843..	To this amount paid J. W. Hill by Commissioner Crown Lands, on account of Tyendinaga Church, taken credit for by Mr. Steers, as paid by Mr. Jarvis.....	100	0	0			
March 17, 1843....	To this amount paid Mr. Jarvis by Commissioner Crown Lands, for Paulus Claus' account Tyendinaga Church, taken credit for by Mr. Steers, as paid by Mr. Jarvis.....	100	0	0			
May 27, 1843.....	To this amount paid J. G. Howard, for Plans, &c., for Tyendinaga Church, by Commissioner Crown Lands, taken credit for by Mr. Steers, as paid by Mr. Jarvis.....	30	0	0			
	Total amounts of debits established against Mr. Jarvis.....	...	...	...	36990	11	0
RECAPITULATION.							
	Total amount of established debits.....	36990	11	0			
	Total amount of assumed credits.....	32857	12	7			
		£ 4132	18	5			

E. E.

(Signed,)

C. E. ANDERSON.

Montreal, 5th May, 1845.

ACCOUNT Z.

		CREDITS.			Deposits.					
		£	s.	d.	£	s.	d.	£	s.	d.
February 22, 1845...	By this amount credited in Mr. Ferguson's account of this date, marked A.; also, taken credit for by Mr. Steers on part of Mr. Jarvis.....	...	...	...	...	...	...	22473	9	3
November 15, 1838...	By improvements Wyendotte Reserve.....	1545	13	3	1293	18	3			
March 3, 1843...	Credited against Department this day.....	...	...	...	...	...	...			
" 16, "	By Manitoulin Pay-list, Warrant B, 56.....	...	...	...	281	17	0			
	do do do 59.....	...	...	...	266	11	1			
May 23, "	Considered as deposit 12th April, 1843.....	607	8	7	...	...	...			
	By Dr. Digby, Medical attendance.....	...	...	...	269	11	9			
July 6, "	Considered deposit 19th June, 1843.....	269	11	9	...	...	...			
	By Alwrick Mission, J. Henderson for J. Sunday.....	...	...	...	100	0	0			
	By Mohawks, J. Hill.....	...	...	...	169	8	6			
	By Saugeens, Wabatic.....	...	...	...	250	0	0			
" 14, "	Considered as deposit 17th July, 1843.....	519	8	6	...	...	...			
	By Rice and Mud Lakes, paid J. Henderson for Pautash...	...	...	...	250	0	0			
May 31, "	Considered as deposit 20th July, 1843.....	250	0	0	...	...	...			
	By Manitoulin Pay-list, Warrant B, 194.....	...	...	...	272	6	6			
	Considered deposit 26th August, 1843.....	273	6	6	...	...	...			
September 26, "	By Manitoulin Pay-list, Warrant B, 250.....	...	...	...	279	7	0			
	Considered deposit 14th October, 1843.....	276	11	10	...	...	...			
December 15, "	By Manitoulin Pay-list, Warrant B, 273.....	...	...	...	235	12	9			
	Considered deposit 12th January, 1844.....	232	17	11	...	...	...			
January 22, 1844...	By Manitoulin Pay-list, Warrant B, 299.....	...	...	...	217	4	3			
	Considered deposit 15th February, 1844.....	214	9	5	...	...	...			
May 14, "	By Manitoulin Pay-list, Warrant B, 336.....	...	...	...	219	14	6			
	Considered deposit 4th June, 1844.....	215	0	1	...	...	...			
April 15, "	By Chippawas, paid Aisance, Warrant B, 323.....	...	...	...	12	10	0			
August 9, "	Considered deposit 22nd April, 1844.....	12	10	0	...	...	...			
	By this amount paid Bank of Upper Canada to credit of Receiver General, being part of £949 13s. 6d. per Mr. Steers' account, the balance £430 18s. 5d. being included in the sum of £22,473 9s. 3d. as above.....	...	...	...	518	15	1			
	This last credit considered as part out of deposit of 28th February, 1844.....	643	10	0	...	...	...	4636	9	11
	To which add deposit June 3, 1844, being transfer from account of J. Givins, Chief Superintendent Indian Affairs, and for which sum I can so far trace no credit.	£5060	7	10	...	...	...			
	Being amount of additional debits furnished by Mr. Steers, and against which I can only trace credits as above, £4,636 9s. 11d.	418	2	9	...	...	...			
		£5478	10	7	...	...	...			
December 31, 1838...	By Manitoulin Mission, paid on account.....	...	...	...	265	3	10			
	Considered deposit December 24, 1838.....	236	2	2	...	...	...			
February 26, 1839...	By Law Expenditure, paid Baldwin.....	...	...	...	13	17	0			
	do do Gwynne.....	...	...	...	9	18	5			
	Considered deposit 26th February, 1839.....	23	15	0	...	...	...			
March 28, "	By Manitoulin Mission, Pay-list this date, approved by Sir George Arthur.....	...	...	...	150	19	6			
	Considered as deposit of this date.....	150	19	6	...	...	...			
October 13, 1841...	By Saugeen Indians, paid Meticwaub.....	...	...	...	400	0	0			
	See deposit this date.....	400	0	0	...	...	...			
December 18, "	By Saugeen Indians, paid Wabatic.....	...	...	...	400	0	0			
	See deposit this date.....	400	0	0	...	...	...			
November 18, "	Paid Dorling, for labourers at Manitoulin.....	...	...	...	310	1	6			
" 18, "	Mr. Ames, for work for Indians of Snake Island.....	...	...	...	142	12	0			
	Considered deposit 27th December, 1841.....	452	10	0	...	...	...			
May 25, 1842...	By Chippawas Huron, paid Yellowhead, Warrant B, 55...	...	...	...	400	0	0			
	Considered as deposit 4th June, 1842.....	400	0	0	...	...	...			
	By Chippawas Huron and Simcoe, paid Aisance.....	...	...	...	300	0	0			
	Considered deposit 30 September, 1842.....	300	0	0	...	...	...			
October 6, "	By Titus Wilson, making Road to Orillia and Medoute...	...	...	...	250	0	0			
	Considered deposit 9th April, 1842.....	250	0	0	...	...	...			
May 13, "	By Travelling Expenses, Warrant B, 47.....	...	...	...	76	8	8			
	do do do B, 54.....	...	...	...	52	5	0			
	Considered Balance deposit 30th May.....	120	0	0	...	...	...			
	Items from Mr. Ferguson's memorandum of unexplained sums marked B, under head of first division.....	£2733	7	1	...	...	...	2771	5	11
October 15, 1841...	By Kettle Creek Debenture, No. 244, credited this day and paid for by Check on Bank of Upper Canada.—See Bank account.....	...	...	...	...	...	...	1018	5	7
April 2, 1839...	By Manitoulin Pay-list, from 9th November, 1838, to February, 1839; W. M'Phee.....	...	...	...	13	10	0			
May 22, "	By Rev. S. Givins, paid him.....	...	...	...	100	0	0			
June 17, "	Saugeen, Wabatic, paid him.....	...	...	...	50	0	0			
December 13, "	Chippawas, Wawanosh.....	...	...	...	1	5	0			
January 9, 1840...	Law Expenses, Gwynne.....	...	...	...	15	0	0			
" 30, "	Wyendottes.....	...	...	...	25	0	0			
April 3, "	do.....	...	...	...	9	5	0			
" 29, "	Chippawas of Huron, costs of arbitration.....	...	...	...	15	10	0			
	Carried forward.....	£229	10	0	30899	10	8			

Appendix  
(V. V.)

SAMUEL P. JARVIS in Account with the PROVINCIAL GOVERNMENT—(Continued.)

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20th July.

		CREDITS.—Continued.					
		£	s.	d.	£	s.	d.
		<i>Brought forward</i> .....					
	April 14, 1840...	229	10	0	30899	10	8
	September 28, "	50	0	0			
	April 3, "	275	0	0			
	" 19, "	30	3	6			
	September 29, "	10	0	0			
	November 3, "	32	10	0			
	" 4, "	100	0	6			
	December 29, 1842...	51	10	9			
	January 6, "	1	8	4			
	May 16, "	53	3	0			
	" 10, "	45	10	0			
	" 20, "	75	0	0			
	" 20, "	13	12	0			
	June 29, "	15	0	0			
	October 27, "	30	0	0			
	December 9, "	30	0	0			
	" 31, "	35	0	0			
	November 18, "	350	0	0			
	February 5, 1843...	35	0	0			
	" 9, "	25	0	0			
	" 2, "	5	2	6			
	" 7, "	115	1	11			
	March 24, "	25	0	0			
	May 23, "	25	0	0			
	October 20, "	37	14	11			
	November 7, "	35	0	0			
	" 4, "	7	10	0			
	March 14, 1844...	17	10	0			
	February 23, "	30	0	0			
		20	0	0			
		12	10	0			
					1958	1	11
<p>☞ The above items, forming this sum, I have taken out of the £13,887 1s. 9d. credits claimed by Mr. Steers, but not allowed by Mr. Ferguson; for my grounds for so doing I refer to my report.</p>							
	Total credits assumed on the part of Mr. Jarvis.....				£ 32857	12	7

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ACCOUNT Y.

STATEMENT of Difference between the Account of Thomas Steers, Esq. on the part of S. P. Jarvis, Esq., of date 14th March, 1845, and the Account handed in by the Subscriber, dated this 5th day of May, 1845.

Date	Description	£	s.	d.	Remarks
September 5, 1837...	By River Credit Indians, advance.....	31	0	0	Mr. Steers now does not claim this sum as a credit.
June 18, 1838...	Saugeen Indians, Lands ceded.....	50	0	0	I cannot credit this sum, as the information regarding it is of too vague a nature.
September 5, " "	do do .....	50	0	0	do do
February 28, 1839...	do do .....	100	0	0	do do
April 10, " "	Alnwick Mission.....	125	0	0	This sum allotted by Mr. Ferguson in his Account A, and cannot see why a second [credit is required.
June 29, " "	Saugeen Indians, Lands ceded.....	30	0	0	Explanation vague.
Sept. 21, " "	do do .....	200	0	0	do
February 9, 1841...	Travelling Expenses, Warrant A, 32 .....	56	16	3	A Warrant seems to have been issued for this Amt., which I cannot see Mr. Jarvis is charged with.
" 18, " "	do do .....	10	0	0	do do
March 18, " "	Brock Monument Fund, Warrant A, 30.....	7	10	0	do do
" 18, " "	do do .....	19	7	6	do do
July 5, " "	Travelling Expenses " A, 42.....	52	17	6	do do
Sept. 17, " "	Canoe Men, " A, 105.....	30	0	0	do do
December 16, " "	Travelling Expenses " A, 95.....	590	0	0	do do
January 14, 1842...	Chippawas, Huron, and Simcoe, paid Cottrell, Warrant A, 126.	68	16	11	Explanation too vague.
May 4, " "	Sundry Tribes.....	87	10	6	A Warrant seems to have been issued for this Amt., which I cannot see Mr. Jarvis is charged with.
" 4, " "	Mississagas, paid Canada Company, Warrant B, 42.....	50	0	0	do do
" 25, " "	Travelling Expenses " B, 79.....	75	0	0	do do
April 8, 1843...	Mississagas, paid G. S. Boulton " B, 48.....	73	16	5	do do
May 19, " "	G. Vardon, by check.....	55	5	0	Mr. Vardon states that he gave Cash for this Check, do
" 19, " "	Chippawas, Huron and Simcoe, Provision, Warrant B, 193 .....	87	1	3	A Warrant seems to have been issued for this Amt., do
" 27, " "	do do paid Yellowhead, " B, 185 .....	58	9	2	do do
June 22, " "	Saugeens, paid R. McDonell & Company, " B, 220 .....	10	0	0	do do
July 15, " "	Assenack and 2 boys, expenses to Manitoulin, " B, 237 .....	266	1	3	do do
August 15, " "	Manitoulin Pay-lists, " B, 236 .....	15	0	0	do do
October 2, " "	J. Pringle, on account Tyendinga Church.....	217	14	2	Mr. Jarvis seems to have got credit for the whole cost of this Church already.
March 25, 1844...	Manitoulin Pay-lists, Warrant B, 309.....	18	15	0	A Warrant seems to have been issued for this Amt., which I cannot see Mr. Jarvis is charged with.
February 29, " "	Saugeen, for fishing net, Warrant B, 325.....	68	5	1	do do
April 8, " "	Mississagas Rice and Mud Lakes, Warrant B, 321.....	47	5	0	do do
December 29, 1842...	Interest on Grand River Navigation advance.....	950	7	5	It appears to me that Int. ought to have been received on this Loan, instead of paid, by Mr. Jarvis.
	Balance of Mr. Steers' Account unexplained.....	3502	18	5	Of this item, Mr. Steers has as yet tendered no explanation.
July 8, 1842...	Credits taken by Mr. Steers which C. E. A. cannot allow.....	400	0	0	This sum Mr. Jarvis has not charged himself with, although he acquitted the Warrant.
January 21, 1843...	Amount paid Saugeen Wabatic, by Warrant this date.....	100	0	0	This sum was paid direct to J. W. Hill, by Commissioner of Crown Lands, and taken credit for
March 17, " "	do do .....	100	0	0	by Mr. Jarvis as paid by him.
May 27, " "	Tyendinga Church.....	30	0	0	This sum was paid by C. C. Lands to Mr. Jarvis, and Mr. Jarvis does not charge himself with it.
	Amount paid Paulus Claus do do do				This sum was paid direct to J. G. Howard by Commissioner of Crown Lands, and taken credit
	do do J. G. Howard				for by Mr. Jarvis as paid by him.
	Being amount of unexplained balance against Mr. Jarvis.....	4132	18	5	

C. E. ANDERSON.



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Civil Secretary's Office,  
Indian Department,  
Montreal, 10th May, 1845.

Sir,

In accordance with an arrangement previously sanctioned by the Governor General, in consequence of your not having rendered a satisfactory account of your pecuniary transactions, you were permitted to name an Accountant on your behalf, who, in conjunction with another named by the Governor General, was to investigate and report upon the state of your Accounts. These gentlemen, being unable to agree upon a joint Report, furnished separate Returns, which differed so widely that it became necessary to appoint a third Accountant, by whose arbitration it was agreed that both parties should abide; and Mr. Anderson was selected for this duty, by consent of both.

I am now directed by the Governor General to inform you that Mr. Anderson reports that, after a most minute and careful examination, there is an unexplained balance against you, amounting to £4132 18s. 5d. A detailed statement of the balance is enclosed herewith, for the liquidation of which you are required to adopt immediate measures.

The Governor General will rejoice if this large balance can be in any manner satisfactorily accounted for by you; but until that be accomplished, His Excellency considers it to be his painful, but imperative duty, to suspend you from your office of Chief Superintendent of Indian Affairs.

The records of your Department will be deposited in the Indian Branch of the Civil Secretary's Office, for which purpose you will be pleased to transmit them to me by an early and safe opportunity.

You are aware that, under any circumstances, it was not intended to continue your Office on its present footing beyond the 30th of June next; but it was the Governor General's wish to be able to recommend you to Her Majesty's Secretary of State for re-appointment to the Department, which will now be deferred, pending the satisfactory adjustment of your Accounts within a reasonable period.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.

P. S.—You are requested to inform the different Tribes under your superintendence that they may, for the present, communicate direct with my Office, until a more permanent arrangement can be determined on.

(Copy.)

Indian Office,  
Toronto, 21st May, 1845.

Sir,

I have the honor to acknowledge the receipt of your letter of the 10th instant, enclosing a statement prepared by Mr. C. E. Anderson, shewing an unexplained balance against me of £4132 18s. 5d. currency; and requesting that the Records of the Indian Department may be transmitted to you by an early and safe opportunity.

I feel confident that I shall be able to give satisfactory explanations to the greater part, if not to the whole of the items set forth in the statement, but it will require some time to trace them, and this can only be done by constant reference to the correspondence in the Office, and to many individuals residing at a distance, with whom I have had pecuniary transactions in my official capacity of Chief Superintendent.

To place the Records of the Office out of my reach until the investigation is terminated, is virtually to deprive me of the only source by which I can hope to free myself from the discredit which must attach to my character, should I fail in giving the explanation; and I therefore

respectfully and earnestly implore His Excellency the Governor General to permit the Office to remain where it is until the investigation is brought to a close, in effecting which the utmost diligence on my part will be used.

I have, &c.  
(Signed,) SAMUEL P. JARVIS.

J. M. HIGGINSON, Esq.,  
&c. &c. &c.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
Montreal, 27th May, 1845.

Sir,

Having laid your letter of the 21st instant before the Governor General, I am directed to inform you that, under the circumstances represented therein, His Excellency is pleased to comply with your request, that the Records of the Chief Superintendent's Office should, for the present, not be removed to the Seat of Government, in order that you may readily have access to them.

I am, however, to add that they cannot be permitted to remain at Toronto for a prolonged period, as it is obvious that more or less inconvenience will be produced by an arrangement under which the duties of an Office are performed at Montreal, while the Records thereof are deposited at Toronto. The Governor General is, however, willing that this should be for a reasonable time submitted to, rather than that you should be deprived of any means which you conceive may be of service in enabling you to furnish an explanation of the large balance of Account standing at your debit.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.,  
&c. &c. &c.

(Copy.)

Indian Office,  
Toronto, 26th May, 1845.

Sir,

With reference to the statement you forwarded to me on the 10th instant, which purports to be the unexplained balance of £4132 18s., which Mr. Anderson reports, after a most minute and careful examination, stands against me; I have the honor to request that I may be favored with a full copy of Mr. Anderson's Report, as well as that of Mr. Ferguson.

The statement you have sent seems to be the difference between the account of Mr. Steers and the account handed in by Mr. Anderson; but it is impossible for me to know from it what credits have been allowed me, and to what particular items my attention must now be directed.

I have, &c.  
(Signed,) SAMUEL P. JARVIS.

J. M. HIGGINSON, Esq.,  
&c. &c. &c.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
Montreal, 14th June, 1845.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 26th ultimo, and in reply

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to transmit for your information the copy of the answer addressed to Mr. Steers on a similar application being made by him, as your Agent.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.,  
&c. &c. &c.

(Copy.)

Montreal, May 30, 1845.

Sir,

I have the honor to request that I may be furnished with copies of the following documents, connected with the statements made by Mr. Ferguson and by me, in relation to Mr. Jarvis' Accounts :

Copy Mr. Ferguson's Statement.  
" Mr. Anderson's Account.  
" Mr. Anderson's Report.

With much respect I beg to express an opinion, that these documents are, properly speaking, a part of the case, and indispensably necessary to any ulterior action in this matter by me, as representing Mr. Jarvis.

I have, &c.  
(Signed,) THOMAS STEERS.

J. M. HIGGINSON, Esq.,  
Civil Secretary.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
Montreal, 14th June, 1845.

Sir,

In reference to your letter of the 30th ultimo, which has been already the subject of verbal communication, I have to transmit the copy of Mr. Anderson's remarks upon the difference between your statement and that of Mr. Ferguson, respecting Mr. Jarvis' accounts, which completes the list of documents with which you desire to be furnished.

I am directed to inform you that the Governor General authorizes your being supplied with these documents, not because His Lordship conceives them to be as you represent, "a part of the case," but because he is desirous that Mr. Jarvis should be afforded every possible assistance to enable him to account for the unexplained balance standing to his debit.

I have, &c.  
(Signed,) J. M. HIGGINSON.

THOMAS STEERS, Esq.,  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department,  
16th July, 1845.

Sir,

The bearer of this communication, T. G. Anderson, Esq., has been appointed by the Governor General to assume provisionally the duties of Auditor of the Indian Department, and to reside at Toronto; and I am directed to request that you will transfer to him the books and all other documents of the Office at that post.

In reference to your letter of the 21st May, I am to inform you that Mr. Anderson has been directed to afford

you access to such documents as are requisite to assist you in arranging your unsettled accounts.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.

Civil Secretary's Office,  
Montreal, 25th August, 1845.

Sir,

More than three months having elapsed since my letter of the 10th of May last was addressed to you, by command of the Governor General, informing you that upon a final examination of your Accounts as Chief Superintendent of Indian Affairs, an unexplained balance of £4132 18s. 5d. currency, stood at your debit, and requiring from you an early adjustment of the same, which has not yet been complied with, nor any portion of the balance accounted for to this Department. I am now directed to acquaint you that the Governor General does not conceive that it would be consistent with his duty to permit any further time to pass without calling on you to pay the balance appearing due, viz.: £4132 18s. 5d., into the hands of the Receiver General of the Province, which you are hereby required to do without further delay.

I have, &c.  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esq.

Indian Office,  
Toronto, 10th September, 1845.

Sir,

I have the honor to acknowledge the receipt of your letter of the 25th ultimo, from which I regret to find His Lordship the Governor General has not been made aware of my late communications, which I trust has satisfied the gentleman appointed by His Lordship to investigate my Accounts, that no such balance as that which I am directed immediately to pay over, is due by me to the Government. I feel, very sensibly, the considerate forbearance of His Lordship, which was necessary under the circumstances in which I was unexpectedly placed, for enabling me to remove the injurious impressions which may have been produced by the first report. A continuance of this forbearance for a short time longer, will, I trust, put it in my power to shew what I know to be the fact—that every pound which, as Superintendent of the Indian Department, I received from the Government for the use of the Indians, has been faithfully expended for the purposes to which it was intended to be applied.

I am at a loss to understand how it has happened that the explanations given by me were not made known to His Lordship before your letter was written; and I hope they have, in the meantime, been brought under His Lordship's consideration.

Referring to your last letter, and to former communications which have been addressed to me on the subject of my office, and of the intended change in the conduct of the Indian Department, I will take the liberty of saying that I feel a perfect conviction that Lord Metcalfe will not allow himself to be instrumental in treating me with harshness, and ruinous injustice.

I have been, since the year 1810, employed in various capacities in the public service, never deriving from such employment more than a barely adequate support for my family, and never incurring any censure from the Government; but, on the contrary, having received repeated assurances of their confidence and approbation, I cannot believe that His Lordship will think it just, that, after so long a service, I should, at my period of life, be discharged from employment, without any consideration for my length of service, and of the necessity of making some allowance for the future.

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If the difficulty which I have found in rendering the Account which has been demanded of me, has seemed to prejudice my claim to the favorable consideration of the Government, I respectfully submit that it ought not to have that effect.

I have been well acquainted with the mode of conducting the affairs of the Indian Department in the time of my predecessors, independently of the knowledge necessarily derived from my long possession of their books and papers; and I affirm, without fear of being contradicted, that the kind of detailed account, with vouchers, which has been demanded from me, of the expenditure of the monies placed in my hands, upon the requisitions of the Indians, was never before demanded from any of my predecessors. The Superintendent has been always looked upon as the friend and representative of the Indians; and when, upon the requisitions of the Indian Chiefs, a sum of money has been placed in his hands, it has been considered as paid to the Indians themselves, and the Government has no more demanded a detailed account of the use that has been made of the money, than they would have done if they had paid it directly to the Indians. I can see very clearly that such a system left room for abuses to be practised, and that unless the Superintendent was careful to take receipts and preserve vouchers, he might, at any time, be exposed to suspicions and complaints, which he might be unable to clear up: but for the many years the system was so-carried on, no such difficulties seem to have arisen; and I am quite confident that my being called upon after the lapse of some years, and contrary to the course pursued with my predecessors, to render a detailed account of all monies which have been paid into my hands, on account of the Indians, has not arisen from any doubt in the minds of the Indians themselves, that they have had the full benefit of every shilling which I have received for them. I have heard from many quarters of the efforts made by others, from no very honorable motives, to incite the Indians to make complaints against me, when I am well assured they do not, in their own minds, imagine that they have anything to complain of; but I desire nothing more than any, or every, Tribe of Indians in this Province, should be openly questioned, in my presence, upon the opinions which they entertain of my attention to their interests, and upon the means which have been used to instigate them to make charges which they knew were groundless, and which they had, therefore, generally, the firmness to refuse to make.

When it is considered that this is the first time that the Superintendent of Indian Affairs was ever led to suppose that he would be required to account as strictly as if he were a Commissariat Officer, acting between the Government and the Indians; and that my immediate predecessor, after a much less arduous period of service than mine, is now enjoying a large pension from the Crown, upon his retirement from the office, although he never had rendered, and was never prepared to render, and never imagined that he would be called upon to render, the kind of account that has been exacted from me; His Lordship, I think, cannot but feel that it would be dealing a hard measure of justice to me, to make the difficulty I have found, after such a lapse of time, in rendering such an account, the ground for treating me in a manner that must be injurious to my character, as well as ruinous to myself, and to my family.

His Lordship is aware, that upon the report made, in the first instance, to the Government, without affording me an opportunity of explanation, I was represented to be a defaulter to the amount of £8,000 and upwards. Under the disadvantages of being, for the reasons which I have mentioned, unprepared for rendering a circumstantial account, I forwarded, as soon as I could furnish them, such explanations as led to the reduction of this supposed balance to something more than £4,000. Since that time, I have succeeded in shewing that there is not more than an apparent balance against me of £1,100; and I have good reason to hope that the greater part of this sum, if not all of it, can yet be satisfactorily accounted for.

If I should not, however, at this distance of time, succeed so fully in tracing every payment, I am persuaded that neither His Lordship, nor any candid person, would infer from that, that whatever I may not be able to account for in detail, has been misapplied.

With this statement, I submit myself to the justice of the Government, in the confident hope that I shall receive that protection to which I feel myself entitled, from a long course of zealous and faithful service to the Crown, during which, I am conscious that I have done wrong to no one, though great efforts have been made, for unworthy purposes, to do wrong to me.

I have, &c.  
(Signed,) S. P. JARVIS.

J. M. HIGGINSON, Esq.  
&c. &c. &c.

Civil Secretary's Office,  
Montreal, 20th September, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 10th instant, and to inform you, in reply, that the circumstances represented therein will, at the proper time, receive the consideration to which they may appear to be entitled; but that His Excellency defers passing a final decision upon your conduct as Chief Superintendent of Indian Affairs, pending the settlement of your accounts.

I have, &c.,  
(Signed,) J. M. HIGGINSON.

SAMUEL P. JARVIS, Esquire.

(Copy.)

Montreal, 21st November, 1845.

Sir,

On the 5th of May last, I had the honor to transmit, for the information of His Excellency the Governor General, a Report and Statement of Account of Samuel P. Jarvis, Esq., late Chief Superintendent of Indian Affairs, with the Indian Department; which Account shewed a balance against Mr. Jarvis, of £4,132 18s. 5d. currency; this balance I struck from the account rendered by F. Ferguson, Esq., Accountant, on the part of the Government, and one rendered by Thomas Steers, Esq. on the part of Mr. Jarvis; the former having brought a balance against Mr. Jarvis, of £9,733 9s. 11d. and the latter £950 7s. 5d.

My balance as above being that of Arbitrator between the two.

Some short time afterwards, Mr. Steers, on the part of Mr. Jarvis, submitted a supplementary account, supported by certain vouchers, claiming credit for a further sum of £3,046 14s. 4½d.; when His Excellency the Governor General, was pleased again to refer the matter to my decision.

Since then I have been in possession of, or had access to, all papers, books, &c. relative to said Account, and have made every possible exertion to endeavour to bring the matter to a final and satisfactory conclusion; but even as this late period, I regret to say, that my labour is any thing but satisfactory; and I fear not to say, that a clear or satisfactory statement never can be arrived at. I have, however, done my utmost, and have now the honor to report, for the information of His Excellency the Governor General, that instead of my being able to diminish the balance of my last Account against Mr. Jarvis, it is increased from £4,132 18s. 5d. currency, to the sum of £4,254 16s. 4d. currency; and this in the face of Mr. Jarvis' claim of additional credits of £3,046 14s. 4½d.

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As this is a point which requires explanation, I shall proceed thereto at once.

In my previous account, I gave Mr. Jarvis credit for sundry amounts, in all forming the last credit of my Account of £1958 ls. 11d. currency, on the grounds that the parties names were given to whom the payments were made, or said to be made; and that the transactions bore reality on the face of them, and could be traced.

I also, in my Report, stated that the most minute investigation was necessary, to ascertain whether warrants had been issued for any of these sums, as if such was the case, they must be re-charged.

On getting the Accounts into my possession again, I found that inquiry had not been made; and I, accordingly, made the proper examination myself, of the different Warrant Books, at the Crown Lands Department, and also of the Six Nation Indians, in the possession of Mr. Turquand.

The result of such examination has been, to raise a suspicion in my mind as regards the whole account, and has caused me to re-charge Mr. Jarvis with the whole of the £1,958 ls. 11d., and to give him credit for no sum, unless it be clearly shewn where the money came from for payment of same.

The sum of £324 16s. 11d. I found Mr. Jarvis had received from the Commissioner of Crown Lands, towards the above sum, and which he was not charged with.

The sum of £226 12s. 11d. he had received from the Receiver General, ex the funds of the Six Nations, and which he was not charged with. And for other sums, warrants had been issued, with which he was not charged.

I also find, on reference to the Warrant Book, that Mr. Jarvis was in the habit of getting warrants for sums as low as £1, and £2; and such being the case, I cannot allow myself to think, while he would get a warrant for so small a sum, that large sums would be paid without warrant, or without receiving the money from some other source.

I also find, that when Mr. Jarvis was in the habit of making any advances, he seems invariably to have obtained reimbursement without delay, either by warrant, or from the Receiver General, or Commissioner of Crown Lands; and for contingencies, from the Commissariat.

It also appears to me somewhat extraordinary, that the Accountant on the part of Mr. Jarvis, after having had access, and examined the Warrant Book in the Indian Department—the Indian Accounts in the Offices of the Commissioner of Crown Lands and the Receiver General, should claim credit for sums as paid by Mr. Jarvis, when it was so clearly to be seen that the funds for payment of same came from the above sources.

As I have gone into much detail in my Statement of Account herewith, and have given remarks opposite almost every sum, I do not conceive it necessary here, to go into further detail; but I conceive it my duty to make a few further remarks relative to some of the items.

The sum of £275, said to be paid to the Canada Company, on 28th September, 1840, I have re-charged Mr. Jarvis; as there can be no possible difficulty in producing the necessary vouchers for same, the amount is, no doubt, for lands purchased for some of the Tribes, and as there are various uncharged warrants for land purchases, there is little doubt but that this forms a part of them.

The sum of £100, paid to the Rev. S. Givins, 22nd May, 1839, I have also re-charged, as I find that a warrant was issued on that day for Mr. Givins, for the sum of £125, which Mr. Jarvis is credited with, in Mr. Ferguson's account; and it does not appear to me clear, that on the same day Mr. Givins should receive £125 by warrant, and £100 without; I look upon them as one and the same sum, and certainly could not credit them both, without the most satisfactory vouchers and proof.

Regarding the sum of £350, as paid "Borland," 27th October, 1841, Mr. Jarvis himself, in his "Replies to Queries B." states that this sum was for building houses at Beausoleil Island, for Aisance and his Tribe, and concludes with the words, "see Warrant Book," which, to my mind, clearly shews that this sum forms a part of warrants issued for the use of the Tribe.

Touching the small sums, as Manitoulin Pay Lists, they cannot be looked upon as anything but merely parts of Lists already included, and credited Mr. Jarvis. The course adopted with the Manitoulin Pay Lists was thus: on the arrival of the Pay List, a warrant was issued for the full amount, generally in favor of Mr. Jarvis, or Mr. Vardon; and with which, Mr. Jarvis was charged, and credited the same amount; the several parties included in said Lists, being Mechanics or Labourers, then applied, either by themselves or their Attornies, for their several proportions, and gave receipts for same; and I look upon several of the items claimed in this position.

'Tis true, Mr. Jarvis in some instances paid some of the Pay Lists, or portions of them, in advance; but he seems invariably to have been reimbursed by warrant, ex the Annual Parliamentary Grant.

It is also seen, that credit is claimed in February, 1839, for pay due to the Mississagas of the River Credit, assembled by order of Sir George Arthur, late Lieutenant Governor of Upper Canada, in the amounts of £112 19s. 7d. £60 6s. As this was during the period of the Rebellion, there is little doubt they were assembled for Military duty, and could not, of course, be paid out of their own funds, but out of the Military Chest.

There are several, both large and small, sums claimed credit for, as paid to Voyageurs, Canoemen, &c., which I look upon as the mere details of Mr. Jarvis' travelling expenses; no doubt Mr. Jarvis paid these amounts, but if he claims credit for them, he must account in detail for the round sums passed to his credit as travelling expenses; and in some instances it will be seen that warrants were issued for the exact amounts.

There is one sum of £44 1s. 3d. currency, which credit is claimed for, as paid Wm. Solomon for Canoemen, in July, 1841. On 1st November, 1841, I find Mr. Jarvis was reimbursed this sum by the Commissariat, as £44 1s. 3d. sterling.

I find it will not do to give Mr. Jarvis credit for all sums, even when vouchers are produced, as it was customary for him to make advances to the Chiefs, on account of their salaries, &c., and deduct the amounts when they were paid, taking credit for the full amount of salary; also to Contractors in the same manner. And I find, in many instances, several small sums paid at different periods, all included in a future warrant, and, in some instances, that warrant apportioned to several Tribes; so that it becomes next to an impossibility to trace how the warrants were expended.

With regard to the vouchers as per my statement, amounting to £1,642 6s. 2½d. handed me for examination, my remarks opposite each sum speak for themselves, and whereby it is seen that warrants have been issued for almost every item; further comment is, therefore, unnecessary.

I am not aware that I can throw any further light on the matter, than what I have already submitted; and I therefore conclude, fully convinced in my own mind that no decision more favorable to Mr. Jarvis can, in any satisfactory manner, be arrived at, than that which I now submit, being, as I have before stated, a balance against him of £4,254 16s. 4d. currency.

I have, &amp;c.

(Signed,) C. E. ANDERSON,  
Accountant.

J. M. HIGGINSON, &amp;c. &amp;c. &amp;c.

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SAMUEL P. JARVIS, Esquire, late Chief Superintendent Indian Affairs, in Account with the INDIAN DEPARTMENT.

	£	s.	d.	£	s.	d.	REMARKS.
May 5, 1845...				4182	18	5	The several amounts forming this sum are included in my last account in the credit of £1958 1s. 11d., and are now recharged, as Mr. J. received the cash for same from the Commissioner of Crown Lands.
To Balance against Mr. Jarvis per my account this date.....							
To Wyendottes, paid on requisition approved by Governor General.....	25	0	0				
do do do.....	9	5	0				
To Travelling Expenses.....	50	0	0				
To Dr. Digby, for Medical attendance.....	45	10	0				
To Dr. Whicker, do.....	85	0	0				
To Wyendottes, for Place of Worship.....	115	1	11				
To paid Clark, Interpreter.....	25	0	0				
To Rent of Office at Brantford.....	20	0	0				
April 3, 1840...				324	16	11	
To Dr. Whicker, for Medical attendance.....	80	8	6				
do do do.....	35	0	0				
To W. Higgins, Constable, for expenses.....	18	12	0				
To Wm. Keating, expenses under the Timber Act.....	15	0	0				
To Dr. Whicker, for Medical attendance.....	35	0	0				
To Clothing for an Indian leaving the Penitentiary.....	37	14	11				
To Gore Bank, discount on J. H. Dunn's acceptance.....	7	10	0				
To Peter John, paid him.....	17	10	0				
do do do for sundry Chiefs.....	30	0	0				
To Robert Wells, for Surveys.....				226	12	11	
December 29, 1842...				53	3	0	The several amounts forming this sum are also included in my last account in the credit of £1958 1s. 11d., and are now recharged, as Mr. J. received the cash for the same, ex funds of the Six Nations.
To Interest on Debentures, paid Receiver General.....							
May 22, 1839...				100	0	0	This sum was also credited as above, and is recharged, as it does not appear that it was paid to the Receiver General.
To paid Revd. S. Givins.....							
April 2, do...				13	10	0	do do do recharged as being part of Warrant No. 203; paid to Mr. G., same day, £125 for Mohawks Bay of Quinté.
To Manitoulin Pay-list.....				50	0	0	This I look upon as part of a Pay-list for which a Warrant issued for the full amount.
To Saugeen Wabatic, paid him.....							
December 13, do...				1	5	0	Paid out of the Annual Parliamentary Grant, and was afterwards refunded out of the funds of the Saugeens.
To Chippawas, paid Wawanash.....							
January 9, 1840...				15	0	0	There is nothing to shew that this was not deducted from a subsequent Warrant for the use of the Tribe.
To Law Expenses, paid Gwynne.....							
April 29, do...				15	10	0	I find in many instances Warrants to Mr. G., and there is nothing to shew that this was not deducted therefrom.
To Chippawas of Huron, Costs of Arbitration.....				275	0	0	To whom paid, the nature of arbitration, and query if Warrant 354 does not form a part of it.
To Canada Company, paid them.....							
September 28, do...				75	0	0	Produce Voucher from Canada Company shewing how, when, and for what the payment was made, and if Warrant 355, to Mississagas of Alnwick, does not form a part.
To Brock Monument Fund.....				10	0	0	Warrants were issued for this amount, apportioned to each Tribe.
February 10, 1841...							
do do do do from Wyendottes.....							
April 10, do...				32	10	0	Produce Voucher, and query if not part of Warrant A, 28, and for what Tribe.
To Law Expenses, paid Gwynne.....				100	0	0	Out of what funds, and where were said funds; produce Mr. C's Voucher shewing how paid, and for what purpose.
September 29, do...							
To Munsee Indians, paid Mr. Clench.....							
Carried over.....				£5425	6	3	





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Mr. JARVIS'S Accountant claims credit for the following Items which I cannot pass for reasons as under.

	£	s.	d.	REMARKS.
August 23, 1838...	14	1	3	Details of travelling expenses, forming part of a round sum credited Mr. Jarvis for the same.
do 28, do ...	15	15	0	
February 2, 1839...	112	19	7	This is evidently for military services, and of course could not be paid out of the Indian Funds.
do 23, do ...	60	6	0	do do do
do 7, do ...	186	6	8	This sum cannot be set off against any of the unexplained items.
do 26, do ...	8	3	11	This is evidently part of a Pay-list referred to in Voucher, and for which a Warrant was granted in full.
January 30, 1840...	8	15	0	This Voucher merely states "board for men; Query, "what men," and was it not deducted, from Aisance's pay.
February 6, do ...	5	0	0	Who is Pamatiwabe, and is it not included in a Warrant for use of the Tribe?
April 30, do ...	61	11	6	No doubt this was paid to Mr. J., but was it not afterwards paid by Commissariat with the other postages?
May 14, do ...	25	0	0	Included in Warrant for round sums paid him, and cannot apply to any of the unexplained items.
do 26, do ...	49	4	0	See Warrant 296. This was a loan on requisition of Chiefs, and if it was not, it ought to have been repaid or stopped out of their pay.
do do do ...	5	5	8	Cannot refer to any of the unexplained items, and out of what funds.
June do do ...	20	0	0	do do do
May 30, do ...	5	0	0	do do do
September 16, do ...	10	0	0	The face of the Voucher does not shew it for Oneida Indians, and the letter or order accompanying the same is dated 18th July, 1843.
do 18, do ...	75	0	0	This sum was paid to Mr. Jarvis, ex funds of the Six Nations.
April 17, do ...	4	10	0	Cannot refer to any of the unexplained items, and supposed to be included in Warrant for round sum.
do 19, do ...	12	10	0	This Voucher shews that this amount was paid out of Cottrell's funds.
July 19, do ...	44	1	3	This Voucher does not shew that the money was paid to Crane, and Query, out of what funds?
do do do ...	8	9	7	This sum should be Sterling, and was paid to Mr. Jarvis November 1, 1841, by Commissariat to reimburse him.
September and October 1841...	0	10	0	Cannot refer to any of the unexplained items, and out of what funds.
December 13, 1843...	10	0	0	Out of what funds was this paid, and certainly is not applicable to the unexplained items.
November 11, 1840...	11	11	7	do do do
do do do ...	56	12	6	do do do
do 28, do ...	100	0	0	No Voucher is produced for this, and as it is supposed it refers to the Tyendanaqua Church, the full cost of same has already been credited Mr. Jarvis.
do 3, do ...	400	0	0	This sum I decline giving credit for as no Voucher is produced. Had it been paid by check, it might have been credited on the admitted principle, but such was not the case; and although Mr. Jarvis acquired the Warrant as Attorney for Wabatic, still it is beyond a doubt that blank Powers of Attorney were generally in the possession of Mr. Jarvis.
July 8, 1842...				
	£1284	6	9	

21st November, 1845.

C. E. ANDERSON, Accountant.



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SUBSEQUENT to the Receipt of the Supplementary Account on the part of Mr. Jarvis, Vouchers for the Items, as under, have been placed in my possession for examination, &c., and which I dispose of as under.

	£	s.	d.	REMARKS.
October 29, 1842...	87	10	0	Paid by Warrant B, 204.
September 29, do ...	75	0	0	do do B, 56.
October 13, do ...	112	10	0	Supposed to be deducted from the Warrants for the use of the Tribe.
June 30, do ...	33	0	0	Paid by Warrant B, 57.
do 24, do ...	39	0	0	do do B, 55.
October 29, do ...	6	5	0	do do B, 185.
February 16, do ...	68	16	11	Mr. Jarvis, in his explanation of his Bank Account, says, this amount was handed to him. If so, where is he charged with it?
October 29, do ...	83	0	0	Out of Warrant for use of the Tribe.
do 11, do ...	20	0	0	Paid by Warrant B, 167.
January 7, 1841...	50	0	0	do do A, 6.
do 11, 1842...	25	0	0	do do B, 11.
September 29, 1841...	74	9	2	do do A, 109.
February 16, do ...	10	0	0	Included in Supplementary Account.
September 5, 1840...	11	5	0	do Travelling Expenses.
January 10, do ...				No value is attached, so that I cannot trace it.
September 3, do ...	62	1	3	Paid by Warrant 942.
do 23, 1839...	2	10	0	Voyageur, paid out of Travelling Expenses.
April 10, do ...	12	10	0	Paid by Warrant 198.
October 29, do ...	5	0	0	Out of what Funds? Supposed from Commissioner of Crown Lands.
do 14, do ...	179	16	9	Travelling Expenses, ex Annual Parliamentary Grant.
January 8, do ...	21	17	6	Military Expenses.
April 28, do ...	16	9	2	Part of a Manitoulin Pay List.
March 26, do ...	100	0	0	This came out of the Annual Parliamentary Grant, and was since refunded.
September 23, do ...	207	4	5	Paid by Warrant 229, Annual Parliamentary Grant.
April 1, 1838...	39	17	6	do do 186.
May 1, 1839...	11	5	0	do do 4th May, 1839.
September 11, 1838...	50	0	0	Paid ex Parliamentary Grant, and was since refunded.
May 1, do ...	17	10	0	Military Expenses.
August 29, do ...	21	3	8	For what Tribe? and out of what Funds?
September 25, 1837...	29	0	0	Paid by Warrant No. 71.
October 14, do ...	75	0	0	What Indians? Further, this is no Voucher of Payment.
November 29, do ...	20	4	10½	Paid by Warrant B, 118.
No date ...	25	0	0	There are several Warrants to Sawyer.
November 30, 1843...	100	0	0	Refers to the Tyendanaga Church, which is credited in full.
	1642	6	2½	

21st November, 1845.

C. E. ANDERSON.

Montreal, 4th February, 1846.

Sir,

On the 5th of May, 1845, I had the honor of transmitting to you, for the information of His Excellency Lord Metcalfe, a report, accompanied by an account current, relative to certain transactions between Samuel P. Jarvis, Esquire, late Chief Superintendent of Indian Affairs and the Indian Department. The said account current shewed a balance against Mr. Jarvis of £4,132 18s. 5d. currency, and was founded upon two accounts submitted to me as an arbitrator, viz., one made up by F. Ferguson, Esquire, on the part of Government, and the other by Thomas Steers, Esquire, on the part of Mr. Jarvis. The former shewing a balance against Mr. Jarvis of £9,733 9s. 11d. currency, and the latter a balance of £950 7s. 5d. currency. Some short time afterwards, Mr. Steers, on the part of Mr. Jarvis, submitted a supplementary account, supported by certain vouchers, claiming credit for a further sum of £3046 14s. 4½d. currency, when His Excellency Lord Metcalfe was again pleased to refer the matter for my decision.

On the 21st November, 1845, I had the honor of transmitting to you, for the information of His Lordship, my report on the said supplementary account, and another account current, exhibiting a balance against Mr. Jarvis of £4,254 16s. 4d. currency, being an increase on my former balance against Mr. Jarvis of £121 17s. 11d. currency; and that on the face of Mr. Jarvis' claim of additional credits of £3,046 14s. 4½d. currency. For explanation thereof, I would beg to refer to my report of 21st November, 1845.

On the 25th November, 1845, in accordance with a command of His Excellency Lord Metcalfe, these accounts were again referred to me; with a request, that I should examine and report upon a box of papers, submitted on the part of Mr. Jarvis, and which, through misunderstanding, had been overlooked.

On looking over said papers, I found they were such as would completely alter the state of all the accounts submitted; and I accordingly applied for permission to commence the account *de novo*, which, being granted, I without delay applied myself thereto; and have since then employed all my spare time exclusively to bring the account into a shape that could be understood; for to make it satisfactory I deem impossible.

I have now, therefore, the honor to hand you, for the information of His Excellency the Governor General, the result of my labor, exhibiting a balance against Mr. Jarvis of £6375 6s. 11d., consisting of the following items:

Interest on Debentures received in Cash.....	£1,709	5	10
Manitoulin stoppages, &c. ....	658	15	0
Balance due to Oneida Indians.....	8	10	2
“ “ Six Nations.....	1,205	13	3
“ “ Saugeens.....	800	0	0
“ “ Wyendottes.....	251	15	0
“ “ Chippewas of Lakes Huron and Simcoe.....	696	12	3
“ “ Mississagas of Rice and Mud Lakes.....	550	0	0
“ “ Mississagas of Alnwick....	125	0	0
“ “ Mohawks of the Bay of Quinté.....	391	9	9
	£6,397	1	3
Less overpaid in account of “ Sundries”....	21	14	4
	£6,375	6	11

As I stated in my Report of 21st November, I felt satisfied no statement more favorable to Mr. Jarvis could

be made than what I then submitted; the result of further inquiry has clearly proved the truth of said remark.

It will be seen, on reference to this account, that the total debits against Mr. Jarvis amount to the sum of £44,175 11s. 5½d., while the maximum of the previous accounts was £36,990 11s., shewing new matter amounting to £7,185 0s. 5½d., which did not before appear, and which I traced in the several public offices, as well as from the box of papers referred to.

In preparing the account submitted, I have endeavoured to keep the transactions of each Tribe separate and distinct as far as was practicable; and such as could not be traced I have placed under the account headed “ Sundries.” By this course the account is more easily understood, any sum can be at once traced, and the unexplained sum or sums forming the balance, is at once seen; and such being the case, it may afford means to Mr. Jarvis of perhaps clearing up the balance. Under any circumstances, he will be able to see at a glance where the several unexplained items are, and what they consist of.

As some remarks and explanations are necessary, relative to the several heads of account, I shall proceed thereto at once.

INTEREST.

With regard to this sum £1,709 5s. 10d., I cannot trace where any of it has been expended, and it therefore stands in full to Mr. Jarvis' Debit.

MANITOULIN PAY LISTS.

With reference to them, I found that they had been incorrectly stated in all the previous accounts, inasmuch as sums had been credited Mr. Jarvis, as Pay Lists, which were not so; while others were omitted, with which he should have been credited. Again, there were various sums of money received for Pay Lists with which he had not been debited, while he was credited with the Pay Lists. The unexplained balance of £658 15s. consists chiefly of stoppages, as will be seen on reference to the account.

THE ONEIDA INDIANS.

It will be seen, on reference to their account, that all their funds are accounted for, with the exception of £8 10s. 2d., and that there is proof of payment of all the sums, with the exception of two sums of £75 and £150; but as there is every reason to believe that the Oneidas are in possession of the lands, and satisfied, there is little doubt but the said sums have been paid.

SIX NATIONS.

Touching this account, it will be seen that there are several items introduced into it, which actually did not come directly through Mr. Jarvis' hands; but as the accountant of Mr. Jarvis introduced them as credits into his account, I have thought well to bring them into account also, so as to set them at rest for the future. The unexplained balance of £1,205 13s. 3d., it will be seen, consists of two sums paid into Mr. Jarvis' hands for investment.

(See Remarks on Saugeens at end of Report.)

WYENDOTTES.

All their monies seem accounted for, with the exception of £251 15s., being the difference between the sum of £1,545 13s. 3d. received from the Commissioner of Crown Lands, 24th October, 1838, to pay for improvements on the Reserve at Amherstburgh, and the amount paid for same £1293 18s. 3d. The above balance has been in Mr. Jarvis' hands unemployd since the period above stated.

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CHIPPAWAS OF LAKES HURON AND SIMCOE.

The unexplained balance of £696 12s. 3d., it will be seen, consists of various sums. The first is a warrant, No. B. 55, of date 16th May, 1842, for £400, acquitted 4th June, 1842, by Mr. Jarvis, as Attorney for Yellowhead. The money for said warrant was duly deposited in Mr. Jarvis' official account with the Bank of Upper Canada, and regularly checked against. But there is nothing to shew that Yellowhead received any part of it; and Yellowhead, when before the Kingston Commission, denied any knowledge whatever of the transaction.

The second item is a warrant B. 56, of date 16th May, 1842, for £300, acquitted by Aisance on 1st October; the money for same, however, is found in Mr. Jarvis' Bank Account, as above; and only £100 can be traced as paid to Aisance. It will be observed, that the above warrant is acquitted on 1st October; and that on 29th September, Mr. Jarvis paid Aisance £75, and took his receipt; if, therefore, he paid him the full amount of the warrant, how does it happen that there is neither check or voucher for any portion except the £75 named?

The third item is the balance of warrant B. 57, £200 to John Snake, in the same position as the previous item, except that all the proceeds appear to have been paid to or for Snake, except the sum of £46 10s. which stands at Mr. Jarvis' debit. The balance of the £696 12s. 3d. arises thus: On 16th December, 1841, a warrant A. 126, £590, was issued to Mr. Jarvis, "to pay Cotterell's balance;" £452 10s. of said sum appears in Mr. Jarvis' Bank Account, and seems to have been paid to Cotterell; but the balance of £137 10s. was not deposited in the Bank; and the only payment I can trace against the same, is one of £87 7s. 9d., leaving unexplained £50 2s. 3d. at Mr. Jarvis' debit.

MISSISSAGAS OF RICE AND MUD LAKES.

The unexplained balance of £550, it will be seen, consists of three warrants for Pautash; the money for which came into Mr. Jarvis' hands, and £525 of same is found in his Bank Account. And there is nothing to shew how one farthing of it was disposed of.

MOHAWKS OF THE BAY OF QUINTE.

In this account there are several items that call for remark. The first unexplained item is warrant 69, £150 currency, 14th September, 1837, which I can trace to no source as to its expenditure. The next is a Bank deposit of £365 6s., which Mr. Jarvis states in his "Replies to Queries A," was for this Tribe, paid into the Bank in Bank Notes, and states the sum, as "Audited in Council, £367 16s." I have not been able to trace where this money came from, or how expended, but that it is Indian funds there is little doubt. In this account is included the Tyendenaga Church Expenditure, and which is different from the statement rendered by Mr. Jarvis, inasmuch as Mr. Jarvis claims credit for the sum of £100, paid J. W. Hill, by Commissioner of Crown Lands, on 20th day of January, 1843. On reference to the Books of the Crown Land Department, I can find no such sum paid thereby; and as this is the only item regarding said Church, for which vouchers have not been produced, I take it that it is a mistake, and that no such sum has been paid at all. Mr. Jarvis seems to have paid Hill £300 on account of said Church, with which sum he is credited, and has furnished vouchers for same. Further, I find that the first payment made on account of said Church, and for which there is a voucher, is in the month of March; and I cannot see how Hill should have been paid £100 in the month of January, when Pringle, the contractor, received payment of his first instalment only in the month of August; previous, therefore, to credit being given for said £100, Mr. Jarvis must produce proof of payment; and that Hill received £400 instead of £300 on account of said Church. I may also remark, that the Accountant of Mr. Jarvis, on 2nd October, 1843, claims credit for the sum of £15, as paid John D. Pringle on

account of said Church, which should be £75, and with which latter sum I have credited Mr. Jarvis.

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I now come to the items of Travelling Expenses, by which it will be seen, that between the month of July, 1838, and August, 1843, a period of five years, Mr. Jarvis received the sum of £924 2s. 5d. currency, for said purpose; and all the details furnished of same, amounts to some £360. Taking it for granted, however, that the whole has been used for the purpose intended, I have given Mr. Jarvis credit for the balance of £565 1s. 2d., to be considered as a set off against all claims for travelling expenses, and thus squared the account.

Referring now to the account headed "Sundries," it will be seen to consist of various matters, and calls for remark accordingly; the principal items are the monies paid Mr. Jarvis for investment, and the purchase and sale of Debentures, which latter matter would seem to stand thus: that on

1841,			
March 31, Mr. Jarvis purchased No. 335,			
315, 72.....	£1750	0	0
October 15, Mr. Jarvis purchased No. 244			
Kettle Creek Debenture.....	1000	0	0
1842,			
January 28, Mr. Jarvis purchased No. 12,			
244, 243, 162, 348, 282, 366, 408.....	1220	0	0
November 23, Mr. Jarvis purchased No. 115	500	0	0
1844,			
February 15, do. do. No. 258	75	0	0
May 16, do. do. No. 268	500	0	0

Debentures assumed as purchased by Mr. Jarvis..... £5045 0 0

1838,			
May 26, Mr. Jarvis lodged in the Bank of			
Upper Canada, No. 111.....	£500	0	0

1839,			
August 27, The Commissioner of Crown			
Lands handed Mr. Jarvis Debentures,			
Nos. 216, 217, 321, 362, 369, 370, 297,			
298, 306.....	4200	0	0

Total Debentures, per Bank Account..... £9745 0 0

All of which Debentures are thus accounted for:

Nos. 297, 298, sold for the Tyendenaga			
Church.....	£1000	0	0
Nos. 216, 217, 321, 362, 369, 244, 306.			
Sold for loan to the Grand River Navigation			
Company .....	3700	0	0
No. 370, sold to pay Dr. Digby, and George			
Ironsides.....	500	0	0
No. 111, Redeemed and proceeds charged			
to Mr. Jarvis.....	500	0	0
Nos. 335, 315, 72, 12, 244, 243, 162, 348,			
282, 366, 408, 115, 258, 268. Trans-			
ferred to the Receiver General, 4th			
June, 1844.....	4045	0	0
	£9745	0	0

These Debentures seem all to have been regularly brought to account, and the Bank Debenture Account is sufficiently clear with regard to them. But there is still a doubt with regard to two of the Debentures, viz., No. 111, lodged by Mr. Jarvis in the Bank of Upper Canada

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on 26th May, 1838, on account of the Mississagas of Kingston and Bay of Quinté, £500. This Debenture was redeemed 5th January, 1844, and Mr. Jarvis charged with the proceeds; but I have not been able to trace where the funds came from for purchase of said Debenture. Mr. Jarvis has not claimed credit for this Debenture, as purchased by him; and it has, therefore, been presumed, that it was handed to him either by his predecessor, or by some of the Public Departments, which, however, I have been unable to trace. I may add, that at the period of lodging said Debenture, Mr. Jarvis seems to have had no funds for investment in his possession.

The other, regarding which there appears some doubt, is No. 115, £500, lodged by Mr. Jarvis, 23rd November, 1844. On the 25th November, I find Mr. Jarvis drew a check for payment of the agency on said Debenture, £1 5s.; but I do not see how he paid for it, (the Debenture.) There is no check drawn for any such amount, and I have not been able to trace that it was handed to him by any of the Departments; and as the said Debenture was transferred to the Receiver General, I have passed it to his credit as if purchased by him.

I do not see that I can throw any further light upon the Debenture Account. Two sums will be found to the debit of Mr. Jarvis, in the account "Sundries," viz., £120, and £643 10s.; these two sums I find as deposits in Mr. Jarvis' Official Bank Account; and finding that Mr. Steers has debited Mr. Jarvis with them as Indian Monies, I, of course, have done the same. These are the only two sums which I have been unable to trace to the source from which Mr. Jarvis derived them; as will be seen, that in every instance, I have either given the number of the warrant, or the Department or source from which he received the money. It is possible Mr. Jarvis may claim the withdrawal of these amounts; but previous to such being allowed, he must shew how such an error could have arisen, or that they are monies with which he is elsewhere debited, which I have been unable to trace.

On reference to folio 11, of the account submitted, will be found a statement of checks drawn by Mr. Jarvis on the Bank of Upper Canada, amounting to the sum of £6515 2s. 1d. currency. These checks, it will be seen, are principally payable to Self and Bearer, and none of them can be traced to any source connected with the Indian Department.

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On folios 12 and 13 of said Account, will also be found a detail of some 90 vouchers, submitted for credit on the part of Mr. Jarvis. On reference to same, it will be seen that the greater part of the sums have been paid by warrant to the parties direct, and with which monies Mr. Jarvis is not charged, and, of course, cannot claim credit. In many instances, notwithstanding that the parties get the warrant themselves, still they gave Mr. Jarvis a receipt as if he had paid them the monies.

It will be seen, that opposite each uncredited item, I have given my reason or remark for not doing so; which speak for themselves, and it is unnecessary for me here to repeat them.

It will also be seen, that there are several sums disallowed, as being for "Military Service" during the Rebellion in 1837 and 1838; and being myself cognizant that such sums were paid out of the Military Chest, I cannot imagine that Mr. Jarvis claims credit for them as paid out of the Indian Annuities.

I find that I have omitted to remark upon the Saugeen balance of £800, it consists of two warrants of £400 each respectively, for Wabatic and Metigwaub; the monies are found in Mr. Jarvis' Bank Account, and there is no explanation how they were expended. These warrants are referred to in the report of the Kingston Commission, and so far nothing satisfactory, or in any way explanatory, has been elicited regarding them, and they, of course, stand at Mr. Jarvis' debit.

I would beg, in conclusion, to remark, that I have fyled and assorted all the vouchers submitted, and placed them in such a shape that they can be at any time referred to without delay or difficulty; and I would respectfully suggest, that they be kept in that shape for future reference.

I have also the honor to enclose a copy of the account for Mr. Jarvis, should he demand it. I am not aware that I have omitted to remark on any point which called for it, and I therefore subscribe myself,

Yours, &amp;c.

(Signed,) C. E. ANDERSON.  
Accountant.

EXPLANATORY REMARKS.

The Letters Ck. and Vo. denote that the credit given is on the ground that the payment has been made by Check, or that there is a Voucher for same.

The Figures inside of the £ s. d. columns, on the debit side, are the Nos. of the Warrants from which the moneys were derived.

All sums which appeared in the Bank of U. C. Account, are noted per Bank Account.

The other sums, at the debit, have been got from various sources as payments to Mr. Jarvis.

The date of the Debit side are, principally, the date of Issue of the Warrant.

C. E. ANDERSON, Accountant.

4th February, 1846.

SAMUEL P. JARVIS, Esquire, late Chief Superintendent INDIAN AFFAIRS, in Account with the INDIAN DEPARTMENT.

Dr. — INTEREST.					£	s.	d.
March 20, 1839...	To Cash, per Bank Account, on Debentures, No. 111 .....				20	0	0
June 29, do ...	do do do do 111 .....				15	0	0
September 30, do ...	do do do do 321, 298 .....				30	0	0
December 6, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
do 30, do ...	do do do do 111 .....				15	0	0
January 21, 1840...	do do do do 297, 360 .....				30	0	0
March 13, do ...	do do do do 321, 298 .....				30	0	0
May 20, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
June 30, do ...	do do do do 111 .....				15	0	0
July 24, do ...	do do do do 297, 362 .....				30	0	0
September 18, do ...	do do do do 321, 298 .....				30	0	0
November 16, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
December 31, do ...	do do do do 111 .....				15	0	0
January 20, 1841...	do do do do 297, 362 .....				30	0	0
March 25, do ...	do do do do 321, 298 .....				30	0	0
May 17, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
do do do ...	do do do do 72, 315, 335 .....				43	15	0
June 30, do ...	do do do do 111 .....				15	0	0
September 30, do ...	do do do do 297, 362 .....				30	0	0
October 2, do ...	do do do do 321, 298 .....				30	0	0
December 15, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
do do do ...	do do do do 72, 315, 335 .....				43	15	0
do 31, do ...	do do do do 111 .....				15	0	0
February 3, 1842...	do do do do 244, 297, 362 .....				60	0	0
do 5, do ...	do do do do 12 .....				6	0	0
March 7, do ...	do do do do 408 .....				1	15	0
April 1, do ...	do do do do 321, 298 .....				30	0	0
May 20, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
do 20, do ...	do do do do 72, 162, 243, 244, 282, 315, 335, 348.				66	5	0
June 14, do ...	do do do do 366 .....				1	5	0
do 30, do ...	do do do do 111 .....				15	0	0
July 20, do ...	do do do do 244, 297, 362 .....				60	0	0
August 1, do ...	do do do do 12 .....				6	0	0
do 15, do ...	do do do do 408 .....				1	15	0
September 20, do ...	do do do do 321, 298 .....				30	0	0
November 24, do ...	do do do do 216, 217, 306, 369, 370. ....				66	0	0
do do do ...	do do do do 72, 162, 243, 244, 282, 315, 335, 348.				66	5	0
December 19, do ...	do do do do Sold for Grand River N. Company.				56	8	0
do 23, do ...	do do do do 366 .....				1	5	0
do 31, do ...	do do do do 111, 115 .....				30	0	0
January 1, 1843...	do do do do 297 .....				15	0	0
February 13, do ...	do do do do 408 .....				1	15	0
March 11, do ...	do do do do 298 .....				15	0	0
May 19, do ...	do do do do 297, sold for Tyendenaga Church.				8	13	7
do 27, do ...	do do do do 370 .....				15	0	0
do do do ...	do do do do 72, 162, 243, 244, 282, 315, 335, 348.				66	5	0
June 19, do ...	do do do do 12 .....				6	0	0
do 20, do ...	do do do do 370, sold for Dr. Digby & Ironsides.				0	10	10
do 21, do ...	do do do do 366 .....				1	5	0
do 30, do ...	do do do do 111 .....				30	0	0
August 1, do ...	do do do do 12 .....				6	0	0
do 17, do ...	do do do do 298, sold .....				9	3	5
do 18, do ...	do do do do 408 .....				1	15	0
December 6, do ...	do do do do 72, 162, 243, 244, 282, 315, 335, 348.				66	5	0
do 28, do ...	do do do do 366 .....				1	5	0
do 30, do ...	do do do do 111, 115 .....				30	0	0
February 28, 1844...	do do do do 408 .....				1	15	0
April 26, do ...	do do do do 12 .....				6	0	0
May 28, do ...	do do do do 72, 162, 243, 244, 282, 315, 335, 348.				66	5	0
Carried forward.....					£1709	5	10

Appendix (V. V.)  
20th July.

Appendix (V. V.)  
20th July.

SAN. P. JARVIS, Esquire, late Chief Superintendent INDIAN AFFAIRS, in Account Current with the INDIAN DEPARTMENT.—(Continued.)

Dr.

Cr.

		£	s.	d.	£	s.	d.
Oct. 9, 1837	To Cash, ex Warrant 78	189	18	4			
Sept. 13, 1838	do from Commissioner Crown Lands	265	3	10			
Dec. 24, do	do do J. H. Dunn's check, per Bank account.	236	2	2			
Mar. 29, 1839	do do Com. Crown Lands, per Bank account.	150	19	6			
April 2, do	do do do do do	13	10	0			
June 3, do	do do £140 ls. 0 1/2 stg. per Bk act, ex Wt. 208	168	1	3			
Sept. 27, do	do do per Bank account, ex Warrant 240	166	18	9			
do do do	do do do do 241	160	0	9			
Nov. 12, do	do do to pay E. Smith, saw-mill, per Bk. act, ex Wt. 250	150	0	0			
do do do	do do do do do 251	75	0	0			
do do do	do do per Bank account, ex Warrant 253	31	0	10			
do do do	do do do do do 258	186	4	11			
Dec. 9, do	do do do do do do	153	13	6			
Feb. 7, 1840	do do do do do do	127	7	0			
May 21, do	do do do do do do	174	18	6			
do do do	do do do do do do	199	4	10			
Sept. 7, do	do do do do do do	90	0	0			
do do do	do do do do do do	151	15	6			
Oct. 8, do	do do do do do do	201	19	5			
Jan. 3, 1841	do do do do do do	192	9	7			
do do do	do do do do do do	178	9	7			
Mar. 18, do	do do do do do do	270	16	4			
June 1, do	do do do do do do	238	13	9			
Sept. 17, do	do do do do do do	236	5	2			
do do do	do do do do do do	278	13	11			
Dec. 8, do	do do do do do do	258	1	4			
Jan. 27, 1842	do do do do do do	261	3	8			
Mar. 31, do	do do do do do do	266	10	4			
May 11, do	do do do do do do	255	10	7			
July 16, do	do do do do do do	258	18	4			
Sept. 13, do	do do do do do do	296	18	1			
Nov. 17, do	do do do do do do	281	17	0			
Mar. 3, 1843	do do do do do do	281	17	0			
do do do	do do do do do do	266	11	1			
May 31, do	do do do do do do	272	6	6 1/2			
Aug. 15, do	do do do do do do	266	1	4			
Sept. 26, do	do do do do do do	279	7	0			
Dec. 5, do	do do do do do do	235	12	9			
Jan. 22, 1844	do do do do do do	217	4	3			
Mar. 25, do	do do do do do do	219	14	2			
May 14, do	do do do do do do	219	14	6			
	Balance, £658 15s.				1709	5	10
	Carried over						
					£	9800	10 2 1/2

Balance, £658 15s.

Carried over

Jan. 4, 1844

Carried over

£ 7482 9 4 1/2

Appendix (V. V.) 20th July.

Appendix (V. V.) 20th July.

SAMUEL P. JARVIS, Esquire, late Chief Superintendent of INDIAN AFFAIRS, in Account Current with the INDIAN DEPARTMENT.—(Continued.)

Dr.

Cr.

Table with columns for dates, descriptions, and monetary amounts (£ s. d.). Includes sections for ONEIDAS and SIX NATIONS.

Carried down

Balance, £1205 13s. 3d.



SAMUEL P. JARVIS, Esquire, late Chief Superintendent INDIAN AFFAIRS, in Account Current with the INDIAN DEPARTMENT.—(Continued.)

Dr.

Cr.

Date	Particulars	£	s.	d.	£	s.	d.	
<b>SAUGEENS.</b>								
	<i>Brought down</i>				1709	5	2½	
June 30, 1838	To Cash, ex Commissioner Crown Lands	50	0	0				
Sept. 11, do	do do do do	50	0	0				
Mar. 28, 1839	do do do do	100	0	0				
June 24, do	do do do do	50	0	0				
July 1, do	do do do do	30	0	0				
Feb. 14, 1840	do do do do	100	0	0				
June 8, do	do do do do	100	0	0				
July 2, do	do do do do	75	0	0				
Sept. 22, do	do do do do	200	0	0				
Dec. 7, do	do do do do	50	0	0				
Sept. 1, 1841	do do do do	400	0	0				
Oct. 18, do	do do do do	400	0	0				
Nov. 1, do	do do do do	74	9	2				
May 14, 1842	do do do do	58	9	2				
June 27, 1843	do do do do	400	0	0				
do 30, do	do do do do	250	0	0				
Dec. 11, do	do do do do	154	4	6				
April 29, 1844	do do do do	18	15	0	2560	17	10	
	Balance, £800.							
<b>WYENDOTES.</b>								
	<i>Brought down</i>							
Oct. 24, 1838	To Cash, ex Commissioner Crown Lands	1545	13	3				
Jan. 30, 1840	do do do do	25	0	0				
April 4, do	do do do do	9	5	0				
Feb. 7, 1843	do do do do	25	0	0				
Mar. 23, 1844	do do do do	115	1	10				
May 29, do	do do do do	35	0	0				
	Balance, £251 15s.				1755	0	1	
<b>SUNDRY TRIBES.</b>								
	<i>Brought down</i>							
Oct. 16, 1841	To Cash, on Requisition, 18th September, Voucher, October and January, ex Commissioner Crown Lands	250	0	0				
Jan. 31, 1842	do do for Titus Wilson, ex Commissioner Crown Lands	68	16	11	£318	16	11	
	Carried over				2184	0	0½	
	<i>Brought down</i>							
June 30, 1838	By paid the Chiefs, per Requisition filed in Crown Lands Dept.							
Sept. 11, do	do Metiewaub, Chief Alexander	50	0	0				
Mar. 28, 1839	do do do do	50	0	0				
June 24, do	do do do do	100	0	0				
July 1, do	do do do do	50	0	0				
Feb. 14, 1840	do do do do	30	0	0				
June 8, do	do do do do	100	0	0				
July 2, do	do do do do	100	0	0				
Sept. 22, do	do do do do	75	0	0				
Dec. 7, do	do do do do	200	0	0				
Sept. 1, 1841	do do do do	50	0	0				
Oct. 18, do	do do do do	400	0	0				
Nov. 1, do	do do do do	74	9	2				
May 14, 1842	do do do do	58	9	2				
June 27, 1843	do do do do	400	0	0				
do 30, do	do do do do	250	0	0				
Dec. 11, do	do do do do	154	4	6				
April 29, 1844	do do do do	18	15	0	1760	17	10	
	Balance, £800.							
<b>WYENDOTES.</b>								
	<i>Brought down</i>							
Nov. 15, 1838	By paid for improvements on Reserve, per Statement sent Civil Secretary	1293	18	3				
Jan. 31, 1840	do T. A. Clark, Salary as Interpreter	25	0	0				
April 4, do	do do the Tribe, per Requisition filed in Crown Lands Dept.	9	5	0				
Feb. 7, 1843	do do T. A. Clark, salary as Interpreter	25	0	0				
Mar. 23, do	do do Place of Worship, Wagons, and Harness	115	1	10				
May 29, do	do do Dr. Ironsides, for Medical attendance	35	0	0				
	Balance, £251 15s.				1503	5	1	
<b>SUNDRY TRIBES.</b>								
	<i>Brought down</i>							
Oct. 5, 1841	By paid Titus Wilson, on account of Road between Narrows and Coldwater	250	0	0				
Feb. 18, 1842	do do do do	68	16	11	318	16	11	
	Carried over				16710	0	9½	

Appendix (V. V.)  
20th July.

Appendix (V. V.)  
20th July.

SAMUEL P. JARVIS, Esquire, late Chief Superintendent INDIAN AFFAIRS, in Account Current with the INDIAN DEPARTMENT.—(Continued.)

Cr.

Dr.	£	s.	d.	£	s.	d.	£	s.	d.		
<i>Brought over</i>											
Nov. 3, 1837	To Cash, per Bank account, ex Warrant 87.	100	0	0	100	0	0	0	16710	0	9½
Oct. 23, 1838	do do ex Warrant 163	1200	0	0	1200	0	0	0			
Dec. 21, do	do do per Bank account, ex Warrant 175	710	0	0	710	0	0	0			
June 9, 1840	do do ex Warrant 314	3916	2	0	3916	2	0	0			
Dec. 10, do	do do per Bank account, ex Warrant 387	1210	0	0	1210	0	0	0			
Mar. 12, 1844	do do ex Commissioner Crown Lands	43	6	6	43	6	6	0	1403	2	8
<b>CHIPPAWAS OF THE THAMES.</b>											
Oct. 13, 1837	To Cash, ex Warrant 83	75	0	0	75	0	0	0			
<b>CHIPPAWAS OF LAKES HURON AND SIMCOE.</b>											
Oct. 11, 1837	To Cash, per Bank account, ex Warrant 79	115	0	0	115	0	0	0			
do do do	do do do do 83	1015	6	0	1015	6	0	0			
do do do	do do do do 84	10	0	0	10	0	0	0			
May 22, 1838	do do ex Warrant 128	350	0	0	350	0	0	0			
June 18, do	do do part of Warrant 136	410	0	0	410	0	0	0			
Dec. 19, do	do do per Bank account, ex Warrant 174	800	0	0	800	0	0	0			
Sept. 7, 1837	do do ex Warrant 65	25	0	0	25	0	0	0			
Mar. 22, 1839	do do do 192	50	0	0	50	0	0	0			
April 11, do	do do do 195	100	0	0	100	0	0	0			
June 10, do	do do do 209	213	2	6	213	2	6	0			
Nov. 4, do	do do per Bank account, ex Warrant 222	100	0	0	100	0	0	0			
Nov. 11, do	do do ex Warrant 247	1510	0	0	1510	0	0	0			
April 29, 1840	do do ex Commissioner Crown Lands	50	0	0	50	0	0	0			
June 17, do	do do ex Warrant 333	200	0	0	200	0	0	0			
April 10, 1841	do do per Bank account, ex Warrant A, 48								2080	13	0
<i>Brought over</i>											
Dec. 16, 1841	do do do part of balance of £500, ex Wt. A, 126	452	10	0	452	10	0	0			
do do do	do do do do do do	137	10	0	137	10	0	0			
April 4, 1842	do do ex Warrant B, 32	20	5	0	20	5	0	0			
May 16, do	do do per Bank account, acquitted 4th June by S. V.	400	0	0	400	0	0	0			
do do do	do do Yatty for Yellowhead, ex Warrant B, 55	300	0	0	300	0	0	0			
do do do	do do per Bank account, acquitted 1st October, by Aisance, ex Warrant B, 56	200	0	0	200	0	0	0			
do do do	do do per Bank account, acquitted 27th October, by John Snake, ex Warrant B, 57								87	7	9
<i>Carried down</i>											
		1510	5	0	1510	5	0	0	20758	14	2½

Dr.

*Carried down*





Appendix  
(V. V.)  
20th July.

Appendix  
(V. V.)  
20th July.

SAMUEL P. JARVIS, Esquire, late Chief Superintendent INDIAN AFFAIRS, in Account Current with the INDIAN DEPARTMENT.—(Continued.)

Dr.

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MOHAWKS OF THE BAY OF QUINTE.—(Continued.)	£	s.	d.	£	s.	d.	£	s.	d.
Aug. 17, 1848 To Cash per Bank account, ex Debiture 279 and 298 sold	1481	5	8	30748	6	9½			
<p style="text-align: center;"><i>Brought down</i></p>									
	500	0	0				1981	5	8
	<p style="text-align: center;">Balance, £391 9s. 9d.</p>								
	<p style="text-align: center;"><b>TRAVELLING EXPENSES.</b></p>								
July 20, 1838 To Cash on account of expenses to Manitoulin, ex Wt. 148.	100	0	0						
Oct. 23, do do for expenses to Sarnia and back, do 166.	50	0	0						
July 6, 1839 do on account of expenses to Manitoulin, do 220.	100	0	0						
Sept. 23, do do per Bank account for Canoeemen, do 229.	207	3	9						
July 14, 1840 do do for Travelling Expenses Comr. Crown Lands.....	50	0	0						
Sept. 1, do do to reimburse for paid Voyageurs, Warrant 342....	69	3	9						
Feb. 9, 1841 do do Travelling Expenses and Allowances do A, 32....	56	16	3						
Mar. 18, do do do do do A, 40....	19	7	6						
July 12, do do do do do to Manitoulin, do A, 95	80	0	0						
Sept. 17, do do do do do for Canoeemen, do A, 105	52	17	6						
May 13, 1842 do do do do do do do B, 47	72	8	8						
do 14, do do do do do do per Bank ac't do B, 54	52	5	0						
June 21, do do do do do do do do B, 79	50	0	0						
Aug. 15, 1843 do do for F. Assenack's Expenses to Manatoulin, with two boys, Warrant B, 237 .....	10	0	0						
	<p style="text-align: center;"><b>SUNDRIES.</b></p>								
Oct. 11, 1837 To Cash per Bank account, ex Warrant 80.....	19	8	7						
do do do do do do 81.....	27	4	0						
Feb. 20, 1838 do do ex Warrant 102.....	100	0	0						
Mar. 7, do do do do per Bank account, ex Warrant 111.....	46	12	7						
Sept. 21, 1839 do do ex Warrant 248.....	5	0	0						
July 7, 1840 do do per Bank account, ex Warrant 334.....	210	0	0						
Jan. 5, 1842 do do do do per George Vardon.....	80	0	0						
April 9, do do do do do to pay Titus Wilson, per Commissioner Crown Lands.....	250	0	0						
June 4, 1844 do do do do from H. Craigie, being improvements on Lands in Onandagus.....	7	10	0						
Oct. 5, 1838 do do do do per Bank account from Rev. William M'Murray...	46	7	4						
do 4, 1839 do do do do per Commissioner-Crown Lands.....	12	10	0						
do 15, 1840 do do do do per Bank account from Trustees, per Robinson....	289	11	10						
	<p style="text-align: center;"><i>Carried over</i> .....</p>								
	348	9	2	84849	10	0½			
	<p style="text-align: center;"><i>Carried over</i> .....</p>								
	1985	17	8				1985	15	2
	82	16	3				207	3	9
	51	5	0				69	3	9
	21	12	0				52	17	6
	15	0	0				565	1	2
	8	5	0						
	15	0	0						
	<p style="text-align: center;">1589 15 11</p>								
	<p style="text-align: center;">924 2 5</p>								
	<p style="text-align: center;">924 2 5</p>								
	<p style="text-align: center;">19 8 7</p>								
	<p style="text-align: center;">27 4 0</p>								
	<p style="text-align: center;">100 0 0</p>								
	<p style="text-align: center;">46 12 7</p>								
	<p style="text-align: center;">5 0 0</p>								
	<p style="text-align: center;">210 0 0</p>								
	<p style="text-align: center;">80 0 0</p>								
	<p style="text-align: center;">250 0 0</p>								
	<p style="text-align: center;">7 10 0</p>								
	<p style="text-align: center;">695 15 2</p>								
	<p style="text-align: center;">15 0 0</p>								
	<p style="text-align: center;">5 0 0</p>								
	<p style="text-align: center;">£20 0 0</p>								
	<p style="text-align: center;">27952 8 9½</p>								

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Appendix  
(V. V.)  
20th July.

Appendix  
(V. V.)  
20th July.

STATEMENT of VOUCHERS submitted by S. P. JARVIS, Chief Superintendent INDIAN AFFAIRS, and which have not been passed to his Credit, with Reasons and Remarks thereon.

DATE.	NATURE.	AMOUNT.			REMARKS OR REASONS WHY NOT CREDITED.
		£	s.	d.	
July 8, 1837...	Requisition ..	125	0	0	From Missisagas of Alnwick—the endorsement shews that it was not granted.
September 11, do ...	Letter C. Anderson ..	125	0	0	£75 was paid on this Letter, per Voucher No. 67, 12th February, 1837, to Jan. Simpson, direct.
November 20, do ...	Receipt ..	850	0	0	From Chippawas of St. Clair, for goods.
May 14, 1838...	do ..	17	10	0	For Rifles, Guns, and Powder—no Tribe is stated, and I look upon it as Military expenses.
do 15, do ...	do ..	1	10	0	do ..
do 4, do ...	do ..	225	0	0	For one bag of Shot, do ..
June 4, do ...	do ..	21	3	8	Ex Warrant 127, payable to Rev. S. Givins, direct.
August 29, do ...	do ..	100	0	0	For Hardware and Salt—it does not shew if for any Tribe, or to whom delivered.
September 1, do ...	do ..	21	3	8	J. C. Anderson ..
September 29, do ...	do ..	100	0	0	Advance of 6 months' pay—which Mr. Jarvis was, no doubt, refunded by Mr. A.
November 29, do ...	do ..	21	3	8	For 16 Fusils for Military purposes, to be returned when called for.
December 11, do ...	do ..	21	3	8	For 25 do ..
do 12, do ...	do ..	21	3	8	For 42 pairs Moccasins do ..
January 8, 1839...	do ..	21	17	6	For paid for do ..
February 8, do ...	Ration Return ..	112	19	7	For the Warriors under Gerald Alley, at Holland Landing.
do 2, do ...	Receipt, Jos. Sawyer ..	60	6	0	Being Military Pay of the Missisagas of the Credit, for December, 1838.
do 23, do ...	do ..	25	0	0	do ..
do 27, do ...	do ..	25	0	0	Rent of Coldwater Mills for one Quarter—if Mr. Jarvis claims credit for this, he must be charged with the rent collected from Mr. Stennet, the Lessee of the Mills.
May 2, do ...	Account, S. Andrews ..	11	5	0	Paid by Warrant 202, to S. Andrews, direct.
July 17, do ...	Route ..	11	5	0	From Colonel McKenzie Fraser, for Colonel Sparke, 93d, and Colonel Jarvis—Military service.
September 7, do ...	Receipt, D. Kennedy ..	204	3	4	For 2 Marquees, used by Colonels Sparke and Jarvis.
October 1, do ...	Pay-list ..	5	0	0	Paid by Warrants 237, 238, to Brough and Darling, direct.
do 12, do ...	Receipt, Sac. Crane ..	5	0	0	For Pork and Flour—but it does not shew that Mr. Jarvis paid for them.
do 29, do ...	do ..	5	0	0	I consider this a mere advance of his salary as Interpreter to the Wyendottes, and when Mr. Jarvis paid him his salary, £25, on 30th January, 1840, he, no doubt, deducted it.
November 7, do ...	do ..	1000	0	0	Receipt for a draft on B. Turquant.
January 10, 1840...	do ..	1000	0	0	For 40 axes, and a grindstone, but it does not shew that Mr. Jarvis paid for them.
do 13, do ...	Letter ..	2854	2	3	From Snake's certifying to Jno. Cottrell's contract having given satisfaction.
April 8, do ...	Receipt, Deputy Commissary Knowles ..	25	0	0	Sterling, Repayment of Disbursements to the Military Chest.
May 26, do ...	do ..	25	0	0	This receipt is for a loan, which if not returned by 1st September, as stated on face of it, Mr. Jarvis ought to have kept Ex Warrant 391, 24th December, 1840.
January 30, do ...	Benjamin T. Aisance ..	8	15	0	For Board of Men—this I look upon as Military expenses, and if it is not, I find that on January 25, Aisance received £33 6s. 8d. for use of the Tribe.
June 30, do ...	Receipt ..	100	0	0	Ex Warrant 318, paid to Rev. S. Givins, direct.
July 18, do ...	do ..	1061	7	3	From Charles Bain, Deputy Warden of Indian Forests.
August 1, do ...	Pay-list ..	58	6	8	Ex Warrants 348, 350, to Brough and Darling, direct.
September 9, do ...	Receipt, W. Rolph ..	11	5	0	Included in Pay-list of Canoe Men £69 3s. 9d., credited in full in Travelling expenses.

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(V. V.)  
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20th July.

STATEMENT of VOUCHERS submitted by S. P. JARVIS, Chief Superintendent INDIAN AFFAIRS, and which have not been passed to his Credit, &c.—(Continued.)

DATE.	NATURE.	AMOUNT.			REMARKS OR REASONS WHY NOT CREDITED.
		£	s.	d.	
September 19, 1840...	Order, Snake	10	0	0	Paid by Warrant 352; to Old Snake—see 2 Vouchers. Sterling, Repayment of Disbursements of the Military Chest. Ex Warrant 340, to John Snake, direct
do do	Receipt, Commissary Knowles	1877	12	1	
do do	do do John Snake	7	10	0	On W. B. Stennet, favor of Aisance—rent of Mills, Mr. Jarvis is not debited this money. No receipt if it was paid—I take it as paid Ex Warrant 373, £253 Os. 4d., 25th November, to pay "Sundry Accounts." These two amounts were deducted by Mr. Jarvis, Ex Warrant 314, June 9th, 1840, as will be seen on reference to Statement of Account, D. Wawanosh, of said Warrant.
October 17, do	Order, S. P. Jarvis	25	0	0	
November 10, do	Account, William Case	56	12	6	These two sums I look upon as part of Cottrell's contract, and as paid, Ex Warrant 374, £25 for Jno. Taunchy, and paid S. P. Jarvis, in Pay-list for May and June, and held by Mr. Jarvis.
June 6, do	Check, D. Wawanosh	2	10	0	
December 23, 1839...	do do	1	5	0	to pay certain accounts—date, 25th November 1840. Considered as paid, Ex Warrant 373, £253 Os. 4d. 25th November, to pay Sundry Accounts.
November 11, 1840...	Receipt, T. Jaunchy	4	15	0	
do do	do do A. Anderson	10	0	0	Paid Ex Warrant 372, to John Cottrell, direct. Paid Ex Warrant 385, 5th December, 1840, to J. Henderson, direct.
do do	do do Jas. Johnson	11	11	7½	
do do	Account, J. Cottrell	116	0	0	This sum was paid direct to Mr. Brough, Ex Warrant 317, 12th June, being his pay for May, and was also included and paid S. P. Jarvis, in Pay-list for May and June, and held by Mr. Jarvis.
do do	do do T. Henderson	49	3	0	
December 30, do	Check to Commissariat genl., £16 13s. 4d. sterling	20	0	0	Ex Warrant 376, to Rev. S. Givins, direct. Ex Warrant A, 13, to Metigwaub, direct
December 29, do	Receipt	200	0	0	
do do	do Metigwaub	100	0	0	Ex Warrant A, 10, to Ridout, Bros, and Co., direct. Sterling, Ex Warrant A, 87, to Rev. Wm. Case, direct.
January 23, 1841...	Account, Ridout Brothers	9	0	0	
do do	Receipt, John Sunday	165	0	0	Stated to be on account John Cottrell, and no doubt deducted in settlement with Cottrell. Sleigh hire,—considered as Travelling expenses, credited in full.
February 1, do	do do Ridout Brothers	4	10	0	
April 17, do	Check, Wesley	8	5	0	Ex Warrant A, 101, to M'Master, direct. To pay J. Crane, but does not shew that it was paid. No Voucher, and does not shew that any money was paid.
May 7, do	Account, A. M'Master	9	0	5	
do do	Order, R. Fawn	12	10	0	Ex Warrant A, 51, to Rev. S. Givins, direct. To pay J. Crane, but does not shew what this is for, or for what Tribe, nor can I trace it all.
June 18, do	Letter, do and S. Crane	75	0	0	
do do	Receipt, Brant & Co.	400	0	0	There is nothing to shew what this is for, or for what Tribe, nor can I trace it all. Ex Warrant A, 31, to Laughton, direct. Ex Warrant A, 29, to M'Call, direct.
do do	Order, R. Fawn	12	10	0	
July 1, do	Check to A. Borland	239	12	0	Ex Warrant A, 24, to Rev. S. Givins, direct. Considered as refunded Mr. Jarvis, Ex £48 16s. 11d. from Crown Lands Department, for Titus Wilson.
October 12, do	Receipt, W. Laughton	8	9	7	
do do	do do D. M'Call	220	0	0	This is a mere Statement of Expenditure of certain monies placed in his hands for the Building at Alnwick. Ex Warrant B, 7, to Sawyer, direct.
December 21, do	do do Mohawks of the Bay of Quinte	250	0	0	
do do	do do Titus Wilson	50	0	0	For proceeds, Warrant B, 15, from Mr. Vardon. For Hardware paid, Warrant A, 96, to Watkins Co., direct
November 2, do	Accounts and Estimate, William Case	25	0	0	
January 2, 1842...	Receipt, Jos. Sawyer	258	1	4	Ex Warrant A, 87, to Rev. W. Case, direct. For money paid to Mr. Jarvis, and with which he is not charged.
do do	do do S. P. Jarvis	40	12	0	
February 10, do	do do J. Irons	198	0	0	Ex Warrant A, 110, drawn in September, the balance of which was paid at Balsam Lake, and a receipt taken for the full amount.
do do	do do J. Sunday	92	0	0	
April 14, do	Check to George Vardon	32	0	0	
October 12, do	Receipt, J. Crane	150	0	0	

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STATEMENT of VOUCHERS submitted by S. P. JARVIS, Chief Superintendent INDIAN AFFAIRS, and which have not been passed to his Credit, &c.—(Continued.)

DATE.	NATURE.	AMOUNT.			REMARKS OR REASONS WHY NOT CREDITED.
		£	s.	d.	
October 18, 1842...	Peter Nogee.....	112	10	0	Ex Warrant B, 118, replaced.
do 26, do ...	Receipt, sundry Chiefs.....	50	0	0	Ex Warrant B, 98, to Clench, direct.
do 29, do ...	do John Snake.....	6	5	0	Ex Warrant B, 43, to pay Cutnose, or Blind Indian.
do 29, do ...	do D. Wawanosh.....	30	0	0	I look upon this as a mere advance on the annuity for year 31st March, 1843, and ought to have been deducted when the annuity was paid.
January ...	Order, Crow & Copway.....	50	0	0	Ex Warrant B, 11, to Pantash, direct.
November 29, do ...	Receipt, W. Laughton.....	20	4	10	do 18, to Laughton, direct.
February 4, 1843...	do P. Nogee.....	250	0	0	do 144, to Nogee, direct.
March 18, do ...	do sundry Chiefs.....	62	10	0	do 148, to Clench, direct.
April 29, do ...	do do .....	12	10	0	do 174, do do
do 23, do ...	do Schofield.....	4	10	0	do 175, do do
do 24, do ...	do sundry Chiefs.....	25	0	0	do 177, do do
May do ...	do do .....	70	0	0	do 178, do do
do 11, do ...	do do .....	75	0	0	do 180, do do
June 8, do ...	do N. Cornwall.....	100	0	0	do 202, to Springer, direct.
do 18, do ...	do D. Springer.....	50	0	0	do 230, to Clench, do
July 15, do ...	do sundry Chiefs.....	30	0	0	I cannot see how this deposit comes to be paid twice, as it has already been credited Mr. Jarvis in the Six Nations Account, as paid by 3 checks of £10 each—Query, if not renewed.
October 28, do ...	Check for R. Wells.....	48	2	6	Ex Warrant B, 252, to Clench, direct.
December 8, do ...	Receipt, Chiefs.....	168	5	0	do 261, do do
November 2, do ...	do N. Cornwall.....	188	0	0	do 294, do do
January 21, 1844...	do D. Springer.....	50	0	0	do 277, do do
do 24, do ...	do Chiefs.....	81	5	0	do 322, do do
April 29, do ...	do do .....	225	9	6	do 395, do do
May 25, do ...	do John Cary.....				

4th February, 1846.

(Signed,) C. E. ANDERSON,  
Accountant.

Montreal, 24th April, 1846.

At the request of Captain Higginson, I this day handed to the Honorable Wm. Cayley, as Agent for Samuel P. Jarvis, Esquire, all the Vouchers referred to on this leaf having as a private mark thereon the letter E.

(Signed,) C. E. ANDERSON,  
Accountant.

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(Copy.)

Civil Secretary's Office,  
Indian Department, Feb. 14, 1846.

Sir,

In the absence of the Civil Secretary, I am directed by the Administrator of the Government to transmit to you the copy of Mr. C. E. Anderson's exposition of the state of your accounts, as Chief Superintendent of Indian Affairs, with a copy of his Report thereon.

The result of the investigation shews a balance due by you to the Indian Department, of £6375 6s. 11d. currency; and as it has been intimated to you in a former letter that the present award would be considered final, I am instructed by His Excellency to request that you will pay this sum into the hands of the Receiver General of the Province, without delay.

I have, &c.,  
(Signed) GEORGE VARDON.

S. P. Jarvis, Esq.  
&c. &c. &c.

No. 24.

Government House,  
Montreal, 19th March, 1846.

Sir,

I submit for your consideration and orders the enclosed copies of correspondence, and other documents relating to the official conduct of Mr. S. P. Jarvis, Chief Superintendent of Indian Affairs, and containing the result of the investigation which Lord Metcalfe saw reason to direct to be made into the state of his accounts. The progress of the inquiry has been very slow, arising from a desire to afford to Mr. Jarvis every opportunity of explanation on those points which required it; and as the accounts extended over a series of years, and the mode in which they had been kept was very irregular, considerable delay was the consequence.

The last report and statement of the Accountant, Mr. Anderson, must, I conceive, be considered to be final, and Mr. Jarvis has been called on to pay the balance of the monies received by him and reported not satisfactorily accounted for, amounting to £6,375 6s. 11d. currency.

It has not been customary, heretofore, to require security from officers of the Indian Department, for the proper application of public money received by them, and the Government therefore holds none from Mr. Jarvis. It will be my duty to adopt such further measures as may appear to be requisite for the protection of the interests of the Indians and of the Crown.

Amongst the enclosures of this Despatch, will be found a Report, dated the 22nd January, 1844, by the Commissioners appointed to inquire into Indian Affairs, which was not submitted to Lord Stanley with their General Report, forwarded with Lord Metcalfe's Despatch of the 26th March, 1844, because, having special reference to Mr. Jarvis's proceedings, and containing very grave imputations against his official character and conduct, which might have been caused in some degree by the apparent unwillingness of Mr. Jarvis to communicate freely with the Commissioners, it was considered expedient by Lord Metcalfe to retain this Special Report until it could be seen whether, by means of further investigation, Mr. Jarvis was able to offer any more satisfactory explanation upon the several points adverted to by the Commissioners.

The high and irreproachable character heretofore borne by Mr. Jarvis ought, in my opinion, to be prominently considered in passing judgment on his pecuniary transactions; but with every disposition to admit this, and to make due allowance for the difficulties encountered by him, arising as well from his own inexperience in the

mode of keeping official accounts, as from the inefficient and faulty system which he found prevailing in the Office of Chief Superintendent of Indian Affairs on first assuming charge of the Department, it is nevertheless impossible to acquit Mr. Jarvis of culpable negligence and of grave irregularity in the discharge of the responsible duties entrusted to him.

I have, &amp;c.,

(Signed,) CATHCART.

The Right Honorable  
W. E. GLADSTONE,  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department, 2d April, 1846.

Sir,

I am directed by the Administrator of the Government to request your attention to the letter of the 14th February last, addressed to you by His Lordship's orders, and transmitting copies of Mr. Anderson's (the Accountant) final report and statement of your account, to which no answer or acknowledgment has yet been received.

I have, &c.,  
(Signed,) J. M. HIGGINSON.

S. P. JARVIS, Esquire,  
&c. &c. &c.

(Copy.)

Toronto, 11th April, 1846.

Sir,

I have the honor to acknowledge the receipt of yours of the 2nd instant, referring to a letter of the 14th February, addressed to me by Mr. Vardon in your absence from Montreal, and I have to request that you will be good enough to tender my respectful apology to His Excellency the Administrator of the Government for my not having before this submitted to His Excellency my reply to the contents of that letter. The result of the investigation referred to in it, making me thereby appear to be a defaulter to the Indian Estate to the amount of £6,375 6s. 11d., which amount I was desired to pay into the hands of the Receiver General, in pursuance of an award, which I was by the same letter given to understand was final, was of so extraordinary a nature, that I wished to make a complete and final answer to Mr. C. E. Anderson's exposition of the state of my accounts as Chief Superintendent of Indian Affairs, and to his report thereon, forwarded to me at the same time. I have been unfortunately unable to do so to my satisfaction, or in a manner calculated as clearly and concisely as possible to place His Excellency in possession of the true state of the case, without having before me certain of my papers which I have had to send to Montreal for, but have not yet received. You will oblige me by assuring His Excellency that I shall lose no time, upon receipt of those papers, which I am daily expecting, in placing before him what I have little doubt he will consider a satisfactory reply: and inasmuch as I have not only hitherto, in my various communications with the Government, repudiated the charge of being a defaulter, and as, from the manner in which the Indian Funds have been managed under the superintendence of the Commissariat Department, it was utterly impossible that I could be a defaulter to any amount, however small, in the manner alleged, or without my superior being able to designate the precise amount, the warrants in relation to which, and the manner in which the alleged defalcation arose—all which, had any defalcation in fact taken place, could most readily have been

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done—I trust His Excellency will excuse my apparent neglect in not having as yet replied to the letter of the 14th February alluded to.

I have, &c.,  
(Signed.) SAMUEL P. JARVIS.

J. M. HINGINSON, Esquire,  
Sec. Sec. Sec.

(Copy.)

Montreal, 4th May, 1846.

Sir,

Judging from the interview I had with you on the 2nd instant, that there was an impression on Mr. Caley's mind, as the representative of S. P. Jarvis, Esquire, that the statement of account and report, made by me under date 4th February last, relative to Mr. Jarvis's late appointment as Chief Superintendent of Indian Affairs, had been prepared by me as the Accountant on the part of Government solely, and as such merely a partial account, I feel it a duty I owe myself thus in writing to make a record relative to such impression.

In the first place, it is to me quite incomprehensible how any person, after having had communication with the account and report referred to, could come to such a conclusion, or for a moment entertain such an impression; but I have reason to infer, that the impression has not originated from examination of the account and report, (notwithstanding that I am aware that Mr. Caley has been in possession of both,) but from the misconstruction and repetition of a conversation held between me and James Henderson, Esquire, of this city, relative to said account; a conversation which it was conceived was not even listened to, and, I cannot refrain from stating, most certainly had no right to be repeated.

Since I have been made aware of the repetition and misconstruction of said conversation, I have applied to Mr. Henderson relative to same, and who most distinctly states, that the conversation in question, or any other I ever held with him, never led him to such a conclusion, nor was he ever under such an impression. On Mr. Henderson's return from Toronto, I shall make it a point to lay his statement of same in writing before you. The conversation I held with Mr. Henderson was to this effect:—He (Mr. H.) having business at the Inspector General's Office, as he passed my office door I called him in, and stated to him, that I was employed to make a statement of account between Mr. Jarvis and the Indian Department, and that, by Mr. Jarvis's Bank Account, I saw several checks payable to him; that I had no other information relative to same; and that I would be glad if he would put me in possession of the requisite information, so that I could pass the several amounts to Mr. Jarvis's credit. Mr. Henderson thereupon asked me by whom I was employed, when I replied, by Government. He then asked me who acted for Mr. Jarvis, when I replied that Mr. Cayley represented Mr. Jarvis here; but that I had all the papers, &c., in my possession. Mr. Henderson then replied, if I would call at his office he would give me any information in his power. I did so; and the result of my interview was the crediting Mr. Jarvis with some £750, and which I could not have done unless through the information derived from Mr. Henderson: and on my return to the office, I stated to the gentleman who has since misconstrued the conversation referred to, the result of my search. I must here remark, that if I had been acting, or considered myself acting only for Government, why should I thus have been at the trouble of searching for proof of payments, the onus of which, under such circumstances, would have fallen on Mr. Jarvis. This alone I look upon as conclusive.

The question has also been put, if I considered myself acting for both, why I did not put myself in correspondence with Mr. Jarvis. In reply thereto, I beg to state, that

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when Mr. Cayley put me in possession of the leather case of vouchers, &c., belonging to Mr. Jarvis, I certainly conceived it was all Mr. Jarvis had to tender, and it was never intimated to me in any manner that there were others: further, I had Mr. Jarvis's examination before the "Kingston Commission," and his replies to queries submitted to him in writing, which touched almost upon every item of the account, at all events bore pointedly on the several items forming the balance; and his replies then being so pointed, I could not conceive they could at a future period be altered; or if they had been, I look upon it that it was his duty, or that of his representative, to have made me aware of same. I do conceive that he never expected me to have written and asked him, if he still adhered to certain replies made by him on previous occasions.

Again, the question has been raised, that I have stated, that if I was now acting for Mr. Jarvis partially or individually, that I could reduce the balance of £6,375 6s. 11d. now at his debit.

I have stated so, and I could do so, and in my Report of 4th February, it appears to me I have clearly pointed out where any other person could do the same;—I refer to the several items with which Mr. Jarvis is charged, and where I could not trace the source from whence he obtained them. I have charged him with them, and I was bound to do so, as he and his Agent in previous statements distinctly charge them as Indian Monies, and adhere thereto. Under such circumstances, if I had not charged him with them, I was open to be told by Government that I had made a partial account, and had not even charged Mr. Jarvis with monies which he (Mr. Jarvis and his Agent) had plainly stated to be Indian Monies. I must, however, here remark, as I have in my report of 4th February, that a satisfactory explanation would be required from Mr. Jarvis how these monies, if not Indian Funds, came to be so immediately mixed up with his official account, previous to their being passed to his credit.

But what I look upon as the strongest proof that, in my account and report of 4th February, I acted not only as the Accountant both for Government and Mr. Jarvis also, but that I, in every instance where a doubt existed, have given Mr. Jarvis the benefit thereof, is the account itself, which I must refer to.

In the first place, on comparing my account with that of Messrs. Ferguson & Steers, it will be seen that I have given credit for sums which they did not, notwithstanding that they had the same opportunity. I refer to the Manitoulin Pay Lists, and also particularly to a sum of £175, charged to Mr. Jarvis by Mr. Steers as received to pay Messrs. Brough & Dorling, but which in reality was Mr. Jarvis's own salary, and with which he had no right to be charged unless credited with the like amount, and which was not the case.

Further, it will be seen, that in a great many instances I have given Mr. Jarvis credit for large sums of money without a shadow of proof that such payments had been made: more than that, the sums had been paid to Mr. Jarvis for specific purposes, and that, in the absence of complaint, it was presumed they had been applied to the destined purpose, or some reason of a similar nature.

I would also particularly refer to the item of Travelling Expenses, £924 2s. 5d., received for same; and all the details offered in explanation of same is some £360; and in the face of same I have credited Mr. Jarvis for the full amount, without any proof.

I have credited the whole of the Manitoulin Pay Lists as paid to the several parties, notwithstanding the doubt expressed as regards same in the report of the Kingston Commission.

It has also been asserted by the gentleman who misconstrued the conversation with Mr. Henderson, that he understood my aim was to establish a charge against Mr. Jarvis. This idea must certainly have had its origin in his own brain, which really seems most fertile, for I am

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quite at a loss to imagine from what he drew his conclusions; certainly not from the fact, that, previous to my closing the account of 4th February, I requested this gentleman, who had previously been employed by Mr. Cayley in the matter, to accompany me to my house, and go through the several items and vouchers which I had rejected and could not credit; stating that perhaps he might be able to alter my opinion relative to some of them. He did come, and we together went through every rejected voucher, when I singly and individually gave him my reason for not crediting them: he then assented to all my reasons, and quite coincided therein. I cannot conceive any motive I could have had in requesting him to do so, unless it were to clear Mr. Jarvis; certainly it could not be to establish a charge against him.

I should really be glad to be informed what object I could possibly have in view in establishing a charge against an individual whom I never knew or saw, or towards whom I can have no kind of feeling, save that of pity that he should have allowed his accounts to have got into so confused a state. I can merely add, that had such been my desire, that, as an Accountant, I could have made the sum at his debit at least twice what it now is.

I never for a moment have misunderstood the positions in which I have been since the account has been in my hands, now upwards of twelve months, which I define as follows:—

1st,—As arbitrator between Messrs. Ferguson & Steers, upon their accounts rendered.

2nd,—As Accountant on the part of Government with Mr. Steers, acting for Mr. Jarvis.

3d and last,—As employed by Government, but acting for both parties, at the request and consent of both parties.

It appears to me, that the account, in its present position, is a very simple one: the balance of £6,375 6s. 11d. currency, is now defined by certain sums received for certain Tribes on certain days, and it ought not to be a matter of much difficulty to show what these sums were used for; and on a satisfactory explanation thereof being given, I presume Government will have no objection to pass them to the credit of Mr. Jarvis, notwithstanding that my award was to be considered final.

I will merely add, in conclusion, that my sole aim throughout has been to bring the account to a fair and equitable state, making every allowance for the loose manner in which Mr. Jarvis has kept his accounts; and if I have failed in giving satisfaction to both parties, it is more my misfortune than my fault.

Should His Excellency the Governor General have been made aware of Mr. Cayley's impression herein referred to, I have to request that this communication be laid before His Excellency.

I have, &c.,

(Signed,) C. E. ANDERSON,  
Accountant.

J. M. HIGGINSON, Esquire,  
Civil Secretary,  
&c. &c. &c.

(Copy.)

Montreal, 18th May, 1846.

Sir,

Referring to my communication of the 4th instant, relative to the accounts of S. P. Jarvis, Esq., late Chief Superintendent of Indian Affairs, I have the honor, as annexed, to transmit for the information of His Excellency the Governor General, Copies of a Correspondence

under this day's date, relative to said account, between James Henderson, Esquire, Land Agent of this City; Thomas Steers, Esquire, Land Agent of this City, and myself; the former of which was specially referred to in my communication of the 4th instant.

I have, &c.

(Signed,) C. E. ANDERSON,  
Accountant.

J. M. HIGGINSON, Esquire,  
Civil Secretary.

Montreal, 18th May, 1846.

Dear Sir,

I had occasion to refer to you some time back, relative to certain sums of money which had passed through your hands, connected with the accounts of S. P. Jarvis, Esquire, late Chief Superintendent of Indian Affairs. At the time I made the said application, some short conversation took place between us relative to the account of Mr. Jarvis; and which it appears has been repeated by a gentleman who was in the office when the conversation took place, and by him misconstrued, no doubt unintentionally; and as the said repetition and misconstruction may be of prejudice to me, I should feel obliged by your stating to me, in writing, as far as you can recollect, the nature of my application, the place and circumstances under which the conversation took place; and from the nature of my remarks, or the information I sought from you, who were led to believe I was acting for relative to said accounts.

I should also feel obliged, by your stating, in any conversation I may have had with you at any period relative to said accounts, what seemed to be my feeling or disposition towards Mr. Jarvis with respect to same.

I am, &c.

(Signed,) C. E. ANDERSON,

JAMES HENDERSON, Esquire,  
Land Agent.

Montreal, 18th May, 1846.

Dear Sir,

In reply to yours of this date, I beg to state, that I remember your having some time ago, when I was in the Inspector General's Office, made inquiries of me relative to certain sums of money that had passed through my hands, connected with the accounts of Samuel P. Jarvis, Esquire.

I am unable to recollect the precise words of the conversation that then passed between us; but my impression at the time was distinct and clear, that you were not acting solely for the Government, but that you were acting for both parties, and wished to arrive at a fair and equitable statement of the account; and this impression has been confirmed by other inquiries you have subsequently made of me.

I may add, that it has always appeared to me, your feelings towards Mr. Jarvis were friendly, and the information you sought and obtained from me could not be otherwise than favorable to him.

I am, &c.

(Signed,) JAMES HENDERSON.

C. E. ANDERSON, Esquire,  
Montreal.

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Montreal, 18th May, 1846.

Dear Sir,

Twelve months have now elapsed since we first met, relative to the accounts of S. P. Jarvis, Esquire, in his capacity of Chief Superintendent of Indian Affairs, and during at least six months of said period you acted as the special agent of Mr. Jarvis, relative to same; and I then being the Accountant on the part of Government, we had frequent interviews and conversations relative to said account.

Such being the case, would you be so kind as to state to me, in writing, what feeling or disposition I evinced towards Mr. Jarvis, relative to said account, during the period above referred to.

Since the period that you ceased to act for Mr. Jarvis with respect to same, I believe we have frequently also held conversation relative thereto; and I should feel obliged by your stating what inference you drew from same, as for whom I was acting, or my feeling towards Mr. Jarvis.

I am, &c.  
(Signed,) C. E. ANDERSON.

THOMAS STEERS, Esquire.

Montreal, 18th May, 1846.

Dear Sir,

In answer to your letter of this day's date, I have to reply, that in my intercourse with you, in relation to Mr. Jarvis's affairs, your official conduct, as connected with that gentleman, appeared to me to have been impartial, and your disposition friendly.

I am, &c.  
(Signed,) THOMAS STEERS.

C. E. ANDERSON, Esquire,  
Inspector General's Office,  
Montreal.

Government House, 21st May, 1846.

My Dear Sir,

The question of the still unsettled state of Mr. Jarvis' Accounts has been under the notice of the Governor General since you spoke to me the other day on the subject; and His Lordship has desired that Mr. Jarvis should be called upon to adopt some definite plan, and to state the time which he will require to prepare his explanation of the balance standing against him, and which, on the receipt of the Accountant's Statement and Report, he was called upon to pay.

If you have reason to believe that Mr. Jarvis is himself coming down here, there will be no use in my writing to Toronto.

I have, &c.  
(Signed,) J. M. HIGGINSON,

The Hon. W. B. ROBINSON,  
&c. &c. &c.

Toronto, 28th July, 1846.

Sir,

In preparing my reply to the Accountant Mr. Anderson's Report and Statement of my transactions as Chief

Superintendent of Indian Affairs, I am advised that it will be necessary for me to have access to the sources from which Mr. Anderson's Statement has been prepared. I, therefore, respectfully request that Mr. Dickenson, who has been employed by me to prepare a counter statement, may be furnished with the materials which were furnished to Mr. Anderson, and from which he has prepared the account accompanying his report.

I have, &c.  
(Signed,) S. P. JARVIS.

The Hon. D. DALY.

(Copy)

No. 30.

Downing Street,

16th September, 1846.

My Lord,

I have the honor to acknowledge the receipt of your Despatch No. 24 of the 19th March last, containing the result of the inquiries which have been instituted into the Accounts of Mr. Jarvis, the Chief Superintendent of Indians in Canada.

Having referred the correspondence and documents connected with this subject for the consideration of the Lords Commissioners of the Treasury, their Lordships have apprized me that the circumstances stated in the report from the Commissioners of Audit, of which I enclose a copy for your Lordship's information, evince the necessity for a more accurate investigation of Mr. Jarvis' accounts than would appear to have been hitherto made. Your Lordship will therefore cause further inquiries to be instituted into this case; and I have further to instruct you to ascertain in what cases it may be necessary that public money should be entrusted to officers of the Indian Department, and in every such case you will call upon the parties to furnish an adequate amount of security.

Your Lordship will have the goodness to report specially to me the proceedings which you may adopt in this respect.

I have, &c.  
(Signed,) GREY.

Governor Lieut. General  
Earl CATHCART, K. C. B.

Audit Office, Somerset House,  
19th August, 1846.

My Lords,

We beg to acknowledge the receipt of Mr. Trevelyan's letter of 13th June, 1846, transmitting a letter, with enclosures, from the Secretary of State, of 11th May preceding, and an extract of a Despatch from Lord Metcalfe, (No. 261,) of 27th April, 1845, relating to the default and to the suspension of Mr. Jarvis, in respect of his accounts in Canada, as Chief Superintendent of Indians. Mr. Trevelyan informs us, that it is Your Lordship's desire that we should submit any observations we may have to offer upon these papers, in reference to a proposed communication to the Governor General, as to any further proceedings it may be expedient to adopt, as regards either the default of Mr. Jarvis, or the future accounts of the Indian Department; and we have the honor to report that, after fully considering the papers before us, we do not find ourselves in a position to give any satisfactory opinion on the subject of the default of Mr. Jarvis, inasmuch as the greater part of the debt charged against him, and for the recovery of which steps are directed to be taken, arise from money transactions which have no relation to accounts in this office.

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With respect even to the greater part of that portion of the alleged debt, which is connected with advances by the Commissariat, under warrants of the Governor General, we feel a difficulty in offering an opinion, as we find payments made by the Commissariat under proper authority, disputed in the report of the Commissioners appointed to investigate Mr. Jarvis' accounts, and disallowed by the Government accountant, (Mr. Anderson,) although it is admitted that there is evidence of the payments having been acquitted, by receipts of agents authorized by Powers of Attorney, or direct receipts of the parties. Of this nature are the advances to Metiwab, and Wabatic, Chiefs of the Saugeen Indians; to Yellowhead, Aisance, and Snake, Chiefs of the Tribes of the Ottawa and Lake Huron, and others. The disallowance in these cases would appear to have arisen out of transactions respecting which we are not competent here to form any correct judgment.

In regard to certain of the cases of disallowance connected with the Commissariat Accounts, we are able to offer an opinion with somewhat greater confidence.

Mr. Jarvis is debited by Mr. Anderson, under the head of "Manatoulin," and date 3rd June, 1839, with £140 1s. 0½d. sterling, converted into £168 1s. 3d. currency, but credit is given to him on the side for £140 1s. currency only. We find, however, on reference to the vouchers for the advance of the sum in question by the Commissary, attached to the Commissariat Accounts, that £140 1s. 0½d. sterling, was issued by Mr. Jarvis for the payment of that sum, in sterling money, and in various portions, to certain individuals, as follows:

(Pay Lists, March and April, 1839.)

C. Brough, Missionary.....	£40	0	0
P. Darling, Surgeon.....	30	0	0
P. Bailey, Schoolmaster.....	15	0	0
H. Hodgson, Master Carpenter.....	15	17	8½
J. Halet, Labourer.....	8	6	8
J. McGill, Labourer, Teamster.....	8	6	8
J. McDonald, do. ....	7	10	0
James Donaldson, do. ....	7	10	0
W. Wardcoat, do. ....	7	10	0

£140 1 0½

We imagine, therefore, that the Government Accountant must have fallen into an error in crediting Mr. Jarvis with £140 1s. currency only; and that he should have given him credit for payment of a sum in currency equal in amount to £140 1s. sterling, that is for £168 1s. 5d. currency. Mr. Jarvis, in the case of certain payments made by him to Mr. Cottrell, and advanced for that purpose from the Commissariat Chest, (Account Current, page 4.) is debited with two sums, viz., on 16th December, 1841, with £452 10s., and £137 10s., amounting together to £590; against which Mr. Anderson allows a credit for the larger sum of £452 10s., but reduces the other to £87 7s. 9d.; whereas amongst the vouchers attached to the Commissariat Accounts in this office, is Mr. Cottrell's receipt for the whole sum of £590. We beg leave to forward this receipt in original to your Lordships.

In the case of Pautash, (page 5, of Account Current,) Mr. Jarvis is debited on 27th February, 1839, with £25 currency, as a sum due to Pautash, but no corresponding credit for the payment of this sum is entered on the other side of the account, whereas we find with the Commissariat Accounts, the receipt of Pautash for the sum in question; this receipt we beg leave likewise to enclose.

Again, there is a sum of £150 debited against Mr. Jarvis under the head of "Mohawks," page 5 of Account Current, as having been advanced to him by the Commissariat on the 14th September, 1837, without any allowance on the other side; although we find credit given to Mr. Jarvis in the account of Commissary General Routh, for the repayment of this sum on 16th September, 1837.

Our imperfect acquaintance with the accounts of the service here in question, the greater portion of which, as

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we have already observed, do not come to this office for examination, does not enable us to furnish your Lordships with any further information on the subject of Mr. Jarvis' alleged default; and for the same reason we do not feel competent to offer any decided opinion as to the proceedings which it may be desirable to adopt in regard to the future accounts for this service; but we may be permitted to observe, that it would seem desirable that the Superintendent and Accountant, if charged with the public money, should give security, which would appear from the papers before us, not to have been required from him. We have the honor to return the papers which accompanied Mr. Trevelyan's letter.

(Signed,) W. L. HERRIES.  
" H. F. LUTTRELL.  
" J. OSBORN.

Civil Secretary's Office,  
Indian Department, 18th September, 1846.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 28th July, and to inform you that Mr. Dickenson will be allowed free access to all the documents in this Office that have reference to your Accounts, as Chief Superintendent of Indian Affairs.

My absence from Montreal on duty has been the cause of the delay in answering your letter.

I have, &c.,  
(Signed,) GEORGE VARDON.

S. P. JARVIS, Esquire.

(Copy.)

Toronto, 1st October, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 20th ultimo, in reply to mine of the 10th of the same month.

Since the receipt of your letter I have heard that His Excellency the Governor General has kindly sanctioned the placing of the memoranda and vouchers connected with the Indian Accounts generally before Mr. Anderson.

By the adoption of this course I confidently expect that the result will be, to produce a conviction in the mind of the Accountant that I cannot have retained a shilling of the sums intrusted to me, but the possibility that the want of system pursued led to summary disbursements by me that can never be refunded; and also free me (although it may not establish my character as an accountant) from the imputations that some of the public prints have endeavored to cast upon me, of misappropriation of the funds belonging to the Indians.

I have, &c.,  
(Signed,) SAMUEL P. JARVIS.

J. M. HIGGINSON, Esquire,  
&c. &c. &c.

Montreal, 6th October, 1846.

Sir,

You having last week put me again in possession of the several papers, documents, &c., relative to the accounts

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of S. P. Jarvis, Esquire, late Chief Superintendent Indian Affairs—would you be pleased to state, in writing, what I am to do with the same; whether Mr. Jarvis's Accountant is to report his proceedings to me direct; and what course I am to pursue relative to same.

I have, &c.,  
(Signed,) C. E. ANDERSON.

GEORGE VARDON, Esquire,  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department,  
7th October, 1846.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 6th instant, and to inform you that it has been represented that Mr. Jarvis can produce vouchers by which the balance now debited against him will be much reduced. His Lordship, therefore, has been pleased to direct that the documents from which your account and report were framed shall be submitted to Mr. Dickenson, who has been selected by Mr. Jarvis as his Accountant. When Mr. Dickenson has completed his examination, which it is desirable he should do with all possible despatch, he will of course notify you of the result; and you will be pleased to report fully thereon, for the information of the Governor General.

Your report will be considered final.

I have, &c.,  
(Signed,) GEORGE VARDON.

C. E. ANDERSON, Esquire.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
8th October, 1846.

Sir,

I have the honor to transmit for your information the Copy of a Letter from Mr. C. E. Anderson, [6th October,] and of the answer transmitted to him [7th October] by command of the Governor General.

I have, &c.  
(Signed,) GEORGE VARDON.

W. DICKENSON, Esq.  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department,  
12th October, 1846.

Sir,

Adverting to my letter to you, of the 7th instant, I have now the honor to transmit to you the Extract of a Despatch [16th September, 1846] from the Secretary of State for the Colonies, to the Governor General, with the view to Mr. Jarvis being allowed the benefit of the production of such vouchers as may have been discovered by the Officers of the Board of Audit, and which have not been previously placed in your hands.

I have, &c.  
(Signed,) GEORGE VARDON.

C. E. ANDERSON, Esq.  
&c. &c. &c.

(Copy.)

Montreal, 23rd October, 1846.

Sir,

Mr. Cayley informs me, that His Excellency the Governor General has been pleased to say, that permission will be given to the Accountant on behalf of Mr. Jarvis, to refer to the different offices, to examine the entries from which the items charged in Mr. Jarvis' account have been taken, with the view of ascertaining the date of payment, amount and purpose to which the advances were to be applied.

Mr. Jarvis having authorized me to act as his Accountant, I await His Excellency's pleasure to obtain the requisite authority, and request permission to be put in possession of the papers and books received from Mr. Jarvis.

I have, &c.  
(Signed,) WM. DICKENSON.

The Honorable D. DALY,  
Provincial Secretary,  
&c. &c. &c.

Montreal, 26th October, 1846.

Sir,

Having been informed on Saturday the 24th instant, by the Honorable Mr. Cayley, that His Excellency the Governor General had come to the decision that all the documents, vouchers, &c., now in my possession, relative to the account of Samuel P. Jarvis, Esquire, were to be withdrawn from me, and placed in the hands of Mr. Jarvis' Accountant, who was to make up his statement of account from my last account and the above mentioned vouchers; and that my last statement was to be considered as my final one; and having been to-day informed that an official application had been made to the above effect on the part of Mr. Jarvis;—

I have, therefore, to request in common justice to myself, both individually and as an accountant, that you will be pleased to lay before His Excellency this my solemn, though respectful remonstrance against such a proceeding.

I cannot for a moment entertain the idea that my statement should be submitted to the ordeal of the Board of Audit in England, and certain supposed inaccuracies in same pointed out, but which in fact are not inaccuracies; that Mr. Jarvis should have the scrutiny of my statement since the month of February, and is now about to submit a refutation of the balance I showed against him, and that I should not have an opportunity of examining and reporting on these statements.

The matter "*prima facie*" appears so perfectly unreasonable, to say nothing of the injustice of it, that I cannot believe that such is His Excellency's intention.

Further, I cannot see what end is to be gained by examining vouchers which have all been credited Mr. Jarvis by me in my last account; all the rejected vouchers have been given over by me to Mr. Cayley.

I am quite desirous that Mr. Jarvis's Accountant should have every possible means to refute my statement, and am quite prepared any day after 4 p.m., at my private office, to go through the whole account with him, showing him any and every voucher and explanation he may desire; but I most solemnly protest that it would be both unjust to me and the Indian Department, that these vouchers should go out of the possession of Government even for a day.

I have, &c.  
(Signed,) C. E. ANDERSON.

GEO. VARDON, Esq.

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Civil Secretary's Office,  
Indian Department,  
Montreal, 27th October, 1846.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 23rd instant, addressed to the Provincial Secretary, which has been transferred to this Department; and to inform you that the Commissioner of Crown Lands, Receiver General, and the Commissary General, will be requested to afford you every information that you may require in reference to Mr. Jarvis' Accounts.

The Governor General supposes that these are the only Departments that you refer to, as you have been already informed that the Records of the Indian Office would be at all times open to your inspection.

Adverting to the last paragraph of your letter, I am to refer you to mine addressed to Mr. C. E. Anderson, a copy of which was furnished to you [7th October, 1846.] Mr. Anderson was therein directed to submit all the documents to you from which he had made up his account and report. When this examination is completed, you will notify the result to the Governor General, through the Civil Secretary, without any previous reference to Mr. Anderson, as formerly directed.

I have, &c.  
(Signed,) GEORGE VARDON.

WILLIAM DICKENSON, Esq.,  
&c. &c. &c.

Civil Secretary's Office,  
Indian Department,  
27th October, 1846.

Sir,

I am directed by the Governor General to inform you, that Mr. Dickenson has been appointed by Mr. Jarvis as his Accountant, and to request that you will allow him to have access to such books or documents in your Office as he may desire to examine, and afford him any information he may deem necessary in reference to the above named gentleman's accounts, as Chief Superintendent of Indian Affairs.

I have, &c.  
(Signed,) GEORGE VARDON.

The Honorable the  
Commissioner of Crown Lands, and  
The Honorable the  
Receiver General, &c. &c. &c.

Civil Secretary's Office,  
Indian Department,  
27th October, 1846.

Sir,

I am directed by the Governor General to inform you, that Mr. Dickenson has been appointed by Mr. Jarvis as his Accountant, and to request that you will allow him to have access to such books or documents in your Office as he may desire to examine, and afford him any information he may deem necessary in reference to the above named gentleman's accounts as Chief Superintendent of Indian Affairs; it being presumed from a report of the Commissioners of Audit in London, a copy of which has recently been transmitted by the Secretary of State for the Colo-

nies, that much light may be thrown upon many unexplained money transactions of the Indian Department, referred to in Mr. Jarvis' accounts by the Records of the Commissariat.

I have, &c.  
(Signed,) GEORGE VARDON.

The Commissary General,  
&c. &c. &c.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
Montreal, 28th October, 1846.

Sir,

I am directed by the Governor General to transmit to you the copy of a letter, this day addressed to Mr. C. E. Anderson, in reference to the documents upon which he made up his report upon Mr. Jarvis' accounts.

I have, &c.  
(Signed,) G. VARDON.

WILLIAM DICKENSON, Esq.  
&c. &c. &c.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
28th October, 1846.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 26th instant, requesting that the documents placed in your hands, relating to Mr. Jarvis' accounts, may not be removed from under your charge, for reasons therein set forth; and I am to observe to you, that the Governor General is surprised at your expostulation, as His Lordship has not issued any instructions in reference to the said documents, subsequently to my letter to you of the 7th instant, which you will be pleased to consider as your guide, until you receive further commands from His Lordship—with the exception, only, of the concluding paragraph; it being His Excellency's intention, that when Mr. Dickenson has completed the counter statement on the part of Mr. Jarvis, in which he is now engaged, he will notify the result to the Governor General, through the Civil Secretary, without any previous reference to you, as had been therein directed.

I have, &c.  
(Signed,) GEORGE VARDON.

C. E. ANDERSON, Esq.  
&c. &c. &c.

Secretary's Office,  
Montreal, 4th November, 1846.

Sir,

Application having been again made for Mr. Jarvis' books and papers, by the Accountant, I am commanded by the Governor General to inquire why the express instructions of His Excellency, on that point, have not been attended to.

I have, &c.  
(Signed,) D. DALY,  
Secretary.

GEORGE VARDON, Esq.  
&c. &c. &c.

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Civil Secretary's Office,  
Indian Department,  
5th November, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of yesterday's date, stating, that "an application has again been made for Mr. Jarvis's books and papers by the Accountant, (Mr. Dickenson,) and that you are commanded by the Governor General to inquire why the express instructions of His Excellency have not been fulfilled," and, in reply, to request that you will inform the Governor General, that on the 27th and 28th ultimo, in answer to the letters of Mr. Dickenson (23rd October, 1846,) and of Mr. Anderson, (28th October, 1846,) I communicated to those gentlemen the expressions of His Lordship's will relative to the documents from which Mr. Anderson had made up his report, and his exposition of the state of Mr. Jarvis's accounts, and, in compliance with His Lordship's commands, I furnished Mr. Dickenson with a copy of Mr. Anderson's instructions.

Since then I have not had any application for books or documents; nor am I aware that a communication, either written or verbal, has been made to any one upon the subject of Mr. Jarvis's accounts above adverted to.

I have, &amp;c.,

(Signed,) GEORGE VARDON.

The Honorable D. DALY,  
Provincial Secretary.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
Montreal, 9th November, 1846.

Sir,

I am directed by the Governor General, to direct that you will return to me the vouchers and other documents now in your hands, from which you made your statement and report upon the accounts of Mr. Jarvis, as His Lordship conceives that your duties in reference to this subject terminated with the completion of that statement.

I have, &amp;c.,

(Signed,) G. VARDON.

C. E. ANDERSON, Esquire,  
&c. &c. &c.

(Copy.)

Montreal, 11th November, 1846.

Sir,

I have the honor to acknowledge your communication of 9th instant, received last evening, wherein I am directed by His Excellency the Governor General, to return to the Indian Department, all the vouchers and documents now in my hands, from which I made up my statement and report, of date 4th February, 1846, upon the accounts of S. P. Jarvis, Esquire, late Chief Superintendent of Indian Affairs; as His Lordship conceives that my duties in reference to this subject terminated with the completion of that statement.

The nature of the above referred to communication being so very unlooked for, and in such direct contradiction to the instructions I have heretofore and of late received from you by His Lordship's command; that I cannot but conceive that His Excellency must be labouring under some misapprehension in the matter, or that you, Sir, must have misunderstood His Lordship.

Previous, therefore, to my complying with His Excellency's command, I conceive it my duty to lay before His Lordship the following condensed statement relative to the matter in question.

On 4th February, 1846, I handed in to the Indian Department my last statement, as heretofore referred to, with all the vouchers and documents I ever had in my possession.

Some short time afterwards, the Honorable Mr. Cayley, as the Agent of Mr. Jarvis, applied to me for the said vouchers as the property of Mr. Jarvis, to whom I replied that I had handed them all over to the Indian Department with my account when it was completed.

Some few days afterwards I was sent for by the then Civil Secretary, Captain Higginson, who stated to me, that His Excellency Lord Cathcart was desirous of being informed if there could be any objections to Mr. Jarvis or his Agent being put in possession of the vouchers and documents referred to.

I then stated that there could be no objection to the "Rejected or Uncredited Vouchers" being at once handed over; but that I could not possibly see what benefit Mr. Jarvis sought, or could possibly derive from examining vouchers, all of which were at his credit, many of which he had duplicates of; and that on my receiving, in the first instance, from Mr. Cayley, he, Mr. Cayley, had caused a schedule of same to be made by Mr. Dickenson, giving the date, nature, and amount of every single voucher, and which statement is now in Mr. Dickenson's possession.

The following day Captain Higginson informed me, that it was His Excellency's decision, that the rejected vouchers alone should be handed over, and requested that I would go to the Indian Department, look them out, and hand them to Mr. Cayley, which I did.

In June, 1846, I made application for payment for my services, when my account was referred to the Bankrupt Court for approval; Mr. Justice Badgley went to the Indian Department, examined the duties I had performed, and sent in a written approval of my claim being reasonable.

In the face of this, His Excellency was pleased to keep back from me £50, until such time as I had examined and reported on the statement which Mr. Jarvis's Accountant was about to hand in, and that my report thereon was to be final.

About the 1st October, 1846, I was again sent for, and put in possession of all the vouchers.

And by letter of 7th October, ordered to submit them to Mr. Dickenson, to receive Mr. Dickenson's statement, to report fully on same, and that my report should be considered final.

On 24th October, I was sent for by Mr. Cayley, and informed by him, that His Excellency had desired him to communicate to me, that my services were considered as terminated, and that I was to hand all the vouchers in my possession over to Mr. Dickenson, and that my statement of 4th February, 1846, was considered as my final one.

As this was in direct opposition to my written instructions, of 7th October, I, on the 26th October, addressed a letter to you, Sir, remonstrating against such a proceeding, and pointing out the injustice of same towards me as an Accountant.

On the 28th October, I received a communication, from which I deem it best to make the following extract: "That the Governor General is surprised at your exposition, as His Lordship has not issued any instructions in reference to the said documents, subsequently to my letter to you of 7th instant, which you will be pleased to consider as your guide;" with the exception that Mr.

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Dickenson's statement is to be handed in to the Governor General, through the Civil Secretary, instead of to you direct.

On the 9th November, I am informed that His Lordship conceived my report of 4th February as final.

With such a statement before me, I would most respectfully beg that His Lordship would again take the matter under his consideration.

But if His Excellency still continues of the same opinion, I will at once hand the documents over; but I would, at the same time, beg his Lordship's permission to be allowed to retain my account and report for the purpose of copying; having no copy myself.

And also, that I may be allowed to retain the Bank Check Books and Checks, to have Notarial copies made of same, and to report on same, which I heretofore omitted to do, and which, in justification of my own character, as an Accountant, I am bound to do.

I would also beg His Lordship to consider that my account and report of 4th February, 1846, was made as the Mutual Accountant of the Indian Department and Mr. Jarvis; and that by closing up the matter on a statement from Mr. Jarvis, without further reference, is neither justice to me, as an Accountant, nor to the Indian Department.

I have, &c.  
(Signed,) C. E. ANDERSON.

GEORGE VARDON, Esquire,  
Indian Department,  
Montreal.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
14th November, 1846.

Sir,

I am directed by the Governor General to acknowledge the receipt of your letter of the 11th instant, and to inform you, that His Lordship does not deem it to be necessary that I should reply to your observations upon the arrangements formerly proposed.

The Governor General conceives that your duties, in connexion with Mr. Jarvis' accounts, have terminated, and a warrant has accordingly been issued in your favor for the balance due to you. His Lordship, therefore, will not authorize the retention of any of the documents alluded to, but you will be pleased to return them to me without further delay.

The Governor General does not understand why you did not report fully upon Mr. Jarvis' accounts on the 4th February, 1846; if, however, you can satisfy him that it is necessary that you should hold copies of any of the documents or vouchers from which you framed your report, His Lordship will not object to you being furnished with such after Mr. Dickenson has completed his statement.

I have, &c.  
(Signed,) GEORGE VARDON.

C. E. ANDERSON, Esquire,  
&c. &c. &c.

(Copy.)

Montreal, 18th November, 1846.

Sir,

I have the honor to acknowledgo your communication of 14th instant, received last evening, wherein you are pleased to state, by command of His Excellency the Governor General, "That His Lordship does not deem it

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"necessary to reply to my observations upon the arrangements formerly proposed—that His Lordship conceives  
"my duties in connexion with Mr. Jarvis' accounts as  
"terminated, that I am not to be allowed to retain any of  
"the documents for the purpose of copying; but if I can  
"satisfy His Excellency of the necessity of my holding  
"such copies, that His Lordship will not object after Mr.  
"Mr. Dickenson has completed his statement; and that  
"His Lordship does not understand why I did not report  
"fully upon Mr. Jarvis' accounts on the 4th February,  
"1846."

In reply thereto I have the honor to state, for the information of His Excellency, that I unhesitatingly comply with His Lordship's commands, and herewith hand in all the vouchers and documents which I have in my possession relative to Mr. Jarvis' accounts.

But I at the same time avail myself of the opportunity to convey to His Lordship the reason of my omitting to report publicly on the Check Books referred to in my last communication.

The reason is simply this, that in the month of February last, previous to handing in my statement of account and report, I had the honor of an interview with the then Civil Secretary, Captain Higginson, on the subject of the Check Books referred to, when I pointed out to him certain mutilations of same, which were deemed of so grave and serious a character, that it was considered inexpedient to make them a matter of public record, and were therefore included in a private report to the Civil Secretary, who at the time commended me for the course I had adopted.

I have subsequently had reason to believe that my private report has been submitted to Mr. Jarvis' friend and agent, the Honorable Mr. Cayley; hence my reason for wishing to retain copies of the Check Books, and which His Lordship has declined to accede to.

I am therefore bound in my own justification, to request that my private report referred to, be considered to form a portion of my public report of 4th of February, 1846.

I would further beg to assure His Excellency, that I have had no desire or interest to throw the slightest obstacle in the way of Mr. Jarvis or his Agents having every possible facility in order to clear up the balance against him; and as regards the account prepared by me, I court the closest possible scrutiny of it.

But if His Lordship conceives that I have shewn more zeal, as the Accountant of the Indian Department, than was considered necessary, I would most respectfully draw His Excellency's attention to the official position of the gentlemen I have had opposed to me, as representing Mr. Jarvis, viz.: the Honorable Mr. Cayley, the Head of the Department in which I hold a subordinate situation; and Mr. Dickenson, also my superior Officer in the same Department.

I would also respectfully refer His Lordship to the course adopted towards me by these gentlemen after I had handed in my statement of 4th February, 1846, as mutual Accountant, and which called for my communication of 4th May, 1846, and with which His Excellency was pleased to express his entire satisfaction.

I would with this explanation respectfully trust that His Lordship will give me credit for being actuated with the purest possible motives in performing the intricate and arduous duty assigned to me; and I exceedingly regret if I have even seemingly in the least degree drawn upon me His Excellency's apparent displeasure.

I have, &c.  
(Signed,) C. E. ANDERSON.

GEORGE VARDON, Esquire,  
&c. &c. &c.,  
Indian Department.

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Civil Secretary's Office,  
Indian Department,  
19th November, 1846.

Sir,

I am directed by the Governor General to inform you, that Mr. C. E. Anderson has returned the Vouchers and Documents upon which he framed his report of the 4th of February last; that these documents are now at your disposition, and that I am to place them in your hands, whenever it may suit your convenience to apply for them.

I am further directed to inform you, that you will be considered responsible for the documents thus confided to you, and you will be pleased to return them to this Department when you transmit your counter statement, and reports upon Mr. Jarvis' Accounts, to the Governor General, in compliance with His Lordship's commands, conveyed to you in my letter of the 27th ultimo.

I have, &c.  
(Signed,) G. VARDON.

WM. DICKENSON, Esq.  
&c. &c. &c.

Montreal, 27th November, 1846.

Sir,

I beg to acknowledge the receipt of your communication of the 19th instant, and have been furnished by the Indian Department with the Vouchers and Documents, as per Schedule, accompanying the same.

Will you be pleased to state, for my information, if the above comprise all the Papers, Vouchers, Books, and Memoranda which have from time to time been handed over by Mr. Jarvis.

I have, &c.  
(Signed,) WM. DICKENSON.

GEORGE VARDON, Esq.  
&c. &c. &c.

(Copy.)

Civil Secretary's Office,  
Indian Department,  
Montreal, 28th November, 1846.

Sir,

In reply to your letter of the 27th instant, which I have had the honor to lay before the Governor General, I am to inform you, that I am not aware that there are of record in this Department, any other Papers, Vouchers, Books, or Memoranda, at any time handed over by Mr. Jarvis, or any of his agents, than those furnished to you on the 25th instant, with the exception, of course, of the rejected Vouchers, which were delivered to Mr. Cayley by Mr. Anderson, on the 24th April last.

I am also to observe, that in addition to the documents directly furnished by Mr. Jarvis, there were handed to you other receipts and vouchers, which were discovered in this office, and were made over to Mr. Anderson, with a view to Mr. Jarvis receiving the full benefit of such, provided the sums they referred to had not been already placed to his credit.

I have, &c.  
(Signed,) G. VARDON.

WILLIAM DICKENSON, Esq.  
&c. &c. &c.

(Copy.)

Montreal, 18th December, 1846.

Sir,

Observing in the "Pilot" of this morning, a communication from S. P. Jarvis, Esq., dated Toronto, 5th December, 1846, accompanying which letter there is an Extract from Despatch No. 30, 16th September, 1846, relative to the accounts of Mr. Jarvis, as late Chief Superintendent of Indian Affairs.

With reference to the above, I would beg to remark that on 12th October last, I was, by command of His Excellency the Governor General, furnished with a copy of the Extract referred to.

And on 26th October, I, by letter, applied for permission to report on said "Extract," which I then stated, and still state, to be inaccurate, and which I can, without difficulty, prove.

This permission was denied me, however, and immediately afterwards, my services relative to the said accounts terminated.

Under such circumstances, and as I am of opinion that the publication of the Extract referred to, without refutation, will be highly prejudicial to my reputation as an Accountant, and which to me is of the most vital importance;—

I would thus, previous to adopting any step which might be embarrassing to His Excellency, respectfully beg His Lordship's permission to reply to the said communication of Mr. Jarvis, and the extract referred to.

I would also avail myself of this opportunity to inform His Excellency, that I know nothing of the communication signed "H." referred to by Mr. Jarvis, until I perused it in columns of the "Pilot."

I have, &c.  
(Signed,) C. E. ANDERSON.

GEORGE VARDON, Esq.  
&c. &c. &c.  
Indian Department.

19th December, 1846.

My Dear Sir,

In reply to your letter of yesterday's date, which I am not authorized to answer officially, I need only observe that the Governor General does not consider that you are called upon to answer newspaper attacks, as His Lordship conceives that such are not prejudicial to your character.

I remain, &c.  
(Signed,) G. VARDON.

C. E. ANDERSON, Esq.  
&c. &c. &c.

(Copy.)

St. Catherine Street,  
Montreal, 19th December, 1846.

Sir,

I have the honor to acknowledge your communication of this morning in reply to mine of yesterday, and would respectfully remark, that it appears to me that you have quite misunderstood the nature of my application.

I respectfully submit that the publication in the public prints of the Province by a suspended public Officer, of an official document, cannot be construed into what is commonly termed a "newspaper attack."

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And as Colonel Jarvis has taken upon himself the publication of an official document, which, if not refuted, will be highly injurious to my reputation as an Accountant (my sole dependence,) I respectfully trust I will be permitted to reply thereto.

I would in conclusion beg to remark, that I perceive in the "Herald" of this morning Mr. Jarvis' letter and the extract from the Despatch in question, accompanied by an editorial remark, in which I am most unceremoniously accused of having refused to give Colonel Jarvis credit for various sums which it is proved he had paid.

Such is not the case, and I am prepared to prove so, and sincerely beg that such an act of common justice will not be denied me.

I have, &c.  
(Signed,) C. E. ANDERSON.

GEORGE VARDON, Esquire,  
&c. &c. &c.,  
Indian Department.

(Copy.)

22nd December, 1846.

My dear Sir,

In reply to your letter of the 19th, which as I stated to you previously, I am not authorized to answer officially, I need only add to my former observation, that the Governor General considers it unbecoming in any person holding employment under the Government to notice attacks made in the newspapers, which have reference to official transactions; and it would materially weaken his confidence in any individual who might consider that his character required such support.

I remain, &c.  
(Signed,) GEORGE VARDON.

C. E. ANDERSON, Esq.,  
&c. &c. &c.

St. Catherine Street,  
Montreal, 23rd December, 1846.

Dear Sir,

I beg to acknowledge the honor of your communication of 19th instant, by which I am informed that you are "not authorized to answer my communications officially, that the Governor General considers it unbecoming in any person holding employment under the Government to notice attacks made in the newspapers which have reference to official transactions, and it would materially weaken his confidence in any individual who might consider that his character required such support."

With His Excellency the Governor General's views I am in duty bound, with all deference and respect, to comply; although, even under His Excellency's Administration, it is not quite unprecedented that persons holding employment under the Government have noticed attacks in the newspapers, which had reference to official transactions, as might be instanced in the case of Mr. Begly.

It appears to me, however, that my exact position in relation to the case of Mr. Jarvis has been misapprehended, and that my office of Accountant or Referee of the Public Accounts of Mr. Jarvis, as Superintendent of Indian Affairs, has been identified or confounded with the office to which I was subsequently appointed in the Department of the Inspector General of Public Accounts. My duties under the former were strictly under Imperial authority, and without any immediate official superior except the Indian Department itself; while the latter is purely Provincial, and subordinate to an official superior, through whom, it would be expected, my communications with the Government would pass, when writing in my capacity of Accountant in that Department. This distinction I would

most respectfully beg leave earnestly to press, as one that may not render official communication as quite derogatory, and which will most probably induce His Excellency to withdraw his injunction commanding me to forbear noticing attacks in the public prints, that not only impeach the integrity of my motives in discharging an arduous public duty assigned to me, but even question my ability to perform those duties with faithfulness and accuracy.

It having been intimated to me, by command of His Excellency, that my duties in relation to the accounts of Mr. Jarvis had terminated, I could have but one motive in applying to His Excellency for leave to reply to a newspaper article originating with a public officer, who, though suspended, is still connected with the Executive Government, and under its immediate control.

That motive was wholly one of delicacy and of profound respect for the Government, and sought at His Excellency's hands that sanction to my vindicating my professional character, which His Excellency has withheld, solely, I am sure, from his inadvertently identifying the office I held as Government Accountant under the Indian Department, in the special case of Mr. Jarvis, and that which I now hold in the Inspector General's Office.

Such being the distinction of the two cases, I yet hope that His Excellency will be graciously pleased to give me an opportunity, either publicly or officially, to vindicate my character as an Accountant, assailed by a suspended public officer, and under the apparent sanction of the Board of Audit in England, whose authority he has been pleased to invoke in giving publicity to a part of an official Despatch from that Department.

I have, &c.,  
(Signed,) C. E. ANDERSON.

GEORGE VARDON, Esq.,  
&c. &c. &c.

Montreal, 1st July, 1847.

Sir,

Having been called upon by you to report upon the statement rendered by the Accountant appointed to examine into Mr. Jarvis' accounts; I have the honor to state, that I am not yet prepared to do so, having only just received the two accompanying returns from the Crown Lands and Receiver General's Departments. These Returns show that out of £4954 12s. 5d. charged by the Accountant as advanced to Mr. Jarvis, only one item of £250 is admitted or claimed by the Departments supposed to have made the advances, leaving the charge of £4704 12s. 5d. unsustained.

Without presuming to decide as to the proper mode of making out the account; it will, I think, be admitted, that until it is shewn that these advances have actually been made to Mr. Jarvis, he cannot properly be called upon to account for their expenditure.

If it is found that a portion of these charges cannot be sustained, and the warrants be admitted which have been duly acquitted, but with which Mr. Jarvis stands charged, in addition to the amounts explained by the Despatch from the Colonial Office, it is evident the state of the account will be materially altered.

I have, &c.  
(Signed,) WM. DICKENSON.

Major CAMPBELL,  
&c. &c. &c.

(A.)

The following items having been charged against Mr. Jarvis, as advances to him, by the Crown Lands Department, and appearing to require some explanation, were

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submitted by Mr. Jarvis' Accountant to that Department. The explanations given as to the several amounts thus charged are hereinunder stated :

Memoranda of Cash Receipts from Crown Lands Department, on account of Mr. Jarvis.

SAUGEENS.

June 30, 1838, By Cash.....£50 0 0  
 September 11, do do ..... 50 0 0  
 No such sums appear in Account Current from 30th June, 1837, to 30th June, 1838.  
 February 14, 1840, By Cash.....£100 0 0  
 July 2, do do ..... 75 0 0  
 September 22, do do ..... 200 0 0  
 No such sums in Account from 1st January to 31st December, 1840.-

SUNDRY TRIBES.

October 16, 1841, By Cash.....£250 0 0  
 Paid on account of Portage Road between Lakes Huron and Simcoe.  
 October 4, 1839, By Cash.....£12 10 0  
 No such sum in account from 1st July to 31st December, 1839.  
 July 12, 1841, By Cash.....£1481 0 3  
 No such sum in account from 8th June to 31st December, 1841.  
 April 9, 1842, By Cash.....£250 0 0  
 No such sum in account from 1st January to 30th June, 1842.

Mr. Dean will please check the above, and state as far as practicable the purpose for which the same were to be applied. And whether any monies have been received from Mr. Jarvis per the Crown Lands Department.

No money appears per Accounts Current to have been paid by Mr. Jarvis on account of the Sundry Tribes.

(B.)

In the Bank Book of Mr. Jarvis, late Superintendent of Indian Affairs, the following items appear at his credit as Deposits by the then Receiver General, (Mr. Dunn,) and the same are found to be charged against Mr. Jarvis in his account. Would Mr. Turquand be pleased to refer to these payments, and state for what purposes such advances were made ?

December 24, 1838, J. H. Dunn's Check.....£236 2 2  
 September 29, 1840, do do .....2250 0 0  
 No such charges in the Indian Accounts kept by

(Signed,) B. TURQUAND.

(C.)

The Accountant of Mr. Jarvis objects to the account, as prepared on behalf of the Government, dated 4th February, 1846, on the following grounds, viz.:

Because the account embraces but a portion of Mr. Jarvis' transactions, and, consequently, opens the door to much confusion, by misapplication of credits. For instance, a sum of £400, paid by Mr. Jarvis, 22nd November, 1842, to A. Borland, for Indian Houses, is taken to balance an entry of £400, May 14th, 1842, to pay Indian Chief Wabatic, but which was acquitted 8th July, 1842.

Because the division of the accounts, under the heads of the several Tribes, is rendered very imperfect and confused, from the fact that, under the head of "Sundry Tribes" nearly all the alleged deficiencies are entered, and these receipts and payments being in a great measure comprised of transactions which cannot be traced.

Because various warrants to a large amount, exceeding £2000, although regularly acquitted, stand charged against Mr. Jarvis, and which it is submitted cannot be

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sustained; and a reference to the Despatch from the Colonial Office, will shew that various charges therein referred to, have been already accounted for.

Because the purpose for which many alleged advances were made, is not shewn, and the expenditure in consequence cannot be traced; and, on reference to the sources from which such sums are stated to have been received, no such entries can be found. For instance, see accompanying queries and replies, marked A and B, from the Crown Land and Receiver General's Departments.

Because various sums to a large amount were admitted as credits to Mr. Jarvis on 5th May, 1845, but disallowed by the same Accountant on the 4th February, 1846, without sufficient reasons being given for such apparent contradiction.

Because that with reference to Debenture No. 111, for £500; if the same was handed over to Mr. Jarvis in like manner, as other Debentures, at his debit, of course, Mr. J. should be charged with the redemption thereof; but there is nothing to shew that such was the fact, and, therefore, this charge, so far, is not sustained.

Because vouchers to a large amount are rejected, in consequence of the nature of such payments not being stated, or the Tribe to which the same refer, at the same time that such explanations are admitted to be next to impossible.

Because many items are selected from the Bank Pass-Book, and unaccompanied by any note to shew whence these sums were drawn, or for what purpose to be appropriated, while the same Pass Book is not admitted as affording any proof of payment by Mr. Jarvis. It is submitted that the mode of proceeding should be uniform, and that proof should be adduced by the Government Accountant to shew that such monies were actually received by Mr. Jarvis as Superintendent of Indian Affairs.

Because, that whilst the writer agrees in opinion with all who have preceded him, in the examination of the account of Mr. Jarvis, that it appears almost impossible to make out a clear account; he would submit, that he, (Mr. Jarvis) has at various times represented the necessity of employing an Accountant in his office, but that such representations were disregarded; and judging from the result of his application to the Offices of the Crown Lands, and Receiver General's Departments, it would appear that few public Officers could render a proper Cash Account, so far back as Mr. Jarvis has been called upon to do, so defective has been the system of keeping accounts, throughout the public Departments.

WILLIAM DICKENSON.

Montreal, July 16, 1847.

(Copy.)

Montreal, 16th July, 1847.

My Lord,

I have the honor to return the statements and correspondence relating to the inquiry into the expenditure of the late Chief Superintendent of Indian Affairs, which your Lordship was pleased to direct should be shewn to me. A large portion of the later correspondence between Mr. Anderson and Mr. Vardon, appears to bear but slightly on the subject which was made the ground for the motion on the part of the House of Assembly, for the production of papers, and throws no light on the state of Mr. Jarvis' affairs. I am not, however, prepared on that account to suggest that this, or indeed any portion of it, should be withheld from general examination, but I trust that it will not be considered out of place if I draw your Lordship's attention to the fact, that the part of the correspondence to which I have referred, purports to give the opinions and observations, and in some measure affects

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the character of several individuals, who, with one exception, Lord Cathcart, whose position precluded a reply, have never seen these letters, and consequently have had no opportunity of expressing their assent to, or dissent from, the statements therein contained. And I venture therefore to trespass on Your Lordship's patience while I briefly notice some of the leading features of the correspondence which I have now for the first time through Your Lordship's indulgence had the opportunity of perusing.

It is unnecessary to remark on the tone adopted by Mr. Anderson in his letter of the 11th November last, when speaking of the short delay that intervened prior to the last payment made to him for services rendered to the Indian Department, or on the insinuation conveyed in his letter of the 18th of the same month, by the expression, "If His Lordship conceives that I have shewn more zeal as the Accountant of the Indian Department than was considered necessary." The charge conveyed in this remark is sufficiently answered by the fact that Lord Cathcart had adopted the whole of Mr. Anderson's final report of the 4th February preceding, and had transmitted it to the Home authorities for approval, accompanied by a Despatch under date of 19th March, 1846. And in reference to the first point to which I adverted, it may be proper to state the amount of remuneration Mr. Anderson received for his investigation of the Indian Accounts. He was first employed by that Department about the middle of March, 1845, and on the 16th May following received an appointment in the Inspector General's Office, of £200 per annum; it may consequently be assumed that the whole of his time between March and May, 1845, and his spare hours subsequently to that period to the 14th November, 1846, when his duties ceased, were at the disposal of the Indian Department. During this period Mr. Anderson prepared three Reports on Mr. Jarvis' Accounts, for which he received in addition to his Office salary, a remuneration of £300; while Mr. Dickenson, an Officer in the same Department, for an examination into the Welland Canal Accounts in 1843, which embraced an expenditure of nearly half a million, received £20.

I now beg permission to call Your Lordship's attention to another part of Mr. Anderson's letter of the 18th November, to the following effect: "that he (Mr. Anderson) had the honor of an interview with the then Civil Secretary, Captain Higginson, on the subject of the Check Books referred to, when he pointed out to Mr. Higginson certain mutilations of the same, which were deemed of so grave and serious a character, that it was considered inexpedient to make them a matter of public record, and they were therefore included in a private report to the Civil Secretary, who at the time commended Mr. Anderson for the course he had adopted; that Mr. Anderson subsequently had reason to believe that his private report had been submitted to Mr. Jarvis' friend and Agent, Mr. Cayley; hence his reason for wishing to retain copies of the Check Books, and which His Lordship had declined to accede to." This private report, my Lord, I have never seen, and I cannot withhold expressing my astonishment and doubt of the accuracy of the whole statement, as far as it implicates Mr. Higginson, for I cannot believe that after being fully impressed with the gravity and serious character of the charge, the Civil Secretary would have sanctioned the suppression of it, or have given his assent to a futile scheme to screen from exposure a person of whose guilt he had thus become so thoroughly convinced. A passage in the following extract from a letter written by Mr. Anderson, the 11th November, appears in some degree to conflict with the statement I have just quoted. Extract:—"And also that I may be allowed to retain the bank check books and checks, to have Notarial copies made of same, and to report on same, which I heretofore omitted to do, and which in justification of my own character as an Accountant, I am bound to do." It was at a suggestion made by me before I entered upon the duties of the Inspector General's Office, that those check books were sought out, and collected by Mr. Jarvis, and by his directions handed, with all his other papers, to the Government Accountant, Mr. Anderson; and I now respectfully request as Mr. Jarvis' friend, that they may be appended in their mutilated state to the documents which Your Lordship is about to transmit to the Legislative Assembly.

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I am at a loss, my Lord, to understand Mr. Anderson's extreme reluctance to surrender to Mr. Jarvis' Accountant, after he had himself examined, compared, and entered them, these Check Books and Vouchers which Mr. Jarvis had voluntarily and freely submitted to his inspection; more particularly when, on referring to his letter of the 4th of May, I find this observation, "that if he were then acting for Mr. Jarvis, partially and individually, that he could reduce the balance of £6,375 6s. 11d. then at his debit." While again, in another part of the correspondence, that debit is brought down against Mr. Jarvis as a final and settled balance, which Lord Cathcart had transmitted to England, and which Mr. Jarvis would have been pressed to pay, had it not been for the unexpected interference of the Colonial Office. The reluctance to which I have alluded is most strongly exhibited in the last paragraph of Mr. Anderson's letter of the 26th October, in the following words:—"but I most solemnly protest, that it would be both unjust to me and the Indian Department, that these vouchers should go out of the possession of Government, even for a day." From this protest, no casual reader could infer that the Accountant into whose possession the documents were to go, and whom the Government had permitted Mr. Jarvis to select, was an Officer in the same Department with Mr. Anderson, of older standing, and superior grade.

Adverting to Mr. Anderson's condensed statement of the 11th November, that gentleman states, that on the 4th February his final report was made up, and that a short time afterwards I applied to him for the vouchers, as being the property of Mr. Jarvis. In this Mr. Anderson is in error; my application was made to Lord Cathcart, through Mr. Higginson, the Civil Secretary, at the request, as it will be perceived, of Mr. Jarvis, who refers to the subject in his letter of the 11th April. This application, beyond the return of the rejected vouchers, was not acceded to by the late Governor General, who, it appears from Mr. Anderson's letter of the 11th November, was influenced to make that decision at his suggestion, as Government Accountant; and Mr. Jarvis was left without books, documents, or reference of any kind, the whole having been surrendered into the charge of the Indian Department, or its Accountant, to check and account for that final balance struck against him, of £6,375 6s. 11d., which, in a letter of subsequent date to the report, namely, 4th May, Mr. Anderson states, if he were then acting for Mr. Jarvis partially and individually, he could reduce—the result was obvious—the account could not be scrutinized. The report was transmitted to England; Mr. Jarvis was called upon for the unexplained balance, and it was not until after the receipt of the Colonial Despatch of the 16th September, directing that a more accurate investigation of Mr. Jarvis' Accounts should be made, that opportunity was afforded to Mr. Jarvis, through his Accountant, to examine the vouchers, and refer to the books. This course, as Your Lordship may observe from the correspondence, was, to the very last, most strenuously resisted by Mr. Anderson, and gave rise to a lengthened discussion, to part of which I have already adverted, and in which I observe a rather unusual instruction from Mr. Vardon to Mr. Anderson, in reference to the mode in which the new Accountant's examination was to be disposed of. The letter to Mr. Anderson, of 7th October, 1846, runs in these words:—"when Mr. Dickenson has completed his examination, which it is desirable he should do with all possible despatch, he will, of course, notify you (Mr. Anderson,) of the result, and you will be pleased to report fully thereon, for the information of the Governor General—your report will be considered final;" in other words, Mr. Dickenson's examination (who, I may again observe, is Mr. Anderson's Senior Officer,) of the Junior Officer's report was to be submitted to the Junior Officer for approval, and his decision thereon was to be held final and conclusive. Simultaneously with the issue of Lord Cathcart's instructions, that the investigation of the accounts should be renewed, there appeared in the public prints a series of anonymous letters assailing Mr. Jarvis, and exhibiting no inconsiderable acquaintance with the records and proceedings of the Indian Department. In reply to these attacks Mr. Jarvis put forth one, and but one, counter statement; he published that portion of the

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Despatch of the 16th September, which had been transmitted to him by Lord Cathcart's directions, for his use and guidance. It was to reply to this Despatch that Mr. Anderson, in his letter of 23d December, sought to obtain Lord Cathcart's sanction, and which His Lordship thought fit to decline. In Mr. Anderson's letter of 18th November, "the attention of His Excellency is drawn to the official position of the gentlemen he (Mr. Anderson,) had opposed to him, as representing Mr. Jarvis, viz: the Hon. W. Cayley, the head of the Department in which he held a subordinate situation, and Mr. Dickenson, also his superior officer in the same Department; he would also respectfully refer His Excellency to the course adopted towards him by these gentlemen, after he had handed in his statement of the 4th February, 1846, as mutual Accountant, and which called forth his communication of the 4th May," (in which Mr. Anderson states, that if acting for Mr. Jarvis individually, he could reduce the balance of 4th February,) "and with which His Excellency was pleased to express his entire satisfaction."

The Indian Department being in possession of all the records, correspondence, and minutes of proceedings, from the commencement of the inquiry to this period, Your Lordship is in a position to judge, how far I, and the gentleman thus associated with me, are obnoxious to the charge brought by Mr. Anderson.

The correspondence undoubtedly shews that I was the channel through whom all Mr. Jarvis' papers were placed in Mr. Anderson's hands, and also through whom Mr. Jarvis made his unsuccessful application to have those papers again entrusted to him for examination; and further, that I communicated to Mr. Anderson Lord Cathcart's decision, in October last, though not in the terms attributed to me, that the vouchers should be submitted to Mr. Dickenson. My interference on this occasion was at the instance of Mr. Dickenson, and led to the only interview which I had the honor to have with His Lordship, in reference to this subject. The duties of an Accountant are those of investigation and calculation, not of partizanship; and I cannot, therefore, understand the propriety of the term "the gentlemen opposed to me." In our official relations there is little room for antagonism; the duties of our respective offices are widely distinct, and I am aware of but two occasions in which I was constrained to decline assisting Mr. Anderson in his wishes—the one was an application for increase of salary, which I placed before the Council without comment—the other for a Mining Licence on behalf of a relative or connection, which was subsequently acceded to, but at the time was shut out, the first proposed issue of licences having been limited.

Mr. Jarvis's reasons for applying for a reconsideration after the report of the 4th February, were obvious enough, and such as I fully concurred in. Mr. Anderson had drawn up three several reports, each differing one from the other; and in reference to the last, Mr. Anderson admitted that had he been acting individually for Mr. Jarvis he could have reduced it, and remarks of much the same tenor had reached Mr. Jarvis from other quarters; in proof of which he at a subsequent period transmitted to me a letter he had received from Mr. Powell in the Provincial Secretary's Office, and which in justice to Mr. Jarvis I now feel called upon to submit to Your Lordship; trusting Your Lordship will excuse this intrusion on your time.

I have, &c.,  
(Signed,) WM. CAYLEY.

The Right Honorable  
The EARL of ELGIN,  
&c. &c. &c.

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Your Lordship will observe that I have abstained from catering upon any of the details of the account, in the examination of which I have taken no part from the time when the papers were transmitted to Mr. Anderson; but on reference to them one peculiar feature will be observable, that while the balances against Mr. Jarvis have been made to range from £4000 to £9000, no creditor or claimant during a protracted investigation of upwards of three years, has appeared against Mr. Jarvis or the Government for services rendered or engagements unsatisfied; and that the Despatch from the Colonial Office of the 16th September, and Mr. Dickenson's memorandum of the 1st July, referring to certain answers to queries addressed to the Crown Land and Receiver General's Departments, shew that these several Departments have declined various credits assigned to them by the Accountant, to an amount nearly equal to the whole of the unexplained balance.

(Copy.)

Montreal, 7th January, 1847.

My dear Sir,

I beg to acknowledge the receipt of your note of the 29th ultimo, stating that it had incidentally come to your knowledge that Mr. Anderson of Montreal, a Clerk in the Inspector General's Office, and who was appointed by Mr. Higginson to inspect the accounts of the Indian Department, and report thereon, had in a conversation with me, expressed opinions on those accounts at variance with the report he had sent in; and requesting me to state whether such a conversation ever did take place, and the exact purport of it as far as my recollection will enable me to do so.

In reply I beg to state that some time ago I had a conversation with Mr. Anderson on the subject of the accounts in question. I commenced the conversation by asking Mr. Anderson what progress had been made towards their settlement, and he replied that the accounts had been reported on, and a balance had been declared against you; but that the matter had been re-opened at your instance, and that the consequence would be, that a larger amount would be declared against you than had been done at first; and he concluded by saying that if he had been your Accountant, instead of that of the Government, he could have brought your account square.

The above is the purport of my conversation with Mr. Anderson, on this subject, which I have no hesitation in communicating to you, with permission to make what use you please of it.

Believe me, &amp;c.

(Signed,) G. POWELL.

S. P. JARVIS, Esq.  
&c. &c. &c.

## REPORT

Of the Select Committee on the Petition of Samuel Gamble, and others, of the Townships of Walpole and Woodhouse; and other references.

## REPORT.

Your Committee beg leave to report the Evidence taken before them; and,

That the matter of dispute involving so many conflicting interests, renders it the more important that further evidence be adduced.

Your Committee would, therefore, recommend, that the further consideration thereof be postponed until the next Session.

The whole, nevertheless, humbly submitted.

D. THOMPSON,  
Chairman.

## MINUTES OF EVIDENCE.

15th June, 1847.

Mr. Russell called in, and examined.

1. What place do you occupy in that branch of the Crown Lands Office, formerly Surveyor General's Office?—The Surveyor and Draughtsman for Upper Canada.

2. By whom, and at what time, was the first Survey of the Township of Walpole and Woodhouse made, or commenced?—By Deputy Surveyor A. Aitken, in the year 1795.

3. How far did Mr. Aitken proceed in his Survey?—He surveyed the Lots fronting on the Lake, (Eric.)

4. At what time, and by whom, was the second Survey made, or continued?—By Deputy Surveyor William Hambly, in the year 1795.

5. What parts of those Townships were surveyed by Mr. Hambly?—He surveyed the 2nd Concession, and E. and W. boundary lines of Walpole, and the broken front, 2nd Concession; and part of the 3rd and 4th Concessions of Woodhouse.

6. When, and by whom was the Survey of those Townships completed?—By Deputy Surveyor Thomas Welch, in the year 1798.

7. Did Mr. Welch produce a division line between Walpole and Woodhouse, differing from the limit produced by Mr. Hambly between the same?—Yes.

8. Was Mr. Welch's proposed limit between those Townships adopted by the Surveyor General's Department?—It was not.

9. What were the reasons given for its rejection?—Because it was an alteration of the original Survey by Hambly.

10. If Mr. Welch's proposed limit had been adopted, how would its adoption affect the admeasurement of the last Lots in Woodhouse, and the first Lots in Walpole?—It would have taken a gore of land, 6 chains 29 links in width, on Lake Erie, and 12 chains in width at the rear of the 6th Concession of Woodhouse, from the last Lots in Woodhouse, and added it to the first Lots in Walpole.

11. Were the descriptions of Lots 24, in the respective Concessions of Woodhouse, and Lots Nos. 1, in the respective Concessions of Walpole, between Lake Erie and Townsend, granted by the Crown, made in accordance with the limit produced by Mr. Hambly, or that produced by Mr. Welch?—In the 1st and 2nd Concessions of Walpole, and 2nd Concession of Woodhouse, they were made in accordance with Mr. Hambly's limit; in the other Concessions, they do not accord with either limit; but, on the whole, coincide more nearly with Mr. Hambly's than Mr. Welch's, except Lots Nos. 24, in 1st and 6th Concessions of Woodhouse, which are described by Mr. Welch's line.

12. Has Government recently caused the limit between those Townships, produced by Mr. Hambly, to be verified, and monuments to be placed thereon, as the true limit between those Townships?—Yea.

13. Did the Deputy Surveyor, so verifying that limit, propose any alteration of it, and if so, on what grounds?—As Mr. Hambly's line inclines to the eastward from the rear of the 1st Concession of Woodhouse, northerly, gradually increasing the width of the adjacent Lots in Woodhouse, and diminishing the width of those in Walpole; the Deputy Surveyor, in order to equalize the divisions of these Lots, proposed drawing a new line from the front of the 2nd Concession of Woodhouse, to the rear of that Township, parallel to the westerly line, or so as to divide the distance equally between Hambly's and Welch's lines, at the rear of Woodhouse; thereby preserving the course of the side lines formerly produced in Walpole, (which would be materially affected by the establishment of Hambly's line,) and doing justice to the proprietors of the lands on both sides of the line, by giving to each Lot its full breadth.—See dotted line on copy of his plan.

14. Have you prepared any, and what copies of documents relating to the Surveys of those Townships, for the use of the Committee?—Yes. Extracts from a letter of Extra Deputy Surveyor Welch, to Acting Surveyor General David Wm. Smith, dated 28th February, 1798. Extract from Acting Surveyor General D. W. Smith's reply to the foregoing letter, dated 11th April, 1798. Extracts from a letter from Extra Deputy Surveyor Thomas Welch, to Acting Surveyor General D. W. Smith, dated 16th May, 1798. Copy of Provincial Sworn Surveyor Thomas W. Walsh's report of his verification of the Survey of the line between Woodhouse and Walpole, and placing stone monuments thereon, 1846. Copy of Replies to Queries addressed to Provincial Sworn Surveyor Thomas W. Walsh, by the Commissioner of Crown Lands, dated 4th

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May, 1846, respecting his proposed alteration in the line between Woodhouse and Walpole; and a copy of Mr. Walsh's plan of his verification of the Survey of the line between Woodhouse and Walpole.

15. Have you examined the original instructions, field notes, and correspondence, upon which the Townships of Townsend, Woodhouse, and Walpole were run out, if run at all?—Yes.

16. Do you find anything therein to justify or prove that an offset was made in the line dividing the two former from the latter?—Deputy Surveyors Hambly and Welch both report the existence of an offset.

17. From the length of time, being over forty years, is it not probable that Mr. Walsh, the present Deputy Surveyor, might have mistook said line?—From a careful examination of Mr. Walsh's returns of survey, and comparison of them with those of Hambly and Welch, I am satisfied that he has not mistaken the line.

18. Is it not usual, or do you know of a precedent for said offset in the centre of Walpole, as shewn on the plan?—When a Township is bounded on one of its sides by two others, as is the case with Walpole: which is bounded on the west partly by Woodhouse and partly by Townsend, there is sometimes an offset and change of bearing at the point where the two adjacent Townships meet.

19. Do you understand from the office, that there is a different bearing in the line between Woodhouse and Walpole, from that between Townsend and Walpole?—From the documents of record in the office, it appears that they were originally intended to be on the same bearing.

20. What is the described widths of the respective Lots in Woodhouse, adjoining to Walpole line, and quantities; as set forth in the respective deeds from the Crown?—Lots Nos. 24 in all the Concessions of Woodhouse, except the 1st and 6th, were described as being the usual width of 29 chains, 80 links. Lot No. 24, in the first Concession, is described as being 23 chains, 52 links in breadth, containing 290 acres, owing to its greater depth; in the 2nd, 3rd, 4th, and 5th, 200 acres each. Lot No. 24, in the 6th Concession, is described as being 23 chains, 25 links in breadth, and containing 150 acres.

21. Which of the two lines do they correspond with?—In the 2nd Concession, with Hambly's; in the 1st and 6th, with Welch's; in the other Concessions, with neither; but on the whole, they correspond more nearly with Hambly's than Welch's.

22. Is Edmund Decew a Provincial Land Surveyor, and recognized as such in your Department?—Yes.

23. Was, or not, the survey completed by Mr. Hambly; and if not, who completed the same?—Mr. Hambly surveyed the whole of the line between Woodhouse and Walpole.

24. Did Mr. Hambly place a corner stake at the extremity of Woodhouse? (Refer to his notes.)—He did not. Mr. Hambly states in his field notes, that he run the line "to 74 chains in the 6th Concession of Woodhouse, close under a slope bank, left the line, knowing the ground, and found the corner 3 chains to the westward, and carried out my line as per order, and cut the line at 74 chains, but made no corner other than was made, waiting to ask instructions in point."

25. Do you understand or not whether that survey was perfected by Hambly, as above stated by his notes?—It required the placing of the corner stone to perfect the survey.

26. Has it been subsequently perfected under an order from your Department?—Yes, by Mr. Thomas W. Walsh, Provincial Land Surveyor.

27. Was not the subsequent instructions to Deputy Provincial Surveyor Thomas W. Walsh, founded on a presumption that the survey had been completed by Mr. Hambly?—The instructions to Mr. Walsh were founded on a belief that Mr. Hambly's line was the original survey performed under competent authority, and agreeable to the Provincial Statute of Upper Canada, 59th Geo. 3, cap. 14, sec. 2; the true boundary between the Townships of Woodhouse and Walpole.

28. Would Lots Nos. 24 in the 1st to the 6th Concessions of Woodhouse, contain 150 acres each up to the west line?—In the 1st Concession Lot No. 24 would contain a much larger quantity, its depth being much greater than that of the other Concessions. The Lots Nos. 24, in the other Concessions, would contain over 150 acres.

29. What would Lots Nos. 24, in the 4th and 5th Concessions of Woodhouse, contain respectively, up to the east line?—In the 4th Concession, about 186 acres; in the 5th Concession, about 234 acres.

30. How are the Lots Nos. 1, in the 1st to 7th Concessions of Walpole described?—They are described as being 29 chains, 80 links in width, and containing 200 acres each.

31. Would the Lots in Walpole, if bounded on the east by Mr. Hambly's line, contain 200 acres each?—In the 1st, 2nd, and 3rd they would, but not in the 4th, 5th, and 6th,—4, 183; 5, 185; and the 6th, about 184 acres.

32. What course would you recommend to do justice to all parties?—I would recommend the adoption of Mr. T. W. Walsh's proposed amendment of the line, as shewn on his plan, which would do justice to proprietors of land on both sides of the line.

## APPENDIX.

The following documents were prepared by Mr. Russell, and laid before the Committee at the time of his examination, 15th June.

Copy.

Reply to inquiries contained in a letter to me directed, dated Crown Land Office, 4th May, 1846.

In reply to the first inquiry: "Would the dotted line marked on my plan, extending from the front of the 2nd Concession of the Township of Woodhouse, to the rear of that Township, interfere with the possession or improvements of any of the inhabitants of Woodhouse?"—I beg leave to state that the improvements upon No. 24, in the 2nd Concession, have been made without the limits of that Lot, (upon the westerly side,) never having been legally defined, and the parties have only improved to the westerly town line, (so called,) as run by my grandfather; and the other improvements westerly, in that Concession, are made agreeable to a subdivision of the distance up to Mr. Hambly's, or the east line.

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The improvements upon No. 24, in 3rd Concession, are made about the centre of the Lot, (as to width,) as the proper boundaries of that Lot, as well as several others westerly, have never been set since the original survey, as the parties are awaiting the settlement of the town line dispute before having their lines produced. The improvements upon Lot No. 24, in the 4th Concession, are confined to the westerly part of that Lot, as the proper limits of that Lot, and several more westerly, are still undefined; as the parties are not willing to go to the expense of a survey, until the town line is established permanently, so that their lines will remain unalterable.

The improvements upon Lot No. 24, in the 5th Concession of Woodhouse, as well as the improvements upon the Lots westerly, are made agreeable to a subdivision up to my dotted line. The improvements upon No. 24, in the 6th Concession, were made without the division line between No. 23 and 24 having been produced;—consequently the parties made improvements upon No. 23, to a considerable extent, without being aware of it. The improvements upon the Lots westerly, in that Concession, are made agreeable to a subdivision up to my dotted line, or otherwise, in the 5th and 6th Concessions. Nos. 24 were left the narrow width of about 24 chains wide up to the west Town line, which would require the additional width to the dotted line to make them 200 acre Lots.

I would further observe, that the only improvements made between Mr. Hambly's or the East line (from the front of the 2nd Concession northerly) and the West line, as ran by Thomas Welch, deceased, is a slashing of 4 or 5 acres, upon No. 1, in the 4th Concession of Walpole, so intended; and a small improvement upon No. 1, in the 5th Concession of Walpole, containing perhaps two acres, and not under fence; also about one acre under fence upon No. 1, in the 6th Concession of Walpole; so that my dotted line will not interfere with any but the first slashing mentioned; and the improvements upon the Lake shore are made by the owner of No. 1, in Walpole, up to the West line, but only extend back about 20 chains from the Lake.

And in reply to the second inquiry,—“Have any of the Lots No. 24, in Woodhouse, been transferred by the original Patentees, and by what line are they bounded in the deeds of the transfer?” I beg leave to enclose the following extracts taken from the Register Office of this county.—“Lot No. 24, Front—Granted to the late Surveyor General of Upper Canada, Sir David Wm. Smith; the first Deed which appears by the Registry to have been made of this Lot is dated 22nd March, 1833, from Mrs. Elizabeth Tylee (a daughter of the original Patentee,) and husband, Charles Tylee, to the Honorable Wm. Allan. This deed only expresses this Lot, amongst others, as Lot No. 24, in front Concession of Woodhouse, and is made upon trust (290 acres.) The second is a bargain and sale upon trust between the same parties, (which, after mentioning other Lots) expresses, “and also Lot No. 24, in front of the Township of Woodhouse, containing 200 acres and upwards.”

“The third,—a deed of bargain and sale in fee simple from the Honorable Wm. Allan to Henry Forbes, being Lot No. 24, in the front or 1st Concession; that is to say, upon Lake Erie, commencing in front of the said Concession upon Lake Erie, in the western limit of the allowance for road between the Townships of Walpole and Woodhouse, then north 15 degrees 40 minutes west, 124 chains, more or less, to the allowance

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“for road in rear of the said Concession; then south 78 degrees, 30 minutes west, 23 chains 52 links, more or less, to the limit between Lots No. 23 and 24; then south 15 degrees, 40 minutes east, 124 chains, more or less, to Lake Erie; then easterly, along the water's edge of the Lake to the place of beginning.”

Lot No. 24, in 2nd Concession of Woodhouse:—

“A deed of bargain and sale in fee, 6th June, 1801, from Matthew (otherwise Matthias) Buckner, original Patentee of this Lot, to Thomas Cummings. Beginning at a post in front of the 2nd Concession, marked  $\frac{3}{4}$ , and running thence north 15 degrees, 40 minutes west, 67 chains and 50 links; thence north 78 degrees and 30 minutes east, 79 chains and 80 links; thence south 15 degrees 40 minutes east; 67 chains and 50 links; thence south 78 degrees, 30 minutes west, 79 chains and 80 links, to the place of beginning; containing, by admeasurement 200 acres of land, be the same more or less.”

“Lot 24, in 3rd Concession of Woodhouse: same original Patentee, to James Lymburner. Beginning at the south-east angle of Lot No. 23, in the said 3rd Concession, and running thence north 15 degrees and 40 minutes west, nearly 57 chains and 40 links, more or less, to the front of the 4th Concession; thence bounding on said front north 78½, east 29 chains and 80 links, more or less, to the eastern side line of the said Township of Woodhouse. Thence bounding thereon south 15 degrees and 40 minutes last nearly 67 chains and 40 links, more or less, to the south easterly angle of the said Lot No. 24; thence south 78½ degrees west 29 chains and 80 links, more or less, to the place of beginning; containing, by admeasurement, 200 acres of land, be the same more or less.”

“Lot 24, in 4th Concession, Woodhouse: same original Patentee; no transfer deed registered. Reference to the Patent will show the limits.”

“Lot 24 in 5th Concession, Woodhouse. Deed of bargain and sale in fee, from original Patentee, Joseph Lemon, to John Fanning. Beginning at a post in front of the said Concession, marked 23, 24; thence north 15 degrees and 40 minutes west, 67 chains, 40 links; then north 78½ degrees, east, 29 chains and 80 links; then south 15 degrees and 40 minutes east, 67 chains and 40 links; then south 78½ degrees west, to the place of beginning.”

“Lot 24, 6th Concession, Woodhouse: devise in fee from original Patentee, Isaac Gilbert, to Rowland Gilbert and David Gilbert, 150 acres of land, being part of Lot No. 24, in the 6th Concession of Woodhouse, aforesaid. No description given, (as the Patent was destroyed by fire,) but understood to be what was granted of this Lot.”

All of which is respectfully submitted by your most obedient humble Servant.

(Signed,) THOMAS W. WALSH,  
Deputy Provincial Surveyor,

Simcoe, 25th August, 1846.

To the Honorable D. B. PAPINEAU,  
Commissioner of Crown Lands, Montreal.

Crown Lands Department,  
Montreal, 14th June, 1847. }

Certified to be a true copy.

T. BOUTHILLIER.

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To the Honorable D. B. Papineau, Commissioner of Crown Lands.

I, Thomas W. Walsh, of the Town of Simcoe, Deputy Provincial Surveyor, beg leave most respectfully to report, for the information of the Department, that I have completed the verification, and placing stone monuments thereon, of the Town-line between the Townships of Woodhouse and Walpole, agreeable to instructions received from the Crown Lands Office, dated 17th September, 1845.

In performing this duty, much interest and excitement has been created amongst the parties interested in the matter, in consequence of the existence of two Town Lines between those Townships, as shown (per sketch.) The westerly, or erroneous Line, in consequence of its being contrary to the provisions contained in 59th George III., chap. xiv. section 2, having been produced by my grandfather, the late Thomas Welch, Deputy Surveyor, from the south-easterly angle of the Township of Townsend to Lake Erie, in the absence of the knowledge that Mr. Hambly had previously produced a Line from Mr. Atkins' corner, between the Townships of Woodhouse and Walpole, at Lake Erie, northerly, to the end of the Township of Woodhouse (as per his notes.)

The Westerly Line thus produced by the late Thomas Welch, terminated at the Lake, westerly of the original corner set up by Mr. Atkin, as the extract from his field-notes, now in my possession, and given in my field-notes, will show; and the reason why a line, produced the proper course from the south-easterly angle of the Township of Townsend, would terminate that distance westerly at the Lake, of the original corner between the Townships of Woodhouse and Walpole, was that Mr. Atkin, in his Survey of the Base Line in front of the five Townships, made an allowance in the length of his chain, so that the lots he measured will now average thirty chains in width; and that Mr. Hambly, in his Survey of the Township of Townsend, made no such allowance in the length of his chain; consequently, the Lots in Townsend will average about 29 chains 70 links, or 75 links, in width, shewing a difference of about 25 links in the width of each Lot in those Townships, which would make about six chains difference in the width of those two Townships. But the late Thomas Welch, having afterward been informed by Mr. Hambly that his Line was about five chains easterly of the south-east angle of Townsend, took the courses and distances from Mr. Hambly's Line, as given in my field-notes, to the south-east angle of Townsend, as by his notes will appear.

Consequently, there were two Town Lines, and the width of the Lots determined from both, as Mr. Atkin, in making the Survey of the Base Line of the Lots in front in the Townships of Woodhouse and Walpole, divided to and from his boundary in front; and Mr. Hambly, in his Survey of the second Concessions of Woodhouse and Walpole, divided the Lots in both Townships to and from his Line; therefore, from the front of the 2nd Concession of Woodhouse to the Lake, the easterly, or Mr. Hambly's Line, is perfectly just to all parties, as the 2nd Concession of both Townships must be governed by his Survey, and the broken fronts by Mr. Atkin's Survey. But the Lots in the several Concessions, from the front of the 3rd Concession of Walpole to the rear of Woodhouse, were measured by the late Thomas Welch to his Line, who found an excess of several chains in the width of No. 1, in the 3rd, 5th, and 7th Concessions of Walpole; the 4th and 6th Concessions having been chained by him from west to east over and above 30 chains to each Lot, as the following extracts from his field-notes will show, viz. :

	chains.	links.
No. 1, in the 3rd Concession, measures.....	34	63
Do 5th do do in all...	35	64
Do 7th do do do ...	35	38

Which widths will yet hold out or exceed the distance given by him; and he found a corresponding deficiency to exist in the width of No. 24 in the 5th Concession of Woodhouse, as stated in his field-notes, and since found to be correct, viz.,—24 on No. 24 in the 5th Concession, is the East Town Line (that was his Line): and by the measurement of Lots in the easterly part of the 6th Concession of Woodhouse, I found the width of No. 24 to be 24 chains 3 links to the allowance for road between the Townships.

Consequently, there appears to be a sufficient quantity of land to give to each Township their proper width: and, had it been necessary to settle the question by a Legislative enactment, there should have been produced a new Town Line from the front of the 2nd Concession of Woodhouse to the rear of said Township, to have commenced at the stone monument set in Mr. Hambly's Line, at the intersection of the said 2nd Concession of Woodhouse, and thence to run parallel to the westerly Line (or so as to divide the distance equal between the said Lines) at the rear end of the Township of Woodhouse, thereby preserving the course of the Side Lines formerly produced in the Township of Walpole, which will be materially affected by the new established line.

All of which is most respectfully submitted by your obedient Servant,

THOMAS W. WALSH,  
Deputy Provincial Surveyor.

Simcoe, 1846.

Crown Lands Department,  
Montreal, 14th June, 1847. }

Certified to be a true copy.

T. BOUTHILLIER.

Field Notes of an Examination Survey of broken Lots, No. 24, in the several Concessions of the Township of Woodhouse, relative to the disputed line between said Township and the Township of Walpole.

Lot No. 24, in the first Concession,—I find to contain 316 acres to the west line, and 397 acres to the east line; it being 131 chains, 46 links in length. Its width in front is 23 chains, 63 links to the west line; and 29 chains, 63 links to the east line. In the rear it is 24 chains, 50 links to the west line; and 30 chains, 73 links to the east line.

In the 2nd Concession,—From the west line to the road allowance, between Lots Nos. 18 and 19, it is 172 chains; then deduct 149 chains, for 5 Lots of 29 chains, 80 links each, will leave Lot No. 24 a width of 23 chains, which would contain 155 acres.

In the 3rd Concession,—From the west line to the post planted at the road, between Lots Nos. 18 and 19, it is 176 chains and 25 links; then deduct 149 chains for 5 Lots of 29 chains, 80 links each, leave 24 a width of 26 chains and 25 links, after deducting 1 chain for a road.

In the 4th Concession,—Lot No. 24 is 24 chains, and 85 links in width to the west line, and 34 chains, 75 links to the east one.

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In the 5th Concession,—Lot No. 24 has the same width as in the 4th.

These two Lots would each contain, by measuring to the west line, 167 acres, or by going to the east one, 234 acres.

In the 6th Concession,—Commencing at a hickory which has been recently cut down, that is said to be mentioned in the deed as the south-east corner of Lot No. 24, and has been, many years since, blazed on four sides; this tree stands on the west line; thence to a post between Lots Nos. 20 and 21 is 114 chains, 60 links; deducting 89 chains 40 links, for 3 Lots of 29 chains, 80 links each, and Lot No. 24 will have a front of 25 chains, and 20 links; the distance from the hickory stump to the east line, is 11 chains, which would give 24 a front (should it extend thereto,) of 36 chains, and 20 links.

The distance between the east and west line, at the north end of this Lot, is 11 chains, and 90 links.

There is also a basswood stump standing on the west line, which is said to be mentioned in the Patent for this Lot, as the north-east corner.

Witness my hand, at Cayuga, this 21st May, 1847.

EDMUND DE CEW,  
Provincial Land Surveyor.

Cayuga, May 6th, 1847.

Sir,

As I understand that the inhabitants of Walpole have petitioned the Legislature to confirm as such the line heretofore taken for, and understood to be; the limit between the Townships of Walpole and Woodhouse; and knowing that every information upon that subject must be desirable, I thought proper to communicate the following:—

And Firstly, I would state, that there are several reasons for doubting as to whether the line recently Surveyed is Hambly's real line or not; among which are the following:—1st. It has been reported by persons who assisted Mr. Hambly, that he ran two lines, in consequence of the first not terminating right; the late Mr. Gilmore of Walpole made this statement, he being one of those who assisted in the Survey; if so, the present line may or may not be the one reported.

2nd. Its irregular course leaves doubt of its being run by a Surveyor at all.

3rd. It does not terminate at the south-east angle of Townsend, but 12 chains east of it, making a jog in the 7th Concession of Walpole, which is not shewn in any of the Maps of Walpole.

4th. I am informed that the late Mr. Welch could not find Mr. Hambly's line, and the length of time that has elapsed would render it still more difficult to find, and the one now traced may or may not be the one.

5th. By a letter from the Surveyor General's Office, to yourself, dated April 21st, 1846, I learn that the late Mr. Welch, in his field notes, does not state whether he set his stakes on Hambly's, or his own erroneous line; these facts taken together; go at

least to shew that there is a doubt of the line recently traced being the one reported by Mr. Hambly, as the limit between Walpole and Woodhouse.

I will now endeavour to shew the difficulties that will be avoided by establishing the west line; if it be established, all things, i.e., monuments and lines will be left as they now are; all surveys in both Townships, as I understand, being made in reference thereto.

But if the recently surveyed line be made the permanent boundary between the Townships, what is to be done with the land between the two lines if it be added to Woodhouse? Will it be given to Lots Nos. 24, or will all the Lots in each Concession receive a share? and will each Lot in Walpole lose a part, or Lots No. 1 lose it all? If each Lot lose a share, then all the side lines will have to be shifted, and by adding a piece to each in Woodhouse, will place them in a like situation; by this means in very many cases, buildings, and in some cases Churches, will be found to occupy ground for which the owners have no title; the Village of Nanticoke, as also the mill sites of David Wood and others, will be placed in this situation; the side roads being moved, all the statute labor and money bestowed thereon for many years will be lost; but if it be added to Lots Nos. 24 in Woodhouse, Walpole would still be greatly injured, as the course of the side lines would be altered, the line in question being the governing line; the persons living on the rear of the Lots will be seriously affected, and those living on the south side of the Talbot road are in this case. But I am of opinion, that though the west line be not established, still the land between would belong to No. 1 in Walpole, though it be in the Township of Woodhouse—since by 59 Geo. 3, cap. 14, makes the front posts of all Lots immovable, and it can be clearly proved that the front post of Lots No. 1 in Walpole stood on the western line, and that of 24 in Woodhouse stood on the same. Concession lines also by the same acts are declared unalterable; now the Concessions of Walpole extend to the west line, and those of Woodhouse extended no further; consequently the land belongs to Lots No. 1 in Walpole.

I will now attempt to shew that the people of Woodhouse will not be injured by making the west line the real boundary, and I would first remark that no improvements are made over that line, but all are made in reference to it, and supposing it to be the real line; and further, Woodhouse and Townsend are just the same width; Townsend is said to have twenty-four full Lots; now, if Townsend is full, Woodhouse is the same, without crossing the west line; but Lots Nos. 24 in Woodhouse are not intended to be full Lots, as the old patents issued for them only call for 150 acres, except in the first Concession, which being a very long Lot, has still more than required by the patent, by measuring to the west line, which has been discovered upon actual measurement, it being 23 chains and 63 links to the west line; by measuring it is discovered that Lot 24, in the 3rd Concession, is 26 chains, 25 links; in the 4th, it is 24 chains, 85 links; the 5th, 24 chains, 85 links. Now either of these Lots will contain more than 160 acres, by coming to the west line, and by coming to the east, they would average more than 230. As to the 2nd and 6th Concessions, I have seen no old posts, but I am fully satisfied that there is an abundance of land in them to make up the quantity called for by the patent, i.e. 150 acres.

Seeing, therefore, that both Walpole and Woodhouse would be injured by confirming the east line,

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and that no damage would be sustained by establishing the west; and seeing that it is not clearly proven that the east is Hambly's real line, and that Lots No. 24, in Woodhouse, have more than their quantity of land, it appears to me quite evident, that justice calls for the confirmation of the west line, as the real limit between the Townships of Walpole and Woodhouse.

I remain, Sir,  
Your obedient humble Servant,  
EDMUND DE CEW,  
D. P. S.

To DAVID THOMPSON,  
M. P. P.,  
Montreal.

May 21st.

Sir,

Since writing the foregoing, I have been employed by Mr. David Wood to make further examination, relative to the disputed line between the Townships of Walpole and Woodhouse; and I have given him a report of all my Surveys connected with that line, which he will forward to you.

I would beg to remark, relative to the deeds of Lots 24, in Woodhouse, that I have not seen deeds for every one of them; but that those I have seen, call for no more than 150 acres.

And respecting the Surveys in both Townships being made from the west line, I have not been able to learn that any lines have been run by the east one, except in one case, by Mr. Walsh, which line is stoutly resisted, in consequence of its interference with extensive improvements. This line is between Lots Nos. 23 and 24, in Woodhouse.

-In reference to improvements, I deem it proper to state, that though I have been in each Concession of Woodhouse, yet I have not, in any one case, seen any improvements made to correspond with the east lines being the real boundary.

I remain,  
Sir,  
Very respectfully yours,  
EDMUND DE CEW.

To DAVID THOMPSON,  
M. P. P.,  
Montreal.

Extracts from a Letter from Extra Deputy Surveyor, Thomas Welch, to Acting Surveyor General, David William Smith.

Charlotteville, 28th February, 1798.

Sir,

By the present opportunity, I have taken the liberty to send to the office, the plans of the parts of Walpole and Woodhouse, that I was ordered to survey, including the Gore part of Walpole, which I sent before, together with the field notes and fixed boundaries of those Townships.

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The line run by Mr. Hambly for the division between Walpole and Woodhouse, you will see marked on the plan with red ink. I found it very troublesome, and hope you will not disapprove of my conduct in rejecting that line.

I have the honor to be,  
&c. &c.  
(Signed,) THOMAS WELCH,  
Extra Deputy Surveyor.

The Honorable  
DAVID WM. SMITH, Esq.

Extract from Acting Surveyor General David Wm. Smith's reply to the foregoing letter.

Surveyor General's Office,  
11th April, 1798.

Sir,

I cannot accept the boundary which you altered between Woodhouse and Walpole.

I am, &c. &c.  
(Signed,) D. W. SMITH,  
A. S. G.

Mr. Welch, Deputy Surveyor,

Extracts from a letter from Extra Deputy Surveyor Thomas Welch, to Acting Surveyor General D. W. Smith.

Charlotteville, 16th May, 1798.

Sir,

The boundary which I fixed and returned between Woodhouse and Walpole, was so done for the following reasons, viz.:—I observed, in the Office plan of those Townships, that the original intention was a line drawn parallel to the eastern side line of Walpole, and western side line of Woodhouse, from the south-easterly angle of Townsend to Lake Erie, was to form the boundary between Woodhouse and Walpole; which I fixed and returned accordingly; taking for granted that Townsend and Woodhouse were nine miles in width; which, however, afterwards, I was sorry to find, was not strictly so by my measurement.

If I had made an offset easterly, in the direction of the Concession lines, from the south-easterly angle of Townsend, 4 chains, 30 links, and thence extended the boundary to the Lake; the deficiency in the Lots Nos. 24 in Woodhouse, would have been restored, but that would have made an ugly crook in the Lot No. 1, 7th Concession of Walpole, and in the boundary line; but I did not know of the deficiency in the width of Woodhouse, until a considerable time after I had closed the survey of Walpole.

I am, &c.  
(Signed,) THOMAS WELCH,  
Extra Deputy Secretary.

The Honorable DAVID WM. SMITH.

Crown Land's Department,  
Montreal, 14th June, 1847.

Certified to be true extracts.

T. BOUTHILLIER.

## RETURN

TO AN ADDRESS from the Legislative Assembly, to His Excellency the Governor General, dated the 21st ultimo, praying that His Excellency would be pleased to cause to be laid before them "a Copy of an Order in Council of the 17th September, 1845, and an Order or Instruction to the Commissioner of Crown Lands, dated 18th November, 1845, relative to Clergy Lands; with a list of persons who have purchased Clergy Lands from 17th September, 1845, to 1st April, 1846, with the particulars of the sale, and whether charged with rent or interest; and further, a copy of the Rules and Regulations of the Crown Land Department, by which the public are excluded from the Public Office, except on special application."

By Command,

D. DALY,  
Secretary.SECRETARY'S OFFICE,  
Montreal, 21st July, 1847. }

## SCHEDULE OF DOCUMENTS ANNEXED.

- No. 1.—Copy of a Minute in Council—18th November, 1845.  
 " 2.—Copy of a Report of the Executive Council—17th September, 1845.  
 " 3.—List of persons who have purchased Clergy Lands, from 17th September, 1845, to 1st April, 1846.  
 " 4.—Rules and Regulations to be observed in the Crown Land Department.

No. 1.—*Copy of a Minute in Council.*—18th November, 1845.

IN COUNCIL, 18th Nov., 1845.

His Excellency laid before the Board, a Minute, on the subject of sales of Clergy Reserves, which, having been read, was concurred in, and a copy ordered to be sent to the Commissioner of Crown Lands, for his instruction and guidance.

(Copy.)

MINUTE.

The feeling that is represented to prevail in various parts of the Province, relating to the sale of Clergy Reserves, and the natural desire, on the part of those occupants who are able to purchase, to obtain titles to their land, induce me to recommend, that the Commissioner of Crown Lands may be authorized to make sales on the terms suggested in the Report of the Committee of the Executive Council of the 17th September, subject to the approval of the Queen in Council, of the proposed alterations in the Rules established by that authority, to regulate the sale of Clergy Reserves.

I have submitted, for the favorable consideration of Her Majesty's Secretary of State, the suggested modification, but as some time will elapse before we can hear of the decision of the Imperial Government in regard to it, the delay which it seems desirable to avoid, will be obviated by the measure which, with the concurrence of the Executive Council, I propose to adopt.

(Signed,) METCALFE.

Government House,  
Montreal, 17th Nov., 1845.

Certified,

(Signed,) ET. PARENT.

No. 2.—Copy of a Report of a Committee of the Executive Council, dated 17th September, 1845, approved by His Excellency the Governor General in Council, the same day.

On the Petition of John Armstrong, that the amount of nine years interest on Clergy Reserve lot number fifteen, in the third Concession of the Township of Lansdown, on which he has settled and improved, may be remitted.

The Committee have attentively re-considered the complaint of the Petitioner, as well as that of many other individuals who have recently come before Your Excellency, with their representations, on the subject of the existing regulations, for the sale of the Clergy Reserves.

In order to bring before Your Excellency, the particular circumstances of this case, it may be proper to state that, under the authority of the Imperial Statute, passed in the 7th and 8th years of the Reign of His Majesty, King George the Fourth, for the sale of the Clergy Reserves, in the Provinces of Upper and Lower Canada, His Excellency Sir Peregrine Maitland, the Lieutenant Governor of Upper Canada, by and with the advice of his Executive Council, on the 16th day of February, 1828, adopted certain regulations for the disposal of the Clergy Reserves in that Province, the sixth of which directed, "That the lots not under lease be disposed of by private sale. 7th. "That the lots be payable by instalments, as follows: "Ten per cent upon entering into the agreement, and "the residue in nine equal annual instalments, with "interest yearly, or at any earlier period, at the option of the purchaser." These regulations do not require the occupants of lots not under lease, to pay any back interest or rent, and it was during the time that they were in force, that the greater number of the complainants went upon these lands, and applied for their purchase, at the then valuation.

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It is well known that a large quantity of the Clergy Reserves was valued by different individuals, under the authority of the Government, long prior to the Union of the Provinces, and many persons in possession of these lands so valued, repeatedly made application to the Commissioner of Crown Lands to be allowed to purchase under the regulations then in existence, but owing to the limited quantity of Clergy Lots at the disposal, annually, of that Officer, and to other causes unknown to the Committee, very many of these applicants were disappointed in their endeavour to become purchasers, up to the beginning of the year 1841, when all sales of the Reserves ceased.

On the 21st of October of that year, in pursuance of the Imperial Act, 3 and 4 Vict. chap. 78, an Order was passed by Her Majesty in Council, for the disposal of the Clergy Lands in this Province, and it was provided by the 9th and 10th Regulations of that order, that lessees, or their assignees, and occupants of these lands, should be entitled for the space of twelve calendar months, after the land shall be offered for sale, to become the purchasers, and that all sales shall be for money in hand.

On the 10th of December, 1842, Her Majesty in Council was pleased to rescind the above regulations, and to order that the Agent for the sale of these lands, shall allow the privilege of pre-emption to lessees or their assignees, and to occupants, and that in case of any sales to lessees or their assignees, or occupants, interest upon the purchase money, at the rate of six per cent. per annum, shall be added thereto from the time the leases of such lands expired, or from the time of occupation, as reported by the Inspectors.

It was also ordered by these last Regulations, that a credit of part of the purchase money shall be given; that is to say, that two-sixths of the purchase money shall be paid in hand, and the remaining four sixths, in four equal annual instalments, with interest at the rate of six per cent.

The Committee understand, by the Petitions before them, that the lessees whose leases have expired, and the occupants of Clergy Lots, are dissatisfied with the terms upon which the lands are now offered for sale, because they are less favorable than the regulations which existed when they took possession, and were led to expect the privilege of becoming purchasers of their respective lots, and also because they are required to pay the full amount of the purchase money, within the period of four, instead of ten years.

They complain of the charge of *back* interest on the *present* valuation of the lands, and allege that had they been permitted to purchase at the former valuation, and under the old regulations, their condition would have been greatly preferable, as the uncertainty in which they have been kept has tended to unsettle their minds, and retard their improvements, besides which, it is stated, that the present valuation exceeds in many instances the accumulated principal and interest of the former valuation.

Taking into consideration the whole of the circumstances of this very important and perplexing question, the Committee are disposed to advise Your Excellency to recommend to Her Majesty to rescind the 9th and 10th Regulations of Her Majesty's Order of the 10th December, 1842, and to substitute the following:—

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*Ninth.*—That when any of the said Clergy Reserve Lands shall be offered for sale, which have been leased, the leases of which have expired, and the rent remaining unpaid, or which have been occupied without authority, prior to the 1st day of January, 1841, the Agent for the sale of such Clergy Reserves shall allow privilege of pre-emption to such lessees or their assignees, and to the said occupants, and that in case of any sales to such lessees or occupants, the parties in possession shall furnish to the Agent or the Collector of Clergy Rents, an affidavit from two neighbours, shewing the period of occupancy and the nature and extent of the improvements made, and the said Agent for the Collection of the rents shall be authorized to arrange the amount to be paid, at the customary rent of leased lots, such arrangement to be subject to revision and modification, in particular cases, by the Governor General in Council.

*Tenth.*—That the said Clergy Reserve Lands shall be sold on the following terms, that is to say:—One tenth of the purchase money to be paid in hand, and the remaining nine tenths in nine equal instalments, payable on the 1st day of January in each year, with interest, at the rate of six per cent per annum, the first of the said instalments to fall due, and be payable on the first day of January next ensuing, after any such sale. Provided always, that the purchaser or purchasers shall be at liberty to pay the whole purchase money, or any instalment or instalments, with interest to the day of payment, in anticipation of the same becoming due.

*Fifteenth.*—That the privilege of pre-emption, granted by the ninth Regulation to lessees and to their assignees, whose leases expired previous to the 1st day of January, 1841, and also to occupants of Clergy Lots without authority prior to the same date, shall not be considered to extend to such lessees or their assignees, or to such occupants as do not on or before the 1st day of January, 1847, make application to the Commissioner of Crown Lands for the purchase of the Clergy Lots which they respectively occupy, and who do not on or before that day, pay to the Agent for the Collection of Rents, all rents which may be due according to the ninth Regulation of this date.—[Modified by O. C. (2860), 23rd Decr., 1846.]

*Sixteenth.*—That no person who may, without authority, after the 1st day of January, 1846, enter upon or possess himself of any Clergy Lot, shall be regarded as having any claim to pre-emption as the purchaser, and the Commissioner of Crown Lands shall not deal with any such occupant as being entitled to any consideration, by reason of his having so entered upon any Clergy Lot.

The Committee would humbly advise your Excellency to represent to Her Majesty's Principal Secretary of State for the Colonies, the probability of a greater quantity of Clergy Reserves being applied for by purchasers during the year 1846, than one hundred thousand acres, and soliciting his approbation of sales being made by the Commissioner of Crown Lands, to a greater extent, if necessary.

Certified,

(Signed,)

E. PARENT.



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No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

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PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.		Amount of Rent paid.	Amount of Interest paid.	
							£	s. d.		£	s. d.
Jno. Fitzpatrick,.....	W. 1/2	15	5	100	10 0	Asphodel,.....	16	13 4	...	...	...
Doud. Campbell,.....		6	1	200	8 0	Belmont,.....	26	13 4	...	...	...
Wm. Foster,.....	S. 1/2	10	2	100	11 3	Mariposa,.....	18	15 0	...	...	...
Amon Powell,.....		22	10	200	12 6	Ditto,.....	62	10 0	...	...	18 2 6
Chas. McCarthy,.....	Br.	9	8	32	8 0	Monaghan,.....	12	16 0	...	...	...
Jno. Gilchrist, Junr.,.....	E. 1/2	8	9	100	15 0	Otonabee,.....	25	0 0	...	...	...
Benj. Weller,.....		8	8	200	8 0	Belmont,.....	26	13 4	...	...	...
Thos. Jackson,.....	W. 1/2	2	9	100	8 0	Ops,.....	13	6 8	...	...	...
Hinckworth Tremaine,.....		20	5	200	8 0	Belmont,.....	26	13 4	...	...	...
Patk. O'Neil,.....	N. 1/2	3	10	100	8 0	Ernily,.....	13	6 8	...	...	...
Robt. Lovett,.....		3	10	200	8 0	Walpole,.....	40	0 0	...	...	...
Wm. Slack,.....	W. 1/2	2	11	100	8 0	Ditto,.....	13	6 8	...	...	...
Tinswood Slack,.....	E. 1/2	2	11	100	8 0	Ditto,.....	13	6 8	...	...	...
Chas. Edwards et al.,.....		22	6	200	10 0	Townsend,.....	50	0 0	...	...	...
Robt. Firby,.....	N. 1/2	2	8	100	8 0	Bayham,.....	13	6 8	...	...	...
Jacob Cline,.....	S. 1/2	10	8	100	10 0	Dorchester, S.,.....	16	13 4	...	...	...
Dugald McKellar,.....	N. 1/2	10	8	100	10 0	Ditto,.....	16	13 4	...	...	3 0 0
Wm. Petticrew,.....		6	2	200	22 6	Trafalgar,.....	112	10 0	Paid Baines	...	...
Edwd. Green,.....	R. pt.	16	9	50	10 0	Leeds,.....	25	0 0	Paid Baines	...	...
Michl. Green,.....	Com.	18,19	4	50	26 3	Elizabethtown,.....	21	17 6	Paid Baines	...	...
Denis McNamara,.....	E. 1/2	9	13	100	8 0	Brock,.....	13	6 8	...	...	...
Michl. McNamara,.....	W. 1/2	9	13	100	8 0	Ditto,.....	13	6 8	...	...	...
Jno. French,.....	E. 1/2 of } W. 1/2 }	12	1	50	10 0	Uxbridge,.....	8	6 8	Paid Baines	...	...
Alexr. Davidson,.....	W. 1/2	2	3	100	10 0	Scott,.....	16	13 4	...	...	...
Jno. Hyland, Senr.,.....	Centre	15	5	100	25 0	Whitby,.....	41	13 4	Paid Baines	...	...
James Morrison, Senr.,.....	W. 1/2	23	2	100	12 6	Chinguncousy,.....	20	16 8	...	...	15 0 0
W. Burkholder, Senr.,.....		31	3	200	25 0	Pickering,.....	83	6 8	Paid Baines	...	...
Peter Perry,.....	S. pt.	8	B. F.	126	37 6	Whitby,.....	78	15 0	Paid Baines	...	...
Alexr. Nelson, Senr.,.....	E. 1/2	8	B. F.	81 1/2	30 0	Scarboro',.....	40	5 0	Paid Baines	...	...
Alexr. Nelson, Jr.,.....	W. 1/2	8	B. F.	82 1/2	30 0	Ditto,.....	41	5 0	Paid Baines	...	...
Dond. McMillan,.....	W. 1/2	16	6	100	8 0	King,.....	13	6 8	...	...	...
Cathne. McGillivray,.....	W. 1/2	17	9	90	8 0	Ditto,.....	12	0 0	Paid Baines	...	...
Saml. Livingston,.....		16	12	200	8 0	Dereham,.....	26	13 4	...	...	...
Wm. C. Birdsill,.....		23	17	150	10 0	Zorra,.....	25	0 0	...	...	...
Jos. Smith,.....	S. 1/2	19	3	100	10 0	Dereham,.....	16	13 4	...	...	...
Wm. Proudfoot,.....		33	18	200	11 3	Zorra,.....	37	10 0	...	...	...
Ditto,.....		31	17	200	11 3	Ditto,.....	37	10 0	...	...	...
Ditto,.....		33	16	200	11 3	Ditto,.....	37	10 0	...	...	...
Ditto,.....		27	16	200	10 0	Ditto,.....	33	6 8	...	...	...
Ditto,.....		12	10	200	8 9	Nissouri,.....	29	3 4	...	...	...
Ditto,.....	E. 1/2	25	13	100	8 0	Ditto,.....	33	6 8	...	...	...
Ditto,.....	W. 1/2	31	13	100	12 6	Ditto,.....	20	16 8	...	...	...
Ditto,.....		26	11	200	11 3	Norwich,.....	37	10 0	...	...	...
Owen Stringham,.....	S. 1/2	2	6	100	12 6	Ditto,.....	20	16 8	...	...	...
John Emigh,.....	S. E. 1/4	19	1	50	20 0	Ditto,.....	50	0 0	Paid Baines	0 3 4	...
Jonathan Emigh,.....	S. W. 1/4	19	1	50	20 0	Ditto,.....	50	0 0	Paid Baines	0 3 4	...
Jacob Seton,.....	E. 1/2	25	11	100	8 0	Nissouri,.....	13	6 8	...	...	...
Rueben Gleeson,.....	W. 1/2	25	11	100	8 0	Ditto,.....	40	0 0	...	...	...
Jacob Moyer,.....	S. 1/2	5	5	100	8 0	Dereham,.....	13	6 8	...	...	...
Wm. Allan,.....	N. W. 1/4	12	9	50	12 6	Ditto,.....	10	8 4	...	...	...
Jas. Elgie,.....	S. E. 1/4	31	13	50	12 6	Nissouri,.....	31	5 0	...	...	2 10 0
Wm. Baker,.....	N. 1/2	20	5	100	10 0	Richmond,.....	16	13 4	...	...	18 0 0
Peter Fretz,.....	W. 1/2	7	4	100	8 0	Ditto,.....	13	6 8	...	...	38 8 0
Elisha S. Ganson,.....		2	5	200	15 0	Malahide,.....	150	0 0	Paid Baines	...	...
Geo. Knowland,.....		20	4	200	8 0	Williamsburgh,.....	26	13 4	...	...	...
Wm. Burley,.....	N. 1/2	11	1	100	8 9	Hungerford,.....	14	11 8	...	...	7 17 6
Danl. McDonald,.....	F. 1/2	19	3	100	8 0	Escott,.....	13	6 8	...	...	16 16 0
David Spencer,.....	E. 1/2	27	6	100	10 0	Edwardsburgh,.....	16	13 4	Paid Baines	...	...
Richd. Coursey,.....	E. 1/2	30	8	100	8 0	Ditto,.....	13	6 8	...	...	...
Jas. W. Brown,.....	E. 1/2	4	10	100	8 0	Yonge,.....	13	6 8	...	...	...
Chas. Blancher,.....	W. 1/2	4	10	100	8 0	Ditto,.....	13	6 8	...	...	...
Walter H. Denant,.....		26	8	160	8 0	Bastard,.....	21	6 8	...	...	...
Abm. Swartwort,.....	N. W. 1/4	5	5	50	8 0	Dereham,.....	6	13 4	...	...	...
Alex. Bell,.....	S. 1/2	16	4	100	8 0	Ditto,.....	13	6 8	...	...	...
Edwd. Marigold,.....	S. 1/2	26	7	100	8 0	Ditto,.....	13	6 8	...	...	...
Christn. Shantz,.....		2	9	200	8 9	Blandford,.....	87	10 0	...	...	...
Elmer Davy,.....	S. W. 1/4	6	8	50	8 0	Nissouri,.....	6	13 4	...	...	1 6 0
Archd. Stewart,.....		16	9	200	8 9	Blenheim,.....	29	3 4	...	...	0 8 9
Henry W. Scott,.....	W. 1/2	12	6	100	8 0	Nissouri,.....	13	6 8	...	...	0 4 0
Chas. Congdon,.....	of E. 1/2 } W. 1/2 }	2	4	50	12 6	Dereham,.....	10	8 4	...	...	4 9 0
Albert Staly,.....	N. W. 1/4	6	8	50	8 0	Nissouri,.....	6	13 4	...	...	2 10 8
Philip Hawkins,.....		6	4	200	8 0	Ditto,.....	26	13 4	...	...	0 10 8
Patk. Magan,.....	S. 1/2	2	6	100	8 0	Dereham,.....	13	6 8	...	...	...
Wm. Rootledge,.....	E. 1/2	27	12	100	11 3	Nissouri,.....	18	15 0	...	...	...
Robt. Munroe,.....	S. E. 1/4	27	2	50	8 9	Zorra,.....	7	5 10	...	...	...
Jas. Leonard,.....	N. 1/2	9	8	100	8 9	Dereham,.....	14	11 8	...	...	...
Jas. H. Jackson,.....		36	12	43	11 3	Nissouri,.....	8	1 3	...	...	...
Robt. Coulthard,.....	S. pt.	2	4	4	15 0	Mosa,.....	3	0 0	...	...	0 2 9
Andw. Coulthard,.....	N. pt.	2	4	32	20 0	Ditto,.....	32	0 0	...	...	6 2 8
Valentine Switzer,.....	W. 1/2	9	11	100	8 0	Goulburn,.....	13	6 8	...	...	...
Saml. May,.....	S. 1/2	21	12	100	8 0	Fitroy,.....	13	6 8	...	...	7 4 0
Wm. Hopkins,.....		18	1	260	8 0	Gloucester,.....	34	13 4	...	...	45 4 9
Thos. Graham,.....		13	1	130	15 0	Nepean,.....	65	0 0	Paid Baines	...	...



Appendix (X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

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PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of principal paid.		Amount of Rent paid.	Amount of Interest paid.	
							£	s. d.		£	s. d.
Jas. Angus,.....	E. ½	17	6	100	12 6	Percy,.....	20	16 8	...	...	...
Wm. Lisk,.....		27	10	100	10 0	Darlington,.....	16	13 4	...	...	...
Daniel M. Arnot,.....	N. ½	27	4	100	25 0	Ditto,.....	125	0 0	Paid Baines	...	...
Thos. Hlibbert,.....		6	10	100	8 0	Haldimand,.....	13	6 8	...	4	8 0
Wm. Gunn,.....		9	3	66	15 0	Gwillimbury, W. N. S.,	16	10 0	...	...	...
Stewart Wright,.....	S. ½	3	8	100	13 0	Innisfil,.....	21	13 4	...	...	...
Jno. W. Astley,.....		16	13	144	10 0	Ditto,.....	24	0 0	...	...	...
John Carmichael,.....	E.	3	8	100	9 6	Medonté,.....	15	16 8	...	...	...
Andrew Robertson,.....	E. ½	10	12	100	9 6	Oro,.....	23	15 0	...	0	0 6
Jas. Hardinge,.....	N. ¼	10	12	100	8 6	Tecumseth,.....	14	3 4	...	7	13 0
Moses Hayter,.....		25	13	195	12 6	Innisfil,.....	40	12 6	...	...	...
Jas. Hart,.....	E. ½	8	7	100	8 0	Adjala,.....	13	6 8	...	7	4 0
Patrick Tracy,.....	N. ½	16	1	100	12 6	Tecumseth,.....	20	16 8	Paid Baines	...	...
Thos. Brown, &c.,.....	S. ½	17	8	100	15 0	Ditto,.....	25	0 0	Paid Baines	...	...
Robt. Lilly,.....	S. ½	9	9	100	9 6	Ditto,.....	15	16 8	...	...	...
Alex. Rosborough,.....		16	5	200	10 0	Smith,.....	33	6 8	Paid Baines	...	...
John Bannon,.....	W. ½	6	9	100	8 0	Belmont,.....	13	6 8	...	...	...
John McWilliams,.....	E.	6	9	100	8 0	Ditto,.....	13	6 8	...	...	...
Robt. Atwill,.....	N. ½	2	5	100	10 0	Emily,.....	16	13 4	Paid Baines	...	...
Timothy Connell,.....	S. ½	3	10	100	10 0	Ditto,.....	16	13 4	...	...	...
Wesley Green,.....	S. ½	10	4	100	11 3	Windham,.....	28	2 6	...	20	17 6
Alvagh Townsend,.....	S. ½	9	1	100	12 6	Ditto,.....	20	16 8	...	...	...
Peter Cline, Junr.,.....		46	2	175	16 3	Middleton,.....	47	7 11	Paid Baines	...	...
Henry Yocum,.....	W. ½	9	1	157 ½	20 0	Rainham,.....	105	0 0	Paid Baines	1	18 10
Benj. Palmerston,.....	N. ½	9	1	100	10 0	Charlotteville,.....	50	0 0	Paid Baines	0	10 0
William Orr,.....		23	3	200	8 0	Delaware,.....	53	6 8	...	...	...
Geo. Elliott,.....	S. E. ¼	3	4	50	12 6	Southwold,.....	31	5 0	...	1	17 6
Christopher Ward,.....	N. pt.	3	C	97	15 0	Ditto,.....	24	5 0	...	...	...
Daniel Wood,.....	E. ½	10	2	100	15 0	Huntingdon,.....	25	0 0	Paid Baines	...	...
John Henry,.....		2	6	188	20 0	Glandford,.....	62	13 4	Paid Baines	...	...
Wm. Barnes,.....	S. E. ½	2	12	100	15 0	Flamboro, E.,.....	25	0 0	Paid Baines	...	...
John Haynes,.....	N. W. ½	2	12	100	15 0	Ditto,.....	25	0 0	Paid Baines	...	...
Fran. Lewis,.....		3	2	200	8 0	Reach,.....	26	13 4	...	...	...
Ditto,.....	N. ½	3	8	100	12 6	Ditto,.....	20	16 8	...	...	...
Ditto,.....		17	8	200	8 0	Ditto,.....	26	13 4	...	...	...
Ditto,.....		2	9	200	9 0	Ditto,.....	33	6 8	...	...	...
Wm. Nicholls,.....	N. ¼	31	5	50	20 0	Whitby,.....	16	13 4	Paid Baines	...	...
Christr. Row,.....	W.	29	2	100	15 0	Chingacousy,.....	25	0 0	Paid Baines	...	...
John Wallace, &c.,.....	S. ½	33	2	100	20 0	Pickering,.....	100	0 0	Paid Baines	...	...
Edward Musson,.....		14	B	100	15 0	Etobicoke,.....	25	0 0	Paid Baines	...	...
David Annis,.....	N. pt.	8	B F	150	37 6	Whitby,.....	93	15 0	Paid Baines	...	...
Mathew Pinkerton,.....	E.	28	9	100	20 0	King,.....	33	6 8	Paid Baines	...	...
John Akins,.....	E.	25	3	100	10 0	Caledon, W. H. S.,.....	16	13 4	Paid Baines	...	...
Thos. Burnham,.....	W.	2	5	100	12 6	Scott,.....	20	16 8	...	...	...
Wm. Crawford,.....	E.	21	11	100	12 6	King,.....	20	16 8	Paid Baines	...	...
Edw. Hinch,.....	N.	28	4	100	8 9	Camden, E.,.....	29	0 0	...	15	15 0
Robt. Esson,.....	N.	12	9	100	8 0	Ditto,.....	13	6 8	...	13	10 0
Barnd. Inglesby,.....	E.	18	6	100	8 0	Ditto,.....	13	6 8	...	4	16 0
John Whalan,.....	N.	10	3	100	8 0	Ditto,.....	13	6 8	...	14	8 0
Denis Lucas,.....	N.	30	8	100	10 0	Ditto,.....	16	13 4	...	30	0 0
John Black,.....	N.	8	9	100	8 0	Ditto,.....	13	6 8	...	7	4 0
John Adair,.....	S.	16	5	100	8 0	Ditto,.....	13	6 8	...	14	8 0
John Hinch,.....	N.	24	3	100	8 0	Ditto,.....	13	6 8	...	7	4 0
John Murphy,.....	N.	16	5	100	8 0	Ditto,.....	13	6 8	...	4	16 0
Thos. Dunn,.....	S.	34	8	100	8 0	Ditto,.....	13	6 8	...	4	16 0
Patk. Derry,.....	S.	28	4	100	8 0	Ditto,.....	13	6 8	...	14	8 0
Christph. Gross,.....	W.	48	8	100	8 0	Ditto,.....	13	6 8	...	7	4 0
Jas. Martin,.....	E.	3	4	100	12 6	Richmond,.....	20	16 8	Paid Baines	...	...
Jas. McKim,.....		19	4	200	12 6	Camden, E.,.....	41	13 4	...	60	0 0
Elias Clapp,.....	W.	27	4	100	17 6	Thurlow,.....	29	3 4	Paid Baines	...	...
Chas. Maguire,.....	S.	3	8	100	10 0	Hungerford,.....	16	13 4	...	12	0 0
John Wesley Mitts,.....	W.	9	7	100	8 0	Huntingdon,.....	13	6 8	...	3	0 0
Wm. Farrell,.....	E.	2	7	100	8 9	Hungerford,.....	14	11 8	...	16	8 1
Geo. Morton,.....	E.	10	12	82	8 0	Packenham,.....	10	18 8	...	13	15 4
John McNab,.....	F.	26	10	100	9 0	Beckwith,.....	15	0 0	...	8	2 0
Revd. M. Harris, &c.,.....	E.	27	9	100	4 0	Elmsley,.....	20	0 0	Paid Baines	...	...
Timothy Donahue,.....	W.	5	2	100	8 6	Montague,.....	14	3 4	...	22	19 0
Geo. Stanly,.....	F.	9	11	100	8 0	Drummond,.....	40	0 0	...	14	8 0
Saml. J. McCorskery,.....	R.	21	2	100	8 0	Ritzroy,.....	13	6 8	...	12	0 0
Saml. Allison,.....	R.	9	1	100	8 0	Ditto,.....	13	6 8	...	16	16 0
Thos. Wilson,.....	S. E. ¼	24	5	100	12 6	Huntley,.....	20	16 8	Paid Baines	1	5 0
Alex. McMartin,.....	N. pt.	14	3	100	10 0	Lancaster,.....	16	13 4	...	...	...
Geo. Evans,.....		12	6	200	10 0	Albion,.....	33	6 8	...	...	...
Thos. Brown,.....		16	8	200	20 0	King,.....	66	13 4	...	...	...
Jas. Marshall,.....	W. ½	6	6	100	8 0	Adjala,.....	13	6 8	...	4	16 0
Ebenr. Doan,.....	E.	2	3	100	20 0	Gwillimbury, W.,.....	50	0 0	Paid Baines	...	...
John W. Gamble,.....	S.	16	1	100	12 6	Tecumseth,.....	20	16 8	Paid Baines	...	...
John Jordan,.....	E.	10	2	100	12 6	Ditto,.....	20	16 8	Paid Baines	...	...
John Percy,.....	W.	10	2	100	12 6	Ditto,.....	18	15 0	Paid Baines	...	...
Alex. Austin,.....	W.	9	5	160	12 0	Ditto,.....	20	0 0	Paid Baines	...	...
John Austin,.....	E.	9	5	100	10 0	Ditto,.....	16	13 4	Paid Baines	...	...
Wm. Jack, Junr.,.....	N.	22	6	100	11 6	Innisfil,.....	19	3 4	...	9	3 0
Michl. Reynolds,.....	S.	17	4	100	11 6	Tecumseth,.....	19	3 4	Paid Baines	...	...
Ulysses McCarthy,.....	S.	3	4	100	8 0	Ennismore,.....	13	6 8	...	...	...
Joshua Ferguson,.....	N. ½ of S. ½	3	9	50	13 9	Monaghan,.....	11	9 2	...	...	...



Appendix  
(X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix  
(X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.		Amount of Rent paid.	Amount of Interest paid.	
							£	s. d.		£	s. d.
David Ronan,.....	S. 1/2	3	2	100	11 3	Emily, .....	18	15 0	Paid Baines	...	...
Thos. Oakes,.....		6	8	200	8 0	Asphodel,.....	26	13 4	...	...	...
Thos. Carr, &c.,.....	E. 1/2	20	10	100	8 0	Ditto, .....	13	6 8	...	...	...
Edward O'Brien,.....	W. 1/2	27	8	100	8 0	Otonabee, .....	13	6 8	...	...	...
Hugh Matheson,.....	W. 1/2	31	5	100	12 6	Zorra, .....	20	16 8	...	19	7 6
Wm. Murray,.....	W. 1/2	33	6	100	10 0	Ditto, .....	16	13 4	...	3	0 0
John Brock,.....		8	7	200	8 0	Nissouri, .....	26	13 4	...	5	12 0
Geo. A. McKean,.....	N. 1/2	16	5	100	8 9	Blenheim,.....	43	15 0	...	2	12 6
Enos Nicker-on,.....	W. 1/2	26	11	100	12 6	Dereham,.....	20	16 8	...	...	...
Ezra Siple,.....	S.W. 1/4	23	4	50	20 0	Norwich, .....	16	13 4	...	10	5 0
John McLloy,.....	S. 1/2	5	7	100	11 3	Dereham,.....	18	15 0	...	10	2 6
Hugh McKay,.....	N. 1/2	25	3	100	12 6	Zorra, .....	20	16 8	...	11	17 6
John Muir,.....	N. 1/2	17	4	100	10 0	Burford,.....	16	13 4	...	0	15 0
David Dingman,.....	E. 1/2	31	5	100	10 0	Zorra, .....	16	13 4	...	...	...
John B. Force, &c.,.....	S. 1/2	3	8	100	15 0	Oxford, E.,.....	25	0 0	Paid Baines	22	5 6
Jas. Wright,.....	E. 1/2	6	8	100	8 0	Nissouri, .....	13	6 8	...	5	4 0
Alex. McLeod,.....	E. 1/2	8	3	100	13 9	Zorra, .....	22	18 4	Paid Baines	...	...
Robt. Campbell,.....	W. 1/2	8	3	100	11 3	Ditto, .....	18	15 0	Paid Baines	...	...
Patk. Muga,.....	N. 1/2	5	7	100	11 3	Dereham,.....	18	15 0	...	10	2 6
Lorain Gillet,.....	S.E. 1/4	31	1	50	12 6	Zorra, .....	10	8 4	...	3	2 6
Elijah Harris,.....		5	11	200	12 6	Dereham,.....	41	13 4	...	15	0 0
Geo. McIntosh,.....	E. 1/2	25	1	100	8 9	Zorra, .....	14	11 8	...	3	1 2
Enoch Hilliker,.....	E. 1/2	23	4	100	18 1/2	Norwich, .....	30	4 2	...	19	0 7
Ezra Siple,.....	E. of 1/2	2	4	50	12 6	Dereham,.....	10	8 4	...	4	13 9
Robt. Holmes,.....	N. 1/2					23	6	100	11 3	Ditto, .....	18
Wm. Mooney,.....	W. 1/2	25	1	100	8 0	Nissouri, .....	13	6 8	...	0	4 0
Jas. Gark,.....	N. 1/2	12	7	100	8 0	Dereham, .....	13	6 8	...	...	...
Geo. Bruce,.....	W. 1/2	15	13	100	15 0	Zorra, .....	25	0 0	...	1	10 0
Don'd. Campbell,.....	W. 1/2	27	10	100	8 0	Ditto, .....	13	6 8	...	...	...
John McKenzie,.....		27	14	114	12 6	Nissouri, .....	23	15 0	...	11	8 4
Jas. Hornback,.....	S. 1/2	16	10	100	11 3	Dereham,.....	18	15 0	...	8	8 9
Silas Cook,.....	S. 1/2	19	1	100	17 6	Ditto, .....	29	3 4	Paid Baines	...	...
John Moscs,.....	N.W. 1/4	23	4	50	20 0	Norwich, .....	16	13 4	...	10	10 0
Robt. Wiggins,.....	S. 1/2	17	4	100	8 9	Burford,.....	14	11 8	...	0	4 5
Hugh Baxter,.....	N. 1/2	10	10	100	10 0	Blenheim,.....	16	13 4	...	0	5 0
Wm. Smith,.....		10	12	200	10 0	Burford,.....	33	6 8	...	0	13 4
Mary Greenwood,.....	W. 1/2	30	6	100	8 0	Gwillimbury E.,.....	13	6 8	Paid Baines	...	...
John Clubine,.....	N. pt.	27	8	150	30 0	Whitby,.....	75	0 0	Paid Baines	...	...
Revd. J. Marsh,.....	W. pt. of N. 1/2	20	6	79	35 0	Ditto, .....	46	1 8	Paid Baines	...	...
David M. Peregrine,.....						16	6	200	8 0	Gwillimbury, E.,.....	26
John Webb,.....		24	4	200	16 3	King, .....	54	3 4	Paid Baines	...	...
Richd. Kidd,.....	E. 1/2	32	1	50	25 0	Etobicoke,.....	20	16 8	Paid Baines	...	...
Jas. Russell, Senr.,.....	W. 1/2	32	1	50	25 0	Ditto, .....	20	16 8	Paid Baines	...	...
Wm. Stinson, Senr.,.....	E. 1/2	21	9	100	15 0	King, .....	25	0 0	Paid Baines	...	...
Chas. Stewart,.....	W. 1/2	21	9	100	15 0	Ditto, .....	25	0 0	Paid Baines	...	...
Francis Brock,.....	N. 1/2	19	3	100	30 0	York, E. Y. S.,.....	50	0 0	Paid Baines	...	...
Benj. Harnden,.....	S.E. 1/4	15	9	50	22 6	Whitby, .....	18	15 0	Paid Baines	...	...
Danl. Geer,.....	N.E. 1/4	15	9	50	22 6	Ditto, .....	18	15 0	Paid Baines	...	...
Wm. Robinson, Senr.,.....	N. 1/2	5	9	100	25 0	King, .....	41	13 4	Paid Baines	...	...
Nicholas Howell,.....		12	6	200	21 3	Pickering,.....	70	16 8	Paid Baines	...	...
Chas. Fry,.....	E. 1/2	11	9	100	20 0	King, .....	33	6 8	Paid Baines	...	...
Cornelius Murphy,.....	W. 1/2	8	3	100	12 6	Caledon, E. H. S.,.....	20	16 8	Paid Baines	...	...
Jos. Randall,.....	S. 1/2	31	7	100	30 0	Whitby, .....	150	0 0	Paid Baines	...	...
Ellis Hughes,.....	W. 1/2	28	7	100	20 0	King, .....	33	6 8	Paid Baines	...	...
John Evans,.....		15	1	200	12 6	Scott, .....	62	10 0	...	...	...
Wm. Graham,.....	BF	28	11	25	80 0	Vaughan,.....	33	6 8	...	...	...
Thos. McAfee,.....	BF	24	12	91	8 0	King, .....	12	2 8	...	2	3 9
Rich. Martin,.....	S.W. 1/4	6	8	50	17 6	Whitby,.....	14	11 8	Paid Baines	...	...
Rich. Luke,.....	N. 1/2	8	5	100	25 0	Ditto, .....	41	13 4	Paid Baines	...	...
Thos. G. Dunham,.....	E. 1/2 of W. 1/2	30	4	50	14 0	Gwillimbury, E.,.....	11	13 4	Paid Baines	...	...
Wm. Hookley,.....						20	5	200	10 0	Uxbridge,.....	33
John Bogart,.....	N. 1/2	28	5	100	21 0	King, .....	70	0 0	Paid Baines	...	...
John Lefler,.....	E. 1/2	5	5	100	28 0	Chinguacousy,.....	46	13 4	...	...	...
Fancs. Mooney,.....	N. 1/2	2	11	100	8 0	Reach,.....	13	6 8	...	...	...
Wm. Stokes,.....	E. 1/2	28	7	100	20 0	King, .....	33	6 8	Paid Baines	...	...
Jas. Brown, Sen.,.....	N. 1/2 of W. 1/2	21	11	50	12 6	Ditto, .....	10	8 4	Paid Baines	...	...
Lawrence Robinson,.....	E. 1/2					28	2	50	40 0	Etobicoke,.....	33
Saml. Geo. Smith,.....		12	4	188	20 0	Glandford,.....	62	13 4	Paid Baines	...	...
Thos. Featherstone,.....	S.W. 1/4	2	6	50	12 6	Flamboro, E.,.....	31	5 0	Paid Baines	...	...
Andrw. Hall,.....	E. 1/2	2	6	100	15 0	Ditto, .....	25	0 0	Paid Baines	...	...
Dugald and Donald McDougall,.....	E. 1/2	10	6	100	12 6	Ditto, .....	20	16 8	Paid Baines	...	...
David Cumming,.....	S.E.pt.	17	5	50	15 0	Ditto, W.,.....	12	10 0	Paid Baines	...	...
John Pepper,.....	S.W.pt.	17	5	50	15 0	Ditto, do.,.....	12	10 0	Paid Baines	...	...
Jas. Hunt,.....	N.E. 1/4	34	3	50	16 3	Beverly,.....	13	10 10	Paid Baines	...	...
John Gallagher,.....		12	10	100	15 0	Haldimand,.....	25	0 0	...	...	...
John T. Williams,.....		9	1	200	16 9	Cavan,.....	55	16 8	...	...	...
Ditto,.....		8	7	200	18 9	Clark,.....	62	10 0	...	...	...
Robert Jackson,.....		22	2	200	10 0	Alnwick,.....	33	6 8	...	...	...
Theo. Oakes,.....	W. 1/2	9	11	100	15 0	Percy,.....	25	0 0	...	13	10 0
Elijah Preston,.....	W. 1/2	2	7	100	10 0	Hamilton,.....	16	13 4	...	4	10 0

Appendix (X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix (X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.			Amount of Rent paid.			Amount of Interest paid.		
							£	s.	d.	£	s.	d.	£	s.	d.
Henry Rutherford,.....	NW.pt	6	4	75	17 6	Clark,.....	21	17	6	Paid Baines	...	...	...	...	
John Rutherford,.....	N.E.pt	6	4	75	17 6	Ditto, .....	21	17	6	Paid Baines	...	...	...	...	
Thos. Love,.....	S. ½	31	9	100	10 0	Cramahe, .....	16	13	4	...	...	9	0	0	
Henry Rinch, &c.,.....	C. pt	31	5	70	25 0	Clark,.....	29	3	4	Paid Baines	...	...	...	...	
John T. Williams,.....	N. ½	15	7	100	15 0	Darlington,.....	25	0	0	...	...	10	2	6	
Saml. Naylor,.....	S. pt.	33	4	40	25 0	Hope,.....	16	13	4	Paid Baines	...	...	...	...	
John Creighton,.....		12	2	200	15 0	Hamilton,.....	50	0	0	Paid Baines	...	...	...	...	
Zadoc Harnden,.....	N.W. ¼	20	2	50	15 0	Cramahe, .....	12	10	0	Paid Baines	...	...	...	...	
Thos. Ventress,.....	S.E. pt	20	2	55	20 0	Ditto, .....	18	6	8	Paid Baines	...	...	...	...	
David Gould,.....	N.E. pt	20	2	45	17-6	Ditto, .....	13	2	6	Paid Baines	...	...	...	...	
John Thompson,.....	E. pt.	16	13	90	15 0	Cartwright, .....	22	10	0	...	...	...	...	...	
Ditto, .....	S. ½	17	14	100	15 0	Ditto, .....	25	0	0	...	...	...	...	...	
John Swain,.....		22	14	200	10 0	Ditto, .....	33	6	8	...	...	...	...	...	
Wellington Gifford,.....	Pt.	33	6	70	27 6	Darlington,.....	32	1	8	Paid Baines	...	...	...	...	
Geo. McDonald,.....	W. ½	17	6	100	12 6	Percy,.....	20	16	8	...	...	6	17	6	
John T. Williams,.....	S. pt.	2	5	130	10 0	Seymour,.....	21	13	4	...	...	...	...	...	
Ditto, .....		20	10	100	8 0	Darlington,.....	13	6	8	...	...	...	...	...	
Ditto, .....		20	10	100	10 0	Hope,.....	16	13	4	...	...	...	...	...	
John Corscadden,.....	S.E. ¼	12	6	50	17 6	Clark,.....	21	17	6	Paid Baines	...	...	...	...	
Robt. Lowes,.....	S. pt.	15	B F	170	27 6	Darlington, .....	77	18	4	Paid Baines	...	...	...	...	
Wm. Reid,.....	S. ¾	8	3	150	22 6	Clark,.....	56	5	0	Paid Baines	...	...	...	...	
Jos. A. Keeler,.....		33	2	200	33 9	Cramahe,.....	112	10	0	Paid Baines	...	...	...	...	
Thos. Boles,.....	N.W. ¼	12	4	50	20 0	Clark,.....	16	13	4	Paid Baines	...	...	...	...	
Robt. Montgomery,.....	N. ¼	9	13	100	15 0	Manvers, .....	25	0	0	...	...	...	...	...	
Hugh Simpson,.....	S. ¼	20	6	100	30 0	Clark,.....	50	0	0	Paid Baines	...	...	...	...	
Thos. Hamilton,.....	N. ¼	20	6	100	30 0	Ditto, .....	50	0	0	Paid Baines	...	...	...	...	
John Lightle,.....	S. ¼	31	5	100	15 0	Hamilton,.....	25	0	0	Paid Baines	...	...	...	...	
Robt. Hymers,.....	S. ¼	31	9	100	23 9	Darlington,.....	39	11	8	Paid Baines	...	...	...	...	
Robt. Crawford,.....	S. ¼	10	8	100	12 6	Manvers, .....	20	16	8	...	...	...	...	...	
Thos. Ormeston,.....	N. ¼	25	9	100	15 0	Darlington, .....	25	0	0	Paid Baines	...	...	...	...	
Benj. Perry,.....	N. ¼	31	9	100	10 0	Cramahe, .....	16	13	4	...	...	9	0	0	
Wm. Smith,.....	S. ¼	25	9	100	25 0	Darlington,.....	41	13	4	Paid Baines	...	...	...	...	
Wm. McCulloch,.....	N. ¼	31	9	100	18 9	Ditto, .....	31	5	0	Paid Baines	...	...	...	...	
Jos. Hoover, Junr.,.....	S. ¼	3	4	100	13 9	Rainham,.....	22	18	4	...	...	21	6	3	
Titus Hoover,.....	N. ¼	3	4	100	13 9	Ditto, .....	22	18	4	...	...	21	6	3	
Oliver Edmonds,.....		9	3	200	8 9	Windham, .....	29	3	4	...	...	...	...	...	
John Bertram,.....	N.W. ¼	17	10	50	15 0	Townsend, .....	12	10	0	...	...	9	1	0	
Jas. Butler,.....		3	8	200	8 9	Charlottetown,.....	29	3	4	...	...	10	10	0	
Henry Kitchen,.....	S.E. ¼	3	10	50	25 0	Townsend, .....	20	16	8	...	...	0	7	9	
Wm. Slaght,.....	N. ¼	17	6	100	18 9	Ditto, .....	31	5	0	...	...	...	...	...	
Geo. Woodley,.....	S. ¼	16	7	100	18 9	Ditto, .....	31	5	0	Paid Baines	...	...	...	...	
Hiram Wesley, &c.,.....	S. ¼	17	10	100	15 0	Ditto, .....	25	0	0	...	...	18	6	2	
Benj. Haviland,.....	S. ¼	3	8	100	10 0	Windham, .....	16	13	4	...	...	24	15	0	
Alvagh Townsend,.....	N.E. ¼	9	1	50	12 6	Ditto, .....	15	12	6	...	...	7	10	9	
J. J. Force,.....	N. ¼	10	8	100	8 9	Ditto, .....	14	11	8	...	...	...	...	...	
Saml. Joslin,.....	N.W. ¼	9	1	50	12 6	Ditto, .....	10	8	4	...	...	7	11	8	
Wm. Hoshal,.....	E. ¼	16	13	100	10 0	Ditto, .....	16	13	4	...	...	12	0	0	
Asa Bancroft,.....	S. ¼	17	3	100	10 0	Hawkesbury, W.,.....	50	0	0	Paid Baines	...	4	17	6	
Patk. Mullen,.....	N.W. ¼	19	5	50	8 0	Ditto, .....	20	0	0	Paid Baines	...	2	8	0	
Francis Larocque,.....	N. E. ¼	19	5	50	8 0	Ditto, do.,.....	6	13	4	Paid Baines	...	2	8	0	
Thos. Bancroft,.....	N. ¼	17	3	100	10 0	Ditto, W.,.....	16	13	4	Paid Baines	...	4	17	6	
John Sherman,.....	E. ¼	29	5	95	8 0	Ditto, E.,.....	12	13	4	...	...	...	...	...	
Jos. Ogden,.....	W. ¼	29	5	95	8 0	Ditto, do.,.....	12	13	4	...	...	...	...	...	
Jas. Proudfoot,.....	E. ¼	16	5	100	10 0	Caledonia,.....	16	13	4	Paid Baines	...	5	0	0	
Jas. Gibson,.....	S.E. ¼	6	6	50	32 6	Pickering,.....	27	1	8	Paid Baines	...	...	...	...	
Thos. Stevens,.....	W. ¼	30	8	100	8 9	Sydney, .....	14	11	8	...	...	...	...	...	
Jacob Eaton,.....	N. pt.	17	between 4.5	80	15 0	Tiendenaga, .....	20	0	0	...	...	22	10	0	
Jos. C. Foster,.....	E. ¼	11	5	100	11 3	Huntingdon, .....	18	15	0	...	...	24	9	4	
Jas. Fanning,.....	S.W. ¼	10	10	100	8 0	Beckwith, .....	13	6	8	...	...	21	12	0	
Thos. Hawkins,.....	S. ¼ of N. E. ¼	10	8	50	11 3	Ditto, .....	28	2	6	...	...	15	3	9	
Andrew Dickson,.....	N. ¼	9	9	100	8 7	Packenham,.....	14	6	1	...	...	...	...	...	
Ditto, .....	S. ¼	9	9	100	10 1	Ditto, .....	16	16	1	...	...	...	...	...	
Renel A. Pierce,.....	S.W.pt	12	12	100	8 0	Fitzroy, .....	13	6	8	...	...	17	16	0	
Thos. James,.....		2	1	200	17 6	March, .....	58	6	8	Paid Baines	...	0	11	7	
Bradish Billings,.....	E. ¼	17	Gorc.	200	8 3	Gloucester, .....	82	10	0	Paid Baines	...	...	...	...	
Wm. Hedley,.....	S.W. ¼	17	3	100	8 0	March, .....	13	6	8	...	...	9	12	0	
John T. Williams,.....		3	10	181	10 0	Cartwright, .....	30	3	4	...	...	6	0	0	
Ditto, .....		31	5	200	13 9	Hope, .....	45	16	8	...	...	...	...	...	
Robt. Willan,.....		22	8	200	15 0	Cartwright,.....	50	0	0	...	...	...	...	...	
Saml Buchanan,.....	N.W. ¼	22	6	100	15 0	Seymour, .....	25	0	0	...	...	22	10	0	
Hannah Muirhead,.....	S. ¼	33	4	100	25 0	Haldimand, .....	83	6	8	Paid Baines	...	2	1	8	
Jos. Channon,.....	N. pt.	2	7	66½	25 0	Darlington,.....	37	8	2	Paid Baines	...	...	...	...	
Saml. Channon,.....	C. pt.	2	7	66½	22 6	Ditto, .....	27	14	2	Paid Baines	...	...	...	...	
Wm. Channon,.....	S. pt.	2	7	67	22 6	Ditto, .....	22	6	8	Paid Baines	...	...	...	...	
Jas. Ager,.....		25	7	200	22 6	Hope,.....	75	0	0	Paid Baines	...	...	...	...	
Abraham Wade,.....	S. ¼	8	3	100	22 6	Haldimand,.....	37	10	0	Paid Baines	...	...	...	...	
Jas. Arnot,.....	S. pt.	6	2	60	30 0	Clark,.....	30	0	0	Paid Baines	...	0	11	3	
Geo. Wylie,.....	S. ¼	33	8	100	25 0	Ditto, .....	41	13	4	Paid Baines	...	0	18	7	
Louis Champine,.....		12	10	100	12 6	Darlington, .....	20	16	8	...	...	...	...	...	
Stephen Clemence,.....	S. ¼ of N. ¼	8	7	50	17 6	Ditto, .....	14	11	8	Paid Baines	...	0	1	5	
Peter Werry,.....	S. ¼	27	6	100	25 0	Ditto, .....	41	13	4	Paid Baines	...	...	...	...	
Robt. Parks,.....	N. ¼	15	5	66½	16 3	Ditto, .....	18	1	1	Paid Baines	...	...	...	...	

Appendix  
(X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix  
(X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of		
							Principal paid.	Rent paid.	Interest paid.
					s. d.		£ s. d.	£ s. d.	£ s. d.
John Parks,.....	C. ½	15	5	66½	16 3	Darlington, .....	18 1 1	Paid Baines	...
John Elliott,.....	N. E. ½	27	6	50	20 0	Hope,.....	41 13 4	Paid Baines	...
Rich. Trick,.....	N.W. ¼	27	6	50	20 0	Ditto, .....	50 0 0	Paid Baines	...
Robt. Webb,.....	S. E. ¼	31	3	50	10 6	Adjala, .....	8 15 0	...	4 14 6
John Rush,.....	N. E. ¼	31	3	50	10 6	Ditto, .....	8 15 0	...	3 3 0
Andrew Johnston,.....	W. ½	27	2	100	9 6	Ditto, .....	15 16 8	...	8 11 0
Selby Evans,.....	N. ½	9	7	100	15 0	Tecumseth,.....	25 0 0	Paid Baines	...
Arthur McMarten,.....	E. ½	16	2	100	8 0	Gwillimbury, W.,.....	40 0 0	...	...
Asa Cadman,.....	N.W. ¼	7	5	50	8 0	Camden, .....	6 13 4	...	1 18 0
Jas. Spencer,.....	S. ½	13	4	100	8 0	Richmond, .....	13 6 8	...	...
Orin Jackson,.....	N. ½	38	7	91½	10 0	Camden, .....	15 5 10	...	46 15 8
Wm. and Robt. Fairbairn,.....	S. ½	19	8	100	8 0	Richmond, .....	13 6 8	...	19 4 0
Benj. Smith,.....	S. ½	6	9	100	8 0	Ditto, .....	13 6 8	...	...
Wm. Tremere,.....	N. ½	42	4	100	11 3	Ernestown,.....	18 15 0	Paid Baines	...
Nathl. Wilson,.....	N. ½	34	9	100	10 0	Camden, .....	16 13 4	...	6 0 0
Cornls. Dunovan,.....	S. ½	19	5	100	8 9	Richmond, .....	21 17 6	Paid Baines	...
Jas. Richmond,.....	W. ½	6	8	100	8 0	Ditto, .....	13 6 8	...	19 10 0
Elias and Caleb Smith,.....	S. E. ¼	7	4	50	8 0	Ditto, .....	6 13 4	...	18 0 0
Jas. McEwen,.....	S. ½	40	4	100	10 0	Ernestown,.....	16 13 4	Paid Baines	...
Cornls. Alkambrack,.....	E. ½	36	2	88½	8 0	Camden, .....	11 15 4	...	21 3 5
Benj. Seymour,.....	W. ½	30	3	100	8 0	Ditto, .....	13 6 8	...	12 0 0
Wm. Lacey,.....	S. ½	23	5	100	8 0	Ditto, .....	13 6 8	Paid Baines	...
Jas. Williams,.....	W. ½	16	10	100	8 0	Richmond, .....	40 0 0	...	...
Geo. Smith,.....	W. ½	36	2	88½	8 0	Camden, .....	11 15 4	...	21 3 5
Jarvis McCumber,.....	N.W. ¼	42	8	50	8 0	Ditto, .....	6 13 4	...	...
Edwd. McCumber,.....	N. E. ¼	42	8	50	8 0	Ditto, .....	6 13 4	...	...
John Taylor,.....	N. E. ¼	7	5	50	8 0	Ditto, .....	6 13 4	...	...
Jas. McGregor,.....	S. ½	34	9	100	8 9	Ditto, .....	14 11 8	...	7 17 3
Jas. Walker,.....	N. ½	5	2	100	10 0	Mosa, N. L. W. Rd.,.....	16 13 4	...	...
Danl. Flurry,.....	N.W. ¼	17	2	100	10 0	Southwold,.....	16 13 4	...	9 15 0
John Wilson,.....		16	3	200	8 0	Delaware,.....	26 13 4	...	...
Henry Roberts,.....		16	9	200	11 3	Dorchester,.....	37 10 0	...	...
Henry Kennedy,.....	N. ½	22	2	100	8 0	Delaware,.....	13 6 8	...	...
Thos. Maxwell,.....	S. ½	22	2	100	8 0	Ditto, .....	13 6 8	...	...
John Best,.....	S. E. ¼	3	4	100	15 0	Ditto, .....	37 10 0	...	20 5 0
John Suttle,.....	N. ½	9	7	100	10 0	Dorchester, S.,.....	16 13 4	...	...
Ditto, .....	S. ½	9	9	100	8 0	Ditto, .....	13 6 8	...	...
Chas. A. O'Malley,.....		16	1	200	20 0	Aldborough,.....	66 13 4	...	4 0 0
Saml. Minor,.....	S. ½	2	13	100	10 0	Lobo,.....	16 13 4	...	...
Ditto, .....		3	12	200	10 0	Ditto, .....	33 6 8	...	...
Daniel McDewitt,.....	W. ½	2	1	100	15 0	Caledon, E. II. S.,.....	25 0 0	Paid Baines	...
John Turner,.....	N.W. ¼	16	3	50	15 0	Reach,.....	12 10 0	Paid Baines	...
Robt. Dobson, Senr.,.....	E. ½	9	9	100	15 0	Ditto, .....	25 0 0	Paid Baines	...
Robt. Dobson, Junr.,.....	W. ½	9	9	100	15 0	Ditto, .....	25 0 0	Paid Baines	...
Wm. H. Gibbs,.....	S. ½	15	7	100	25 0	Whitby,.....	125 0 0	Paid Baines	...
Thos. Nelson,.....	W. ½	27	2	100	11 3	Caledon, W. II. S.,.....	18 15 0	Paid Baines	...
Jas. Maxwell,.....	E. ½	27	2	100	12 6	Ditto, .....	20 16 8	Paid Baines	...
Wm. Hill, Junr.,.....	W. pt. of W. ½	1	3	40	30 0	York, E. Y. S.,.....	60 0 0	Paid Baines	...
Dun. McKay,.....		6	6	200	23 1½	Darlington,.....	77 1 8	Paid Baines	0 12 11
Hugh Ackland,.....	F. pt.	20	9	77½	8 0	Augusta,.....	10 7 4	...	...
Jas. McKellar,.....	Com.	18.19	2	40	8 0	Edwardsburg, .....	5 6 8	...	19 4 2
Peter Davis,.....	F. ½ of Com.	18.19	8	25	20 0	Elizabethtown, .....	8 6 8	...	24 0 0
Kenneth Kempt,.....	W. ½	2	11	100	8 0	Dummer,.....	13 6 8	...	...
David Burgess,.....	N. ½	20	12	80	8 0	Asphodel,.....	10 13 4	...	...
Ditto, .....	Br.	2	12	60	8 9	Belmont,.....	8 15 0	...	...
Wm. McCleod,.....	S. ½	9	15	100	8 0	Mariposa,.....	20 0 0	Paid Baines	...
Dun. Fisher,.....	E. ½	12	8	100	11 3	Ops,.....	28 2 6	...	30 7 6
Peter Murray,.....	E. ½	6	10	100	15 0	Ditto, .....	25 0 0	...	22 10 0
Wm. Mann,.....	E. ½	27	8	100	8 0	Otonabee, .....	13 6 8	...	...
John Morrison,.....	E. ½	27	8	100	8 0	Ops,.....	13 6 8	...	...
John Moore,.....	N. ½	25	3	100	11 3	Ditto, .....	18 15 0	...	9 16 10
Robt. Moore,.....	S. ½	25	3	100	12 6	Ditto, .....	20 16 8	...	22 3 9
Geo. Lesslie,.....		32	10	100	10 0	Beverly,.....	16 13 4	...	9 5 0
Geo. Elliott,.....	S. ½	12	9	100	15 0	Ditto, .....	25 0 0	Paid Baines	...
Benj. Mathewman,.....	N. ½	1	2	100	21 3	Ditto, .....	...	...	...
Ditto, .....	S. ½	1	2	100	22 6	Nelson,.....	218 15 0	Paid Baines	...
Robt. Graham,.....	E. ½	15	5	100	13 0	Richmond, .....	21 13 4	...	23 8 0
Caleb Raymond,.....	N.W. ¼	40	4	50	8 0	Ernestown, .....	6 13 4	Paid Baines	0 2 2
Cephas H. Miller,.....	S. ½	38	9	100	8 0	Camden, .....	13 6 8	...	9 12 0
Wm. Close,.....	N. E. ¼	34	4	46½	8 9	Ditto, .....	6 16 4	...	7 7 0
Mathew Switzer,.....	N.W. ¼	34	4	40½	8 9	Ditto, .....	17 16 6	...	6 8 0
Philip Hall,.....	E. ½	4	9	90	8 0	Richmond,.....	12 0 0	...	...
Jacob Doup,.....	W. ½	23	7	100	9 0	Camden, .....	15 0 0	Paid Baines	...
Thos. Fleming,.....	E. ½	23	7	100	9 0	Ditto, .....	15 0 0	Paid Baines	...
Humphry McCumber,.....	N. E. ¼	7	4	50	8 0	Richmond,.....	6 13 4	...	18 0 0
Saml. Zavitts,.....	N. ½	2	13	100	10 0	Lobo,.....	16 13 4	...	...
John Carson,.....	E. ½	15	5	100	10 0	Adelaide, S. E. W.,.....	16 18 4	...	16 15 0
John Curry,.....	W. ½	15	5	100	10 0	Ditto, .....	16 13 4	...	18 10 0
Eleazar McCarthy,.....	S. ½	17	1	100	12 6	Dorchester, N.,.....	20 16 8	...	14 1 3
Jos. Walker,.....	S. ½	5	2	100	8 0	Mosa, N. L. Wd Rd.,.....	13 6 8	...	...
Robt. Dickie,.....	N. ½	12	9	100	10 0	Bayham,.....	16 13 4	...	...
Jacob Cline,.....	S. ½	2	9	100	10 0	Dorchester, S.,.....	16 13 4	...	...
Saml. Gibbs,.....	E. ½	10	4	100	10 0	Ditto, .....	16 13 4	...	5 15 0

Appendix  
(X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix  
(X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.		Amount of Rent paid.	Amount of Interest paid.	
							£	s. d.		£	s. d.
Nicholas Demary, .....	W. 1/2	10	4	100	10 0	Dorchester, S., .....	16	13 4	...	5	0 0
John Murphy, .....	S. 1/2	9	13	100	12 6	Lobo, .....	20	16 8	...	...	...
Wm. Moore, .....	N. 1/2	9	13	100	12 6	Ditto, .....	20	16 8	...	...	...
Adam Fulton, .....	...	7	3	100	10 0	Southwold, .....	16	13 4	...	30	10 0
David Burgess, .....	N. 1/2	9	2	100	15 0	Yarmouth, .....	25	0 0	Paid Baines, .....	2	11 2
Archd. McCallum, .....	N. 1/2	17	8	100	10 0	Dorchester, S., .....	16	13 4	...	11	15 0
Wm. Spackman, .....	S. 1/2	3	6	100	15 0	Southwold, .....	50	0 0	...	20	10 2
James Hopkins, .....	E. 1/2	1	A	75	13 9	Ditto, .....	17	3 9	...	21	12 10
Nelson D. Phelps, .....	N. 1/2	26	8	100	10 0	Bayham, .....	16	13 4	...	6	10 ...
Lawrence Lawrason, .....	E. 1/2	6	6	100	8 0	Adelaide, .....	13	6 8	...	...	...
Archd. Miller, .....	N. 1/2	9	1	100	13 9	Ekfrid, .....	34	7 6	...	...	...
Jeremiah Robson, .....	...	22	12	200	13 9	Lobo, .....	45	16 8	...	...	...
Edmund Westlake, .....	...	16	1	100	10 0	Yarmouth, .....	50	0 0	...	14	5 0
John Oxford, .....	...	2	1	100	15 0	Ditto, .....	25	0 0	...	23	12 6
Pheneas Pressy, .....	N. 1/2	27	4	100	8 0	Malahide, .....	13	6 8	...	...	...
Duncan McDougall, .....	S. 1/2	10	6	100	10 0	Carradoc, .....	25	0 0	...	9	15 0
Dugald McLellan, .....	W. 1/2	14	5	92	12 6	Southwold, .....	19	3 4	...	7	10 0
Hon. G. J. Goodhue, .....	...	13	5	200	12 6	Westminster, .....	41	13 4	...	43	15 0
Donald McCallum, .....	S. 1/2	16	1	100	12 6	Ekfrid, .....	20	16 8	...	12	3 9
Israel Stilwell, .....	S. 1/2	23	9	100	8 0	Bayham, .....	13	6 8	...	...	...
George Mills, .....	S. 1/2	12	7	100	15 0	Yarmouth, .....	25	0 0	Paid Baines, .....	0	6 6
Jane Moore, .....	N. 1/2	12	7	100	15 0	Ditto, .....	25	0 0	Paid Baines, .....	0	6 6
George McIntyre, .....	N. 1/2	5	6	100	10 0	Mosa, .....	16	13 4	...	...	...
James Jenkins, .....	S. E. 1/4	A	A	100	12 6	Dunwich, .....	20	16 8	...	10	19 9
Francis J. Corperon, .....	S. 1/2	5	9	100	8 0	Dorchester, S., .....	13	6 8	...	...	...
Thomas Woodward, .....	N. 1/2	2	11	100	10 0	Lobo, .....	16	13 4	...	7	10 0
Christopher Cornell, .....	S. 1/2	2	1	100	15 0	Ekfrid, S. L. W. Rd.	25	0 0	...	30	0 0
Ditto, .....	N. 1/2	2	1	100	15 0	Ditto, .....	25	0 0	...	...	...
Walter Brown, .....	S. 1/2	6	4	100	15 0	Malahide, .....	25	0 0	...	49	10 0
Frederick Best, .....	N. 1/2	9	10	100	10 0	Bayham, .....	33	6 8	...	1	15 0
John Thornton, .....	N. 1/2	14	2	100	10 0	Dorchester, N., .....	16	13 4	...	...	...
Caleb Robinson, .....	S. 1/2	9	7	100	10 0	Ditto, S. .....	16	13 4	...	6	0 0
Arscott Wannacott, .....	...	2	1	100	15 0	Yarmouth, N. E. Rd.	25	0 0	...	25	17 6
George Elliott, .....	N. E. 1/4	3	4	50	12 6	Southwold, .....	31	5 0	...	1	17 6
John Foster, .....	S. 1/2	31	9	100	8 0	Malahide, .....	13	6 8	...	10	4 0
David Jackson, .....	N. 1/2	12	3	100	15 0	Westminster, .....	25	0 0	Paid Baines, .....	...	...
George Murray, .....	S. 1/2	12	3	100	15 0	Ditto, .....	25	0 0	Paid Baines, .....	...	...
George Alway, .....	S. 1/2	9	3	100	12 6	Lobo, .....	20	16 8	Paid Baines, .....	...	...
Thomas Roberts, .....	W. 1/2	24	4	96 1/2	15 0	Southwold, .....	24	2 6	...	36	7 2
Donald McBean, .....	S. 1/2	20	13	100	10 0	Lobo, .....	16	13 4	...	...	...
John J. Nellis, .....	S. 1/2	14	5	100	10 0	Bayham, .....	16	13 4	...	31	10 0
James H. Milton, .....	...	22	4	200	8 0	Blenheim, .....	26	13 4	...	0	10 6
Abraham Carroll, .....	W. 1/2	8	9	100	10 0	Nissouri, .....	16	13 4	...	0	15 0
John Philips, .....	W. 1/2	16	7	100	15 0	Burford, .....	25	0 0	...	0	11 3
Samuel Taylor, .....	E. 1/2	8	5	100	8 9	Nissouri, .....	14	11 8	...	0	5 9
John Fyhe, .....	S. E. 1/4	3	2	50	10 0	Oxford, E., .....	8	6 8	...	0	3 9
Eli Sage, .....	N. 1/2	19	1	100	17 6	Dereham, .....	29	3 4	Paid Baines, .....	...	...
Alfred Hilliker, .....	E. 1/2	9	10	100	8 0	Norwich, .....	13	6 8	...	...	...
John Marshall, .....	W. 1/2	9	10	100	8 0	Ditto, .....	13	6 8	...	...	...
Joseph Weekes, .....	...	5	9	171	13 9	Dereham, .....	45	16 8	Paid Baines, .....	2	1 3
Wm. Dean, .....	N. 1/2	19	11	100	12 6	Ditto, .....	20	16 8	...	7	10 0
Robert McDonald, .....	S. E. 1/4	8	7	50	16 3	Zorra, .....	13	10 10	...	10	3 1
Alex. Stewart, .....	E. 1/2 of S. pt.	10	12	40	15 0	Townsend, .....	20	0 0	Paid Baines, .....	...	...
Philip Sovereign, .....	N. E. 1/4	2	7	50	17 6	Windham, .....	14	11 8	Paid Baines, .....	...	...
Wm. Hyland, .....	N. W. 1/4	15	3	50	22 6	Whitby, .....	18	15 0	Paid Baines, .....	...	...
John Dalby, .....	...	3	4	200	8 0	Reach, .....	26	13 4	...	...	...
Neil Bowie, .....	R. 1/2	8	Lake,	105	8 0	Gwillimbury, N., ..	14	0 0	...	...	...
Archd. McCallum, .....	E. 1/2	16	6	100	8 0	King, .....	13	6 8	...	...	...
Thomas McNeil, .....	C. pt.	2	3	80	22 6	Whitby, .....	60	0 0	Paid Baines, .....	...	...
Wm. Develin, .....	S. 1/4	8	9	50	22 6	Ditto, .....	56	5 0	Paid Baines, .....	0	2 6
Francis Rossignol, .....	Br.	12	10	9	10 0	Whitechurch, .....	4	10 0	...	...	...
Charles Conner, .....	S. 1/2	16	8	100	8 0	Ditto, .....	13	6 8	...	...	...
George Rutledge, .....	E. 1/2	10	4	100	17 6	Loughboro', .....	43	15 0	Paid Baines, .....	...	...
Wm. Meyers, .....	S. pt.	35	5	38 1/2	12 6	Ernestown, .....	8	1 6	...	...	...
Charles Degroff, .....	W. 1/2	36	9	100	8 0	Sidney, .....	13	6 8	...	7	16 0
John Ross, .....	W. 1/2	24	2	100	15 0	Thurlow, .....	25	0 0	...	41	12 6
John Playfair, .....	...	21	12	165	8 0	Bathurst, .....	22	0 0	...	15	16 10
Rufus Andrews, .....	...	2	A	68	26 3	Montague, .....	29	15 0	...	28	2 2
Philip McGowan, .....	...	24	1	120	5 0	Bathurst, .....	10	0 0	...	...	...
Simeon DeLong, .....	W. 1/2	83	4	100	16 3	Ameliaburgh, .....	81	5 0	Paid Baines, .....	5	16 8
John Scott, .....	N. 1/2	7	4	93	8 0	Atholl, .....	37	4 0	...	10	11 9
Ditto, .....	W. 1/2	14	4	93	9 0	Ditto, .....	41	17 0	...	2	8 5
John D. Armstrong, .....	...	16	3	200	30 0	Cavan, .....	100	0 0	Paid Baines, .....	...	...
Israel Wilbur, .....	N. 1/2	33	6	50	27 6	Darlington, .....	22	18 4	Paid Baines, .....	...	...
Thomas Bradley, Junr., .....	N. pt.	31	7	100	25 0	Ditto, .....	41	13 4	Paid Baines, .....	0	2 6
Alex. Cowan, Senr., .....	N. W. 1/4	15	5	50	21 3	Clark, .....	17	14 2	Paid Baines, .....	...	...
Charles Bellwood, .....	S. pt.	33	4	133 1/2	29 4 1/2	Ditto, .....	65	5 7	Paid Baines, .....	...	...
James D. Goslie, .....	N. 1/2	25	1	100	27 6	Cramahe, .....	45	16 8	Paid Baines, .....	0	16 8
Mortimer Ives, .....	S. W. pt.	25	B. F.	57 1/2	20 0	Ditto, .....	19	3 11	Paid Baines, .....	0	7 0
Ira Brown, .....	S. E. pt.	25	B. F.	59 1/2	20 0	Ditto, .....	19	17 10	Paid Baines, .....	0	7 3
Charles Trick, .....	S. 1/2 of S. 1/2	8	7	50	16 3	Darlington, .....	13	10 10	Paid Baines, .....	...	...
Wm. Wille, .....	N. 1/2	33	8	100	15 0	Ditto, .....	25	0 0	Paid Baines, .....	0	17 0
Wm. Squelch, .....	...	2	1	200	13 9	Cartwright, .....	45	16 8	...	...	...

Appendix (X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix (X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.			Amount of Rent paid.			Amount of Interest paid.		
							£	s.	d.	£	s.	d.	£	s.	d.
John Parks,	C. 1/4	15	5	66 3/4	16 3	Darlington,	18	1	1	Paid Baines	...	...	...	...	...
John Elliott,	N. E. 1/4	27	6	50	20 0	Hope,	41	13	4	Paid Baines	...	...	...	...	...
Rich. Trick,	N.W. 1/4	27	6	50	20 0	Ditto,	50	0	0	Paid Baines	...	...	...	...	...
Robt. Webb,	S. E. 1/4	31	3	50	10 6	Adjala,	8	15	0	...	...	...	4	14	6
John Rush,	N. E. 1/4	31	3	50	10 6	Ditto,	8	15	0	...	...	...	3	3	0
Andrew Johnston,	W. 1/2	27	2	100	9 6	Ditto,	15	16	8	...	...	...	8	11	0
Selby Evans,	N. 1/2	9	7	100	15 0	Tecumseth,	25	0	0	Paid Baines	...	...	...	...	...
Arthur McMarten,	E. 1/2	16	2	100	8 0	Gwillimbury, W.,	40	0	0	...	...	...	...	...	...
Asa Cadman,	N.W. 1/4	7	5	50	8 0	Camden,	6	13	4	...	...	...	1	18	0
Jas. Spencer,	S. 1/2	13	4	100	8 0	Richmond,	13	6	8	...	...	...	...	...	...
Orin Jackson,	N. 1/2	38	7	91 3/4	10 0	Camden,	15	5	10	...	...	...	46	15	8
Wm. and Robt. Fairbairn,	S. 1/2	19	8	100	8 0	Richmond,	13	6	8	...	...	...	19	4	0
Benj. Smith,	S. 1/2	6	9	100	8 0	Ditto,	13	6	8	...	...	...	...	...	...
Wm. Tremere,	N. 1/2	42	4	100	11 3	Ernestown,	18	15	0	Paid Baines	...	...	...	...	...
Nathl. Wilson,	N. 1/2	34	9	100	10 0	Camden,	16	13	4	...	...	...	6	0	0
Cornls. Dunovan,	S. 1/2	19	5	100	8 9	Richmond,	21	17	6	Paid Baines	...	...	...	...	...
Jas. Richmond,	W. 1/2	6	8	100	8 0	Ditto,	13	6	8	...	...	...	19	10	0
Elias and Caleb Smith,	S. E. 1/4	7	4	50	8 0	Ditto,	6	13	4	...	...	...	18	0	0
Jas. McEwen,	S. 1/2	40	4	100	10 0	Ernestown,	16	13	4	Paid Baines	...	...	...	...	...
Cornls. Alkambrack,	E. 1/2	36	2	88 1/4	8 0	Camden,	11	15	4	...	...	...	21	3	5
Benj. Seymour,	W. 1/2	30	3	100	8 0	Ditto,	13	6	8	...	...	...	12	0	0
Wm. Lacey,	S. 1/2	23	5	100	8 0	Ditto,	13	6	8	Paid Baines	...	...	...	...	...
Jas. Williams,	W. 1/2	16	10	100	8 0	Richmond,	40	0	0	...	...	...	...	...	...
Geo. Smith,	W. 1/2	36	2	88 1/4	8 0	Camden,	11	15	4	...	...	...	21	3	5
Jarvis McCumber,	N.W. 1/4	42	8	50	8 0	Ditto,	6	13	4	...	...	...	...	...	...
Edwd. McCumber,	N. E. 1/4	42	8	50	8 0	Ditto,	6	13	4	...	...	...	...	...	...
John Taylor,	N. E. 1/4	7	5	50	8 0	Ditto,	6	13	4	...	...	...	...	...	...
Jas. McGregor,	S. 1/2	34	9	100	8 9	Ditto,	14	11	8	...	...	...	7	17	3
Jas. Walker,	N. 1/2	5	2	100	10 0	Mosa, N. L. W. Rd.,	16	13	4	...	...	...	...	...	...
Danl. Flurry,	N.W. 1/4	17	2	100	10 0	Southwold,	16	13	4	...	...	...	9	15	0
John Wilson,	...	16	3	200	8 0	Delaware,	26	13	4	...	...	...	...	...	...
Henry Roberts,	...	16	9	200	11 3	Dorchester,	37	10	0	...	...	...	...	...	...
Henry Kennedy,	N. 1/2	22	2	100	8 0	Delaware,	13	6	8	...	...	...	...	...	...
Thos. Maxwell,	S. 1/2	22	2	100	8 0	Ditto,	13	6	8	...	...	...	...	...	...
John Best,	S. E. 1/4	3	4	100	15 0	Ditto,	37	10	0	...	...	...	20	5	0
John Suttle,	N. 1/2	9	7	100	10 0	Dorchester, S.,	16	13	4	...	...	...	...	...	...
Ditto,	S. 1/2	9	9	100	8 0	Ditto,	13	6	8	...	...	...	...	...	...
Chas. A. O'Malley,	...	16	1	200	20 0	Aldborough,	66	13	4	...	...	...	4	0	0
Saml. Minor,	S. 1/2	2	13	100	10 0	Lobo,	16	13	4	...	...	...	...	...	...
Ditto,	...	3	12	200	10 0	Ditto,	33	6	8	...	...	...	...	...	...
Daniel McDewitt,	W. 1/2	2	1	100	15 0	Caledon, E. H. S.,	25	0	0	Paid Baines	...	...	...	...	...
John Turner,	N.W. 1/4	16	3	50	15 0	Reach,	12	10	0	Paid Baines	...	...	...	...	...
Robt. Dobson, Senr.,	E. 1/2	9	9	100	15 0	Ditto,	25	0	0	Paid Baines	...	...	...	...	...
Robt. Dobson, Junr.,	W. 1/2	9	9	100	15 0	Ditto,	25	0	0	Paid Baines	...	...	...	...	...
Wm. H. Gibbs,	S. 1/2	15	7	100	25 0	Whitby,	125	0	0	Paid Baines	...	...	...	...	...
Thos. Nelson,	W. 1/2	27	2	100	11 3	Caledon, W. H. S.,	18	15	0	Paid Baines	...	...	...	...	...
Jas. Maxwell,	E. 1/2	27	2	100	12 6	Ditto,	20	16	8	Paid Baines	...	...	...	...	...
Wm. Hill, Junr.,	W. pt. of W. 1/2	1	3	40	30 0	York, E. Y. S.,	60	0	0	Paid Baines	...	...	...	...	...
Dun. McKay,	...	6	6	200	23 1 1/2	Darlington,	77	1	8	Paid Baines	...	...	0	12	11
Hugh Ackland,	F. pt.	20	9	77 1/4	8 0	Augusta,	10	7	4	...	...	...	...	...	...
Jas. McKellar,	Com.	18.19.	2	40	8 0	Edwardsburg,	5	6	8	...	...	...	19	4	2
Peter Davis,	F. 1/2 of Com.	18.19.	8	25	20 0	Elizabethtown,	8	6	8	...	...	...	24	0	0
Kenneth Kempt,	W. 1/2	2	11	100	8 0	Dummer,	13	6	8	...	...	...	...	...	...
David Burgess,	N. 1/2	20	12	80	8 0	Asphodel,	10	13	4	...	...	...	...	...	...
Ditto,	Br.	2	12	60	8 9	Belmont,	8	15	0	...	...	...	...	...	...
Wm. McCleod,	S. 1/2	9	15	100	8 0	Mariposa,	20	0	0	Paid Baines	...	...	...	...	...
Dun. Fisher,	E. 1/2	12	8	100	11 3	Ops,	28	2	6	...	...	...	30	7	6
Peter Murray,	E. 1/2	6	10	100	15 0	Ditto,	25	0	0	...	...	...	22	10	0
Wm. Mann,	E. 1/2	27	8	100	8 0	Otonabee,	13	6	8	...	...	...	...	...	...
John Morrison,	E. 1/2	27	8	100	8 0	Ops,	13	6	8	...	...	...	...	...	...
John Moore,	N. 1/2	25	3	100	11 3	Ditto,	18	15	0	...	...	...	9	16	10
Robt. Moore,	S. 1/2	25	3	100	12 6	Ditto,	20	16	8	...	...	...	22	3	9
Geo. Lesslie,	...	32	10	100	10 0	Beverly,	16	13	4	...	...	...	9	5	0
Geo. Elliott,	S. 1/2	12	9	100	15 0	Ditto,	25	0	0	Paid Baines	...	...	...	...	...
Benj. Mathewman,	N. 1/2	1	2	100	21 3	Ditto,	...	...	...	...	...	...	...	...	...
Ditto,	S. 1/2	1	2	100	22 6	Nelson,	218	15	0	Paid Baines	...	...	...	...	...
Robt. Graham,	E. 1/2	15	5	100	13 0	Richmond,	21	13	4	...	...	...	23	8	0
Caleb Raymond,	N.W. 1/4	40	4	50	8 0	Ernestown,	6	13	4	Paid Baines	...	...	0	2	2
Cephas H. Miller,	S. 1/2	38	9	100	8 0	Camden,	13	6	8	...	...	...	9	12	0
Wm. Close,	N. E. 1/4	34	4	46 3/4	8 9	Ditto,	6	16	4	...	...	...	7	7	0
Mathew Switzer,	N.W. 1/4	34	4	40 1/4	8 9	Ditto,	17	16	6	...	...	...	6	8	0
Phillip Hall,	E. 1/2	4	9	90	8 0	Richmond,	12	0	0	...	...	...	...	...	...
Jacob Doup,	W. 1/2	23	7	100	9 0	Camden,	15	0	0	Paid Baines	...	...	...	...	...
Thos. Fleming,	E. 1/2	23	7	100	9 0	Ditto,	15	0	0	Paid Baines	...	...	...	...	...
Humphry McCumber,	N. E. 1/4	7	4	50	8 0	Richmond,	6	13	4	...	...	...	18	0	0
Saml. Zavitts,	N. 1/2	2	13	100	10 0	Lobo,	16	13	4	...	...	...	...	...	...
John Carson,	E. 1/2	15	5	100	10 0	Adelaide, S. E. W.,	16	13	4	...	...	...	16	15	0
John Curry,	W. 1/2	15	5	100	10 0	Ditto,	16	13	4	...	...	...	18	10	0
Eleazar McCarthy,	S. 1/2	17	1	100	12 6	Dorchester, N.,	20	16	8	...	...	...	14	1	3
Jos. Walker,	S. 1/2	5	2	100	8 0	Mosa, N. L. Wd Rd.,	13	6	8	...	...	...	...	...	...
Robt. Dickie,	N. 1/2	12	9	100	10 0	Bayham,	16	13	4	...	...	...	...	...	...
Jacob Cline,	S. 1/2	2	9	100	10 0	Dorchester, S.,	16	13	4	...	...	...	...	...	...
Saml. Gibbs,	E. 1/2	10	4	100	10 0	Ditto,	16	13	4	...	...	...	5	15	0

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix (X. X.)

Appendix (X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.		Amount of Rent paid.	Amount of Interest paid.	
							£	s. d.		£	s. d.
John Argue, .....	N. of S. 1/2	25	7	50	27 6	Darlington, .....	22	18	4	Paid Baines, .....	...
George Skelding, .....	S. of S. 1/2										
Wm. Russell, .....	N. E. 1/4	6	4	50	20 0	Hamilton, .....	33	6	8	Paid Baines, .....	...
James Heatlie, .....	N. pt.	27	6	50	27 6	Darlington, .....	22	18	4	Paid Baines, .....	...
George Hayes, .....	S. 1/2	27	8	100	25 0	Ditto, .....	41	13	4	Paid Baines, .....	0 5 9
Wm. Lick, .....	Pt.	31	7	100	25 0	Ditto, .....	41	13	4	Paid Baines, .....	0 7 0
Wm. Jones, .....	S. W. 1/4	8	1	42	30 0	Clark, .....	21	1	3	Paid Baines, .....	...
Humphry Jones, .....	N. W. 1/4	8	1	42	25 0	Ditto, .....	17	11	1	Paid Baines, .....	...
Andrew Lockhart, .....	E. 1/2	8	1	84	22 6	Ditto, .....	31	11	11	Paid Baines, .....	...
Alex. Beith, Senr., .....		25	B. F.	160	25 0	Darlington, .....	100	0	0	Paid Baines, .....	...
Richard Hooper, .....	N. 1/2	8	7	100	20 0	Ditto, .....	33	6	8	Paid Baines, .....	0 15 2
Thomas Ryan, .....		5	10	200	8 0	Lanark, .....	80	0	0	...	10 10 0
Stephen, E. of Mount-cashel, .....		15	2	200	10 3	Warwick, .....	102	16	6	...	...
James Taunton, .....		10	2	50	17 6	Southwold, .....	14	11	8	...	...
John Wilson, .....	W. 1/2	9	5	100	10 0	Dorchester, S., .....	16	13	4	...	6 0 0
Roger Patterson, .....	S. E. 1/2	22	6	100	10 0	Dunwich, .....	25	0	0	...	...
Jonathan Thompson, .....		25	...	110	8 0	Malahide, .....	14	13	4	...	6 3 1
Ephraim Haight, .....		16	4	200	20 0	Yarmouth, .....	66	13	4	Paid Baines, .....	...
Hon. G. J. Goodhue, .....	N. 1/2	16	5	100	10 0	Dorchester, S., .....	16	13	4	...	8 5 0
Donald Ferguson, .....		5	12	200	17 6	Yarmouth, .....	58	6	8	Paid Baines, .....	...
David Whitesell, .....	N. E. 1/4	9	11	50	12 6	Dorchester, S., .....	10	8	4	...	15 8 9
Benjamin Willis, .....	E. 1/2	2	7	100	8 0	Ditto, .....	13	6	8	...	2 8 0
Hugh Osborne, .....	E. 1/2	10	2	100	12 6	Southwold, .....	20	16	8	Paid Baines, .....	...
Andrew McGregor, .....		2	3	200	10 0	Dorchester, S., .....	33	6	8	...	...
Donald Gillies, .....	S. 1/2	9	1	100	12 6	Dunwich, .....	20	16	8	...	4 13 9
Ditto, .....	N. 1/2	9	1	100	12 6	Ditto, .....	20	16	8	...	...
John Leslie, .....	N. 1/2	35	6	100	15 0	Beverly, .....	25	0	0	Paid Baines, .....	...
Phelps Smith, .....	S. W. 1/4	9	7	50	12 6	Tecumseth, .....	31	5	0	Paid Baines, .....	...
Frederick S. Stephens, .....	S. E. 1/4	9	7	50	10 0	Ditto, .....	8	6	8	Paid Baines, .....	...
Wm. Cunningham, .....		3	2	200	11 3	Innisfil, .....	56	5	0	...	1 11 6
Darby O'Connell, .....	N. 1/2	9	13	100	8 6	Gwillimbury, W., .....	14	3	4	Paid Baines, .....	...
Wm. Dales, .....	S. 1/2	9	13	100	8 6	Ditto, .....	14	3	4	Paid Baines, .....	...
Patrick Gallagher, .....	E. 1/2	31	5	100	10 6	Adjala, .....	17	10	0	Paid Baines, .....	...
Joseph McGarr, .....	E. 1/2 of N. W. 1/4	16	3	25	15 0	Tecumseth, .....	6	5	0	Paid Baines, .....	...
George Lewis, .....	W. 1/2 of N. W. 1/4										
George Wingrove, .....	N. W. 1/2	10	12	100	15 0	Flamboro, E., .....	25	0	0	Paid Baines, .....	...
Archd. Stewart, .....	N. 1/2	7	8	100	16 3	Ditto, W., .....	27	1	8	Paid Baines, .....	...
Donald Kennedy, .....	N	B	B	100	25 0	Nepean, .....	125	0	0	...	105 0 0
Joseph Nesbitt, .....	N. 1/2	22	2	100	8 0	Ditto, .....	13	6	8	...	...
John Nesbitt, .....	S. 1/2	22	2	100	8 0	Ditto, .....	13	6	8	...	...
Robert Gordon, .....	R. of S. 1/2	29	1	50	8 0	Ditto, .....	6	13	4	...	10 4 0
Edward Sadler, .....	F. 1/2										
Robert Smith, .....	S. E. 1/2	9	11	100	8 0	Huntely, .....	13	6	8	...	24 0 0
William Dean, .....	R. 1/2	21	4	100	10 0	Fitzroy, .....	53	2	6	{ Paid Baines }	0 8 9
Ditto, .....	F. 1/2	21	4	100	11 3	Ditto, .....					
George Walker, .....	W. 1/2	6	4	100	12 6	Caledon, W. H. S., .....	20	16	8	Paid Baines, .....	...
William Winter, .....		8	4	200	8 0	Uxbridge, .....	26	13	4	...	...
John Janson, .....	W. 1/2	10	10	100	12 0	Reach, .....	20	0	0	Paid Baines, .....	...
James Stewart, .....	E. 1/2	20	4	100	18 9	Pickering, .....	31	5	0	Paid Baines, .....	...
Andrew Brillinger, .....	W. 1/2	3	4	100	25 0	Whitchurch, .....	41	13	4	Paid Baines, .....	...
Caleb Forsyth, .....	W. 1/2	2	6	100	8 0	Uxbridge, .....	13	6	8	...	...
Thomas Hodgins, .....	N. 1/2	12	8	100	35 0	Whitby, .....	58	6	8	Paid Baines, .....	...
Michael Armstrong, .....	E. 1/2	25	1	100	8 0	Caledon, .....	13	6	8	Paid Baines, .....	...
James Phillipe, .....	S. E. 1/4	16	3	50	15 0	Reach, .....	12	10	0	Paid Baines, .....	...
Hugh Mustard, .....	W. 1/2	6	6	100	15 0	Scott, .....	25	0	0	Paid Baines, .....	...
Samuel Reesor, .....	E. 1/2	3	10	100	20 0	Markham, .....	33	6	8	Paid Baines, .....	...
John Hill, .....	W. pt.	15	9	100	10 0	Whitchurch, .....	16	13	4	Paid Baines, .....	...
John Pangman, .....		33	6	200	8 6	Scott, .....	70	16	8	...	...
Robert Johnson, .....	S. W. 1/4	20	2	50	35 0	Scarboro', .....	33	6	8	Paid Baines, .....	...
Ditto, .....	S. E. 1/4	20	2	50	35 0	Ditto, .....	29	3	4	Paid Baines, .....	...
Ditto, .....	N. 1/2	20	2	100	20 0	Ditto, .....	29	3	4	Paid Baines, .....	...
Ditto, .....	E. 1/2	2	13	100	8 0	Brook, .....	13	6	8	...	...
Joseph Shephard, .....	Pt. of W. 1/2	15	3	38	35 0	York, E. Y. S., .....	22	3	4	...	...
James Stewart, .....	Pt.										
James Bryson, .....	E. 1/2	30	6	100	20 0	Vaughan, .....	66	13	4	Paid Baines, .....	...
John Murphy, .....	N. 1/2	16	9	100	20 0	Gore of Toronto, .....	33	6	8	Paid Baines, .....	...
Cornelius Murphy, .....	E. 1/2	8	3	100	11 3	Caledon, E. H. S., .....	18	15	0	Paid Baines, .....	...
Robert McCully, .....	N. 1/2	17	4	100	8 0	Brook, .....	40	0	0	...	...
John McEndless, .....	W. 1/2	12	1	100	23 0	Chinguacousy, .....	38	6	8	Paid Baines, .....	...
John McGregor, .....		6	4	200	30 0	Whitby, .....	100	0	0	Paid Baines, .....	...
Patrick Sullivan, .....	E. 1/2	6	6	100	8 0	Douro, .....	13	6	8	...	...
James Thorburn, .....	N. 1/2 of S. 1/2	3	4	50	13 9	Mariposa, .....	11	9	2	Paid Baines, .....	...
William Lehan, .....	N. 1/2										
Archibald Shearer, .....	W. 1/2	27	6	100	22 6	Otonabee, .....	75	0	0	Paid Baines, .....	0 2 0
Mathew McMahon, .....	W. 1/2	2	7	100	8 0	Douro, .....	13	6	8	...	6 12 0
James Black, .....	W. 1/2	19	5	100	10 0	Otonabee, .....	16	13	4	Paid Baines, .....	...
William Clark, .....	E. 1/2	2	15	100	11 3	Mariposa, .....	18	15	0	Paid Baines, .....	...



Appendix  
(X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix  
(X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.		Amount of Rent paid.	Amount of Interest paid.	
							£	s. d.		£	s. d.
Thomas Hoolchan,.....	S. 1/2	9	11	100	8 0	Emily,.....	13	6 8	...	4	16 0
Walter Turnbull,.....	N. 1/2	22	10	100	11 3	Windham,.....	18	15 0	...	8	8 9
Daniel McCall,.....	1/2	16	2	200	13 9	Middleton,.....	45	16 8	...	...	...
William Birkett,.....	1/2	2	13	200	10 0	Walpole,.....	33	6 8	...	5	10 0
John Richards,.....	N.E. 1/4	16	13	50	13 9	Townsend,.....	11	9 2	Paid Baines,...	...	...
Robert Duncan,.....	N.W. 1/4	16	13	50	13 9	Ditto,.....	11	9 2	Paid Baines,...	...	...
Baptiste Caier,.....	E. 1/2	92	8	100	8 0	Malden,.....	13	6 8	...	...	...
Alexander McKay,.....	N.E. 1/4	19	...	100	8 0	Howard,.....	13	6 8	...	...	...
Nathan Bayington,.....	N.E. 1/4 of E. 1/2	21	4	50	15 0	Bastard,.....	12	10 0	Paid Baines,...	...	...
William McMartin,.....	E. 1/2	25	1	100	8 0	Nissouri,.....	13	6 8	...	...	...
Samuel Simmons,.....	S. 1/2	19	3	100	8 0	Norwich,.....	20	0 0	Paid Baines,...	...	...
Hamlet Sturdevant,.....	E. 1/2	6	6	50	8 0	Nissouri,.....	6	13 4	...	0	2 4
William Ross,.....	S.W. 1/4	27	4	50	8 0	Zorra,.....	6	13 4	...	4	1 0
John Walker,.....	S. 1/2	9	8	100	8 9	Dereham,.....	14	11 8	...	7	0 0
John McDonald,.....	N.E. 1/4	8	7	50	16 3	Zorra,.....	13	10 10	...	10	13 4
David Congdon,.....	N.E. 1/4	9	2	50	15 0	Dereham,.....	12	10 0	...	1	10 0
Robert Richardson,.....	E. 1/2	9	5	100	8 0	Mountain,.....	4	0 0	7	17 6	...
William Waite,.....	S. 1/2	10	3	50	24 0	Hawkesbury, W.,...	60	0 0	3	14 5	...
Nicholas Ager,.....	S. 1/2	17	F	100	10 0	Clarence,.....	25	0 0	Paid Baines,...	...	...
John Ramage,.....	N. 1/2	17	F	100	10 0	Ditto,.....	25	0 0	Paid Baines,...	...	...
Justian Badore,.....	E. 1/2	37	4	100	8 0	Hawkesbury, E.,...	4	0 0	...	...	...
Peter McLaurin,.....	W. 1/2	37	4	100	8 0	Ditto,.....	4	0 0	...	...	...
Samuel Dickson,.....	E. 1/2	17	1	100	8 0	Packenham,.....	4	0 0	...	...	...
Robert Marks,.....	N.E. 1/2	2	5	100	8 6	Bathurst,.....	21	5 0	8	13 5	...
Robert Ferguson,.....	W. 1/2	2	11	100	8 0	Manvers,.....	4	0 0	...	...	...
James Pollard,.....	1/2	17	14	200	8 0	Ditto,.....	8	0 0	...	...	...
John C. Trull,.....	N.W.pt	25	B F	20	30 0	Darlington,.....	30	0 0	Paid Baines,...	...	...
Chester Draper,.....	1/2	9	11	200	12 6	Cartwright,.....	12	10 0	...	...	...
James Henry,.....	N.E. 1/4	15	5	50	17 6	Clark,.....	43	15 0	Paid Baines,...	...	...
William Holmes,.....	1/2	16	7	200	15 0	Cartwright,.....	15	0 0	19	5 0	...
John W. Nobles,.....	1/2	15	7	200	8 0	Haldimand,.....	8	0 0	3	10 0	...
John Tuttle,.....	W. 1/2	2	7	100	8 0	Dorchester, S.,...	4	0 0	...	...	...
Neil McIntyre,.....	1/2	2	12	196	17 6	Yarmouth,.....	17	3 0	36	3 4	...
Jeremiah Robson,.....	N. 1/2	25	15	100	20 0	London,.....	10	0 0	...	...	...
William Hodgins,.....	S. 1/2	25	15	100	20 0	Ditto,.....	10	0 0	...	...	...
Nelson Harris,.....	S. 1/2	23	8	100	8 0	Malahide,.....	20	0 0	5	5 0	...
Daniel Leach, Junr.,.....	1/2	9	1	100	17 6	Yarmouth,.....	43	15 0	17	18 9	...
Hon. G. J. Goodhue,.....	1/2	16	4	200	12 6	Dorchester, N.,...	12	10 0	1	15 0	...
John Tuttle,.....	1/2	3	4	200	8 0	Dorchester, S.,...	8	0 0	...	...	...
Ditto,.....	N. 1/2	16	3	100	8 0	Ditto,.....	4	0 0	...	...	...
Hon. G. J. Goodhue,.....	N. 1/2	16	7	100	10 0	Ditto,.....	5	0 0	...	...	...
James Taunton,.....	1/2	10	1	4	17 6	Southwold,.....	3	10 0	...	...	...
Peter Keogh,.....	S. 1/2	2	7	100	12 6	Tecumseth,.....	12	10 0	1	5 0	...
Archibald Ferguson,.....	N. 1/2	22	9	100	8 6	Nottawasaga,.....	12	15 0	3	1 3	...
Isaac Wood,.....	N.E.pt	35	5	85 1/2	12 6	Ernestown,.....	16	0 6	...	...	...
Francis Parritt,.....	S. 1/2 & N.E. 1/4	33	2	150	20 0	Trafalgar,.....	75	0 0	Paid Baines,...	...	...
Simon L. Smith,.....	Br.	2	8	94	18 9	Glandford,.....	17	12 6	Paid Baines,...	...	...
Samuel McKee,.....	1/2	8	4	188	20 0	Ditto,.....	56	8 0	...	...	...
William Jarvis,.....	N.W. 1/4	33	2	50	20 0	Trafalgar,.....	25	0 0	Paid Baines,...	...	...
John Brown,.....	1/2	18	7	160	18 9	Binbrook,.....	120	0 0	...	...	...
John Gallagher,.....	R. pt.	23	1	100	11 6	Gower, N.,.....	17	5 0	0	7 6	...
William Neelin,.....	S. 1/2	10	2	100	8 0	Goulburn,.....	20	0 0	...	...	...
Patrick Durning,.....	S. 1/2	29	4	100	8 0	Gloucester,.....	4	0 0	19	13 9	...
Benjamin Rathwell,.....	1/2	19	1	260	8 0	Ditto,.....	10	8 0	1	2 0	...
William Dillon,.....	N. 1/2	23	3	100	15 0	Gower, N.,.....	15	0 0	14	17 6	...
Robert Oliver,.....	W. 1/2	2	1	100	11 3	Caledon, W. H. S.,...	16	17 6	Paid Baines,...	...	...
William Pherill,.....	S.E. 1/4	31	C	44 1/2	30 0	Scarboro,.....	19	18 3	Paid Baines,...	...	...
H. E. Nicholls,.....	1/2	2	3	200	8 0	Reach,.....	8	0 0	...	...	...
Abraham Reesor,.....	N. 1/2	33	2	100	20 0	Pickering,.....	30	0 0	Paid Baines,...	...	...
John Twohy,.....	E. 1/2	27	4	100	8 0	Ops,.....	8	0 0	...	...	...
Francis Fee,.....	S.E. 1/4	15	1	50	12 6	Ditto,.....	6	5 0	2	1 7	...
Ric ard Cavanagh,.....	1/2	31	1	200	17 6	Otonabee,.....	17	10 0	...	...	...
Samuel Campbell,.....	N. 1/2	10	2	100	11 3	Mariposa,.....	11	5 0	...	...	...
Malcolm Ferguson,.....	E. 1/2	2	1	100	13 9	Ditto,.....	20	12 6	Paid Baines,...	...	...
James Higgins,.....	1/2	15	5	100	8 9	Douro,.....	4	7 6	...	...	...
John Walker,.....	E. 1/2	15	7	100	11 3	Ops,.....	28	2 6	20	2 6	...
Jeremiah Carew,.....	N. 1/2	2	5	100	9 0	Ennismore,.....	4	10 0	4	7 6	...
Patrick Carew,.....	S. 1/2	2	5	100	8 0	Ditto,.....	4	0 0	6	11 3	...
Daniel Doran,.....	N. 1/2	3	6	100	8 0	Ditto,.....	4	0 0	...	...	...
Isaac Armstrong,.....	E. 1/2	25	9	100	17 6	Otonabee,.....	26	5 0	2	6 8	...
David Fleming,.....	S. 1/2	7	2	100	16 3	Smith,.....	8	2 6	Paid Baines,...	...	...
Thomas Little,.....	S. 1/2	22	12	100	13 9	Townsend,.....	6	17 6	18	7 6	...
Duncan Walsh,.....	E. 1/2	10	6	100	12 6	Charlotteville,.....	6	5 0	...	...	...
William Finch,.....	W. 1/2	10	6	100	12 6	Ditto,.....	6	5 0	...	...	...
Anthony Steele,.....	1/2	20	3	200	8 0	Warwick,.....	8	0 0	...	...	...
Patrick Flynn,.....	S. 1/2	14	12	100	12 6	Harwich,.....	6	5 0	...	...	...
John Armstrong,.....	N.W. 1/2	10	4	100	16 0	March,.....	50	0 0	...	14	6 3
Samuel Percival,.....	R. 1/2	21	9	94 1/2	8 9	Augusta,.....	24	17 6	5	15 6	...
Timothy Leary,.....	F. 1/2	21	9	94 1/2	10 0	Ditto,.....	4	14 9	12	7 6	...
Thomas Wheelighan,.....	Com.	A	3	95	26 3	Yonge,.....	24	18 9	Paid Baines,...	...	...
Robert Johnston,.....	29	B	91 1/2	12 6	12 6	Wolford,.....	57	3 9	8	16 11	...
David Mosier,.....	E. 1/2	4	1	100	8 9	Ditto,.....	4	7 6	8	15 0	...
John Wiley,.....	W. 1/2	4	1	100	8 0	Ditto,.....	4	7 6	7	0 0	...



No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix (X. X.)

Appendix (X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount of Principal paid.		Amount of Rent paid.		Amount of Interest paid.	
							£	s. d.	£	s. d.	£	s. d.
Abraham Knapp, .....	Com.	A	5	50	8 0	Augusta, .....	2	0 0	1	6 3	...	...
Henry Smith, Junior, ...	W. 1/2	34	5	100	10 0	Kingston, .....	50	0 0	Paid Baines, ...	...	...	...
Robert Matheson, .....	W. 1/2	6	8	100	12 6	Zorra, .....	6	5 0	21	0 0	...	...
Archibald Weir, .....	N. 1/2	7	7	100	15 0	Westminster, .....	7	10 0	5	5 0	...	...
Thomas Meek, .....		22	4	200	12 6	Delaware, .....	12	10 0	7	0 0	...	...
Patrick King, .....		21	6	186	8 0	Elmsley, .....	7	8 10	11	7 6	...	...
Duncan McLaren, .....	W. 1/2	24	9	100	8 0	Beckwith, .....	40	0 0	...	...	...	...
William Rowat, .....		12	6	200	8 0	Gloucester, .....	16	0 0	2	6 8	...	...
Robert Miller, .....	W. 1/2	10	6	100	10 0	Medonte, .....	5	0 0	...	...	...	...
Charles Payfor, .....	S. 1/2	26	3	100	10 0	Dereham, .....	5	0 0	...	...	...	...
Neil McKinnon, .....		22	10	200	12 6	Brock, .....	37	10 0	Paid Baines, ...	...	...	...
John Chapman, .....	S. 1/2	1	2	100	27 6	York from the Bay, ...	27	10 0	Paid Baines, ...	...	...	...
George Harrison, .....	N. 1/2	31	7	100	20 0	Pickering, .....	50	0 0	...	...	...	...
Edward Fike, .....	S. 1/2	31	7	100	20 0	Ditto, .....	10	0 0	...	...	...	...
Isaac Gordon, .....		16	4	200	8 0	King, .....	40	0 0	...	...	...	...
John Campbell, .....	W. 1/2	2	5	100	16 3	Nelson, .....	8	2 6	Paid Baines, ...	...	...	...
Abraham Parnell, .....	N. 1/2	12	11	100	8 0	Flamboro', E., .....	4	0 0	Paid Baines, ...	...	...	...
John Trotter, .....	W. 1/2	8	1	100	20 0	Trafalgar, .....	30	0 0	Paid Baines, ...	...	...	...
William Chisholm, .....		15	3	200	19 0	Ditto, .....	19	0 0	Paid Baines, ...	...	...	...
John Stout, .....	N. E. 1/4	8	1	50	22 6	Ditto, .....	5	12 6	Paid Baines, ...	...	...	...
Elisha Durlay, .....	W. 1/2	2	4	100	12 6	Dereham, .....	20	16 8	...	...	8	18 1
Jacob Shaver, .....	N. W. 1/4	6	9	100	8 9	Howard, .....	8	15 0	1	15 0	...	...
James Moodey, .....		2	1	96	10 0	Romney, .....	14	8 0	0	7 5	...	...
John Reed, .....	N. 1/2	8	8	100	8 0	Howard, .....	4	0 0	0	7 3	...	...
John Earley, .....		72	6	200	18 0	Malden, .....	18	0 0	2	2 9	...	...
Angus Smith, .....	N. E. 1/4	5	...	100	10 0	{ Road between } { Howard & Harwich }	5	0 0	6	2 6	...	...
James McGregor, .....	S. E. 1/4	8	10	100	10 0	Howard, .....	15	0 0	5	2 1	...	...
Patrick Kelly, .....	S. 1/2	13	13	100	12 6	Harwich, .....	6	5 0	10	7 1	...	...
Patrick Flynn, .....	N. 1/2	14	12	100	12 6	Ditto, .....	6	5 0	...	...	...	...
John Crawford, .....		7	1	85	10 0	Oxford, .....	8	10 0	...	...	...	...
James Lamb, .....	S. 1/2	13	12	100	12 6	Harwich, .....	6	5 0	...	...	...	...
Samuel Foster, .....	S. 1/2	48	4	100	12 6	Camden, E., .....	20	16 8	...	...	33	6 10
Joseph Tuskey, .....	N. 1/2	16	7	100	9 1	Ditto, .....	15	0 0	Paid Baines, ...	...	...	...
Richard Somes, .....		5	4	200	15 0	Richmond, .....	50	0 0	...	...	126	0 0
George Lake, .....	W. 1/2	44	5	100	10 0	Camden, E., .....	16	13 4	...	...	27	0 0
Josiah James, .....	W. pt.	35	4	69	11 0	Ernestown, .....	12	13 0	...	...	...	...
Lockwood Pringle, .....	N. E. 1/4	19	5	50	10 0	Richmond, .....	7	10 0	Paid Baines, ...	...	...	...
Conrad Timmerman, ...	N. W. pt.	35	4	28 1/2	12 6	Ernestown, .....	5	6 0	...	...	...	...
Francis R. Wycott, .....	W. 1/2	33	2	100	8 0	Ditto, .....	20	0 0	Paid Baines, ...	...	...	...
John Bell, .....	N. 1/2	8	5	100	10 0	Kingston, .....	10	0 0	...	...	...	...
Ditto, .....	E. 1/2	8	6	100	15 0	Ditto, .....	15	0 0	Paid Baines, ...	...	...	...
Milton J. Williams, .....	N. 1/2	16	8	100	8 9	Camden, E., .....	8	15 0	Paid Baines, ...	...	...	...
William Abbott, .....	N. 1/2	3	2	100	12 6	Townsend, .....	20	16 8	...	...	22	10 0
James Dunn, .....	W. 1/2	9	4	100	32 6	Markham, .....	130	0 0	Paid Baines, ...	...	1	1 9
Isaac Cody, .....	S. E. 1/4	6	4	50	18 9	Zorra, .....	4	13 9	Paid Baines, ...	...	...	...
Allan Muir, .....	E. 1/2	22	4	100	9 0	Burford, .....	45	0 0	Paid Baines, ...	...	...	...
Peter William Salsbury, ..	W. 1/2	38	2	100	8 0	Camden, E., .....	12	0 0	...	...	21	12 0
Frederick Teeple, .....	E. 1/2	10	4	100	10 0	Oxford, W., .....	15	0 0	...	...	...	...
Peter Smith, .....	N. 1/2	16	2	100	17 6	Dereham, .....	17	10 0	...	...	21	0 0
Elphalet Bodwelt, .....	S. E. 1/4	12	1	50	17 6	Ditto, .....	13	2 6	...	...	...	...
Charles E. Chadwick, .....	S. W. 1/4	12	1	50	17 6	Ditto, .....	13	2 6	...	...	...	...
David McIntosh, .....	S. E. 1/4	27	10	50	8 0	Zorra, .....	10	0 0	...	...	...	...
James Campbell, .....	N. E. 1/4	27	10	50	8 0	Ditto, .....	6	0 0	...	...	...	...
John Empey, .....		23	8	200	10 0	Dereham, .....	20	0 0	...	...	13	10 0
Andrew Moor, .....	N. 1/2	23	10	100	12 6	Ditto, .....	12	10 0	...	...	8	8 9
John Stirton, .....		26	5	200	10 0	Ditto, .....	30	0 0	...	...	...	...
Alexander Bain, .....	W. 1/2	25	13	100	11 3	Nissouri, .....	5	12 6	...	...	22	4 4
James Skillings, .....	W. 1/2	10	4	100	10 0	Oxford, W., .....	15	0 0	...	...	...	...
William McKay, .....	N. E. 1/4	27	2	50	8 9	Zorra, .....	6	11 3	...	...	...	...
John H. Cornuil, .....		16	10	200	15 0	Norwich, .....	30	0 0	...	...	37	10 0
James Galaway, .....	N. 1/2	9	5	100	10 0	Oxford, W., .....	15	0 0	...	...	...	...
Willard Scott, .....	S. 1/2	9	5	100	10 0	Ditto, .....	15	0 0	...	...	...	...
Edward Marigold, .....	N. 1/2	19	5	100	11 3	Dereham, .....	16	17 6	...	...	...	...
Jacob Snell, .....	S. E. 1/4	26	5	50	13 9	Norwich, .....	3	8 9	Paid Baines, ...	...	13	11 9
Mary Wire, .....	S. W. 1/4	26	5	50	13 9	Ditto, .....	3	8 9	Paid Baines, ...	...	13	11 9
George Lossing, .....	N. 1/2	16	6	100	15 0	Ditto, .....	15	0 0	...	...	14	5 0
Thomas Hayes, .....	S. 1/2	19	5	100	11 3	Dereham, .....	16	17 6	...	...	...	...
Joseph Lamin, .....	N. 1/2	23	4	100	11 3	Ditto, .....	16	17 6	...	...	...	...
Thomas Varden, .....	S. 1/2	23	4	100	11 3	Ditto, .....	16	17 6	...	...	...	...
Humphries Wilson, .....	N. 1/2	19	3	100	10 0	Ditto, .....	15	0 0	...	...	...	...
James Stirton, .....		12	11	200	11 3	Ditto, .....	33	15 0	...	...	...	...
Robert Lang, .....	S. 1/2	23	10	100	13 9	Norwich, .....	20	12 6	...	...	...	...
Andrew Martin, .....	S. 1/2	26	3	100	12 6	Ditto, .....	6	5 0	...	...	20	8 4
David Stirton, .....	N. 1/2	9	12	100	11 3	Dereham, .....	16	17 6	...	...	...	...
Willard Scott, .....	N. 1/2	22	2	100	17 6	Oxford, W., .....	26	5 0	Paid Baines, ...	...	...	...
Owen Stringham, .....	Pt.	Block A	...	100	8 0	Norwich, .....	40	0 0	Paid Baines, ...	...	14	0 0
W. H. Whetstone, .....	E. 1/2	33	12	100	11 3	Nissouri, .....	16	17 6	...	...	...	...
Thomas Hughes, .....	N. 1/2	2	3	100	10 0	Tecumseth, .....	15	0 0	Paid Baines, ...	...	...	...
James Callaghan, .....	N. 1/2	3	4	100	12 6	Ditto, .....	18	15 0	Paid Baines, ...	...	...	...
James Morgan, .....	S. E. 1/4	12	2	50	10 0	Asphodel, .....	7	10 0	...	...	...	...
Jeremiah Grady, .....	S. W. 1/4	6	6	50	10 0	Ditto, .....	7	10 0	...	...	...	...
David Burgess, .....	S. pt.	20	12	80	8 0	Ditto, .....	9	12 0	...	...	...	...
George Seney, .....	S. W. 1/4	15	8	50	8 0	Belmont, .....	6	0 0	...	...	...	...
Robert Jones, .....	S. E. 1/4	16	3	50	10 0	Emily, .....	7	10 0	Paid Baines, ...	...	...	...

Appendix  
(X. X.)

No. 3.—LIST OF PERSONS who have purchased Clergy Lands, &c.—(Continued.)

Appendix  
(X. X.)

21st July.

21st July.

PURCHASER.	Part.	Lot.	Con.	Acres.	Price.	Township.	Amount	Amount	Amount
							of Principal paid.	of Rent paid.	of Interest paid.
							£ s. d.	£ s. d.	£ s. d.
George Harkness, .....	S. W. 1/4	16	3	50	10 0	Emily, .....	7 10 0	Paid Baines, ...	...
Thomas J. Brook, .....	S. pt.	22	14	100	11 3	Mariposa, .....	16 17 6	...	...
Andrew Spence, .....	N. 1/2	20	4	100	8 0	Asphodel, .....	12 0 0	...	...
Peter Lockie, .....	S. 1/2 of S. 1/2	3	9	50	13 9	Monaghan, .....	10 6 3	...	...
John Spence, .....	S. 1/2	20	4	100	8 0	Asphodel, .....	12 0 0	...	...
Brinton P. Brown, .....	W. 1/2	19	9	100	12 6	Dercham, .....	18 15 0	...	7 10 0
Philander King, .....	W. 1/2	10	4	100	10 0	Oxford, E., .....	15 0 0	...	...
Wm. D. Parker, .....		16	12	22	10 0	King, .....	11 0 0	...	...
Abraham Masecar, .....	E. 1/2	22	10	100	17 6	Townsend, .....	26 5 0	Paid Baines, ...	...
Thos. Dale, .....	N. 1/2	17	2	100	16 3	Tecumseth, .....	24 7 6	Paid Baines, ...	...
Geo. Lee, .....	S. 1/2	8	5	100	30 0	Whitby, .....	45 0 0	Paid Baines, ...	...
Kenneth Cameron, .....		10	4	200	8 0	Georgina, .....	24 0 0	...	...
Robert Arthur, .....	W. 1/2	5	5	100	23 0	Chinguacousy, W.I.S.,	54 10 0	...	...
Wm. Humphries, .....	E. 1/2	34	9	100	27 6	Augusta, .....	41 5 0	Paid Baines, ...	...
Alex. Beckitt, .....	E. 1/2	27	1	60	15 0	Oxford, S. D., .....	13 10 0	...	24 6 0
Thos. Brown, .....	N. E. 1/4	17	7	50	8 0	Ditto, .....	6 0 0	Paid Baines, ...	...
Francis Ballantyne, .....	F. 1/2	5	2	100	16 3	Whitby, .....	24 7 6	Paid Baines, ...	...
Robert McGregor, .....	S. 1/2	16	7	100	8 0	Camden, E., .....	12 0 0	Paid Baines, ...	...
Wm. Meyers, .....	S. E. 1/4	37	5	50	8 0	Ernestown, .....	6 0 0	Paid Baines, ...	...
Alex. Woods, .....	S. W. 1/4	42	4	50	10 0	Ditto, .....	25 0 0	Paid Baines, ...	...
Thomas Putnam, .....		4	B	200	25 0	Dorchester, S., .....	75 0 0	Paid Baines, ...	...
Mary Kehoc, .....	S. W. pt.	10	2	59	10 0	Bathurst, .....	8 17 0	...	14 3 4
Wm. Meyers, .....	N. pt.	34	4	69	13 9	Ernestown, .....	14 0 0	Paid Baines, ...	0 13 9
John Mitten, .....	N. W. 1/2	9	9	100	9 0	Howard, .....	4 10 0	...	...
Wm. Benson, .....	E. 1/2	3	8	100	8 0	Richmond, .....	40 0 0	...	21 12 0
James Duross, .....		12	8	50	8 6	Adjala, .....	6 7 6	Paid Baines, ...	...
Nancy Reynolds, .....	S. 1/2	10	4	100	10 0	Innisfil, .....	15 0 0	Paid Baines, ...	...
Robert Gregg, .....	N. 1/2	10	4	100	10 0	Ditto, .....	15 0 0	Paid Baines, ...	...
Jos. Laird, .....		8	2	165	15 0	Harwich, .....	37 2 6	...	...
Francis Chovan, .....		2	B F	108	15 0	Tilbury, W., .....	24 6 0	Paid Baines, ...	...
Hugh Cox, .....	S. W. 1/2	2	1	100	10 0	Tecumseth, .....	15 0 0	Paid Baines, ...	6 0 0
Wm. D. Thompson, .....	N. 1/2	25	1	94	30 0	Scarboro', .....	42 6 0	Paid Baines, ...	...
Andrew D. Thompson, .....	S. 1/2	25	1	94	30 0	Ditto, .....	42 6 0	Paid Baines, ...	...
Robert Waddell, .....	N. W. 1/2	2	6	50	11 3	Flamboro', E., .....	28 2 6	Paid Baines, ...	...
Thomas Ryan, .....	N. 1/2	3	2	100	8 6	Tecumseth, .....	12 15 0	Paid Baines, ...	...
Wm. Allen, .....	W. 1/2 & N. E. 1/4	37	5	150	8 0	Ernestown, .....	20 0 0	Paid Baines, ...	...
Robert Ross, .....	N. W. 1/4	27	4	50	8 0	Zorra, .....	4 0 0	...	3 14 0
Wm. Tuskey, .....	S. E. 1/4	2	9	50	12 6	Nissouri, .....	18 15 0	...	3 18 1
Wm. Brock, .....	N. E. 1/4	2	9	50	11 3	Ditto, .....	5 12 6	...	3 10 4
Horace Gorman, .....	W. 1/2	33	12	50	11 3	Ditto, .....	5 12 6	...	3 7 6
Wm. McAfee, .....	W. 1/2	31	11	100	11 3	Ditto, .....	16 17 6	...	3 0 0
Henry Sigler, .....	S. W. 1/4	12	9	50	12 6	Dercham, .....	6 5 0	...	6 6 0
Stephen Coffey, .....	N. E. 1/4	31	13	50	12 6	Nissouri, .....	9 7 6	...	2 10 0
Allan & Robert Muir, .....	N. 1/2	2	3	100	15 0	Oxford, E., .....	22 10 0	...	4 10 0
Hugh McDiarmid, .....	W. 1/2	2	9	100	12 6	Nissouri, .....	25 0 0	...	8 10 9
Wm. Niles, .....	E. 1/2	23	A B	176 1/2	16 6	Dorchester, S., .....	14 11 3	Paid Baines, ...	...
Silas E. Curtes, &c., .....	W. 1/2	23	A B	176 1/2	16 6	Ditto, .....	14 11 3	Paid Baines, ...	...
Wm. Bowerman, .....	W. 1/2	12	5	100	17 6	Yarmouth, .....	26 5 0	Paid Baines, ...	...
Jas. Harper, .....	E. 1/2	8	10	100	8 0	Belmont, .....	16 0 0	...	4 0 6
Jos. Harrington, .....	S. 1/2	20	4	100	20 0	Scarboro', .....	60 0 0	...	1 4 0
David Cochrane, .....	W. 1/2	6	4	100	12 0	Scott, .....	60 0 0	...	0 3 9
James Cochrane, .....	E. 1/2	6	4	100	12 0	Ditto, .....	60 0 0	...	0 3 9
Robert Jardine, .....	S. 1/2	9	3	100	15 0	Westminster, .....	37 10 0	Paid Baines, ...	1 3 9

T. BOUTHILLIER,

CROWN LAND DEPARTMENT,  
16th July, 1847.

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No. 4.—RULES AND REGULATIONS to be observed in the Crown Land Department:—

1st. Pursuant to the Order in Council of the 2nd June, 1845, every Clerk or other officer in the Department, shall write down his name in books kept for that purpose, on his entering and leaving the office; and also, the precise time of the day at which he may have entered or left, not only at the opening and closing of the office, but also, at his temporary or momentary absence, if any such occurs.

2nd. The labour or office hours are from 10, A. M., to 4, P. M., and, accordingly, every one will be expected to be in, five minutes before 10 o'clock.

This second regulation is to be strictly adhered to, and any one infringing upon it, would thereby, be exposed to the loss of a portion of his day's salary.

3rd. The following persons are, and shall be considered as Chief Clerks:—

1. The Chief Surveyor for Lower Canada.
2. The Chief Surveyor for Upper Canada.
3. First Corresponding Clerk for Lower Canada.
4. Do do for Upper Canada.
5. Do for Clergy Lands and Sale Cases.
6. Account Book-keeper.

Should the Commissioner and the Deputy or Assistant Commissioner be absent, the oldest in office of Nos. 3, 4, and 5, will replace them, and will have, in that case, to remain in the Commissioner's Room, in order to answer such as may have to transact business with the Department.

4th. The messengers will be under the sole control of the Commissioner or Assistant, and in their absence, under that of the Chief Clerk, for the time being, according to the preceding rule.

5th. One messenger will go to the Post Office; 1st. previous to the opening of the office; 2nd. at 1h. 30m., P. M.; 3rd. at 4, P. M., or a short time before, in order to take advantage of the departure of the evening Mail for the different parts of the Province.

6th. The youngest Clerk in office by appointment, in every branch, will take the papers, letters, or reports, &c., of his branch, to the Clerk of any other branch of the Department, or to the Assistant or Commissioner, to whom they are to be handed over.

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7th. No verbal or written information, either on the documents in the office, or on the transactions of the Department with individuals, will be given by the Clerks or Officers of the Department, unless with the consent or by order of the Commissioner, Assistant Commissioner, or temporarily presiding Clerk—nor shall any stranger be introduced or admitted into the interior of the office.

8th. Personal interviews of the Clerks, with persons not belonging to the establishment, will take place, when necessary; only in the waiting room, and should not be too frequent.

9th. Newspapers, whether addressed to the Department or to the Clerks, will be deposited in the waiting room, where they may be perused before or after office hours; and those belonging to individuals will be taken out only at the closing of the office.

10th. No expense whatever, either for furniture, instruments, books, tools, stationery, &c., will be incurred without the order of the Commissioner or Assistant, to whom application must be made to that effect, when necessary.

11th. No conversation is to be permitted, except on business, and that should be carried on in such a manner as not to interrupt or annoy others.

12th. Whenever a new Clerk will be admitted in the office, whether permanently or temporarily, it will be the duty of the Chief Clerk, under whom he is to be employed, to make him acquainted with the Rules and Regulations of the Department.

13. Hereafter, every Clerk or Officer of the Department, who will incur debts for which an attachment or *Saisie Arrêt* may be served on the Commissioner, after judgment of a competent Court, will be forthwith discharged.

14th. The Chief Clerks are to have the direction of the labour of Junior Clerks, each in his own branch, and see that these do employ their time faithfully and profitably for the interest of the public and credit of the Department; and that all regulations already, or that may be hereafter established, for the internal discipline and arrangements of the office, be duly enforced and executed.

(Signed.)

D. B. PAPINEAU,

C. C. L.

Montreal, 14th May, 1847.

## R E T U R N

TO AN ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 15th instant, praying that His Excellency would be pleased to cause to be laid before them, "Copies of any Circulars addressed to the Wardens of the different Districts in this Province, by authority of the Executive Government thereof, since the last Session of Parliament, on the subject of the taking the Periodical Census for this present year, as required by the Act of 4 and 5 Vict. cap. 42; and also copies of any other documents which His Excellency may in his discretion think fit to communicate, explanatory of the grounds upon which the Government proceeded in omitting to take the steps required by that Act for the taking of such Census, and in directing that the same should not be taken, or otherwise interfering with the duties imposed upon the local authorities by that Act."

By Command,

D. DALY,  
Secretary.SECRETARY'S OFFICE,  
Montreal, 21st July, 1847.

(Copy.)

## MEMORANDUM.

Upon reference to the Census Act, 4 and 5 Vict., chap. 42, it will be seen that it refers to the entire Province; but the Municipal Districts having been abolished in Lower Canada, the Act becomes a dead letter as far as that Section of the Province is concerned. The 7 Vict., chap. 24, provided for the Lower Canada Census for the year 1844, but without in any way repealing the first named Statute.

If the Census is taken for Upper Canada alone, the confusion that has hitherto existed by calculating the population of the two Sections, at different periods, will again occur; and a distinct Act will again have to be passed for the Lower Province.

The Schedule as it now stands in the Census Bill, is of such an unwieldy extent, and the questions so numerous, and at the same time, difficult to be answered—and when answered, in some instances, have proved useless for any statistics of the Province—that it would probably be advisable, either to wait for an amended Act that could be carried out throughout the entire Province, or the Council might pass an Order, defining some method of procuring the statistical information, preparatory to a new Statute.

The expense of taking the Census under the present Act is very great, and it seems hardly worth while incurring it for only a moiety of the necessary information, and leaving the Lower Province to be again provided for by a separate Legislative enactment.

(Signed,) T. D. HARRINGTON.

January 19, 1847.

(Copy.)

On the Memorandum of Mr. T. D. Harrington, calling the attention of the Government to the fact, that the Census Act, 4 and 5 Victoria, chapter 42, is imperative, as regards Lower Canada, in consequence of the abolition of the District Councils, and to other points connected with the Census of the whole Province.

The Committee are of opinion that no proceeding to take the Census under the present Law should be adopted, but that a new Bill be prepared, and introduced into Parliament, at the next Session, for this purpose, and that the Law Officers of the Crown be directed to report the outlines of a measure suitable to that portion of the Province to which they respectively belong.

(Copy.)

SECRETARY'S OFFICE,  
Montreal, Feby. 6, 1847.

SIR,—I am commanded, by the Governor General, to inform you that His Excellency, in Council, has had under His consideration, the subject of the Census Act, 4 and 5 Vict., chap. 42, and that His Excellency has been pleased to direct that no proceedings to take the Census, under the present Act, should be adopted.

I am, therefore, to request, that intimation to that effect may be given to the officers, whose duty it is to take the Census in the \_\_\_\_\_ District.

I have, &c.,  
(Signed,) D. DALY.To the Warden,  
\_\_\_\_\_ District.

Appendix  
(Z. Z.)

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## RETURN

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(Z. Z.)

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TO AN ADDRESS from the Legislative Assembly to His Excellency the Governor General, dated the 11th ultimo, praying that His Excellency would be pleased to cause to be laid before them: "A Statement of the amount paid by the late Lord Dalhousie to one Hugh Fraser, for the lands held by the Principal Officers of Her Majesty's Ordnance in Bytown, with a copy of the Instructions of Lord Dalhousie to Colonel By, in reference to such lands, together with a Tabular Statement shewing the names of the parties to whom Town lots were located, the date of locations, the size of the lot, the amount of rent, the amount for which each lot was commuted into freehold, the names of the parties to whom leases or deeds have issued, the amount charged for such leases or deeds, and the date of each respectively, accompanied by a map of said lands, shewing what lots are at this date in the possession of the Ordnance in the several streets in said town, together with a copy of any Orders in Council placing value upon any of the unceded lots, in terms of the Act 7 Vic. ch. 11, sec. 7."

By Command,

SECRETARY'S OFFICE,  
Montreal, 21st July, 1847.

D. DALY, Secretary.

(Copy.)

SECRETARY'S OFFICE,  
Montreal, 29th June, 1847.

SIR,—I have the honor, by command of the Governor General, to request you will have the goodness to move His Excellency, the Commander of the Forces, to cause me to be furnished, for the Governor General's information, with the statement of the amount paid by the late Lord Dalhousie, to one Hugh Fraser, for the lands held by the principal Officers of Her Majesty's Ordnance, in Bytown, and a copy of the instructions of Lord Dalhousie to Colonel By, in reference to such lands, together with a Tabular Statement, shewing the names of the parties to whom the Town lots were located, the date of location, the size of the lot, the amount of rent, the amount for which each lot was commuted into freehold, the names of the parties to whom Leases or Deeds have issued, the amount charged for such leases or deeds, and the date of each respectively, accompanied by a map of the said lands, shewing what lots are, at this date, in possession of the Ordnance, in the several streets, in the said town.

I have, &amp;c.,

(Signed.)

D. DALY,  
Secretary.Captain Kirkland,  
Military Secretary.

(Copy.)

MILITARY SECRETARY'S OFFICE,  
Sorel, 8th July, 1847.

SIR,—Having, by order of the Commander of the Forces, referred your letter of the 29th June, to the Respective Officers of Her Majesty's Ordnance, I have the honor to transmit herewith, a copy of their answer, and to pray that you will be so good to place it before His Excellency the Governor General.

I have the honor to be, &amp;c.,

J. WISEY KIRKLAND,

Military Secretary.

To the Hon. D. Daly,  
Provincial Secretary, Montreal.

(Copy.)

OFFICE OF ORDNANCE,  
Montreal, 6th July, 1847.

SIR,—In acknowledging the communication from the Honorable the Provincial Secretary, of the 29th ult., addressed to you, and referred to us by your minute of the 1st instant, requesting, by direction of the Commander of the Forces, that we will give the necessary information called for in the letter above quoted, the subject of which has reference to a notice of motion, made by Mr. Stewart, Member for Bytown, in the Legislative Assembly, for an Address to the Governor General, praying for a statement of money paid by the late Earl of Dalhousie, when Governor General, for the Ordnance Department, at Bytown, and other information respecting the location of the Town lots there, by the late Lieut. Colonel By, and the final settlement or valuation of the unceded lots, under the stipulation of the Statute 7 Vic. ch. 11, Sec. 7.

We have the honor to most respectfully suggest, that the Commander of the Forces will be pleased to move His Excellency the Governor General, by an expression of the inability which must attend an attempt to afford

the discursive information called for, while the settlement of the property referred to, is only in progress, and consequently, incomplete, and that the same would only incur a great waste of public time to this Department, extending beyond the present Parliamentary Session, and greatly impede the satisfactory progress of the settlement of the property in question, which is being carried on in strict conformity with the terms of the Statute referred to; the amount paid by the late Earl of Dalhousie, for the land now, in part, the site of Bytown, was disbursed from the Military Chest, and not from any Provincial Funds, wherefore information respecting the same, rests with the Imperial, and not the Provincial Government. We would, further, beg to submit, for His Excellency's information, that if this Department, in any way, depart from the terms imposed upon them, by the Vesting Act which it neither has done, nor intends to do, the parties aggrieved have their remedy at law, under the provisions of that Statute, which, it is submitted, is the proper course, in such case, to be adopted, rather than to call for the interference of the Legislative Assembly, with a Department not under the control of the Provincial Government, and which can only lead to embarrassment in the public service.

Should His Excellency, the Commander of the Forces, still be of opinion the information called for, should be afforded, we would, most respectfully suggest, as a matter so immediately connected with Her Majesty's Government, that the correspondence be submitted to the Master General and Board of Ordnance, for their instructions in the matter.

We have the honor, &amp;c.,

(Signed.)

W. E. C. HOLLOWAY,

Col. Comdg. R. Engrs.

(Ordnance Store-keeper absent on duty.)

F. CAMPBELL,

Col. R. Artillery.

H. H. BLENKARNE,

Dep'y Ord. Store-keeper.

EXTRACT from a Report of a Committee of the Honorable the Executive Council, on Land Applications, dated 10th June, 1847, approved by His Excellency the Governor General in Council, on the 13th of the same month.

On a letter from the Military Secretary, the Commander of the Forces, [4th March, 1846,] transmitting communication from the Respective Officers of Ordnance, on the subject of vacant lands at Bytown, &c., together with a return of Town lots to be disposed of, under the provisions of the 7th clause of the Act 7th Vict. chap. 11, shewing the valuation of each lot, as estimated by the respective Officers at Bytown, and Mr. Adams, Government Arbitrator.

From the long residence of Mr. Adams at Bytown, and the nature of his employment, assessing the value of property along the line of the Rideau Canal, the Committee have great confidence in his judgment and knowledge of the value of property, and therefore, respectfully advise Your Excellency to approve of the Schedule of Valuations prepared by that gentleman.

Certified, J. JOSEPH, C. E. C.

RETURN

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 11th ultimo, praying that His Excellency would be pleased to cause to be laid before them, "All Papers and Documents in relation to the Grant of Land in certain parts of Upper Canada, for Mining Purposes; together with all Rules and Regulations, adopted by the Executive Government, or the Crown Land Department, in relation to such Grants of Land."

By Command,

D. DALY,

Secretary's Office,

Secretary.

Montreal, 21st July, 1847.

SCHEDULE of Papers prepared for the Legislative Assembly, relative to Mining Affairs, in compliance with an Address of the House.

No. 1. Copies of Orders in Council on applications for Mining Privileges.

No. 2. List of Applications relative to Lake Superior.

No. 3. Do. Do. Lake Huron.

No. 4. Copies of Replies from the Office of the Provincial Secretary to Applications for Licenses, &c.

No. 5. Copy of Mr. Logan's Report prior to his Explorations on Lake Superior.

No. 6. Copy of Mr. Logan's Report, after his Exploration on Lake Superior.

No. 7. Copies of Public Notices of 7th November, 1846, and 28th January, 1847, relative to Mining Tracts.

All that can be done for the present, would be to inform Mr. Logan, that applications have been already made to Your Excellency respecting the said Mines; and that it would be desirable that he should embrace the first opportunity that will occur, for the exploring of the Territory on the North Shore of Lake Superior, where Mines of Copper and Silver are reported to exist.

It is to be remarked, that two of the applicants, Messrs. Prince and Card, propose to explore the Territory in question at their own expense, if they obtain the promise of a lease thereof, should the result of the exploration meet with their expectations. But the Committee are of opinion, that the Government cannot prudently proceed in such a matter upon other information, but that obtained through persons acting under its own direction, and for the interest of the public. The Government Agent lately appointed at Sault St. Mary, might be instructed to be on the look out, and report to Your Excellency regarding the trespasses that may be apprehended in that quarter.

Certified,

(Signed,) E. PARENT.

No. 1. Copies of Orders in Council, on Applications for Mining Privileges.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 1st August, 1845; approved by His Excellency the Governor General, in Council, on the 4th of the same month.

On the respective applications of John Prince, Esquire, of H. D. McLean, and of Platt Card, of Toledo, Ohio; requesting to be informed whether the Government would be disposed to lease a certain portion of Territory on the North Shore of Lake Superior, for the purpose of working the Copper and Silver Mines, reported to exist there:

The Committee are of opinion, that, before thinking of any measure for the working of the Mines in question, the Executive Government must obtain certain and precise information respecting them, which may be expected from the Geological Exploration now in progress, under Mr. Logan's direction.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 6th August, 1845; approved by His Excellency the Governor General, in Council, on the 8th of the same month.

On a further communication from John Prince, Esquire, respecting the Mines on Lake Superior:

The Committee have taken into consideration the explanatory paper of John Prince, Esquire, and with reference to their minute of the 1st instant, are of opinion, that the interests of the Province may be promoted, should Your Excellency see fit to authorize Mr. Prince, by License, to Survey, Explore, and Search for Mines and Minerals in and throughout the region and lands lying on the North and Eastern Shores of Lake Superior; such Survey and Search to be made free of expense to the Government.

The Survey and Search to be faithfully made, and a report of the result transmitted with all convenient

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speed to the Secretary of the Province for Your Excellency's information. Should the exploration of the region in question, by Mr. Prince, prove satisfactory, the Committee would recommend him to Your Excellency, as entitled to a preference in any arrangement for the working of the Mines to be discovered, upon such terms as may hereafter be agreed on.

Certified,  
(Signed,) E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 19th September, 1845; approved by His Excellency the Governor General, in Council, on the 22nd of the same month.

On the application of George Desbarats for Lease of Tract of Land on the Shore of Lake Superior for Mining purposes:

The Committee recommend that authority to explore the country lying on the North East Shore of Lake Superior, prayed for by George Desbarats, Esquire, on behalf of himself and others, be granted, on the same terms as those contained in the Minute of the 8th of August last, on the application of John Prince, Esquire.

The preference therein stated, is understood to mean, that should Mr. Prince discover a bed of Ore, which he may consider an object to work; he shall be regarded as entitled to a License of Authority over such Tract of Land, for such period, and upon such terms as the Government may see fit to establish, when it is possessed of fuller information.

The Committee would humbly advise Your Excellency not to grant a Licence in favour of any but subjects of Her Majesty, for the working of the Ores of this Province.

The Committee, to prevent any misunderstanding, further recommend that the present Minute or substance thereof, be communicated to Mr. Prince for his information; and that A. D. McLean, whose application for himself and on behalf of others, was rejected by order in Council of the 4th August, may be informed of the views of the Government, as explained in this Minute; and that he and his associates may participate in the advantages hereby offered, and in the terms stated.

Certified,  
(Signed,) E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 22nd September, 1845; approved by His Excellency the Governor General, in Council, on the same day.

On the Petition of the Honorable Peter McGill and others, for permission to survey and occupy a certain Tract of Land on the Northern Shore of Lake Superior, for Mining purposes, &c.:

The Committee recommend the same terms in this case as are granted on the application of George Des-

barats, Esquire, by Order in Council of the 22nd September, instant.

Certified,  
E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 26th September, 1845; approved by His Excellency, the Governor General, in Council, on the 29th of the same month.

On the Petition of Charles Bockus, and Donald Ross, of Montreal, Merchants, to be granted the privilege of Mining Copper, upon or within the vicinity of the Northern Shore of Lake Superior; and for a Lease of such portion of ground as may be requisite for the intended work:

The Committee recommend the same terms in this case, as are granted on the application of George Desbarats, Esquire, by order in Council, of the 22nd September, instant.

Certified,  
E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 15th October, 1845; approved by His Excellency, the Governor General, in Council, on the 16th of the same month.

On a letter from John Prince, Esquire, expressing his disappointment, at authority being granted to other parties to explore certain parts of the Shore of Lake Superior, for Mining purposes:

The Committee have given due consideration to the letter of John Prince, Esquire, in which he expresses surprise and disappointment, that Your Excellency should have granted Licences to several parties to explore and search for Ores and Metals, in that tract of Country, lying on the North East Shore of Lake Superior, in terms similar to those granted by the Licence held by him.

It appears to the Committee, that Mr. Prince's disappointment arises from the circumstance, that he may have supposed that an exclusive privilege was conferred on him to search for Ores, although nothing of the kind is spoken of in his Application, whatever might have been his intention or desire; and, certainly, it never occurred to the Committee that any such monopoly was expected.

Mr. Prince, in his Petition to Your Excellency, of the 1st July last, states that he "is desirous, in conjunction with a few friends, of undertaking, at their own expense in all things, a Geological Survey of a part of the Northern Shore of Lake Superior; and in the event of his discovering Mines and Minerals, your Lordship will be pleased to grant him such a Lease of the Land, upon such terms as may make it worth his while." And in a paper submitted by Mr. Prince, of the 4th of August following, he "proposes, that the Government grant to him a Lease for twenty-one years, of

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"twenty-one square miles, for Mining purposes alone, and for no other; and either in one block, or in blocks of such sizes as he may require, of the Lands so explored by him, as he may select."

Before Mr. Prince's Petition was received by the Secretary of the Province, two other applications for like purposes were made to Your Excellency by A. D. McLean, of Chatham, and Platt Card, of Toledo, Ohio; which, as well as Mr. Prince's application, were, by the approved Minute of the 4th August, reported on as follows:—"It is to be remarked, that two of the applicants, Messrs. Prince and Card, propose to explore the Territory in question, at their own expense, if they obtain the promise of a Lease thereof." "But the Committee are of opinion, that the Government cannot prudently proceed in such a matter, upon other information but that obtained through persons acting under its own direction, and for the interest of the Public."

It was after this refusal on the part of Your Excellency, in Council, that Mr. Prince's paper, of the 4th of August, was laid before Your Excellency, and the Minute of the 6th of that month made in the terms of his application, which does not, any more than the Minute, contain a single expression which could lead to an understanding that Mr. Prince expected an exclusive right to work the Mines in question, should the exploration, contemplated by the several applicants, prove successful.

Nor did the Committee know, that Mr. Prince, previous to his application, had actually "embarked upwards of Two Hundred and Fifty Pounds, in a Survey, which resulted in the discovery of Ores," specimens of which he produced to the Government, until they learned the fact from his letter, now under consideration.

The preference to work the Ores thus discovered by Mr. Prince, he cannot be deprived of, by any authority given to other parties, for similar purposes, as is clearly expressed in the approved Minute of the 22nd of September last, on the Petition of George Desbarats, and others. The Committee would respectfully advise Your Excellency, to direct that the substance of this Minute be forwarded to Mr. Prince; and that he be informed, that in the Minute made on the Petition of George Desbarats, Esquire, the words, "or beds," should be inserted after the word "bed," in the second paragraph. This alteration in the terms of Mr. Prince's Licence, will enable him to secure the preference to work any bed or beds of Ore which he may have discovered, upon such terms as may hereafter be agreed upon.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 17th October, 1845; approved by His Excellency the Governor General, in Council, on the 18th of the same month.

On the application of Samuel B. Harrison, Esquire, for a Licence to Explore for Mines and Minerals, on the Northern Shore of Lake Superior, &c. :

The Committee recommend the same terms in this case, as are granted on the several applications

of John Prince, George Desbarats, Esquires, and the Hon. Peter McGill, and others.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 22nd of October, 1845, approved by His Excellency the Governor General in Council, on the 23rd of the same month.

On the Memorial of John Stuart, for a Licence to explore for Mines and Minerals on the Northern Shore of Lake Superior, and, that on the discovery of the same, a Lease may issue to him on such terms and for such a period as may be deemed fit to grant :

The Committee recommend the same terms in this case as have been granted to others for a similar purpose.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 27th October, 1846, approved by His Excellency the Governor General, in Council, on the 28th of the same month.

On the Memorial of Arthur Rankin, of the Township of Sandwich, for a Licence to make a Geological Survey, and for a Lease of Land on the Shore of Lake Superior, for Mining purposes :

The Committee recommend the same terms in this case as have been granted to others for a similar purpose.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 27th of October, 1845, approved by His Excellency the Governor General, in Council, on the 28th of the same month.

On the respective Letters of William Hamilton Merritt, Esquire, and the Honorable James Kerby, transmitting an application from George K. Smith, for a Licence to explore for Minerals on the Shores of Lake Superior :

Mr. Smith, it appears, is a resident of St. Joseph, Michigan, although represented to be a British subject by Mr. Merritt, and states in his letter that a Company is "now formed in this place, among whom are several gentlemen possessing influence in the Atlantic Cities," making it very apparent, that the proposed Company is to be composed in part, if not chiefly, of foreigners.

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The Committee do not recommend the granting a Licence to any person not resident in the Province, nor would they encourage the idea, by granting a Licence to explore, that any permission to work will be granted, except to Her Majesty's subjects.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 5th of November, 1845; approved by His Excellency the Governor General, in Council, on the sixth day of the same month.

On the Memorial of John Ewart, of the City of Toronto, and James Hopkirk, of the City of Montreal, Esquires, for a Licence to explore for Mines on the Shore of Lake Superior:

In recommending this and the accompanying application from James Woods, Esquire, of the Town of Chatham, the Committee are of opinion that no further Licence to explore should be granted, until Reports and Returns are received of the result of the examinations for which Licences have been granted, as otherwise difficulties may and probably will arise in determining applications for Licences to work the Mines.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 13th November, 1845; approved by His Excellency the Governor General in Council, on the 15th of the same month.

Upon a reconsideration of the minutes of the 6th instant, advising Your Excellency to grant a Licence to John Ewart and James Hopkirk, Esquires, to search for Minerals on the North Shore of Lake Superior:

The Committee are of opinion, that it is inexpedient to confer such an authority on an Officer of the Government, holding the confidential station occupied by Mr. Hopkirk, and they therefore humbly recommend to Your Excellency not to include his name in the said Licence.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 14th November, 1845; approved by His Excellency the Governor General, in Council, on the 17th of the same month.

On the respective applications of Messrs. J. Ferrier, S. Derbishire, Allan M'Donell, and W. C.

Meredith, for Licences to explore for Minerals on the Shore of Lake Superior:

The Committee, finding that the Petitioners and other parties, had, by personal application to Members of the Government, been led to hope that Licences to explore the Shore of Lake Superior for Mining purposes, might be obtained at any time, would humbly advise Your Excellency to cancel the Minute of the 6th November, instant, inasmuch as it relates to future applications, in order to enable them to obtain such Licences, and to grant a Licence to the Petitioners in the usual terms.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 18th November, 1845; approved by His Excellency the Governor General, in Council, on the 19th of the same month.

On the respective Petitions of William Hamilton Merritt, of St. Catherines, in the District of Niagara; James Hamilton, of the Town of London; John Douglas, of Fort Erie, in the Township of Bertie; Angus Duncan M'Donell, of the City of Toronto; Thomas Ryan, of the City of Montreal; and Edward Ryan, of the City of Quebec, Esquires; for Licences to explore for Copper Ore and other Minerals on the Shores of Lake Superior:

The Committee recommend the prayer of the respective petitions, on the usual terms.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 22nd November, 1845; approved by His Excellency the Governor General in Council, on the same day.

On the respective Petitions of James Bell Forsyth, of the City of Quebec; and S. Jones Lyman, of the City of Montreal; for Licences to explore for Mines on the Shore of Lake Superior:

The Committee recommend the prayer of the respective Petitions, on the usual terms.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 10th December, 1845; approved by His Excellency the Governor General in Council, on the 12th of the same month.

On the respective Petitions of Charles Jones, Robert J. Turner, William B. Jarvis, and others, of

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the City of Toronto; Abner and Stanley Bagg, of the City of Montreal; and Dr. James Wilson, of the Town of Perth; for Licences to explore for Mines on the Shores of Lake Superior:

The Committee recommend the prayer of the respective Petitions to Your Excellency's favorable consideration, on the usual terms.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 10th of December, 1845; approved by His Excellency the Governor General, in Council, on the 12th of the same month.

On the subject of the several applications for Leases of Occupation of Tracts of Country for Mining purposes on the Shores of Lake Superior and adjacent places, and the Licences of exploration granted for the same purposes:

Permission having been given to several parties resident in this Province, to explore for Ore on the Northern Shore of Lake Superior, preliminary to granting Licences to work the beds and veins, on such terms as Your Excellency hereafter shall see fit, as may be discovered in the course of the several explorations; the Committee respectfully submit, that the following Memoranda be furnished to the several parties to whom permission to explore has been given, as the basis on which Your Excellency will be prepared to take such further steps to effect the premises, as the first conditions being performed, shall then to Your Excellency seem desirable.

As the fact of having made these prior explorations will form the ground of application for Licence to occupy and open the Mines; that each party will be called upon to furnish the particulars of such exploration; the several steps taken to obtain information; the result, in detail, of their discoveries; the character of the various veins or beds of Ore; their probable extent and richness; and such other particulars as a rough Geological Inquiry by a scientific man might be expected to furnish.

The Committee are also of opinion, that some steps to guard against a perversion of the intentions of the Government in granting these Licences, might with advantage at this time be taken; and with this view, that the different applicants should be called upon to furnish the names of all the parties forming each Association; and that they should be informed that no Licences will at present be granted to or in favor of other than British subjects; and that no transfer or assignment of interest shall take place, or addition be made to the Association, without the sanction previously obtained of the Government, unless the parties are British subjects.

It is further recommended to Your Excellency, that no Licence of Occupation be issued, until the Provincial Geologist, or some other scientific Agent of the Government, shall have had an opportunity of marking the boundaries of the several limits; and of examining and remarking upon the Statements to be furnished by the several parties exploring; and a General Report framed for Your Excellency's information and future action. And in the meantime, the Committee would advise Your Excellency, not

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to grant any new Licences of Exploration, lest the increase of the number already issued may cause difficulty and misunderstanding, not only among the parties holding them, but between them and the Government.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 6th April, 1846; approved by His Excellency, the Governor General, in Council, on the 7th of the same month.

On the several applications of parties, in whose favor Licences were granted to Explore the Northern Shores of Lake Superior; and also on the Report of W. E. Logan, Esquire, Provincial Geologist:

The Committee are of opinion, that in order to facilitate the operations of those who are prepared to commence working the Copper, or other Mines of that section of the Province, it is expedient that Mr. Logan should proceed to Lake Superior, as soon as practicable, accompanied by a Deputy Provincial Surveyor, and a sufficient number of men, for the purpose of defining the limits of certain beds of Ore, alleged to have been discovered by the holders of those Licenses.

The Committee are not prepared to advise Your Excellency to direct Mr. Logan to do anything more at present towards a Survey of the Shores of Lake Superior, than to examine the localities pointed out by the applicants in question; and to set apart, and mark out, a Tract of Land for each, of one mile in front, by five miles in depth, embracing the bed or beds of Ore which he may desire to commence working.

The Committee humbly advise Your Excellency, to direct the Commissioner of Crown Lands to prepare instructions for Mr. Logan's guidance and authority, with a view not only to the establishing of the said limits, but also to the ascertaining of the character and value of the Ores in question.

Until Your Excellency shall have received Mr. Logan's Report on the nature and value of the Ores, it would seem to the Committee that the different applicants may be informed, that the right of working the Mines will be conferred at once, subject to such terms as the Government may hereafter impose; but in the event of Leases being determined on, that they may reckon on their duration for a period of not less than 21 years.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 18th April, 1846; approved by His Excellency, the Governor General, in Council, on the same day.

On the Petition of the Honorable Peter M'Gill, and others, interested in the Mining operations on Lake Superior, representing the insufficiency in frontage of the limits fixed in the Order in Council, of the 6th and 7th April, instant:

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The Committee recommend, that the said limits may be extended to two miles in front, by former depth, viz : five miles.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 4th May, 1846; approved by His Excellency, the Governor General, in Council, on the 5th of the same month.

On the application of the Honorable Peter McGill, for self and associates, for a greater extent of Location for Mining purposes, under Licence issued in their favor :

The Committee do not recommend the application.

Certified,

E. PARENT.

(Copy.)

Government House,  
Montreal, 9th May, 1846.

Present :

His Excellency, the Governor General, in Council.

Approved.

(Signed,) C.

His Excellency was pleased to lay before the Board, the following Regulations, on the subject of the Locations for Mining purposes, intended to be granted on the Shores of Lake Superior; which being approved, were ordered to be entered in the Minute Book of the Executive Council.

**MINING LOCATIONS.**

- 1st. Each Licence to explore, to have one Location.
- 2nd. A Location shall consist of Five miles in length, by Two in breadth.
- 3rd. The intention is, that the length shall be with the course of the mineral Vein. The party claiming, to point out the course of the Vein.
- 4th. If different courses are pointed out by different parties on adjoining Locations, the Geologist to decide on the most convenient direction of the Location.
- 5th. Should several Locations be claimed near one another, the Geologist to determine whether one uniform direction shall be observed in regard to them, in laying them out.
- 6th. Land Surveyor shall measure the breadth of the Locations, and mark the terminations of the side lines on the shore; or he shall measure the length of the Location and mark the terminations of the end lines, as most convenient. He shall describe the remaining lines

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of limit in words. He shall describe the general position of the Location by natural objects, and indicate the same on the general map of the Lake, by a reference to Latitude and Longitude, and forward the description to Government.

7th. Priority of discovery by exploration, to be the foundation of priority of right to any Location claimed.

8th. Reports made in writing to Government, or to the Provincial Geologist, pointing out and selecting a Location, to be classed according to receipt, to be the best evidence of discovery.

9th. Possession, by the erection and occupation of a hut, to be the next best. A hut unoccupied, shall be assumed to be abandoned; and it shall not be competent for a party to occupy more than one hut, as a mark of Location, at the same time.

10th. Priority of application to be the next best.

11th. The above Regulations to apply solely to parties holding Licences, to each of whom the Provincial Secretary will furnish a copy.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 1st day of June, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On a Letter from Joseph Woods, Esquire, renewing the application of his brother, Robert Stuart Woods, for a Licence to explore for Mines on the Shores of Lake Superior, with a Memorandum from Mr. Assistant Secretary Hopkirk thereon :

The Committee recommend the application to Your Excellency's favorable consideration for the reasons stated in Mr. Assistant Secretary Hopkirk's Memorandum of the 28th May, 1846, viz :—"As there is reason to believe that Mr. Woods' application for his brother was made prior to the 6th November; and that he was at that time prepared to have lodged it in the Secretary's Office, if he had been informed that it was necessary so to do."

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 8th day of June, 1846; approved by His Excellency the Governor General in Council, on the 10th of the same month.

On the application of William H. Boulton, Esquire, for a separate Location for Mining on the Shores of Lake Superior :

The Committee do not recommend the application to Your Excellency's favorable consideration.

Certified,

E. PARENT.

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Copy of a Report of a Committee of the Honorable the Executive Council, dated the 13th day of June, 1846; approved by His Excellency the Governor General, in Council, on the 15th of the same month.

On the Petition of George Desbarats, Esquire, praying that the two Companies formed by him for Mining purposes on the Shores of Lake Superior, may not be limited to one Location for the two:

The Committee cannot recommend a compliance with the Petitioner's prayer.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 31st day of July, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the Letter of James Henderson, Esquire, acting as Agent for Henry Jones, Esquire, of Sarnia, renewing application for a Licence to explore for Mines on Lake Superior:

As the application of Henry Jones, Esquire, was received by the Provincial Secretary, prior to the Minute of the 12th December last past, the Committee respectfully advise Your Excellency that a Licence may issue in his favor.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 31st day of July, 1846; approved by His Excellency the Governor General, in Council, on the 31st day of the same month,—

On the Petition of William Elliott, Esquire, referring to a former application for grant of a Licence to explore for Mines on the Shores of Lake Superior, dated 12th December, 1845, but which did not reach the Office of the Provincial Secretary before the 20th of that month:

The Committee do not recommend the prayer of the Petition for the present.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 31st day of July, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the Memorial of James Hopkirk, Esquire, renewing his application for a Licence to explore for Mines on the Shores of Lake Superior:

The Committee recommend the prayer of the Memorialist, as he no longer holds the confidential situation which induced Lord Metcalfe to cancel the Order for a Licence in his favor, in November last.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 6th day of August, 1846; approved by His Excellency the Governor General, in Council, on the 7th of the same month.

On the Memorial of Pierre Hector Morin, of Sandwich, Esq.; representing that on the 27th November, 1845, he memorialized, soliciting a Licence to explore the Shores of Lake Superior, for Mining purposes; that on the 9th December following, his Memorial was replied to by the Provincial Secretary, to the effect that it was not the intention of Government to issue any further Licences, until such time as reports of those previously issued had been received; that the Order in Council against the issuing of further Licences was not passed until three days after his Memorial was acknowledged; and praying that a Licence may be granted to him accordingly:

The Committee respectfully advise Your Excellency to grant the prayer of the Petitioner for the reasons stated in the Minute of the 31st July last, on the Petition of H. Jones, Esquire; namely, that the first application was made prior to the 12th December last. Some remarks in this Petition induce the Committee to inform Your Excellency that no French Canadian, with the exception of George Desbarats, Esquire, (to whom one was granted,) applied for a Licence prior to the 6th November, 1845, when the Order in Council passed, forbidding the issue of further Licences. Mr. Morin applied on the 9th December after that Order, and received precisely the same answer given to all applicants after that date.

One French Canadian applied since, but his application was subsequent to the 2nd Order in Council of the 12th December, and remains, with many others, for Your Excellency's future decision. It is scarcely necessary to inform Your Excellency that no distinction has been made between French Canadians and other parties applying.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 10th August, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the Memorial of John Edward Rankin renewing his application for a Licence to explore for Minerals on the borders of Lake Superior:

The Committee respectfully advise Your Excellency to grant the prayer of the Memorial, for the reasons stated in the Minute of the 31st July last,

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on the Petition of Henry Jones, Esquire; namely, that the first application was made prior to the 12th December last.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 13th August, 1846; approved by His Excellency the Governor General, in Council, on the 14th.

On the Letter of George Desbarats, Esquire, 8th instant; representing that Mr. Logan had refused to recognize the claim of one of the Companies formed under his Licence to explore for Mines, whereby he and his Copartners will suffer loss, as the work thereon has been carried on for some time back, and to a considerable depth for testing the veins, &c.:

The Committee recommend, that in the particular circumstances of this case, Mr. Logan be instructed not to place a Location on the limits now being worked by Mr. McLeod, until further orders; to the end that full information may be laid before Your Excellency.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated the 13th August, 1846; approved by His Excellency the Governor General, in Council, on the 14th.

On the Letter of W. Elliott, Esquire, renewing his application for a Licence to Explore for Minerals, on the Shores of Lake Superior:

As it appears by the Certificate of Mr. Anderson, that the Petitioner did make application, prior to the 12th December last, the Committee recommend that a Licence do issue in his favor, as in the case of H. Jones, Esq.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 13th August, 1846; approved by His Excellency the Governor General, in Council, on the 14th.

On the respective Letters of the Hon. George Moffatt, for self and others; of John Ewart, S. B. Harrison, and A. & S. Bagg—all dated 28th July, 1846; containing a selection of Location for Mining purposes, on the Shores of Lake Superior; and asking, if there will be, on the part of the Government, any objection to the formation of a Company, composed of holders of Licences, for the better attainment, by the union of capital, skill, and labor, of the common object for which those Licences are held, and were granted:

The Committee see no objection to the association of the several Licence-holders, as prayed for.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 15th August, 1846; approved by His Excellency the Governor General, in Council, on the 17th.

On a Letter from Thomas Ryan, enclosing a Report of Mining Exploration, on Lake Superior, by E. H. Thompson, Attorney for James Bell Forsyth, to whom a Licence has issued:

The Committee are of opinion, that this application should have been furnished to the Provincial Geologist, who is now on Lake Superior, for the express purpose of hearing the claims of License holders, and of settling their Locations. The Committee deem it proper to draw Your Excellency's attention to the following circumstance:—Several Reports of persons who have explored the North Coast of that Lake, under the authority of individuals holding Licenses for that purpose, have been accompanied by Maps or Sketches of certain point Headlands and Islands, as laid down by Captain Bayfield, and to which they have given names according to their own fancy. This, if recognised, may lead to great confusion; and, therefore, it is suggested, that Mr. Logan be instructed to pay no attention to such names, but to suggest others for the approval of Your Excellency, in Council.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 15th August, 1846; approved by His Excellency the Governor General, in Council, on the 17th.

On the Letter of T. L. Ritter, renewing his application for a License to Explore the Shores of Lake Superior for Mines and Minerals:

The Committee recommend that a Licence be granted to Mr. Ritter; his first application having been received at the Provincial Secretary's Office, prior to the 12th December last.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 15th August, 1846; approved by His Excellency the Governor General, in Council, on the 17th.

On the Petition of John Prince, Esquire, praying that Your Excellency may order, that he shall have the exclusive privilege and advantage of working

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the whole of the Mine, or Vein, which has been discovered by him and his Agents, although it may extend beyond five miles in depth; and that the same may be included in the Deed to be granted by the Government to him; and also praying that the said Deed may issue forthwith:

The Committee do not see how they can advise Your Excellency to afford the relief sought by John Prince, Esq., without establishing a very inconvenient precedent, which would in reality be an extension of Mining limits to an indefinite length. With respect to Mr. Prince's request, that the Deed of his limits may issue forthwith, the Committee do not consider this possible, because Mr. Logan has not yet made a Report of the boundaries of the Location in question; and also, because Your Excellency has not yet decided whether these Mining districts shall be assigned to the parties under lease, or by sale in fee simple. The Committee are of opinion, that one range only from the Lake, of Mining Locations, should be granted for the present.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 21st August, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the applications of Lawrence Hill, junior, and James Webster, Esquires, for Licences to explore for Mines and Minerals on the Northern Shores of Lake Huron, on the same terms that Licences to explore the Shores of Lake Superior have been granted:

The Committee do not advise Your Excellency, until the Provincial Geologist has made a Report on the Mineral Lands of the Western part of the Province, to grant any further Licences of exploration.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 28th August, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the application of George H. Ryland, Esquire, for a Licence to explore for Mines on the North Shore of Lake Superior:

The Committee do not at present recommend the application, for the reasons stated in the Minute of the 21st August, instant, viz.: until the Provincial Geologist has made a Report on the Mineral Lands of the Western part of the Province.

Certified,

E. PARENT.

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Copy of a Report of a Committee of the Honorable the Executive Council, dated 2nd September, 1846; approved by His Excellency the Governor General in Council, on the same day.

On the application of Edmund Burke Donnelly, renewing his application for a Mining Licence, Lake Superior:

When the Committee advised Your Excellency, on late occasions, to grant Licences to a few individuals who had made application prior to the 12th December, 1845, it was, in consequence of being informed by the Clerk, that no others could prefer a claim; and in the expectation that doing so might not interfere with the instructions of the Provincial Geologist; but as the Report of that Officer is now daily looked for, and as the issuing of further Licences to explore, may materially impede the final settlement of the terms upon which Your Excellency may see fit to permit the working of the Mines already discovered; the Committee do not advise Your Excellency to grant any further Licences for the present.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 2nd September, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the application of James M'Kay, renewing his application for a Mining Licence, Lake Superior:

Were the Committee to advise Your Excellency to grant the prayer of the Petitioner, they would do what has hitherto been their endeavour to prevent, viz.: for to cause two Licences to issue on one application; for the Petitioner's former application was jointly with P. H. Morin; who has since renewed the application of the 27th November, 1845, and has received the Licence; who, it is presumed, has no intention to cast off his Partner. For the above reasons, the Committee do not recommend the present application as entitled to consideration.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 9th September, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the Memorial of Jean Baptiste Maçon, for a Licence to explore for Mines and Minerals on the Shores of Lake Superior:

The Committee do not recommend the prayer of the Memorial, for the reasons stated in the Minute of the 2nd instant, on the application of Edmund Burke Donnelly.

Certified,

E. PARENT.



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Copy of a Report of a Committee of the Honorable the Executive Council, dated 14th September, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the renewed applications of Edmund Burke Donnelly, James M'Kay, Jean Baptiste Maçon, and G. H. Ryland, for Licences to explore for Mines on Lake Superior:

The Committee, in their Minute of the 12th December last, pointed out the conditions with which, in their opinion, parties obtaining Licences should be called upon to comply, in order to entitle them to priority or right of pre-emption in regard to Locations for Mining. Among other things, that the parties should furnish particulars of their exploration; the steps taken to obtain information; the result in detail of their discoveries; the character of the Veins or beds of Ore. This information to be given to the Provincial Geologist, with a view to marking boundaries of limits for Mining purposes, as well as enabling him to furnish an accurate and general report.

At that time they were of opinion, that no new Licences should be granted, though that recommendation of theirs has not been rigidly adhered to. Parties who have obtained Licences, but who fail to comply with these stipulations, would clearly have no claim to any priority in a choice of Location.

The Committee conceive that no person now obtaining a Licence to explore, could comply with these conditions in time to make the necessary communications to the Provincial Geologist, whose report the Committee hope will very soon be laid before Your Excellency.

The refusal of a Licence to explore for the purpose of obtaining a preference of Location, by no means involves a refusal of a Licence or other authority to Mine. When Your Excellency, on the receipt of the proper report and information, determines on the mode of enabling parties to work these Mines, whether Lots or Locations be leased for a term of years, or absolutely sold; an opportunity will, the Committee presume, be given to lease or purchase, to the public; the advantage of selection of one Location being given to the holder of each Licence, who has complied with the previous condition of exploring and communicating the requisite information.

To grant new Licences at this late date, would either be useless to the parties, as they could not comply with the conditions necessary to give them any advantage, or it would delay the return of the Provincial Geologist, and the disposition of the whole question, until these latter parties had also explored and performed what was required.

The Committee therefore think no further Licences to explore should be granted.

Certified,

E. PARENT.

In Council, 14th September, 1846.  
(Copy.)

Approved,  
(Signed,) "C."

Present:

His Excellency the Governor General.

His Excellency was pleased to direct the attention of the Council to the Letter of P. H. Morin, Esquire, who, by his Agent, R. S. M. Bouchette, declines to admit James M'Kay to participate with him in the advantages to be derived from a Licence to explore for Mines on Lake Superior; which was granted to the said Morin, who had formerly made application jointly with M'Kay; which joint application was alone the reason which induced the Government to grant the said Licence:

Wherefore His Excellency, in Council, was pleased to direct that the said Licence be forthwith cancelled.

Certified,

E. PARENT.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 7th October, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the application of the Honorable George Moffatt, and W. C. Meredith, Esquire; urging the settlement of the terms on which possession of their Mining Locations will be conceded:

The Committee have given the subject of this application their utmost attention, with a view to the interests of the Province, as well as the proper encouragement of individuals who are willing to invest capital in working the Minerals said to abound on the Shores of Lake Superior; and they humbly advise Your Excellency to instruct the Commissioner of Crown Lands, to inform the several Licence-holders that they will be permitted to work the Mines under the authority of the Licences which they now hold, with the option, either now, or at any time within the period of two years, to purchase the Location of ten square miles, at the rate of 4s. per acre, payable one-fifth part in hand, and the balance in five yearly payments with interest.

When the Licenses which have been issued are all located, the Committee are further of opinion, that the lands on Lakes Superior and Huron should forthwith be opened for sale at the minimum price of 4s. per acre, in blocks of ten square miles, to be designated by a Provincial Surveyor in the manner now practiced by Mr. M'Naughton, and on the foregoing terms.

Certified,

E. PARENT.

Crown Lands Department,  
Montreal, 19th July, 1847.  
Certified true Copies.

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SCHEDULE of APPLICATIONS for Mining Locations on the Shores of Lakes Superior and Huron.

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LAKE SUPERIOR.

Name of Applicant.	Date of Application.	Tract applied for.	Deposit.
John Prince ... ..	1st July, 1845....	Sparr Island ... ..	£150
A. D. McLean ... ..	17th July, 1845 ...	About eight miles north of Pigeon Bay ...	150
Thomas A. McLean ... ..	12th Novr., 1846...	... ..	No appropriation
Allan McDonell ... ..	13th Novr., 1845...	Cape Mamainse ... ..	£150
W. C. Meredith and Hon. G. Moffatt	14th Novr., 1845...	Mamainse ... ..	150
James Ferrier ... ..	12th Novr., 1845...	Northerly part of Isle St. Ignace ...	150
John Ewart ... ..	5th Novr., 1845...	South West side of Neepigon Bay ...	150
James Hopkirk ... ..	5th Novr., 1845...	Adjacent to the Fluor Islands ...	150
George K. Smith ... ..	14th October, 1845.	Southerly part of Isle St. Ignace ...	150
Arthur Rankin ... ..	29th October, 1845.	Mamainse ... ..	150
John Stuart ... ..	20th October, 1845.	Pigeon River ... ..	150
S. B. Harrison ... ..	17th October, 1845.	North East part of Isle St. Ignace ...	150
Charles Bockus and Donald Ross....	25th Sept., 1845 ...	Sturgeon Bay.	
Thomas Ryan ... ..	15th Novr., 1845...	Cape Gargantua ... ..	150
William H. Merritt ... ..	15th Novr., 1845...	North West part of Isle St. Ignace ...	150
J. B. Macon ... ..	27th August, 1846...	... ..	No appropriation
P. H. Morin ... ..	27th July, 1846 ...	North of Cape Gargantua.	
James McKay and P. H. Morin.	27th August, 1846...	... ..	No appropriation
E. B. Donnelly .. ..	26th August, 1846...	... ..	No appropriation
A. & S. Bagg ... ..	19th Novr., 1845...	East side of the Main Land adjoining Isle St. Ignace ... ..	£150
William Elliott... ..	13th July, 1846 ...	Michipicoten Island ... ..	150
John E. Rankin ... ..	28th Decr., 1846...	... ..	No appropriation
George H. Ryland ... ..	24th August, 1846...	At Mamainse ... ..	No appropriation
Joseph Woods .....	4th Novr., 1846...	North East part of Thunder Bay ...	£150
Platt Card ... ..	10th July, 1845 ...	... ..	No appropriation
Edward Ryan ... ..	13th Novr., 1845...	At Mamainse ... ..	£150
James Bell Forsyth ... ..	17th Novr., 1845...	Main shore, about 6 miles N.E. of Pigeon Bay	150
Honorable Peter McGill and others	18th Novr., 1845...	South part of Simpson's Island ...	150
Henry Jones ... ..	1st July, 1846....	Point Magnet ... ..	No appropriation
Stewart Derbishire ... ..	11th Novr., 1845...	Point Porphyry and Islands adjacent...	£150
G. E. Aylmer ... ..	29th October, 1846.	At Mamainse ... ..	No appropriation
George L. Ward ... ..	1st Dec., 1846....	South Easterly part of Isle St. Ignace..	No appropriation
Henry Mount, M.D. ... ..	20th October, 1846.	Otter Head... ..	No appropriation
John Ballenden and John Swanston	17th Novr., 1846...	Michipicoten Harbour ... ..	No appropriation
William M. Steers ... ..	4th Dec., 1846....	In rear of Colonel Prince's location, Sparr Island.	do
James Gilmour ... ..	23rd October, 1846.	Opposite Turtle Island ... ..	Relinquished.
A. Wilkinson ... ..	16th Novr., 1846...	Main Land North of Michipicoten Island.	No appropriation
S. Jones Lyman ... ..	18th Novr., 1846...	Main Land opposite Isle Verte ...	£150
Quebec Lake Superior Mining Company, by John Bonner, Secretary	24th October, 1846.	Part of Michipicoten Island.	
William McCoy ... ..	30th October, 1846.	Michipicoten Island ... ..	No appropriation
Louis T. Drummond ... ..	24th October, 1846.	Main Land North of Michipicoten Island.	No appropriation
Thomas Proctor ... ..	2nd Dec., 1846 ...	Northerly part of Otter Island ...	No appropriation
James Little ... ..	11th Novr., 1846...	Main Land North of Michipicoten Island.	No appropriation
J. V. Delorme ... ..	28th October, 1846.	do do do do	No appropriation
P. D. Salter ... ..	6th October, 1846.	do do do do	No appropriation
A. P. Salter ... ..	6th October, 1846.	do do do do	No appropriation
William N. Crawford ... ..	2nd Dec., 1846 ...	do do do do	No appropriation
Henry B. Ritchie ... ..	20th Novr., 1846...	do East of Turtle Island ...	No appropriation
William Youell ... ..	14th Novr., 1846...	do North of Michipicoten Island.	No appropriation
A. F. Sabine ... ..	4th Dec., 1846...	Pie Island ... ..	No appropriation
William B. Jarvis ... ..	1st May, 1846....	Main Land opposite Victoria Island	£150
George Bent ... ..	28th October, 1846.	Black Bay ... ..	No appropriation
William Rainsford ... ..	6th October, 1846.	Pie Island ... ..	No appropriation
Robert Romaine ... ..	6th Novr., 1846...	Sturgeon Bay ... ..	No appropriation
Augustus Jukes ... ..	19th October, 1846.	do ... ..	No appropriation
Robert G. Dalton ... ..	8th October, 1846.	do ... ..	No appropriation
A. W. Schwiezer ... ..	9th October, 1846.	do ... ..	No appropriation
Archibald J. McDonell, the younger..	10th Novr., 1846...	do ... ..	No appropriation
William D. Powell ... ..	23rd October, 1846.	Main Land East of Black Bay ...	No appropriation
William Reynolds ... ..	24th October, 1846.	do do do ...	No appropriation
Thomas Grain ... ..	26th October, 1846.	do do do ...	No appropriation
Robert P. Crooks ... ..	22nd October, 1846	do do do ...	No appropriation
C. Dorwin... ..	8th October, 1846.	do do do ...	No appropriation
Alexander Bell... ..	26th Novr., 1846...	Northerly of Point Aux Mines ...	No appropriation
Henry E. Nicolls ... ..	15th October, 1846.	do do ...	No appropriation
William M. B. Hartley ... ..	26th October, 1846.	North part of Isle St. Ignace ...	No appropriation
George H. Parke ... ..	23rd Novr., 1846...	... ..	No appropriation
John Douglas ... ..	5th Novr., 1845...	At Mamainse ... ..	£150
Alexander McDonell... ..	6th June, 1846....	Centre part of Michipicoten Island ...	150
James Hamilton ... ..	7th Novr., 1845...	South Easterly part of Isle St. Ignace	150
Charles Jones ... ..	1st Novr., 1845...	South West part of Michipicoten Island	150

SCHEDULE OF APPLICATIONS for Mining Locations—LAKE SUPERIOR—Continued.

21st July.

21st July.

Name of Applicant.	Date of Application.	Tract applied for.	Deposit.
Wharton Metcalfe ... ..	6th June, 1846....	Part of Michipicoten Island ... ..	£150
Angus D. M'Donell... ..	1846....	Easterly part of do do ... ..	150
Hudson's Bay Company, per Sir George Simpson ... ..	16th Novr., 1846....	Michipicoten River ... ..	No appropriation
John M'Nab, per A. M'Nab ... ..	20th October, 1846.	Eastern extremity of village of Sault Ste. Marie, towards Lake George ... ..	No appropriation
Theodore Lyman ... ..	9th Dec., 1846....	East side of Thunder Bay ... ..	No appropriation
Honorable George Pemberton, by E. H. Thornton ... ..	26th Dec., 1846....	Main Land West of Fluor Island..	No appropriation
John Redpath ... ..	30th Novr., 1846....	On River Kaminisquina ... ..	No appropriation
John E. Thompson ... ..	15th October, 1846.	Main Land North of Roche de Bout	No appropriation
Robert J. Turner ... ..	21st Novr., 1845....	North Westerly part of Simpson's Island	£150
Samuel S. M'Donell... ..	14th October, 1846.	Slate Island... ..	No appropriation
John Simpson ... ..	19th October, 1846.	Fluor Islands ... ..	No appropriation
C. H. Castle ... ..	16th October, 1846.	Main Land North of Slate Island..	No appropriation
P. De Martigny ... ..	14th Novr., 1846....	East side of Black Bay ... ..	No appropriation
Robert Richardson ... ..	22nd October, 1846	Main Land at Roche de Bout ... ..	No appropriation
Robert Easton... ..	27th October, 1846.	do South side of Batchewanung Bay....	do
Alexander Simpson ... ..	17th October, 1846.	do North do do	do
William H. Boulton ... ..	23rd April, 1846 ...	... ..	... ..
T. L. Ritter ... ..	10th August, 1846..	Tract not specified ... ..	No appropriation
Duncan Sinclair ... ..	11th Novr., 1846....	Roche de Bout ... ..	No appropriation
Francis Belanger ... ..	30th October, 1846.	Main Land North of Slate Island..	No appropriation
Charles John Ford ... ..	28th October, 1846.	About 14 miles West of Michipicoten Harbour...	do
James Gibson ... ..	14th Novr., 1846....	At Cape Gargantua ... ..	No appropriation
William A. Townsend ... ..	4th Novr., 1846....	To the West of Laucea la Boutelle	No appropriation
John Francis Smith... ..	14th Novr., 1846....	Main Land North of Michipicoten Island.	No appropriation
Thomas Steers ... ..	14th Novr., 1846....	Main Land North-west side of Thunder Bay....	do
Richard P. Webbe ... ..	8th October, 1846	Not specified ... ..	No appropriation
Joseph Wilson ... ..	1846....	do ... ..	No appropriation
Peter H. Hamilton ... ..	1st Novr., 1846....	At Point aux Mines ... ..	No appropriation
John F. Elliott ... ..	22nd Sept., 1846....	Not specified ... ..	No appropriation
James M. Ferris ... ..	15th Dec., 1846....	do ... ..	No appropriation
Robert W. Harris & Henry M'Kinstry	22nd Dec., 1846....	Main Land North of Slate Island	No appropriation
H. B. Willson ... ..	27th October, 1846.	North of Cape Gargantua ... ..	No appropriation
James Wilson ... ..	6th Dec., 1845....	Copper Island ... ..	£150
Honorable John Wilson ... ..	31st October, 1846.	Pie River ... ..	No appropriation
Canada Mining Company, per F. Hincks	19th October, 1846.		
The following individuals constitute the Canada Mining Company:—			
Sir Allan N. M'Nab... ..	... ..	Prince Albert's Island and Main Shore.	
John E. Mills ... ..	... ..	Gros Cap.	
R. B. Sullivan ... ..	... ..	do	
Thomas A. Stayner ... ..	Right assigned to David Torrance.	Vein Island & Main Land N. E. of Neepigon Bay	£150
Thomas G. Ridout ... ..	... ..	Turtle Islands.	
Benjamin H. Lemoine ... ..	Relinquished and assigned to A. Shaw.		
Frederick S. Jarvis ... ..	... ..	Zelite Pointe Island ... ..	150
Benjamin Holmes ... ..	... ..	Main Land North of Michipicoten Island.	
James H. Price ... ..	... ..	Le Grange Island, Neepigon Bay ... ..	150
J. W. Gwynne... ..	... ..	Pigeon Bay.	
Francis Hincks ... ..	... ..	Main Land North of Slate Island.	
Henry Sherwood ... ..	... ..	Slate Island ... ..	150
H. H. Killaly ... ..	... ..	Red River.	
Clarke Gamble... ..	... ..	Cape Gargantua.	
L. H. Holton ... ..	... ..	Main Land North of Michipicoten Island.	
J. M'Gill Strachan ... ..	... ..	Neepigon Bay.	
John Young ... ..	... ..	Fluor Islands.	
Charles Wilson... ..	... ..	A small isle near Le Grange and Main Land, North-west of Neepigon Bay ... ..	150
George E. Carter ... ..	... ..	Neepigon Bay ... ..	150
William B. Jarvis ... ..	17th Novr., 1845....	Other Island Location.	
William H. Boulton... ..	... ..	Main Land opposite Victoria Island ... ..	150
W. B. Robinson ... ..	... ..	do do do	
W. C. Gwynne ... ..	... ..	do do do	
F. W. Jarvis ... ..	... ..	do do do	
George Desbarats ... ..	Transferred to Wm. H. Griffin. ... ..	Near Sturgeon Bay, Northern shore of Albert's Island ... ..	150
Robert S. Woods ... ..	... ..	Adjacent to Fluor Island ... ..	150
Joseph H. Daly ... ..	17th April, 1847....	For tract abandoned by Honorable F. Hincks ...	No app'n.
Theodore Hart... ..	27th April, 1847....	A small Island at Sault Ste. Marie ... ..	No appropriation
Francis Hincks ... ..	27th April, 1847....	Saint Mary's Island, Sault Ste. Marie	No appropriation
Robert M'Nab, per James Henderson	22nd April, 1847....	An Island near Sault Ste. Marie ... ..	No appropriation
John R. Livingston... ..	22nd April, 1847....	Certain Islands near Sault St. Marie	No appropriation
James B. Ewart ... ..	29th June, 1847....	Between Batchewanung Bay and Goulais Bay...	£150
Thomas Brunskill ... ..	5th July, 1847....	At Mamainse.	

No. 3.

SCHEDULE of APPLICATIONS for Mining Locations.—(Continued.)

LAKE HURON.

Name of Applicant.	Date of Application	Tract applied for.	Deposit.
John Bonner ... ..	29th Sept., 1846 ... ..	... ..	No appropriation
John Ewart ... ..	1st October, 1846..	French River ... ..	Do. Do.
John Stewart ... ..	18th Dec., 1846....	North of St. Joseph's Island ... ..	£150
James Cuthbertson ... ..	29th Sept., 1846 ... ..	Copper Bay ... ..	£150
J. W. Keating ... ..	1846... ..	Copper Bay ... ..	£150
Robert Ironside ... ..	2nd March, 1846... ..	... ..	No appropriation
James Ironside ... ..	25th Dec., 1846... ..	... ..	Do. Do.
Peter Paterson ... ..	30th Sept., 1846... ..	... ..	Do. Do.
Michael Reynolds ... ..	18th Dec., 1846... ..	Near Portlock Harbour ... ..	£150
George Benson Hall ... ..	30th Sept., 1846 ... ..	... ..	No appropriation
Lawrence Hill ... ..	11th August, 1846..	Westerly of St. George's Islands ... ..	Do. Do.
Thomas William Lloyd ... ..	30th Sept., 1846 ... ..	... ..	Do. Do.
Thomas G. Hurd ... ..	6th October, 1846..	... ..	Do. Do.
M. Meighan ... ..	18th Dec., 1846....	Easterly of Spanish River ... ..	Application withdrawn.
E. Colville, E. Collingwood, and James Gilmour ... ..	14th January, 1847..	In rear of St. George's Island ... ..	No appropriation
S. Derbshire ... ..	1st October, 1846..	... ..	Do. Do.
Robert M'Clure ... ..	26th Dec., 1846....	... ..	Do. Do.
William Price ... ..	30th Sept., 1846 ... ..	... ..	Do. Do.
Honorable Peter M'Gill ... ..	28th Nov., 1846....	Point Thessalon ... ..	No appropriation
William Wilson, per Francis Hincks	18th Dec., 1846....	Copper Bay ... .. (Right assigned to Henry Starves, 27th April, 1847.)	£150
G. Hendry ... ..	18th Dec., 1846....	North of St. Joseph's Island ... ..	£150
William Hutton ... ..	18th Dec., 1846....	North of LaCloche ... ..	... ..
John Ross ... ..	18th Dec., 1846....	North of LaCloche ... ..	... ..
Alexander and John M'Nabb ... ..	26th Sept., 1846 ... ..	North West of St. George's Island ... ..	... ..
William Petry ... ..	30th Sept., 1846 ... ..	... ..	No appropriation
Henry Atkinson ... ..	29th Sept., 1846 ... ..	Easterly of Spanish River ... ..	... ..
James Webster ... ..	18th August, 1846..	Southern Shore of Saugeen River ... ..	No appropriation
Edward Davis... ..	13th October, 1846..	North of St. Joseph's Island ... ..	... ..
Henry LeMesurier... ..	1st October, 1846..	... ..	No appropriation
Robert M'Nabb ... ..	6th October, 1846..	... ..	Do. Do.
Samuel Handy and John Wilson	22nd Nov., 1846... ..	Echo Lake ... ..	£300
William N. Crawford ... ..	29th Sept., 1846 ... ..	... ..	No appropriation
Hamilton H. Killaly ... ..	14th Dec., 1846....	Echo Lake ... ..	£150
David Davidson and R. S. M. Bouchette ... ..	17th Dec., 1846....	North of LaCloche Island, in rear of St. Joseph's Island ... ..	£300
George Desbarats ... ..	5th Nov., 1845.....	Portlock Harbour... ..	£150
M. Samuel David ... ..	10th March, 1847... ..	Near Portlock Harbour ... ..	... ..
John Simpson and B. H. LeMoine	22nd March, 1847..	North of St. George's Island ... ..	£300
Horace Keating ... ..	7th May, 1847.....	... ..	No appropriation
J. V. Delorme... ..	25th May, 1847....	West of Point Thessalon ... ..	£150
L. T. Drummond ... ..	30th March, 1847... ..	Echo Lake ... ..	£150
Henry Chapman ... ..	27th April, 1847... ..	Spanish River ... ..	£150
G. S. Tiffany and Thos. Brondgeest.	19th June, 1847....	Spanish River ... ..	£300
James Ferrier and George Ferrier..	23th June, 1847....	Near Point Thessalon ... ..	£300
Thomas S. Judah ... ..	16th June, 1847....	North of St. Joseph's Island ... ..	No appropriation
Charles J. Ford ... ..	10th June, 1847....	... ..	Do. Do.
Francis Hincks ... ..	13th July, 1847....	Adjoining H. Chapman's Tract, Spanish River... ..	£150
Robert Richardson ... ..	21st May, 1847....	Portlock Harbour ... ..	£145

Appendix  
(A. A. A.)

No. 4.

21st July.

Copies of Replies from the Office of the Provincial Secretary, on applications for Mining Licences, &c.

Secretary's Office,  
8th August, 1845.

Sir,

I have the honor, by command of the Governor General, to acquaint you, that His Excellency, in Council, has had under consideration your application for a Lease of a certain portion of Territory, on the North Shore of Lake Superior, for the purpose of working Copper and Silver Mines, reported to exist there; together with your subsequent Explanatory Paper on the subject; and being of opinion that the interest of the Province may be promoted, should you obtain authority, by Licence, to Survey, Explore, and Search for Mines and Minerals, in and throughout the Region and Lands lying on the North and Eastern Shores of Lake Superior—such Survey and Search being faithfully made, free of expense to Government, and a Report of the result transmitted, with all convenient speed, to me, for His Excellency's information, His Excellency has been pleased to direct a Licence in your favor to be prepared, to enable you to Survey and Explore accordingly, which will be forwarded to you with all convenient speed.

I am to add, that should such Exploration of the Region in question by you, prove satisfactory, His Excellency will consider you as entitled to a preference in any Management for the working of the Mines to be discovered, upon such terms as may hereafter be agreed on.

I have, &c.,  
(Signed,) D. DALY,  
Secretary.

JOHN PRINCE, Esq.

Secretary's Office,  
27th September, 1845.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of a Petition from yourself, and others, for permission to Survey and Occupy a certain Tract of Land, on the Northern Shore of Lake Superior, for Mining purposes; and I am to acquaint you, in reply, that His Excellency would agree to grant you a Licence to Survey, Explore, and Search for Minerals, on and throughout the Region and Lands lying on the Canadian Shores of Lake Superior, on the same terms as those given to Colonel Prince, and others, viz:—that such Survey and Search is to be faithfully made, free of all expense to the Government, and a Report of the result transmitted, with all convenient speed, to me, for His Excellency's information.

Should such exploration of the region in question prove satisfactory, that is to say, should you discover a bed of Ore, which you may consider it an object to Work, you will be regarded as entitled to a Licence of Authority over such Tract of Land, for such period, and upon such terms, as the Government may see fit to establish, when it is possessed of further information. Should you, therefore, desire

a Licence to Survey and Explore, on these terms, on your informing me, directions will be given for issuing one in your favor.

I have, &c.,  
(Signed,) D. DALY.

The Hon. PETER M'GILL,  
Montreal.

Secretary's Office,  
27th September, 1845.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 17th inst., requesting to know what encouragement would be held out to you and your associates, to Explore certain parts of Lake Superior, with a view of obtaining from the Provincial Government, a Licence of Occupation, for Mining purposes; and I am to inform you, in reply, that His Excellency will agree to grant you a Licence to Survey, Explore, and Search for Minerals, on and throughout the Region and Lands lying on the Canadian Shores of Lake Superior, on the same terms as those given to Colonel Prince, and others, viz:—that such Survey and Search is to be faithfully made, free of all expense to Government, and a Report of the result transmitted, with all convenient speed, to me, for His Excellency's information.

Should such exploration of the region in question prove satisfactory, that is to say, should you discover a bed of Ore, which you may consider it an object to work, you will be regarded as entitled to a Licence of Authority over such Tract of Land, for such period, and upon such terms, as the Government may see fit to establish, when it is possessed of further information. Should you, therefore, desire a Licence to Survey and Explore, on these terms, on your informing me, directions will be given for issuing one in your favor.

I have, &c.,  
(Signed,) D. DALY.

GEORGE DESBARATS, Esq.,  
Montreal.

Secretary's Office,  
27th September, 1845.

Sir,

I have the honor, by command of the Governor General, to acquaint you, that His Excellency has again had under consideration your letter of the 17th July last, inquiring as to the terms on which you could obtain a Lease of the Mines of Silver and Copper Ore on the Canadian Shores of Lake Superior, should any be found; and I am to acquaint you in reply, that His Excellency would agree to grant you a Licence to Survey, Explore, and Search for Minerals on and throughout the Region and Lands lying on the Canadian Shores of Lake Superior, on the same terms as those given to Colonel Prince and others, viz:—that such survey and search is to be faithfully made, free of all expense to Government,

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(A. A. A.)

21st July.

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21st July.

and a report of the result transmitted with all convenient speed, to me, for His Excellency's information.

Should such exploration of the Region in question prove satisfactory, that is to say, should you discover a bed of Ore which you may consider it an object to work, you will be regarded as entitled to a Licence of Authority over such Tract of Land, for such period, and upon such terms as the Government may see fit to establish, when it is possessed of further information. Should you, therefore, desire a Licence to Survey and Explore on these terms, on your informing me, directions will be given for issuing one in your favor.

I have, &amp;c.

(Signed,)

D. DALY,  
Secretary.A. D. McLEAN, Esquire,  
Chatham, C. W.Secretary's Office,  
27th September, 1845.

Sir,

I have the honor, by command of the Governor General, to inform you, that His Excellency, in Council, has had under consideration various applications for Leases of Tracts of Land on the Shores of Lake Superior, for Mining purposes, and that His Excellency has been pleased to grant authority to several parties to explore certain parts of the country on the Shores of that Lake, on the same terms as those on which a Licence was granted to you.

I am to add, in explanation of my letter of 8th August last, and of the Licence to you, that the preference therein alluded to is understood to mean that, should you discover a bed of Ore which you may consider it an object to work, you will be regarded as entitled to a Licence of Authority over such Tract of Land, for such period, and upon such terms as the Government may see fit to establish, when it is possessed of fuller information.

I have, &amp;c.

(Signed,)

D. DALY,  
Secretary.JOHN PRINCE, Esq.,  
Sandwich.Secretary's Office,  
29th October, 1845.

Sir,

I am commanded by the Governor General to acknowledge the receipt of your Letter of the 4th instant, on the subject of the Licence lately granted to several parties to explore certain parts of the North East Shore of Lake Superior, in search of Mines, Minerals, &c.

His Excellency, in Council, has fully considered the reasons which have induced you to express your disappointment at Licences having been given to other parties subsequent to the date of your application, and presumes that it must proceed from the belief that in granting you the Licence in question, an exclusive privilege was conferred upon you to

search for Ores, although on reference to your application, it does not appear that you applied for such exclusive right, and in granting you the Licence His Excellency did not imagine that any monopoly was expected.

I am further directed to state, with reference to my Letter of 27th ultimo, that after the word "bed" in the 2nd paragraph, the words "or beds" should be inserted; which alteration in the terms of your Licence will enable you to secure the preference to work any bed or beds of Ore which you may have discovered, upon such terms as may hereafter be agreed upon.

I have, &amp;c.

(Signed,)

JAMES HOPKIRK.

J. PRINCE, Esq., M.P.P.,  
Sandwich, C.W.Secretary's Office,  
30th October, 1845.

Sir,

I have the honor, by command of the Governor General, to transmit you a Licence, authorizing you to explore the Lands, &c., near Lake Superior, for Mines, Minerals, &c., on the conditions therein expressed.

I have, &amp;c.

(Signed,)

JAMES HOPKIRK.

The Hon. S. B. HARRISON,  
&c. &c. &c. Toronto.Secretary's Office,  
12th November, 1845.

Sir,

I am commanded by the Governor General to acknowledge the receipt of your letter of the 18th ultimo, enclosing an application from Mr. George K. Smith, for a Licence to explore for Minerals on the North East Shore of Lake Superior.

In reply I am to inform you, that it appears from Mr. Smith's statement that "he is a resident of Michigan, although represented to be a British subject," and states in his letter "that a Company is now formed in St. Joseph, among whom are several gentlemen possessing influence in the Atlantic Cities," from which it would seem that the Company about to be formed is to be composed in part, if not chiefly, of foreigners.

His Excellency does not think it right to grant a Licence of the description prayed for to any person not resident in the Province, nor would His Excellency wish to encourage the idea by granting a Licence to explore, that permission will be given to work Mines, should any be found, except to Her Majesty's subjects.

I have, &amp;c.

(Signed,)

D. DALY.

The Hon. JAMES KERBY,  
Fort Erie, C.W.Appendix  
(A. A. A.)

21st July.

Appendix  
(A. A. A.)Secretary's Office,  
12th November, 1845.

21st July.

Sir,

I am commanded by the Governor General, to acknowledge the receipt of your letter of 18th ultimo, enclosing an application from Mr. George K. Smith, for a Licence to explore for Minerals on the North East Shore of Lake Superior.

In reply, I am to inform you, that it appears from Mr. Smith's statement, that "he is a resident of Michigan, although represented to be a British subject; and states in his letter that a Company is now formed in St. Joseph, among whom are several gentlemen, possessing influence in the Atlantic Cities;" from which it would seem that the Company about to be formed is to be composed in part, if not chiefly of foreigners.

His Excellency does not think it right to grant a Licence of the description prayed for, to any person not resident in the Province; nor would His Excellency wish to encourage the idea, by granting a Licence to explore, that permission will be given to work Mines, should any be found, except to Her Majesty's subjects.

I have, &c.  
(Signed,) D. DALY,  
Secretary.

W. H. MERRITT, Esq.  
St. Catherines.

Secretary's Office,  
1st December, 1845.

Sir,

I have the honor, by command of the Administrator of the Government, to transmit you a Licence, authorizing you, on certain conditions, to explore the lands on the Shores of Lake Superior, for Mines, Minerals, &c.

I have, &c.  
(Signed,) JAMES HOPKIRK.

J. B. FORSYTH, Esq.  
Quebec.

Similar Letter to  
STEPHEN J. LYMAN, Esquire,  
Montreal.

Secretary's Office,  
2nd December, 1845.

Sir,

I am commanded by the Administrator of the Government, to acknowledge the receipt of your Memorial, praying for a Licence to explore the North and North East Shores of Lake Superior, in search of Mines and Minerals; and, to inform you, in reply, that it is not proposed to grant any further Licences to explore, until Reports and Returns of the result of the Examinations for which Licences have been already granted shall have been received, and

the terms on which permission may be granted for the working of such Mines, shall have been resolved upon.

I have, &c.  
(Signed,) D. DALY.

Mr. L. T. RITTER,  
care of THOMAS STEERS, Esq.,  
Montreal.

Secretary's Office,  
9th December, 1845.

Sir,

I am commanded, by the Administrator of the Government, to acknowledge the receipt of a Memorial, signed by you, on behalf of Messrs. Wm. R. Wood, Robert G. Watson and yourself, applying for a Licence to explore the North and North East Shores of Lake Superior, in search of Mines and Minerals; and to inform you, in reply, that it is not proposed to grant any further Licences to explore, until the Reports and Returns of the result of the Examinations for which Licences have already issued, shall have been received, and the terms on which permission will be granted for the working of such Mines shall have been resolved upon.

I have, &c.  
(Signed,) D. DALY.

R. STUART WOODS, Esq.  
Sandwich.

Similar Letter to

Messrs. P. H. MORIN, and JAMES M'KAY,  
Sandwich.

HENRY JONES, Esq., R. N.,  
Sarnia, C. W.

Mr. WHARTON METCALFE,  
East Hambro'.

10th December,  
E. B. DONNELLY, Esq.,  
care of L. T. DRUMMOND, Esq.,  
Montreal.

10th December,  
ALEXANDER DOUGLAS, Esq.,  
Fort Erie.

19th December,  
ALEXANDER M'DONNELL.

Secretary's Office,  
11th December, 1845.

Sir,

I am commanded by the Administrator of the Government to transmit to you herewith, a Licence, authorising you to explore the Northern and North-Eastern Shores of Lake Superior, for Mines and Minerals, &c.

I have, &c.,  
(Signed,) D. DALY.

ALEX. D. M'LEAN, Esq.,  
Chatham.

Appendix  
(A. A. A.)

21st July.



Appendix  
(A. A. A.)

21st July.

Secretary's Office,

17th December, 1845.

Sir,

I am commanded by the Administrator of the Government to inform you, that His Excellency, in Council, has had under consideration your letter of the 19th ultimo, applying for authority to commence Mining operations on the Island of Michipicoten, in Lake Superior; your letter of the 18th ultimo, applying for authority to commence Mining operations on the Peninsula of "Schoonea," and Island of Barclay, or "St. Ignace," together with several other small islands in Lake Superior; your letter of the 5th, 6th, and 18th ultimo, applying for authority to commence Mining operations on a certain Tract of Land, on the Shore of Lake Huron; and His Excellency, in Council, has considered it right to furnish to the several Parties to whom Licences to Explore have been given, the following Memoranda, as the basis on which His Excellency will be prepared to take such further steps to effect the premises as, the first condition being performed, shall appear advisable:—

As the fact of having made these prior Explorations will form the ground of application for Licences to occupy and open the Mines, His Excellency, in Council, is of opinion, that each party should be called upon to furnish the particulars of such exploration; the several steps taken to obtain information; the result, in detail, of their discoveries; the character of the various veins or beds of Ore; their probable extent and richness; and such other particulars as a rough Geological Inquiry, by a scientific man, might be expected to furnish.

His Excellency, in Council, further considers it advisable, with a view to guard against a perversion of the intentions of the Government in granting these Licences, to require, that the different applicants should furnish the names of all the Parties forming each Association; and that they should be informed that no Licences will at present be granted to, or in favor of, other than British subjects; and that no transfer, or assignment of interest, shall take place, or addition be made to the Association, without the sanction, previously obtained, of the Government, unless the parties are British subjects.

I am to add, that His Excellency, in Council, is not disposed to grant Licences of Occupation for any portion of the Tract in question, until the Provincial Geologist, or some other scientific Agent of the Government, shall have had an opportunity of marking the boundaries of the several limits, and of examining and remarking upon the statements to be furnished by the several parties exploring, and a general Report framed for His Excellency's information, and future action.

I have, &c.,

(Signed) D. DALY.

S. DERBISHIRE, Esq.,  
Montreal.

Appendix  
(A. A. A.)

21st July.

Similar letter to each of the following, viz:

The Hon. P. M'GILL, and GEO. DESBARATS, Esq.

Hon. S. B. HARRISON,  
Toronto.

J. PRINCE, Esquire,  
Sandwich.

Jos. WOODS,  
Chatham.

CHAS. BOCKUS and DONALD ROSS,  
Montreal.

JOHN STUART,  
Buffalo.

ARTHUR RANKIN,  
Chatham.

JOHN EWART,  
Toronto.

ALLAN M'DONNELL,  
Buffalo.

J. FERRIER,  
Montreal.

W. C. MEREDITH,  
Montreal.

W. H. MERRITT,  
Chatham.

JOHN DOUGLAS,  
Fort Erie.

J. HAMILTON,  
London.

ANGUS D. M'DONELL.

EDWARD RYAN,  
Quebec.

THOMAS RYAN,  
Montreal.

S. JONES LYMAN,  
Montreal.

CHARLES JONES,  
Toronto.

J. B. FORSYTH,  
Quebec.

ROBERT J. TURNER.

J. HENDERSON,  
Montreal.

AND. D. M'LEAN,  
Chatham.

WM. B. JARVIS, and others,  
Toronto.

JAMES WILSON,  
PERTH.

A. & S. BAGG,  
Montreal.

Appendix  
(A. A. A.)

21st July.

Sir,

I am commanded by the Administrator of the Government to transmit to you, herewith, a Licence, authorizing you to explore the Northern and North-Western Shores of Lake Superior, in search of Mines and Minerals.

I have, &c.,  
(Signed,) D. DALY.

Messrs. A. & S. BAGG,  
Montreal.

Sir,

I am commanded by the Administrator of the Government to transmit to you, herewith, a Licence, in favor of yourself and others, authorizing you to explore the Northern and North-Eastern Shores of Lake Superior, in search of Mines and Minerals.

I have, &c.,  
(Signed,) D. DALY.

Wm. B. JARVIS, Esq.,  
Toronto.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your Memorial of the 13th instant, applying for a Licence to explore the Shores of Lake Superior, in search of Mines and Minerals.

In reply, I am to inform you, that it is not proposed to issue any more Licences to explore, until Reports and Returns of the result of the examination for which Licences have been received, and the terms on which permission will be granted for working of the Mines, shall have been decided upon.

I have, &c.,  
(Signed,) D. DALY.

Mr. EDW. MASSE,  
Bytown.

Similar letter to

SAMUEL S. M'DONALD,  
Toronto, C. W.

ROBERT IRONSIDE,  
Montreal.

Secretary's Office,  
29th December, 1845.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your

Secretary's Office,  
22nd December, 1845.

letter of 25th instant, requesting a re-consideration of your application for a Licence to explore for Mines and Minerals on the Shores of Lake Superior.

In reply, I am to inform you, that while His Excellency regrets that you should be subjected to any inconvenience, from not receiving a Licence, he nevertheless considers that he could not, with propriety, depart from the Rule which was adopted and acted upon in other cases, with regard to the present discontinuance of granting any further applications; as a deviation from the Rule in this particular case would naturally lead others, whose applications have been refused, to expect that a similar indulgence would be extended to them.

I have, &c.,  
(Signed,) D. DALY.

R. IRONSIDE, Esq.,  
Rascoe's Hotel, Montreal.

Secretary's Office,  
8th January, 1846.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your Memorial of 23rd ultimo, applying for Licence to explore for Mines and Minerals on the Shore of Lake Superior, and to inform you that it is not proposed to grant any more Licences for that purpose until the Reports and Returns of the results of the examinations made by those parties who have already received, and the terms on which permission to work any Mines that may have been decided on.

I have, &c.,  
(Signed,) D. DALY.

F. CARRON, Esquire,

A similar letter to

JOHN B. LAHTERLY,  
Amherstburgh, C. W.

Secretary's Office,  
23rd January, 1846.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your letter of 22nd instant, applying for a License to explore for Mines and Minerals on the shores of Lake Superior, and to inform you that it is not proposed to grant any new Licenses of this nature till the Reports and results of the examination made by those to whom Licences have been granted, shall have been received, and the terms on which authority will be given to work such Mines as may have been discovered shall have been agreed upon.

I have, &c.  
(Signed,) JAMES HOPKIRK.

S. B. CAMPBELL.

A similar letter to

Wm. JAFFRAY.  
Favor of H. E. RAWSON.

Appendix  
(A. A. A.)

21st July.

Appendix  
(A. A. A.)  
21st July.

Secretary's Office,  
18th February, 1846.

Sir,

Refusing Licence to explore for Minerals and Mines on Shores of Lake Superior, (see page 173.)

I have, &c.  
(Signed,) D. DALY.

R. EASTON, Esq.,  
Montreal.

Secretary's Office,  
16th March, 1846.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your Memorial of 2nd instant, requesting a Licence to explore for Mines and Minerals on the Shore of Lake Huron.

In reply, I am to acquaint you that the objections to granting any fresh Licences for this purpose, as communicated to you in my letter of 23rd December last, apply to Lake Huron as well as to Lake Superior; and His Excellency therefore regrets that he cannot accede to your request.

I have, &c.  
(Signed,) D. DALY.

ROBERT IRONSIDE, Esq.,  
Amherstburgh.

Secretary's Office,  
25th March, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of 23rd instant, requesting to be furnished with a description of the several localities claimed for Mining purposes, which I have laid before the Administrator of the Government, and I am to acquaint you in reply, that at present, and until some decision has been arrived at with regard to the measures which His Excellency may adopt with reference to the disposing of the rights to work the Minerals on the localities in question, His Excellency does not consider it expedient to comply with your request.

I have, &c.  
(Signed,) JAMES HOPKIRK.

GEORGE DESBARATS, Esq.,  
Montreal.

Similar letter to

S. JONES LYMAN, Esq.,  
Montreal.

Secretary's Office,  
25th March, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 23rd instant, transmitting specimens of Minerals discovered by your Agents on the

Appendix  
(A. A. A.)  
21st July.

North Shore of Lake Superior, and also a Map of the Mineral Regions alluded to in Professor Mather's Report, and the communications of Messrs. Kenzie and Grant, forwarded by you on 9th ultimo, and to inform you that I have laid the subject before His Excellency the Administrator of the Government, for consideration.

I have, &c.  
(Signed,) D. DALY.

JOHN PRINCE, Esq.,  
M. P. P.

Secretary's Office,  
4th April, 1846.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your letter of the 31st ultimo, representing the necessity for the appointment of a resident Government Agent at Lake Superior, in the event of a Licence being granted for working Mines in the neighbourhood, and offering your services in that capacity.

In reply, I am to inform you, that should it be considered necessary to appoint any such Officer, your wishes will not fail to engage His Excellency's attention, with those of others, in making the appointment.

I have, &c.  
(Signed,) D. DALY.

W. KEATING, Esq.,  
Montreal.

Secretary's Office,  
4th April, 1846.

Sir,

I am commanded by the Administrator of the Government, to acknowledge the receipt of your letter of the 31st ultimo, enclosing a Petition, signed by the Honorable Mr. M'Gill, Mr. Moffatt, and yourself; praying that an Act may be passed, incorporating you with others, for the purpose of working Mines on the Shores of Lake Superior; and to inform you, that, in the event of an Act of that nature passing the other branches of the Legislature, the subject will not fail to engage His Excellency's attention.

I have, &c.  
(Signed,) D. DALY.

JAMES LOGAN, Esq.,  
Montreal.

Secretary's Office,  
4th April, 1846.

Sir,

I am commanded by the Administrator of the Government, to acknowledge the receipt of your letter of 31st ultimo, representing the necessity for the appointment of a Resident Government Agent at Lake Superior, in the event of a Licence being granted

Appendix  
(A. A. A.)

21st July.

for working Mines in that neighborhood, and offering your services in that capacity.

In reply, I am to inform you, that, should it be considered necessary to appoint any such Officer, your wishes will not fail to engage His Excellency's attention, with those of others, in making the appointment.

I have, &c.  
(Signed,) D. DALY.

J. W. KEATING, Esq.  
Montreal.

Secretary's Office,  
8th April, 1846.

Sir,

With reference to your letter of 2nd instant, enclosing a letter from Mr. John Stuart; I have the honor to inform you, that the Maps and descriptions of further Locations under that gentleman's Licence, to explore for Mines on the Shores of Lake Superior, did not accompany your communication.

I have, &c.  
(Signed,) D. DALY.

Sir ALLAN N. McNAB,  
&c. &c. &c.

Secretary's Office,  
9th April, 1846.

Sir,

Acknowledging letter of the 30th ultimo, relative to Mining operations on the Shores of Lake Superior, laid before His Excellency the Administrator of the Government, for consideration.

I have, &c.  
(Signed,) D. DALY.

ALLAN M'DONNELL, Esq.,  
Fort Erie.

Secretary's Office,  
9th April, 1846.

Sir,

I have the honor, by command of the Administrator of the Government, to acquaint you, that His Excellency, in Council, has had under consideration several applications of parties, in whose favor Licences to explore the Northern Shores of Lake Superior have been granted; as also, the Report of W. E. Logan, Esquire, Provincial Geologist.

His Excellency is of opinion, that in order to facilitate the operations of those who are prepared to commence working the Copper or other Mines of that section of the Province, it is expedient that Mr. Logan should proceed to Lake Superior as soon as practicable, accompanied by a Deputy Provincial Surveyor, and a sufficient number of men for the purpose of defining the limits of certain beds of Ore, alleged to have been discovered by the holders of these Licences.

Appendix  
(A. A. A.)

21st July.

His Excellency does not consider it necessary to direct Mr. Logan to do any thing more at present towards a Survey of the Shores of Lake Superior, than to examine the Localities pointed out by the applicants in question; and to set apart and mark out a tract of land for each, of one mile in front, by five miles in depth, embracing the bed or beds of Ore which he may desire to commence working.

His Excellency has further desired me to direct that you would be pleased to prepare instructions for Mr. Logan's guidance and authority, with a view not only to the establishing of the said limits, but also to the ascertaining of the character and value of the Ores in question.

I have, &c.  
(Signed,) D. DALY.

Honorable D. B. PAPINEAU,  
Commissioner of Crown Lands.

Secretary's Office,  
13th April, 1846.

Sir,

I have the honor, by command of the Administrator of the Government, to acquaint you, that His Excellency, in Council, has had under consideration, your own and other applications for Leases of Beds of Ore on Lake Superior; and that His Excellency intends to direct Mr. Logan, Provincial Geologist, to proceed to Lake Superior as soon as practicable, accompanied by a Deputy Provincial Surveyor, and a sufficient number of men, for the purpose of defining and marking out the limits of the Beds said to be discovered by the holders of Licences; and setting apart a tract of land for each of one mile in front, by five miles in depth, embracing the Bed or Beds of Ore which each party may desire to work.

I am further to state, that until His Excellency shall have received Mr. Logan's Report on the nature and value of the Ores, he can only direct you and other parties holding Licences, to be informed, that the right of working the Mines will be conferred at once, subject to such terms as the Government may hereafter impose; but that in the event of Leases being determined on, their duration will be for a period of not less than twenty-one years.

I have, &c.  
(Signed,) D. DALY.

Colonel PRINCE.

Similar Letter to

S. DERBISHIRE, Esq.,  
Montreal.

Hon. P. M'GILL and G. DESBARATS, Esq.

Hon. J. B. HARRISON,  
Toronto.

Jos. WOODS,  
Chatham.

CHARLES BOCKUS and DONALD ROSS,  
Montreal.

JOHN STUART,  
Buffalo.

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(A. A. A.)

21st July.

ARTHUR RANKIN,  
Chatham.

JOHN EWART,  
Toronto.

ALLAN M'DONNELL, Esq.  
Buffalo.

J. FERRIER,  
Montreal.

W. C. MEREDITH,  
Montreal.

W. H. MERRITT,  
Ste. Catherines.

JOHN DOUGLAS,  
Fort Erie.

JAMES HAMILTON,  
London.

ANGUS D. M'DONELL,  
Toronto.

EDW. RYAN,  
Quebec.

THOMAS RYAN,  
Montreal.

S. JONES LYMAN,  
Montreal.

CHARLES JONES,  
Toronto.

JAMES B. FORSYTH,  
Quebec.

ROBT. J. TURNER.

JAMES HENDERSON, Agent,  
Montreal.

A. D. M'LEAN,  
Chatham.

WM. B. JARVIS and others,  
Toronto.

JAMES WILSON,  
Perth.

A. & S. BAGG,  
Montreal.

Secretary's Office,  
April, 1846.

Sir,

I have the honor, by command of the Administrator of the Government, to acquaint you, that His Excellency, in Council, has had under consideration, a Petition from yourself and various other gentlemen interested in Mining operations on Lake Superior; representing the insufficiency in frontage, of the limits fixed by an order in Council of 6th and 7th inst., and communicated to you on the 13th inst.;

and that His Excellency has been pleased to extend these limits to two miles in front, by the depth formerly decided on, viz.: five miles.

Appendix  
(A. A. A.)

21st July.

I have, &c.  
(Signed,) JAMES HOPKIRK.

Honorable PETER M'GILL,  
with all the annexed,  
Montreal.

Secretary's Office,  
22nd April, 1846.

Sir,

I am commanded by the Administrator of the Government to acknowledge the receipt of your Petition, applying for a Licence to explore the Shores of Lake Huron in search of Mines and Minerals, and to inform you that it is not proposed to grant any new Licences for that purpose, until the Reports and Surveys of those parties who already obtained Licences shall have been received, and the terms upon which permission to work any Mines that may have been discovered, shall have been decided on.

I have, &c.,  
(Signed,) D. DALY.

J. W. KEATING, Esquire,  
Montreal.

Similar letter to

Mr. G. A. ALLAN,  
Grafton, C. W.

Secretary's Office,  
1st May, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of 27th ultimo, enclosing a Petition signed by yourself and others, applying for a Licence to explore the Shores of Lake Superior for Mines and Minerals.

In reply, I am to inform you, that it is not proposed to issue any new Licences for that purpose, until the Reports of the Surveys that have been already commenced shall have been received, and the terms upon which authority will be granted to work such Mines as may have been discovered, shall have been decided on.

I have, &c.,  
(Signed,) D. DALY.

W. M. B. HARTLEY, Esquire,  
Montreal.

Similar letter to

H. CHAPMAN, Esquire,  
Montreal.

W. N. CRAWFORD, Esquire,  
Montreal.

CHARLES ASKIN, Esquire,  
Montreal.

Appendix  
(A. A. A.)

21st July.

W. ELLIOT, Esquire,  
Sandwich.

JOHN JACOB, Esquire,  
Chatham.

JOHN A. WILKINSON, Esquire,  
Sandwich.

Mr. THOMAS M'KEE.

JAMES CUTHBERTSON, Esquire,  
Montreal.

WM. GASPE HALL, Esquire,  
May, near Sandwich.

WM. DUFF, Esquire,  
Township of Colchester,  
Western District.

JOSHUA CHAMBERLAIN, Esquire,  
Freligsburgh, C.E.  
care of J. M. FERRES, Esquire,  
Montreal.

Secretary's Office,  
7th May, 1846.

Sir,

I am commanded by the Governor General to acknowledge the receipt of your letter of the 4th instant, on the subject of your application for a Licence to explore for Mines, &c., and to inform you, that should it be resolved to issue any new Licences of this nature, your application will not fail to engage His Excellency's attention.

I have, &c.,  
(Signed,) D. DALY.

W. N. CRAWFORD, Esquire,  
Montreal.

Secretary's Office,  
8th May, 1846.

Sir,

I am commanded by the Governor General to acknowledge the receipt of your letter of 6th ultimo, renewing your application on behalf of Mr. H. E. Ranson, for a Licence to explore for Mines on the Shores of Lake Superior, and in reply I am to inform you, that His Excellency cannot alter the decision already arrived at, as communicated to you in my letter of 3rd February last, viz., to withhold the issue of any more Exploring Licences until Reports shall have been received from the parties who have already procured them, and the terms on which Licences to work any Mines that may have been discovered shall have been decided on.

I have, &c.,  
(Signed,) D. DALY.

WM. JAFFRAY, Esquire,  
Bank of British North America,  
Toronto.

Secretary's Office,  
26th May, 1846.

Appendix  
(A. A. A.)

21st July.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 23rd instant, referring to the terms of the Circular Letter of 17th December last, issued to the several parties holding Licences to explore for Minerals on the Shores of Lake Superior, in which you state, you have interpreted the prohibition against the holders of Licences, without consent of the Government, associating with themselves or transferring any interest in the Licences to any persons who were not British Subjects, to refer only to the direction or management of the Mining interests that might grow up under these Licences, and not as prohibiting Foreigners, under any circumstances, from holding an interest in the Capital Stock of a Canadian Company, under the exclusive regulation of British Subjects.

In reply, I am to acquaint you, that the Circular was intended to prohibit the granting of Licences or Leases to any others than British Subjects; His Excellency being of opinion that the Government ought, in all matters connected with the Mining operations, to treat with British Subjects alone.

With reference to any arrangements which the holders of such Licenses may enter into with other parties, with the view of obtaining the assistance of their capital in carrying on their operations, the Government having no knowledge of such parties, do not consider it necessary to interfere; provided always that, in all transactions with the Government, the parties so transacting be British Subjects.

I have, &c.,  
(Signed,) D. DALY.

S. DERBISHIRE, Esquire,  
Montreal.

Secretary's Office,  
16th June, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you that His Excellency, in Council, has had under consideration your Petition, praying that the two Companies formed by you for Mining purposes, on the Shores of Lake Superior, may not be limited to one location for the two; and that His Excellency is advised that it is not expedient to comply with your request.

I have, &c.  
(Signed,) JAMES HOPKIRK.

GEORGE DESBARATS, Esq.

Secretary's Office,  
17th June, 1846.

Sir,

I have the honor, by command of the Governor General, to inform you that His Excellency, in Council, has had under consideration your application for a separate location for Mining on the Shores of

Appendix  
(A. A. A.)  
21st July.

Lake Superior, and that His Excellency is advised that it is inexpedient to grant your request.

I have, &c.  
(Signed,) D. DALY.

Wm. H. BOULTON, Esq.,  
Toronto.

Secretary's Office,  
2nd July, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of 29th June, enclosing a Copy of a Report from Messrs. Wilcox and Latter, of discoveries of certain veins of Minerals, &c., under your Licence to explore for Mines, &c., on the Shores of Lake Superior, and requesting that the said veins may be secured to you; and to inform you that the same have been laid before His Excellency the Governor General, in Council, for consideration.

I have, &c.  
(Signed,) D. DALY.

A. RANKIN, Esq.,  
Montreal.

Secretary's Office,  
3rd July, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of 16th ultimo, renewing your application for a Mining Licence, on the ground that your former application reached Montreal on the 20th December last.

In reply, I am to inform you, that an Order in Council having been passed on 6th November last, forbidding the issuing of any more Licences to parties who had not applied prior to that date, and the Licences since issued having been granted to prior applicants only, and a subsequent Order having passed on the 12th December, peremptorily forbidding all further Licences; His Excellency cannot comply with your request now to have a Licence.

I have, &c.  
(Signed,) D. DALY.

Lt. Col. ELLIOTT,  
Montreal.

Secretary's Office,  
3rd July, 1846.

Sir,

In reply to your letter of the 1st instant, stating that you understand it is the intention of Government to issue further Licences in favor of parties desiring to explore the Northern and Eastern Shores of Lake Superior for Mines and Minerals, and therefore praying that you may obtain one; I am commanded by His Excellency to inform you, that

Appendix  
(A. A. A.)  
21st July.

there is no intention to grant any further Licences, and that His Excellency cannot therefore comply with your request.

I have, &c.  
(Signed,) D. DALY.

A. F. SABINE, Esq.,  
Montreal.

Secretary's Office,  
6th July, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of 25th ultimo, enclosing a Report of the Exploration undertaken by Messrs. Douglas, A. D. M'Donnell, and yourself, under certain letters of Licence, and to inform you that the same has been laid before His Excellency, in Council, for consideration.

I have, &c.  
(Signed,) JAMES HOPKIRK.

ALLAN M'DONNELL, Esq.,  
Fort Erie.

Secretary's Office,  
6th July, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your Memorandum of 6th instant; and to acquaint you, in reply, that the ground on which Mr. Woods' Licence, some time ago issued, was, that he had made application through his brother, prior to the first Order in Council of 6th November, prohibiting the issue of further Licences.

I am to add, that His Excellency, in Council, has again had the subject of granting further Licences under consideration; and that it has been decided by His Excellency, in Council, to be inexpedient to grant any others, until the Reports of the discoveries which have been already made shall have been received, and the terms on which Leases may be granted to those now holding Licences, shall have been finally determined on.

I have, &c.  
(Signed,) \_\_\_\_\_

Col. ELLIOTT,  
Post Office, Montreal.

Secretary's Office,  
10th July, 1846.

Sir,

I have the honor to inform you, that the respective Reports of Exploration of Messrs. M'Donnell and Rankin, under their Licence to explore for Mines on the Shores of Lake Superior, having been received at this Office, on the 30th ultimo, and 4th



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(A. A. A.)  
21st July.

instant; in compliance with the wishes of those gentlemen, I herewith transmit to you copies thereof.

I have, &c.,  
(Signed,) D. DALY.

W. E. LOGAN, Esq.,  
Provincial Geologist.

Secretary's Office,  
3rd August, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you, that His Excellency, in Council, has had under consideration your renewed application for a Licence to explore for Mines and Minerals on the Shores of Lake Superior, together with your Memoranda of facts in the case; and I am to acquaint you, in reply, that His Excellency, in Council, considers that he cannot, with propriety, depart from the decision already arrived at in your case, and communicated to you in my letter of the 7th ultimo.

I have, &c.,  
(Signed,) D. DALY.

Col. ELLIOTT,  
Montreal.

Secretary's Office,  
3rd August, 1846.

Sir,

I have the honor, by command of the Governor General, to inform you, that His Excellency, in Council, has had under his consideration your application, and that of others, for Licences to explore for Mines and Minerals on the Shores of Lake Superior; and that His Excellency, in Council, has come to the determination to issue no more Licences at present, until the Reports of the discoveries which have been already made shall have been received, and the terms on which Leases may be granted to those now holding Licences, shall have been finally determined on.

I have, &c.,  
(Signed,) D. DALY.

W. M. KELLY, Esq.,  
Montreal.

Similar letter to

JOHN PRINCE, Esq.,  
Sandwich.

EBERTS, WADDELL, & Co.,  
Chatham.

P. H. MORIN, Esq.,  
care of R. S. M. BOUCHETTE, Esq.,  
Montreal.

17th August.  
Mr. J. THOMPSON,  
Montreal.

Appendix  
(A. A. A.)  
21st July.

R. S. BOUCHETTE, Esq.,  
Montreal.

12th August.  
Mr. ANDREW M'FARLANE,  
Montreal.

Secretary's Office,  
4th August, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you, that His Excellency, in Council, has again had under consideration your application on behalf of Henry Jones, Esq., for a Licence to explore for Minerals on the Shores of Lake Superior; and that as there is reason to believe that the application was made through this Office, prior to the Order in Council prohibiting the further issue of Licences, His Excellency, in Council, has been pleased to grant the same.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

JAMES HENDERSON, Esq.,  
Montreal.

Secretary's Office,  
13th August, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of 7th instant, praying that you may have the exclusive privilege and advantage of working the whole of a Mine discovered by you, under your Licence to explore for Minerals on the Northern Shore of Lake Superior; and to inform you, that it has been laid before His Excellency the Governor General, in Council, for consideration.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

JOHN PRINCE, Esq., M. P. P.,  
Sandwich.

Secretary's Office,  
15th August, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you, that His Excellency, in Council, has had under consideration letters from the following parties, holding separate Licences to explore for Mines and Minerals on the Shores of Lake Superior, viz., Yourself, the Honorable P. McGill and others, the Honorable S. B. Harrison, John Ewart, Esquire, and Messrs. A. & S. Bagg, containing selections of locations for Mining purposes, and asking if there will be, on the part of the Government, any objections to the formation of a Company, composed of holders of Licences, for the better attainment, by the union of capital, skill, and labour, for the common object for which these Licences are held and now granted, and that His Excellency has been advised

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that there will be no objections, on the part of the Government, to the association of the several Licence-holders, as prayed for.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

Honorable GEORGE MOFFATT,  
&c. &c. &c.  
Office of the Montreal Mining Company,  
Montreal.

Secretary's Office,  
17th August, 1846.

Sir,

I am commanded by the Governor General to inform you that His Excellency, in Council, has had under consideration your letter of 13th instant, representing that Mr. Logan had refused to recognise the claims of one of the Companies formed under your Licence to explore for Mines, whereby you and your copartners will suffer loss, as the work thereon has been carried on for some time back, and to a considerable depth, for testing the veins, &c.

His Excellency, in Council, has been pleased, under the peculiar circumstances of the case, to direct that Mr. Logan be instructed not to place a Location on the limits now being worked by Mr. M'Leod, until further orders, to the end that full information on the subject be received by His Excellency.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

G. DESBARATS, Esquire,

A letter in similar terms to the Provincial Geologist.

Secretary's Office,  
17th August, 1846.

Sir,

I have the honor, by command of the Governor General, to transmit to you herewith a copy of a communication from Mr. G. Desbarats, complaining of the refusal of Mr. Logan to recognise the claim of one of the Companies formed under his Licence to explore for Mines, together with a copy of a Report of a Committee of the Honorable Executive Council, with the view to the instructions therein recommended being conveyed to Mr. Logan through your Department, being the one through which that officer received his instructions.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

Commissioner of Crown Lands.

Secretary's Office,  
19th August, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you that the attention of His Excellency, in Council, has been drawn to the fact,

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that several Reports of persons who have explored the South coast of Lake Superior under the authority of individuals holding Licences for that purpose, have been accompanied by maps or sketches of certain points, headlands, and islands, as laid down by Captain Bayfield, and to which they have given names according to their own fancy.

His Excellency is advised that this, if recognized, may lead to confusion, and has therefore desired me to instruct you to pay no attention to such names, but to suggest others for the approval of His Excellency, in Council.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

W. E. LOGAN, Esquire,  
Provincial Geologist,  
Lake Superior.

Secretary's Office,  
19th August, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you, that His Excellency, in Council, has had under consideration your Petition, praying for the exclusive privilege and advantage of working the whole of the Mine or Vein which has been discovered by you and your agents, although it may extend beyond five miles in depth, and that the same may be included in the Deed to be granted by the Government to you, and also praying that the said Deed may issue forthwith.

In reply, I am to acquaint you that His Excellency is advised that he cannot accede to your first request without establishing a very inconvenient precedent, which would in reality be an extension of Mining limits to an indefinite length.

With reference to your request that the Deed of your limits may issue forthwith, His Excellency is advised that this is impossible, because Mr. Logan has not yet made a Report of the Boundaries of the Location in question, and also because His Excellency has not yet decided whether these Mining Districts shall be assigned to the parties under lease, or by sale in fee simple.

His Excellency, in Council, has further decided that one Range only from the Lake, of Mining Locations, should be granted at present.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

JOHN PRINCE, Esquire,  
Sandwich.

Secretary's Office,  
20th August, 1846.

Sir,

I have the honor, by command of the Governor General, to inform you that a Licence has been issued in favour of William Elliott, Esquire, authorizing him to explore for Mines and Minerals on the Shores of Lake Superior, on the same terms with those granted to other parties who have formerly received

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Licences, on the ground of his having applied for such Licence prior to the Order in Council forbidding the further issue of Mining Licences.

The Licence will be delivered to you, as Attorney for Mr. Elliott, or to any person whom you may authorise to receive it.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

C. E. ANDERSON, Esquire,  
Montreal.

Secretary's Office,  
4th September, 1846.

Sir,

I have the honor, by command of the Governor General, to inform you that His Excellency, in Council, has had under his consideration your application for a Licence to explore the Shores of Lake Superior for Mines, and that His Excellency, in Council, is of opinion that it is inexpedient to grant any more Mining Licences at present.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

G. RYKERT, Esquire,  
St. Catherines.

Secretary's Office,  
8th September, 1846.

Sir,

With reference to the Mining Licence lately granted to Mr. P. H. Morin, on the ground that he had applied for one prior to certain prohibitory Orders in Council, I am commanded by the Governor General to acquaint you, that His Excellency finds, on inquiry, that this application was originally made jointly with Mr. M'Kay, and that had it been granted at its date, one Licence only would have issued in their joint names.

It now appears, from the application of Mr. M'Kay, that he also is desirous of obtaining a Licence, and as, in granting one to Mr. Morin, on the ground of his previous joint application with Mr. M'Kay, His Excellency presumed that they were both interested in the Licence, it will be necessary for Mr. Morin to communicate the benefit of that granted to him to Mr. M'Kay, or to arrange otherwise with him.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

R. S. M. BOUCHETTE, Esquire,  
Montreal.

Secretary's Office,  
9th September, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter, requesting a Location of certain Islands in Lake Su-

perior, known as the Point Porphyry Group, for Mining purposes, and to inform you that it should have been made to Mr. Logan, who is on the spot for the purpose of making Locations.

With reference to that part of your letter wherein you state that you are desirous of associating with other Licence-holders, with a view to the better attainment of the objects for which the Exploring Licences were granted, I am to state, that there will be no objection on the part of the Government to your associating yourself with other Licence-holders, as desired.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

S. DERBISHIRE, Esquire,  
Montreal.

Secretary's Office,  
9th September, 1846.

Sir,

I am commanded by the Governor General to inform you, that His Excellency, in Council, has had under consideration your application on behalf of Mr. James M'Kay, of Sandwich, for a Licence to explore the Shores of Lake Superior, for Mines and Minerals; urging, as a ground for his request, his having made an application for such Licence previous to the issue of the Order of His Excellency, in Council, of the 12th December last, prohibiting the issue of more Licences.

His Excellency finds, that on the 27th November last, Mr. M'Kay and Mr. Morin made a joint application for a Mining Licence; and had their application been granted, one Licence only would have issued to them. His Excellency, however, finds that Mr. Morin, subsequently, renewed the application, and obtained a Licence; in which, of course, Mr. M'Kay is entitled to a share, as such Licence was granted solely on the ground of their previous joint application, unless Mr. M'Kay has disposed of his share thereof to Mr. Morin.

Under these circumstances, His Excellency cannot grant another Licence in Mr. M'Kay's favor; it is left, therefore, for him to obtain from Mr. Morin the interest in his Licence, to which he (Mr. M'Kay,) would have been entitled had their joint application been granted at its original date.

A letter has been addressed to Mr. Morin on the subject.

I have, &c.  
(Signed,) JAMES HOPKIRK.

JAMES HENDERSON, Esq.  
Montreal.

Secretary's Office,  
15th September, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of this date, inquiring whether any more Licences to explore for Mines and Minerals on the Banks of

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Lake Superior have been granted; and if not, the grounds on which they have been refused.

In reply, I am to acquaint you, that several applications for Licences have lately been made, and have been under the consideration of His Excellency, in Council.

The Order in Council, of 12th December last, pointed out the conditions with which parties obtaining Licences are to be called upon to comply, in order to entitle them to priority, or right of pre-emption, in regard to Location for Mining. Among other things, that the parties should furnish particulars of their exploration; the steps taken to obtain information; the result, in detail, of their discoveries; the character of the veins or beds of Ore. This information to be given to the Provincial Geologist, with a view to marking boundaries of limits for Mining purposes, as well as enabling him to furnish an accurate and general Report.

At that time, His Excellency, in Council, decided that no new Licences should be granted, though this decision has not been strictly adhered to. Parties who have obtained Licences, but who fail to comply with these stipulations, would clearly have no claim to any priority in a choice of Location:

His Excellency is advised that no person, now obtaining a Licence to explore, could comply with these stipulations in time to make the necessary communications to the Provincial Geologist, whose Reports His Excellency expects very soon to receive.

The refusal of a Licence to explore, for the purpose of obtaining a preference of Location, by no means involves a refusal of a Licence, or other authority, to Mine.

When His Excellency, on receipt of the proper Report and information, determines on the mode of enabling parties to work these Mines, whether Lots or Locations be leased for a term of years, or absolutely sold, an opportunity will, probably, be given to the Public, to lease or purchase; the advantage of selection of one Location being given to the holder of each Licence who has complied with the previous condition of exploring, and communicating the requisite information.

To grant new Licences at this late date, would either be useless to the parties, as they could not comply with the conditions necessary to give them any advantage, or it would delay the return of the Provincial Geologist, and the disposition of the whole question, until these latter parties had also explored, and performed what was required.

Under these circumstances, therefore, His Excellency is advised, that it is inexpedient to grant any more Licences to explore.

I have, &c.  
(Signed,) JAMES HOPKIRK.

Honorable GEORGE MOFFATT,  
Chairman of the  
Montreal Mining Company.

Secretary's Office,  
16th September, 1846.

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Sir,

I have the honor, by command of the Governor-General, to acquaint you that His Excellency, in Council, has had under consideration your renewed application for a Licence to explore for Mines on Lake Superior.

The Order in Council, of 12th December last, pointed out the conditions with which parties obtaining Licences are to be called upon to comply, in order to entitle them to priority, or right of pre-emption, in regard to Location for Mining. Among other things, that the parties should furnish particulars of their exploration; the steps taken to obtain information; the result, in detail, of their discoveries; the character of the veins or beds of Ore. This information to be given to the Provincial Geologist, with a view to marking boundaries of limits for Mining purposes, as well as enabling him to furnish an accurate and general Report.

At that time, His Excellency, in Council, decided that no new Licences should be granted, though this decision has not been strictly adhered to. Parties who have obtained Licences, but who fail to comply with these stipulations, would clearly have no claim to any priority in a choice of Location.

His Excellency is advised that no person, now obtaining a Licence to explore, could comply with these stipulations in time to make the necessary communications to the Provincial Geologist, whose Reports His Excellency expects very soon to receive.

The refusal of a Licence to explore, for the purpose of obtaining a preference of Location, by no means involves a refusal of a Licence, or other authority, to Mine.

When His Excellency, on receipt of the proper Report and information, determines on the mode of enabling parties to work these Mines, whether Lots or Locations be leased for a term of years, or absolutely sold, an opportunity will, probably, be given to the Public, to lease or purchase; the advantage of selection of one Location being given to the holder of each Licence who has complied with the previous condition of exploring, and communicating the requisite information.

To grant new Licences at this late date, would either be useless to the parties, as they could not comply with the conditions necessary to give them any advantage, or it would delay the return of the Provincial Geologist, and the disposition of the whole question, until these latter parties had also explored, and performed what was required.

Under these circumstances, therefore, His Excellency is advised, that it is inexpedient to grant any more Licences to explore.

(Signed,) JAMES HOPKIRK.

H. RYLAND, Esq.,  
Montreal.

Similar letter to

JEAN B. MAÇON, Esq.,  
As Attorney for  
EDWARD B. DONNELLY, Esq.

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21st July. Sir,

I have the honor, by command of the Governor General, to acquaint you that His Excellency, in Council, has had under consideration your letter, declining on the part of P. H. Morin, Esquire, to admit James M'Kay to participate with him in the advantages to be derived from a Licence to explore Mines on Lake Superior, which was granted to Mr. Morin, who had formerly made application jointly with Mr. M'Kay, and which joint application was the only reason which induced the Government to grant the said Licence; and that under these circumstances, His Excellency, in Council, has had no alternative but to direct that the said Licence should, in the meantime, be cancelled.

I have, &c.  
(Signed,) JAMES HOPKIRK.

R. S. M. BOUCHETTE, Esq.,  
Montreal.

Secretary's Office,  
16th September, 1846.

Sir,

I have the honor, by command of the Governor General, to acquaint you that the Licence to explore for Mines and Minerals on the banks of Lake Superior, which was granted to P. H. Morin, Esquire, having been granted to him on the sole ground of his former joint application with James M'Kay, Esq.; and Mr. Morin having declined to permit Mr. M'Kay to a participation with him in the benefits to be derived therefrom; His Excellency, in Council, has had no alternative but to direct that the said Licence should, in the meantime, be cancelled.

I have, &c.  
(Signed,) JAMES HOPKIRK.

ROBERT M'KAY, Esq.,  
Attorney for JAMES M'KAY, Esq.,  
Montreal.

Secretary's Office,  
17th September, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of 20th ultimo, requesting that Licences to explore the Shores of Lake Superior for Mines and Minerals may be granted to Dr. S. C. White, in the event of any more such Licences being issued; and to inform you that His Excellency, in Council, considers it inexpedient to issue any more exploring Licences to any party, but that when Mr. Logan's Report shall have been received, and the necessary information obtained, His Excellency will determine on the terms under which the Mines on Lake Superior should be worked; and whether the Lots or Locations be leased for a term of years, or absolutely sold; and an opportunity will probably be given to the public to lease them, or purchase; the advantage of one Location only being given to the holders of each Licence who have complied with the conditions

on which such Licence was granted, namely, the exploring and communicating the necessary information.

With reference to the payment of the Rebellion claims, I am to state that all the awards having now been received, His Excellency will lose no time in making the necessary arrangements for their payments.

I have, &c.  
(Signed,) D. DALY.

JOHN PRINCE, Esq.,  
Sandwich.

Secretary's Office,  
22nd September, 1846.

Sir,

I am commanded by the Governor General, to acknowledge the receipt of your letter of 28th ultimo, applying for a Licence to explore the Shores of Lake Superior for Mines and Minerals; and to inform you, that it is not proposed to issue any more such Licences until Reports and Returns shall have been made by those parties who have already received them, and the terms upon which permission will be given for the working such Mines shall have been decided on.

I have, &c.  
(Signed,) JAMES HOPKIRK.

GEORGE DUNHAM, Esq.,  
Brockville.

Secretary's Office,  
26th September, 1846.

Sir,

I have the honor, by command of the Governor General, to inform you, that His Excellency has had under consideration, your letter of the 13th instant; requesting to be informed, whether a Licence to explore for Mineral wealth, granted before the Union of the Provinces, will be recognised by the present Government, and obtain from it the same authority to explore and locate on the Shores of Lake Superior, which has recently been granted to others, and that His Excellency, in Council, cannot recognise the authority in question.

I have, &c.  
(Signed,) D. DALY.

W. H. BOULTON, Esq., M. P. P.,  
Toronto.

Secretary's Office,  
29th September, 1846.

Sir,

I am commanded by the Governor General, to acknowledge the receipt of your letter of 23rd instant, applying for a Licence to explore the Shores of Lake Superior for Mines and Minerals; and to inform you, that it is not proposed to issue any more Licen-

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ces of that nature, until reports have been obtained from those who have already received them; and the terms upon which permission will be given to work such Mines, as may have been discovered, shall have been decided on.

I have, &c.  
(Signed,) JAMES HOPKIRK.

GEO. DUCK, junior, Esq.,  
Chatham, C. W.

Similar Letter to  
WALTER EBERTS, Esq.,  
Chatham.

Secretary's Office,  
5th October, 1846.

Sir,

I am commanded by the Governor General, to acknowledge the receipt of your letter of the 3rd inst., to issue any more Licences to explore for Mines and Minerals on the Banks of Lake Superior.

In reply, I am to acquaint you, that several applications for Licences have lately been made, and have been under the consideration of His Excellency, in Council.

The Order in Council, of 12th December last, pointed out the conditions with which parties obtaining Licences are to be called upon to comply, in order to entitle them to priority, or right of pre-emption, in regard to Location for Mining. Among other things, that the parties should furnish particulars of their exploration; the steps taken to obtain information; the result, in detail, of their discoveries; the character of the veins or beds of Ore. This information to be given to the Provincial Geologist, with a view to marking boundaries of limits for Mining purposes, as well as enabling him to furnish an accurate and general Report.

At that time, His Excellency, in Council, decided that no new Licences should be granted, though this decision has not been strictly adhered to. Parties who have obtained Licences, but who fail to comply with these stipulations, would clearly have no claim to any priority in a choice of Location.

His Excellency is advised that no person, now obtaining a Licence to explore, could comply with these stipulations in time to make the necessary communications to the Provincial Geologist, whose Reports His Excellency expects very soon to receive.

The refusal of a Licence to explore, for the purpose of obtaining a preference of Location, by no means involves a refusal of a Licence, or other authority, to Mine.

When His Excellency, on receipt of the proper Report and information, determines on the mode of enabling parties to work these Mines, whether Lots or Locations be leased for a term of years, or absolutely sold, an opportunity will, probably, be given to the Public, to lease or purchase; the advantage of selection of one Location being given to the holder of each Licence who has complied with the previous condition of exploring, and communicating the requisite information.

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To grant new Licences at this late date, would either be useless to the parties, as they could not comply with the conditions necessary to give them any advantage, or it would delay the return of the Provincial Geologist, and the disposition of the whole question, until these latter parties had also explored, and performed what was required.

Under these circumstances, therefore, His Excellency is advised, that it is inexpedient to grant any more Licences to explore.

(Signed,) JAMES HOPKIRK.

GEORGE DESBARATS, Esq.,  
Montreal.

Secretary's Office,  
6th October, 1846.

Sir,

I am commanded by the Governor General to acknowledge the receipt of your Petition of 30th ultimo, renewing your application for a Licence to explore the Shores of Lake Superior for Mines and Minerals, and to inform you that it is not proposed to issue any more Licences of that nature until Reports, &c. have been received from those parties who have already obtained them, and the terms upon which authority will be granted to work such Mines as may have been discovered shall have been decided on.

I have, &c.,  
(Signed,) D. DALY.

FRANÇOIS CARON,  
Montreal.

Secretary's Office,  
9th October, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of 7th instant, praying, on the part of Mr. James Cuthbertson, that before any steps are taken to grant Licences or Leases of Minerals on the Shores of Lake Huron, he may be permitted to submit a detailed Geological Survey and Report of certain discoveries which he states that he has made.

With reference to that part of your letter in which you say that Mr. Cuthbertson had discovered a certain Copper Mine, and had made a Survey of the coast, in consequence of the verbal intimation received through me, when you had an interview in the early part of last summer, that Mr. Cuthbertson was at liberty to do so without a special Licence to that effect, I beg to remark that you are under an erroneous impression as to what I said: I informed you that the Government were not then prepared to give Licences to explore the Shores of Lake Huron for Mines, but that that did not prevent parties from making offers to Government to purchase or lease any tracts of land there which they might feel disposed to bid for; which application would of course be duly considered and determined on by the Government when received. I, however, neither could nor did grant any special permission to Mr. Cuthbertson to Survey the coast for Minerals, nor held out any hopes to him that any application for a Lease or Sale of any discoveries that he might make would be favorably considered.

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Under these circumstances, I am to state that Mr. Cuthbertson's application for the purchase of any Mine which he may desire to have, will be treated with on the same terms as other similar applications, which terms will be communicated to the Commissioner of Crown Lands for the information of the public, at a very early date.

I have, &c.,  
(Signed,) D. DALY.

W. N. CRAWFORD, Esquire,  
Montreal.

Secretary's Office,  
9th October, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of 26th ultimo, in answer to mine of 19th ultimo, on the subject of the Mines on the Shores of Lake Superior, and inform you that I have laid the same before His Excellency the Governor General.

I have, &c.,  
(Signed,) D. DALY.

JOHN PRINCE, Esquire, M. P. P.,  
Sandwich.

Secretary's Office,  
Montreal, 12th October, 1846.

Sir,

With reference to the Order of the Governor General in Council, fixing the terms on which the holders of Mining Licences were to receive Locations for Mining purposes, I have the honor to acquaint you that His Excellency has been pleased further to direct, that so soon as Mr. Logan's Report shall have been received, a Certificate shall be given to each Licence-holder, stating the particular Location which he has claimed, and to which he has been found entitled, and specifying its boundaries, when the party claiming such Location is to be required to pay the Government a sum equal to the actual expense of the Survey of the boundaries of the Location, which sum is to be retained by the Government in the event of the Licence-holder not agreeing to purchase the Location at the end of two years, but for which he is to receive credit as a payment on account of the price of 4s. per acre, in the event of his agreeing to complete the purchase of the Location for which he applied.

You will therefore be pleased to add this arrangement to those in the Order in Council, communicating it to the parties interested.

I have, &c.,  
(Signed,) JAMES HOPKIRK.

Commissioner of Crown Lands.

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Secretary's Office,  
Montreal, 12th October, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of this date, requesting to have a statement of the terms on which the holders of Licences to explore for Minerals on the Shores of Lake Superior, will be allowed to have possession of their Locations.

In reply, I am to acquaint you, that His Excellency, in Council, has given this subject his utmost attention, with a view to the interest of the Province, &c., (as in letter to Mr. Moffatt, dated 8th instant, with the addition of the following paragraph.)

I am to add, that before the holders of Licences shall receive a certificate of the various locations which may have been set apart for them, they will be required to pay to the Government the actual expense of the survey of the boundaries; the amounts of which will be retained by Government in the event of their, at the end of two years, rejecting the location; but credit will be given for it as a payment on account of the price of 4s. per acre, in the event of their ultimately agreeing to purchase the location which has been granted to them.

I have, &c.  
(Signed,) JAMES HOPKIRK.

S. DERBISHIRE, Esquire,  
Secy. Montreal Mining Company.

Secretary's Office,  
Montreal, 12th October, 1846.

Sir,

With reference to Mr. Daly's letter of the 8th instant, addressed to you, acquainting you, for the information of Mr. Meredith and yourself, with the terms on which the holders of Mining Licences are to obtain their locations; I have the honor, by command of the Governor General, further to state, that His Excellency has been pleased to direct that so soon as Mr. Logan's Report shall have been received, a certificate shall be given to each Licence-holder, stating the particular location which he has claimed, and to which he has been found entitled, and specifying its boundaries, when the party claiming the location is to be required to pay the Government a sum equal to the actual expense of survey of the boundaries of the location; which sum is to be retained by the Government in the event of the Licence-holder not agreeing to purchase the location at the end of two years, but for which he is to receive credit as a payment on account of the price of four shillings per acre, in the event of his agreeing to complete the purchase of the location for which he applied.

I have, &c.  
(Signed,) JAMES HOPKIRK.

Hon. GEORGE MOFFATT,  
Montreal.

Similar letter to  
GEORGE DESBARATS, Esq.



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Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of the 9th instant, requesting permission to work Minerals on Michipicoten Island, on Lake Superior; and I am to acquaint you, in reply, that the terms on which Government will now grant permission to parties to work Mines on the Shores or Islands of Lakes Huron and Superior, are these:—

So soon as the parties now possessing exploring Licences have been located, which His Excellency expects will be at a very early date, on receiving an application from any party, pointing out the particular Location which he is desirous of obtaining, directions will be given to Survey the Tract required, which must not be less than ten square miles in extent; and the party exploring for the same, will be required to pay the expense of the Survey, before receiving a certificate of his right to use the same in the meantime.

Having paid this expense, and received the necessary certificate, the applicant will be entitled to possess the same, and to work the Mines for two years; at the end of which time he will have the option of purchasing the Location, at the minimum price of four shillings per acre, one-fifth paid down, and the remainder in five annual instalments, with interest; the amount paid by him for the Survey, to be credited him as a payment to account. Should he, however, at the end of two years, decline to purchase the Location for which he applied, the Government will retain the amount paid by him for the Survey.

Any application, therefore, which you may make to the Commissioner of Crown Lands, pointing out the particular Location on Michipicoten Island, which you may desire to obtain, will be duly attended to by that Officer.

I have, &c.  
(Signed,) JAMES HOPKIRK.

C. COLLINGWOOD, Esq.,  
Beauharnois.

Similar letter to  
E. COLVILLE, Esq., M. P. P.,  
Beauharnois.

And to F. G. JOHNSTON, Esq., in answer to his application on behalf of J. JONES, jun., to work Mines on Lakes Huron and Superior.

Secretary's Office,  
Montreal, 27th October, 1846.

Sir,

I have the honor, by command of the Governor General, to acknowledge the receipt of your letter of this date, requesting information as to the disposal of Mineral Lands on Lake Superior.

In reply, I am to inform you, that His Excellency, in Council, has given the subject his utmost attention, with a view, &c., (as in letter to Mr. Moffatt, of the 8th instant, with the addition of the following paragraph.)

I am to add, that before Parties shall receive Certificates of their Locations, they will be required to pay down a sum equal to the actual expense of the Survey, which the Government will retain in the event of their not eventually purchasing the Location for which they apply, but for which, in the event of their purchasing the Location, they will receive credit as payment to account of its price.

I have, &amp;c.

(Signed,) D. DALY.

A. RANKIN, Esq.  
Montreal.

Secretary's Office,  
Montreal, 14th December, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 26th ultimo, requesting a Copy of the Order in Council which passed, as you are informed, ordering the granting of all Mining Licences, which were applied for between the 6th November, and 12th December, 1845; and to inform you, in reply, that no such order passed.

I have, &amp;c.,

(Signed,) D. DALY.

Mr. T. L. RITTER,  
Niagara.

Certified true Copies.

Crown Land Department,  
Montreal, 17th July, 1847.

No. 5.

COPY OF MR. LOGAN'S REPORT PRIOR TO HIS EXPLORATIONS ON LAKE SUPERIOR.

Remarks on the supposed Mining Region of Lake Superior; addressed to the Committee of the Honorable the Executive Council, by W. E. Logan, Provincial Geologist.

Montreal, 24th March, 1846.

If I have gathered aright, the questions put to me by the Committee of the Honorable the Executive Council, respecting the Mineral Region of Lake Superior; I understand the Government to be desirous of having an expression of an opinion as to the data upon which it would be judicious to proceed, in ascertaining the value of the Mineral District in question; and what principles should be taken into consideration, in dividing it into lots for the purpose of Mining Locations.

To the possible existence of a Mineral Region of some value on the North Shore of Lake Superior, allusion was made in the report, I had the honor to submit to the Government, of the progress made in

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the Geological Survey of the Province in 1843; and, in assuming its probable importance, I do not feel myself so much influenced by the reports that have been so diligently spread since the commencement of the present Mining excitement in the United States; as, by the unprejudiced account regarding the Mineral riches of the Southern Shore, furnished to the Legislature of Michigan, by the late Mr. Douglas Houghton in 1841, in his report on the Geological structure of the Upper Peninsula of the State.

The Geology of Michigan occupied the attention of Mr. Houghton for 18 years; during the last eight years of which he was officially employed by his Government in investigating its Mineral resources; and it was in the prosecution of his duties, as State Geologist, that he lost his life at the end of last season. His character stands high among those who have paid attention to the same branch of Science; and his reports are noted for great caution and moderation in the statement of his opinions. It is understood that he had visited the British Shores of Lake Superior, and considered their Mineral character much the same as that of his own side of the water, though I believe he has made no published statement to such an effect.

What the extent of the Mining Region may be on the British side of the Lake, and how far, and in what direction it may penetrate into the interior, can be ascertained only by patient and laborious exploration; and it is impossible to say, without some description of reconnoissance, in the first instance, what length of time may be required to complete an investigation of it; but this will, of course, much depend on the degree of minuteness to which its supposed value may render it expedient to carry the examination.

The uncertainties of Mining are so great, that, even after a careful investigation, it is often times very difficult to estimate with precision, the value of a Mineral District. Any opinion in regard to it must of course be founded on the quantity of productive Mineral, the cost of Mining it, and bringing to the surface, and of dressing or shaping it for transporting it to a market, as compared with the price to be obtained for it after its arrival there. No very great difficulty would perhaps be encountered in any case in ascertaining all the elements of the calculation, with the exception of the first, that is, the quantity. This difficulty would exist in some cases. With regard to such Minerals as are deposited by nature with regularity, the quantity could be ascertained with facility. In the instance of coal, for example, which is always deposited in extensive sheets of pretty uniform thickness; the rule is, that about 1000 tons could be obtained from every one foot thick of every superficial acre of a bed. But it is not so in respect to mineral veins, the most common form in which metallic ores occur.

Mineral veins, as distinguished from Mineral deposits, in general occupy what are supposed to be cracks in the rocks of a country; and these cracks are considered to be the result of subterranean upheaving forces, which have broken the continuity of the rock. The crack is usually accompanied by a slip, or dislocation of a greater or less amount, by which parts in the flaw of the crack, that do not fit, are brought opposite to one another, giving space for the subsequent secretion of the Mineral. It is evident that a fissure of this description, in which salient parts on opposite sides would touch, and re-entering parts would recede from one another, would produce a very irregular mould, and the Mineral vein just

fitting it, would have a quantity that no *a priori* reasoning could determine with precision.

Mineral veins may be divided into two kinds, distinguished by the supposed mode in which the crack may have been filled up. The Mineral matter may have been injected from beneath, into the mould, in a condition fluid from heat; in which case, it would be a dyke, and the quality would have a considerable amount of uniformity: or it might be secreted by means of deposit from infiltrated fluids holding the Mineral substance in solution; or through the influence of electro-magnetism, carrying it from the interior of the rock of the country, or wheresoever it may be, within the influence of the magnetic current, to the receptacle of the vein; or by a combination of both these causes. In this case, the endless modification of the acting forces, may produce an almost endless variation in the arrangement of the Mineral substances, in regard both to their quality and distribution; and the irregularities thus occasioned, would greatly enhance the difficulty of estimating the quantity of the productive part of a Mineral vein. These theories are mentioned, not so much for the purpose of asserting their truth, as for that of alluding to the generalization of the facts which have led to their adoption.

Metalliferous veins, or Metalliferous *lodes*, as they are termed by Miners, are of the complicated description last mentioned. They are sometimes perpendicular, but usually at a high angle of inclination to the horizon; and in general they are partly filled up with metallic, and partly with earthy Minerals—the proportions these bear to one another being very various in different cases, and often very different in separate parts of the same *lode*; and it often happens that in some parts of the *lode* there will be a very great deficiency in the productive material—intervals of what is termed dead ground.

In a great Mineral District, such as the Counties of Cornwall and Devon, in Britain, where 30,000 of the inhabitants are engaged in working upwards of 160 miles, and the value of the metals annually raised, exceeds £1,500,000, more than half the value of all the metallic products of Great Britain and Ireland, with the exception of iron, which amounted to £8,000,000, according to Sir Hy. Z. De la Beche's Report; in 1838, and, probably, now surpasses it. There is a vast amount of floating knowledge in regard to almost all the Mineral veins, even to their inmost parts; and so many analogies for the solution of neighbouring cases are established, by facts ascertained in such an extensive range of excavations, which, in some single large Mines, taking adit-levels, horizontal galleries, and vertical shafts, equal upwards of 60 miles, that a fair guess can often be made of the productive contents of a vein, from careful surface inspection. Yet, even in Cornwall, the hopes of the Miner are very frequently disappointed; and adventurers in a new Mine are seldom very sure of their operations, until a trial level has been driven longitudinally in the *lode*, and more than one shaft sunk vertically, to ascertain facts, upon which to found a calculation of what the produce of the whole Mine might be.

In Cornwall, however, the productiveness has been so far ascertained, that an average rate of Lordship, or Rent, to be paid the owner of the Mineral ground, is pretty well established. For Copper and Tin ground, the Lord's dues vary from four to six per cent. of the gross produce of the Mine. If the Mineral ground be equally good, deep Mines would pay less than shallow ones. It is generally understood that the charge does not commence until the

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Mine has begun to pay cost; for it is greatly to the interest of the Landlord to facilitate as much as possible the opening of the *lodes*, and thus ascertain their true character, which, if it be a favorable one, may establish a revenue for him for a great period of time.

The aggregate value of the Ores raised in the Consolidated Mines in Givenness, in Cornwall, for 13 years, from 1823 to 1835, was.....	£1411270
The Lord's Dues, in that time, amounted to Being rather over 4 per cent. of the gross produce.	58797
The value of the Ores in these Mines, in the year 1836, was.....	145717
The Lord's Dues were .....	6071
Leaving a nett value of the Ores of .....	139646
The total amount of expenses was.....	102007
Leaving a profit of .....	£37639

So that while the Lord's Dues were over 4 per cent. of the gross produce, they amounted to nearly one-sixth of the profits.

In the United Mines, which adjoin the Consolidated Mines, and are under the same management, the value of the Ore raised, in 1836, was .....	£26379
The Lord's Dues amounted to.....	1099
Leaving a nett value of the Ore of.....	£25280
The total amount of expenses was.....	35960
Leaving a loss of.....	£10680

The extent of the Consolidated and United Mines is nearly 2 miles long: their greatest depth is 1,800 feet.

In the Towey Consols Mine, the quantity of Ore raised, in 1837, was 15,710 tons of 21 cwt.; which produced a sum, including carriage money, (the Ore having been probably transported to a port before being sold,) of.....	£89083
The Lord's Dues amounted to.....	4886
Leaving a nett value of the Ores of.....	£84197
The total amount of expenses was.....	68376
Leaving a profit of .....	£15821

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The Lords' Dues in this case amount to about 5½ per cent. on the sale value of the Ores; but as this value was enhanced by their carriage, the true Lordship value of them must be something less than the sum stated, and the Lords' Dues would, on this reduced sum, show a larger per centage, probably upwards of 6 per cent., while they amount to between one-third and one-fourth of the profits.

The extent of this Mine is 2 miles in length, the greatest depth is upwards of 1100 feet.

Towey Consols, including Lancecot Mine, which had merged into it, had divided among the Shareholders, at the time of Sir H. T. De la Beche's Report in 1838, a total profit of nearly £133,000, after paying all the original outlay for bringing the Mine into productive condition, as well as all the machinery and materials still on the Mines, the value of which, with the balance in hand, was about £50,000.

Though the Consolidated Mines and the Towey Consols are given by Sir H. T. De la Beche as perhaps the largest Mines in Cornwall, in 1838, the former employing 2,387 persons, and the latter 1,706 persons, he does not mention them as the most profitable. Tresaveau Mine is stated to be the most valuable, its average profits for 5 or 6 years, to 1838, having been between £40,000 and £50,000 per annum.

The following list, however, of the Copper Ores sold to the British smelters, in the year ending 30th June, 1838, at public ticketing, as it is termed, (which is a species of auction, when each bidder, being a smelter, makes a written offer for each parcel as it is put up, all making them simultaneously, and none knowing what the bid of his neighbour is—and the highest tender gets the parcel,) will show, by the small quantity produced from many of the Mines, that a great number of them must be concerns of little or no profit.

The total quantity of Copper Ore in Tons of 21 Cwt. was 145,688 Tons.
The average produce of the whole was 7½ per cent.
The total quantity of fine Copper in Tons of 20 Cwt. was 11,529 Tons.
The average price of the Ore per Ton of 21 Cwt. was £5 17s. 6d.
The total value of the Ore was £857,779.
The number of Mines which produced it was 76.

THE VALUE, AS DISTRIBUTED AMONG THESE SEVENTY-SIX MINES, WAS AS FOLLOWS:—

	£	s.	d.
1 Mine gave over £100,000, and above 19,459 Tons .....	126211	12	0
1 do do 80,000, do 15,254 do .....	85434	19	0
1 do do 70,000, do 12,303 do .....	76272	9	0
2 do do 40,000 each, do 15,052 do .....	81548	11	0
1 do do 30,000, and do 2,910 do .....	37070	1	0
5 do do 20,000 each, do 21,770 do .....	121588	18	0
11 do do 10,000 do do 27,482 do .....	158872	11	0
14 do do 5,000 do do 18,021 do .....	101297	17	0
2 do do 4,000 do do 1,291 do .....	9447	17	0
7 do do 3,000 do do 5,136 do .....	24982	17	0
6 do do 2,000 do do 2,778 do .....	14714	9	0
6 do do 1,000 do do 1,838 do .....	9227	16	0
11 do do 500 do do 1,832 do .....	8452	16	0
3 do do 400 do do 372 do .....	1293	8	0
2 do do 300 do do 76 do .....	708	17	0
1 do do 200 and do 86 do .....	270	12	0
2 do do 100 each, do 28 do .....	383	15	0
76 .....	£857778	15	0

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About 14 of the above 76 Mines yield Tin as well as Copper, which is not taken into account in the list, and would serve to improve the aspect of so many of them; but they are chiefly those which produce a considerable quantity of Copper. The value of the total quantity of Tin raised in 1837, from 72 Mines, including the above 14, which might yield about £25,000 of the amount, was £363,322.

The Minerals bearing economic value which occur on the Shores of Lake Superior, are the Ores of Copper, and though Mr. Houghton mentions that these are occasionally associated with the Ores of Zinc, Lead, Iron, Manganese and Silver, the Copper Ores appear to be those which, in his opinion, render the region worthy of Mining attention. The chief difficulty, therefore, in obtaining the elements of a calculation by which to arrive at the value of the Canadian part of the region, will be to determine the quantity of these Copper Ores: and the only data on which an estimate of this can be founded, are the number of Veins holding the Ores, the extent to which they run, and the quantity of Ore in each.

It will not be until the Shores of Lake Superior have been operated on as a Mining District for a considerable number of years, that anything like an accurate knowledge of these facts can be obtained: but, by a careful surface examination, a rude, imperfect guess may be made at the productiveness of parts. The examination would necessarily be such as a Miner would institute in searching for Copper Veins, with an intention of working them. The Veins must first be discovered, then followed to ascertain their direction and extent, and a calculation be made of the approximate quantity contained in them, by taking what is seen on the surface in as many parts in the run of each Vein as possible, as an index of its interior quality, both horizontally and vertically.

But, as no surface examination can equal trial levels and shafts in the Veins, it would be to the interest of the Government, as landlords and owners of the *Lodes*, to encourage, to a limited extent, the working of some of them, by such Companies of respectable persons as might be found willing to risk their capital in Mining adventures, especial care being taken, in granting Mining Locations, to secure a *bonâ fide* intention of working the Minerals, and to avoid the encouragement of mere stock-jobbing speculation. One judicious means to this end, it appears to me, would be, that the Mining Locations should not exceed in magnitude the strength of the working capital of the adventurers. It would no doubt be judicious that the first adventurers should obtain their Locations on the most liberal terms; but, in my humble opinion, it would not be impolitic that there should be some stipulation on the part of the Government that a certain number of Miners should be employed on each Location. To drive one level with full vigour would require six Miners, who, working two at a time in stems, or periods of eight hours, would occupy the day.

The Mineral character of both Shores of the Lake being much the same, the Mining operations now in progress, on the American side, at Keweenaw Point, will be of essential service in elucidating what may be expected on the Canadian; and the knowledge to be gained by these experiments, a vast number of which cannot fail to prove unsuccessful, may be made the means of diminishing useless expenditure of capital in proving the Provincial ground, and render it the less necessary to extend the scale of present Provincial adventures.

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In some of the American accounts which have appeared before the public, it is represented that between 300 and 400 tracts have been located on the South Shore, but a small number of which have been thoroughly examined; and the names of 24 Companies are given as being at work, and employing about 500 resident Miners.

In the American system, connected with the disposal of public lands, after they have been sold by the general Government at an upset price, for the general benefit, they become subject to the laws of the particular State within the Territory of which they lie; but the general Government claim also the right to lease public Mineral Lands for the public benefit; in which case, if I am rightly informed, though the protection of the law of the particular State in which they lie, is extended to those who occupy them, it is doubtful whether the lands can be taxed for their share of State expenses.

The Mining Locations in the Northern Peninsula of Michigan, have been granted on leases of this description, which have been given for three years, at a Lordship of 6 per cent, as I am informed, on the value of the Ores smelted, which no doubt was intended to be equivalent to 6 per cent, either of the gross produce of the Mine, after the ores should have been reduced to a shape fit for market; or, what would be a heavier charge, of the pure metal after it had been extracted from the Ores. In the first instance, the size of the Locations, without due consideration, was made 9 square miles; but the applications for them became so numerous, that it was subsequently considered judicious to limit them to one square mile. The first step in obtaining the lease of a Location, seems to have been to procure a Licence or Permit, to explore; which remained in force for one year, at the end of which the applicant made his election of an unappropriated lot, which was given on the usual terms. No Licences of exploration have, I understand, been granted since May, 1845, so that all the leases will have expired a little over three years from this time.

The Leasing system does not appear to work harmoniously between the general Government and the particular State; and an expectation seems to be entertained, that the Locations will, at the termination of the present leases, be sold at the ordinary price of public lands, when, no doubt, the present occupants on leases will, as is but just, have the right of pre-emption. No revenue, as I am informed, has been collected from these leases, there having been no establishments erected for smelting the Ores; but several officers have been appointed, and domiciled in the vicinity of the Mines to receive the Government dues; whose only acts have been to sign permits for the removal of the Ores to Boston and other distant places. On the expiration of the leases, it seems probable the only operation that will have resulted from them will be, that they will have afforded the adventurers three years to prove their Mines.

Those who have made fortunate selections will become the purchasers of their Locations, and those who find they have drawn blanks in the lottery, will abandon them, sacrificing the expenses of their experiment.

If a system of Leases should be adopted by the Provincial Government, the term granted should, in my opinion, be a long one. I should not feel disposed to place confidence in the *bonâ fide* Mining intention of any Company of adventurers who would take a short one. A Mine, unless it be an exception to a general rule, can scarcely be properly worked

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without considerable outlay, to put it into productive condition, particularly in a new locality, at a distance from a well settled country, and from a market with which to establish a traffic; and it is but reasonable that the adventurers should have ample time to receive it back, with a large profit to reward their enterprise.

The Cornish Leases, I believe, are usually granted for a term of 21 years, with perpetual right of renewal. The Lordship, as already mentioned, is from four to six per cent. of the gross produce of the Ores sold; and there is always some stipulation in the Lease, that a certain amount of work shall be done, by the employment of a certain number of Miners, or the operation of one or more steam-engines, according to the extent of the Sett, or Mining ground, leased. The extent of the Sett is as various as the number of Mines. A square mile would be considered a large one. Dolcoath Sett, as gathered from a surface plan given in Sir H. De La Beche's Report, is about 1200 yards in the run of the *lodes*, by about 800 yards across them. This Mine is about 200 fathoms deep. In 1815, it produced Copper Ores to the value of £66,839. In the list of Copper Ores sold in the year ending 30th June, 1838, given above, the value of its Ores is put down at £13,787. Towey Consols Sett, as already mentioned, is stated by Sir H. De La Beche, to be nearly two miles on the run of the *lodes*, which are numerous, and, as gathered from his plan of the Mine, about 500 yards across them. The depth of the Mine, as mentioned before, is about 190 fathoms. The value of the Ores raised from it in 1837, was £89,083; the value of its Ores in the list of ticketing sales for the year ending 30th June, 1838, is put down at £85,434. It then employed upwards of 1700 persons. The Consolidated Mines, which are probably the largest in Cornwall, as already stated, have a length of nearly two miles; I am not aware of the breadth of the Sett, but I am persuaded it is over stated at half a mile; a much less space would probably include all the parallel *lodes*. The greatest depth is 300 fathoms; and it is stated by Sir H. De La Beche, that during 20 years, to 1838, underground operations in sinking and driving, mostly in solid rock, for the sole purpose of discovery, had been executed in the Mine, to the extent of about 55,000 fathoms, or about 63 miles, at an expense, which cannot have fallen short of £300,000.

Should the Government, for the purpose of proving a portion of the *lodes*, pursue the plan of granting a limited number of Mining Locations, in free and common soccage, at a fixed price, with the hope that the private interests of parties will induce them to work the Mines, it is quite impossible to form any opinion of a fair value. A very low price might be too much, and a very high one too little; but it would only be in some extraordinary case that any prudent Miner would, in my opinion, be justified in paying a high cash value for a distant improved Mine. In such sales of Locations, it must be recollected that all control over the working and proving of the Mines would be relinquished by the Government; and the private interests of parties might, in some cases, carry them no farther than the establishment of a Company, for the purpose of a traffic in shares; while others of a less sanguine temperament than their neighbours, might patiently wait to observe the success or failure of the more adventurous.

In some of the Documents that are placed in my hands by the Committee of the Council, I observe some of the applications for Mining Locations, from single parties, look to an extent of Mineral Tract

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that would not fall greatly below about one-third of all the good Mineral ground of Cornwall and Devon, which, as far as I can make it out from the Six Districts into which Sir H. T. De La Beche divides it, after tracing them on the Index to the Ordnance Geological Maps of those Counties, (which Index, accompanying his Report, is, however, on a very small scale,) comprises an area of about 700 square miles. Such an unbounded claim, it appears to me, can only arise from an imperfect exploration. The party perhaps has not exactly fixed, to his own satisfaction, the precise spot he would choose for his Mining operations; and a hasty application for a large Tract, or several large Tracts, which contain indications of Mineral *lodes*, is preferred, in order to secure surface enough, from which to select a good locality, without interference at a more leisure moment. It is scarcely necessary to state, that it appears quite beyond the bounds of possibility, such enormous districts can be worked, to the public advantage, by any one party; and the acquirements of them would therefore assume much the character of a monopoly.

On the American side of the Lake, I understand much confusion has arisen, much inconvenience been experienced, and many disputes occasioned, from the circumstance of locations having been assumed, previous to a linear survey for the determination of boundaries. It appears to me, it would be for the public advantage, on the Canadian side, if some plan of systematic division into lots, for Mining locations, were carried into operation, before many of them were granted. The duty of running the lines would come within the department of a sworn Provincial Surveyor; but the proper direction to be given them, and the most advantageous form of the lots, may be connected with considerations of a geological character.

Cracks, or dislocations, which have become the seats of mineral veins, appear, in general, to run in one or other of two directions. One is parallel to the general range of the rock masses, and the other transverse to it. In Cornwall, the metalliferous veins appear to be in the range of the rock, the general direction varying from 20° North to 20° South of East and West. On Lake Superior, they run transverse to the range of the rock masses, and approach North 15° to 25° West and South 15° to 25° East. This, however, must not be taken for granted. On referring to Captain Bayfield's Map of the Lake, it will be observed, that the Northern Shore, all the way from the Upper extremity to Fluor Island, Isle Royal, and Kewanaw Point, on the South side, have a rude parallelism to one another. This Geographical feature, it is probable, will be found to result from the range of the rock masses; and it appears to me not unlikely that the metallic veins will present a general bearing at right angles to it.

The proper direction of the side lines of the Mining Locations would be parallel to the average course of the veins. There is little doubt it would be the direction most agreeable to the Mining adventurers; and if the superficial area be a fixed quantity, it would be much to their advantage that the form of it should have a greater measure on the run of the veins than across them. The average general bearing of the veins can only be determined by observation; and it will not be the inspection of one, two, three, or a dozen of them that will suffice to establish it. It will require a very extended examination of a vast collection of them, and that for some distance on their course to attain any thing like precision; and it therefore would be many months after an examination was commenced, before the proper direction



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of the side lines could be decided on. The parallelism of the Mineral veins, however, will not be found so precise, that any direction fixed upon will do for every case. Whatever direction is adopted, it will interfere with the veins in some instances. The task will be to choose such a bearing that the interferences will be as unfrequent as possible. In such an extended length as Lake Superior presents, the range of the rock masses may gradually change its course. The course of the Mineral veins would probably change with it; and it may therefore become expedient to adopt directions for the side lines, differing in a moderate degree in districts widely separated from one another.

The direction of the lines determined, it would come within the province of an experienced Provincial Land-Surveyor to point out the most convenient and economical mode of effecting the divisions. It appears to me much more easy to find objections to any mode I have heard proposed, than to suggest a satisfactory one. Any attempt to refer the divisions to latitudes and longitudes, could not fail to be unsuccessful. It would be attended with perpetual disputes and litigation; for it seldom happens that any two observers will make the latitude and longitude of a place exactly the same, nor will any one observer bring out the same result at different times of trial. Marked points along the coast might be arbitrarily assumed, from which to start the divisional lines; but with such a broken front as the coast of Lake Superior presents, the points could not be so chosen as to preserve any approach to uniformity in size or shape in the lots; and without constructing a map of the coast, it would be impossible to calculate approximately, even the breadth or area of any of them. If lines were laid down on a map already constructed, with a view to identify the position of their termination on the coast, the difficulty would be even greater. It would be less tedious to map the coast, than to search out the points. Possibly, the best plan would be to run a general line through the woods, at a certain average distance from the Lake, in the direction transverse to the mineral veins when the trend of the coast was across them, making offsets in the bearing of the side lines to or from the coast as its general varying distance required, neglecting all but important terms; and when the coast and the course of the veins were more nearly parallel, then making the general line in the direction of the veins and the offsets, transverse. On this general line, when it was transverse, the sides of the locations might be carefully marked and numbered, and the ends when it was parallel to the veins; and it would be the duty of any claimant for a location to identify his position by a reference to this general Government line. The most convenient distance for the position of this general line from the coast would be a subject for consideration. It should be sufficiently far to avoid the interruption of all bays and inlets of minor importance, and sufficiently near to obviate any extraordinary amount of difficulty or expense on the part of those who may have to fix their localities by carrying their boundaries up to it. To run the general lines properly, would require the skill of the best Land Surveyors of the Province; for the bearing of every one would have to be determined astronomically, there being no dependence, as I understand, on the magnet, in consequence of the great amount of disturbing local attraction experienced in almost every part of the country.

The objection that may be raised against this plan would probably be on the score of its correctness; and it would be for the Government to consider whether the necessary outlay would be justified, before it has been proved that the Shores of Lake Su-

perior are to become a great permanent Mining Region.

Under the circumstances, it may become expedient for the purpose of determining the boundaries of that limited number of locations the Government may deem it prudent to grant, with a view to further the proofs of the mineral character of the country, to adopt a procedure which will be found to reduce itself to a modification of the plan. It would be in each location separately, first to determine as nearly as possible the course of the mineral vein, and by it decide upon the directions of the lines; then to run a line across the breadth of the lot, and by it ascertain and mark where the side lines came out upon the coast. If the coast were oblique to the line measured across the lot, then the length of the lot might be described as starting from the termination of one or other of the side lines, as might appear most nearly to give the full quantity of the lode. These locations might, no doubt, interfere with the symmetry of any general plan of divisions, subsequently adopted, but it appears to me this circumstance could be of very little practical importance.

The Committee of the Honorable the Executive Council, will be so kind as to consider that in what I have said of the Shores of Lake Superior, I have been speaking of a country with which I have yet no personal acquaintance. Whatever opinions of it I entertain are founded on information derived from others. On viewing it with my own eyes, there may be found occasion to modify some of them. That a geological examination of it should be instituted as soon as convenient, appears to me expedient, and in proposing to visit it the ensuing season, I understand I shall act in conformity with the wishes of the Government.

A desire seemed to me to be indicated by the Committee when I had the honor of attending on them, that I should aid in determining the boundaries of such mining test lots as the Government may deem it expedient to grant at the present time. It would depend on the number of these, and the size of each, whether the aid it might be in my power to render would materially interfere with the rapidity required to effect a general examination of the Canadian Shore during the season. But it would in my opinion be of advantage to the public service, and economize time, if a Provincial Land Surveyor and his assistants were united with me on the expedition. After the direction of the lines should have been determined, the Land Surveyor might run whatsoever of them were required, and while he was thus engaged, the examination of the geological character of the vicinity might occupy my attention. The services of a sworn Provincial Land Surveyor would be of further value from the fact, that his work, in case of need, would be recognized as of some weight in a Court of Law; and should any Minerals of value be discovered and worked on a granted location, a strict and legal definition of its boundaries, made in all due form, may be of some consequence.

According to the best information I have been able to collect, the expenses of navigating on Lake Superior will be greater than they have been found in other parts of the Province. The absence of traffic will render it difficult to transport such specimens as may be required to illustrate the geology of the country, and such as it may be necessary to analyse for the purpose of ascertaining economic results. The room in our canoes, or whatever craft may be employed, will therefore be of value; and it appears to me it would be but fair that the charge of conveying the land surveying party should not fall

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upon the funds provided by the Province for the geological part of the work.

The Mining experiments now in progress at Keweenaw Point, in Michigan, will, without doubt, display many facts which it would be of great value to know; and it appears to me a visit to the spot would much facilitate the subsequent examination of the Canadian Shore. In any instructions, therefore, with which I may be favored, it would perhaps be advantageous to leave it within my discretion to effect such a visit, if it should be deemed fit, and can be done without a great expenditure of time.

(Signed,) W. E. LOGAN,  
Provincial Geologist.

No. 6.

COPY OF MR. LOGAN'S REPORT AFTER HIS EXPLORATIONS ON THE SHORES OF LAKE SUPERIOR.

Montreal, 12th January, 1847.

Sir,

In conformity with the instructions you did me the honor to transmit to me on the 12th May last, by command of His Excellency the Governor General, I proceeded, towards the end of the month, to Lake Superior, for the purpose of making a general geological inspection of its British Shores, and of assisting to place such Mining Locations as might be claimed under the various exploring Licences, twenty-seven in number, of which a list was enclosed with your communication.

Accompanied by my assistant, Mr. Murray, and by Mr. McNaughton, the Provincial Land Surveyor, appointed by you to determine the admeasurements, and topographically delineate and describe the Locations, the party arrived at Sault Ste. Marie on the 11th June. Having determined to commence our operations on the highest point of the Lake at which Locations might be claimed, and work downwards, in order that we might be drawing nearer home as the season advanced, the chief part of our men were forwarded to Fort William, in the "White Fish," a schooner belonging to the Hudson's Bay Company, while we arranged to proceed to the same point by a propeller to Copper Harbour, on the South side, where we hoped to have an opportunity of inspecting some of the Michigan Copper Mines; and thence by a vessel across the Lake. We reached our destination on the British side on the 10th July, only a few days after the arrival of the "White Fish," and immediately proceeded to work on the task assigned us.

A description of the geological character of the country will hereafter be furnished the Government, in the report of progress in the Survey of the Province it is my duty annually to place before His Excellency the Governor General. A topographical delineation of the Locations measured and assigned to claimants will be found in Mr. McNaughton's diagram, (this moment received,) accompanying the present communication. His field-notes, and his written description of remarkable objects by which abutments of boundaries upon the coast are to be recognized, will be forwarded so soon as they reach my hands.

The duty devolving on me, in placing these Locations, more immediately referred to such geological

facts as might have a bearing on the probable direction of their boundary-lines, which, in cases of collision or interference in neighbouring Locations, it was left within my discretion to adjust in such a manner as might in my judgment be consistent with the general interest.

The Government having determined that each Location should consist of an area of ten square miles, assigned to it a length of five miles by a breadth of two, with the intention that the length of the Location should, as nearly as possible, coincide with the direction of the Mineral Veins, apparently considering it for the interest of the discoverers, as undoubtedly it is, that they should be allowed a greater measurement on the run of their *Lodes* than across them. With the impression that each claimant would be sufficiently awake to his own interests to ascertain the facts of his own case, it was expected he would be prepared to point out the course of the veins on his Location, thus aiding its geological examination; and concluding, that, as in other countries, the metalliferous veins discovered would be found to possess an average degree of uniformity in their courses and parallelism, it was conceived the facts which might be ascertained, would afford some rule by which to establish the best direction for lines of boundary in a future general systematical division of the region into Mining Locations, should its Mineral importance be found sufficient to authorise the expense.

By reference to Mr. McNaughton's maps, it will be observed, that, commencing at the British Boundary, on Pigeon River, seven Locations have been placed between that point and Fort-William. In the order in which they succeed one another on the coast, they are the Locations of 1st. John Stuart; 2nd. James B. Forsyth; 3rd. O. D. McLean; 4th. W. B. Jarvis and others; 5th. John Prince; 6th. Charles Bockus and Charles Ross;\* 7th. George Desbarats.

Several of these Locations adjoin, and they are all parallel to one another. The whole of the parties claiming them agreed precisely in the longitudinal direction indicated as coincident with the Mineral veins; and it was therefore deemed expedient to assume the direction as correct. This direction is nearly at right angles to the general run of the coast; and if it had been precisely so, it would probably still further have approximated the truth in regard to that system of Mineral veins, on which chiefly the claimants appear to found their expectations of metalliferous results.

The district in which these Locations are situated, consists of argillaceous shales or slates, overlaid by a flow of trap, all displaying a general dip of about 5° to the coast. Both slates and overlying trap are cut by a great collection of parallel trap dykes running with the strike, and also with the coast, of which they have modified the form, and determined the general direction, which is about 35° to the north of east; and coinciding with the bearing of these dykes, there is a set of veins which are occasionally observed to carry some of the Ores of Copper. Both the dykes and these veins are cut transversely by a very conspicuous system of spar veins, consisting usually of a combination of calcareous spar, barytes, and amethystine quartz; and it is upon the run of these that the Locations have been longitudinally placed. One of these spar veins is decidedly metalliferous, and is strongly marked up to the very surface by the presence of some of the Ores of Copper.

\* The name is "Donald" Ross.

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It is the character of this vein which has attracted attention to those parallel to it. The combination of earthy Minerals being the same in the whole, it is inferred the whole will prove similarly metalliferous. But the absence of such strong surface indications in all but the one, (though there are occasional specks of Copper Ore in some of them,) suggests the possibility that this one may be an exception to instead of an example of the rest; and induces a hesitation in recommending the course of these veins for the longitudinal direction of the Locations in this part of the country in any general plan of future division, until farther and deeper trial shall have been made upon them by the operations of the Miner. The facts ascertained up to this time concerning them, are not quite sufficient to authorise either the assertion or denial of their general metalliferous quality, or to conclude whether the less conspicuous veins, running with the dykes, may not be proved by farther experience to be the true metalliferous course; in which case the proper longitudinal direction of the Locations would be with the coast, and nearly at right angles to those surveyed in this part.

Proceeding along the Coast, the next Set of Locations are those of, 8th. Joseph Woods; 9th. Stewart Derbishire; 10th. Abner Bagg & Stanley Bagg; 11th. John Ewart; 12th. W. H. Merritt; 13th. S. J. Lyman.

The longitudinal direction of the whole of these, with the exception of No. 8, and of 9, which is confined to a small group of Islands, is at about right angles to that of the previously mentioned Set.

The Pigeon River slates and overlying trap are suddenly cut off, about five miles eastward of Thunder Cape, by a transverse dislocation; and a later formation, consisting of sandstones, limestones, and indurated marls, interstratified with, or overlaid by trap, let down by it, constitutes the Coast and Islands to the North-eastward. As in the case of the lower formation, these rocks are cut through by a multitude of trap dykes, a continuation of those to the North-West, running about parallel with the general trend of the Coast. In this instance, however, the metalliferous *lodes* appear clearly to coincide in direction with the dykes and strike, with the exception of that which occurs in No. 8. This has some probable connexion with the dislocation which has been mentioned. It apparently belongs to the Pigeon River system of Spar veins, and parallel with them, the course is North-westward. The longitudinal direction of the Location, however, as claimed and Surveyed, has not been made to coincide with the course either of this vein, or of those which have guided the direction of the Locations numbered after it; it was partially oblique to both, in the bearing of a five-mile fragment of the Coast, at the extremity of Neepigon Peninsula, out of the great general trend; at an acute angle to the dykes, and the strike of the strata. But as no Locations were claimed immediately near, to interfere with its boundaries, I did not consider that it came within the compass of my instructions to effect any alteration in its direction.

The length of the Locations Nos. 10 to 13, inclusive, runs with the metalliferous veins, and is in perfect accordance with the intention of the Government.

The succeeding group of Locations are those of:

14th. James Ferrier; 15th. S. B. Harrison; 16th. James Hamilton; 17th. Peter M'Gill and others; 18th. R. J. Turner; 19th. James Wilson.

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The country over which these are spread is a continuation of the same series of arenaceous, calcareous, and igneous rocks, which support the previous group. But the present group is classified separately, in consequence of a bend that occurs in the direction of the dykes, of the sedimentary and igneous strata, and of the coast, the whole of which still preserve their relative parallelism to one another. From Pigeon River to a point about five miles eastward of the upper end of St. Ignace Island, the run of these is about North  $55^{\circ}$  East. They then bend round to a direction nearly due East. The cupriferous veins turn with them, and the bounding-lines of the Locations have been modified in their bearings accordingly by the claimants. But the longitudinal direction of Nos. 15 and 16 on St. Ignace Island, and No. 18 on Simpson's Island, have been chosen transverse to the veins. This, however, happens to suit well with the configuration and dimensions of the Islands.

From No. 19, which is on the middle Island of the Battle Group, no Locations have been claimed, until reaching Michipicoten Island. On this two have been surveyed, one at each extremity, namely, those of 20, Charles Jones—21, Angus M'Donell.

The Island of Michipicoten, like the Neepigon Peninsula and its adjacent Archipelago, is composed of sandstones, occasionally passing into conglomerates with inter-stratified and overlying beds of trap. Few or no trap dykes are met with. The general dip of the strata is a little to the East of South, and the metalliferous veins appear to run, for the most part, nearly at right angles to the strike. The directions of the bounding-line of the two Locations having been claimed oblique to one another on the opposite sides of a North and South line, with a view to a future symmetrical division of the Island, Mr. M'Naughton was instructed to run them North  $5^{\circ}$  West, and West  $5^{\circ}$  South; but the length of No. 21, at the lower extremity, is transverse to the apparent metalliferous courses. The breadth of the Island, however, being there less than five miles, I have not considered the matter to be of sufficient importance to effect any change.

The remaining Locations may be classed together. They are those of—

22, Thomas Ryan; 23, Arthur Rankin; 24, Edward Ryan; 25, John Douglas; 26, Allan M'Donell; 27, W. C. Meredith.

The first of these is claimed at Cape Gargantua, and the remainder at Pointe aux Mines and Mamainse. None of them have been definitively surveyed and allowed. Cape Gargantua had been passed both by my own party and that of the Provincial Land Surveyor, before the claim for No. 22 was lodged, the claim not having been presented to me until my return to Sault Ste. Marie; whilst, in regard to the Locations claimed in the vicinity of Pointe aux Mines and Mamainse, several circumstances conspired to render a postponement of their final adjustment not only expedient, but unavoidable.

As laid down by the claimants, several of the Locations overlap and interfere with one another; and to the longitudinal direction of no less than the whole five, different bearings have been given. That an adjustment of the claims would be required was very evident; but, in regard to three of them, Nos. 25, 26, and 27, no agents of sufficient authority were present to discuss the subject, and to point out which parts of the Locations were considered most important. In respect to two of them, Nos. 25 and 26, though a sketch from Bayfield's Chart, on a small

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scale, without actual admeasurements, had been furnished, no point of departure had been indicated in the description to enable a Land Surveyor to understand where his lines were to commence. The season also being far advanced before the Land Surveyor could reach the vicinity, I directed him to limit his work to a measurement of the whole Coast, comprehending the claims; and to mark, as nearly as he could, the points at which the various bounding lines abutted on the Coast, with a view to the construction of an accurate map, to enable such a division of the surface, and arrangement of the claims to be arrived at, as the Government might consider just.

The rocks composing Cape Gargantua, and the coast adjacent to Point aux Mines and Mamainse, are much of the same quality in both localities. They are of a granitic, or gneisoid order at the base; and upon the granite reposes, conglomerates, and interstratified, or overlying trap floors. Trap dykes occur, cutting the whole; but there is sufficient irregularity in their bearings to render it difficult to say which is their master course.

Those which came under my observation, appeared to have two prevailing directions—one to the West of North, and the other to the South of West; the latter being in the dip of the strata, which are tilted to a considerable angle.

It is not surprising, that there should be some discrepancy in the direction of the bounding lines claimed for the Locations; for the metalliferous veins on this side of the Lake exhibit a little more complication than in other parts. One well marked vein, by the side of a trap dyke, runs to the West of North, much in the direction of the neighbouring stratification. The course of others is partially oblique to the strike, for short distances; but it appeared to me, that the main bearing of the principal *lodes* is in the dip and rise of the strata, running about North 70° to 75° East.

Some of the Locations were claimed with the length on this bearing (N. 73° E.); and as such would be in accordance with the intention of the Government, and with such a division of the surface as would give all the claimants room to have their Locations abutting on the Coast; it seems to me the one most consistent with the general interest.

To say that the metalliferous courses given as connected with the twenty-seven Locations that came within the scope of my instructions, are an infallible index of the general directions, the Copper veins bearing veins will exhibit, wherever they exist on the British Shores of the Lake, would be hazardous more than the necessarily rapid nature of the examination will authorize. The Locations have, as yet, been but partially explored, and, in general, it is only that portion of them resting on the water, which has been subjected to scrutiny. No serious contradictions, however, to the evidence they afford, have been observed on other parts of the Coast, the whole of which has been cursorily inspected; and it appears to me enough has been ascertained to make it probable something approaching the true average run of the *lodes* may be predicated. Commencing at Pigeon River, they seem to hold a course about 35° to the North of East, as far as St. Ignace Island; they then assume a bearing nearly due East, maintained to the easternmost Island of the Neepigon Archipelago; while on the East side of the Lake they turn up about 20° North of East. When exceptions to these courses

occur, the *lodes* are found to be at right angles to them.

I have, &c.  
(Signed,) W. E. LOGAN,  
Provincial Geologist.

The Plans of Nos. 1, 8, 20, and 21, are still incomplete. They will be forwarded so soon as received.

Montreal, 26th February, 1847.

Sir,

In compliance with your request of yesterday's date, that I would state my opinion in respect to the course of the metalliferous veins in the vicinity of Isle Verte, on the Shore of Thunder Bay, in Lake Superior; I have the honor to inform you, that those veins holding metal, which came under my observation in that neighborhood, appeared to run about N. 50° E.; or in general terms with the Coast, taking Bayfield's Map as truly representing the Shores of the Bay.

They seem to me to belong to that system of veins which, in the general Report, I had the honor to transmit you on the Lake Superior Mining Locations, is described as coinciding with the dykes and stratification from Pigeon River to St. Ignace Island, whose average course is considered to be about thirty-five degrees to the North of East.

I have, &c.  
(Signed,) W. E. LOGAN,  
Provincial Geologist.

To the Hon. D. B. PAPINEAU,  
Commissioner Crown Lands.

Certified True Copies.

Crown Land Department,  
Montreal, 17th July, 1847.

No. 7.

Copies of Public Notices of 7th November, 1846; and of 28th January, 1847—relative to Mining Tracts.

Crown Land Department,  
Montreal, 7th November, 1846.

**PUBLIC NOTICE.**—For the information of parties who have applied for Mining Licences on Lakes Superior and Huron, the following extracts are published of a Minute of Council of the 2nd instant:

1st. That each Licence-holder, whose Location shall be designated by the Provincial Geologist, shall be entitled to a Certificate of Location from the Commissioner of Crown Lands, upon the payment to that Officer of the sum of £150, to cover the cost of Survey and other contingent expenses. This sum to be placed at the credit of the Locatee as a part of the first instalment, when the sale shall be confirmed; and in the event of his declining to make a purchase of the Location on the terms of the said Minute, or of his failing to make good the payment of the first instalment, within the period of two years, the above sum of £150 to be forfeited to the

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Government, and the land to be again offered for sale to any other applicant.

2nd. All future applicants for Locations to be also entitled to purchase under the authority, and upon the conditions of the Minute of the 7th October; and they shall in like manner be entitled to a Certificate of Location so soon as the Deputy Provincial Surveyor, employed by the Government for that purpose, shall have reported to the Commissioner of Crown Lands, the boundaries of such Locations, respectively, and upon the applicant having paid to that Officer the sum of £150, to be applied, accounted for, or forfeited, according to the provisions of the foregoing regulations.

“ The conditions of the Minute of the 7th October last, above alluded to, are, that the then several Licence-holders be permitted to work the Mines under the authority of the Licence which they now hold, with the option, either now or at any time within the period of two years, to purchase the Location of ten square miles, at the rate of 4s. per acre, payable one-fifth part in hand, and the remainder in five yearly payments, with interest.

“ That where the Licences which have been issued are all located, the Lands on Lakes Huron and Superior be forthwith open for Sale, at the minimum price of 4s. per acre, in Blocks of ten square miles, designated by a Provincial Surveyor on the foregoing terms.”

3rd. That before any further Locations are Surveyed, the Commissioner of Crown Lands shall require of each applicant to point out on Bayfield's Map, the situation of the land which he may desire to obtain; and also to receive from him the sum of £150, above mentioned, when that Officer shall direct the Surveyor to proceed with the Survey of the Location so applied for and pointed out.

4th. That the Commissioner of Crown Lands shall make report and plan of the best method of laying out the Mineral Locations in the tract of country under consideration, having due regard to the manner in which the Locations of the present season have been described, and the future uniformity of its geographical subdivision.

5th. That all grants shall be subject to such regulations to ensure the working of the Mines as may be hereafter enacted by Parliament.

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No further reply therefore can be given to applicants on Lake Superior until the receipt of Mr. Logan's Report and Mr. M'Naughton's return of Survey.

A Surveyor will be appointed to lay out the Mining Limits applied for on Lake Huron, whenever the applicants will have complied with the foregoing requirements.

D. B. PAPINEAU,  
Commissioner of Crown Lands.

Crown Land Department,  
Montreal, 29th January, 1847.

MINING LOCATIONS,—LAKES HURON AND SUPERIOR.

**PUBLIC NOTICE** is hereby given, that parties who have been assigned Mining Locations or who have applied for disposable Tracts, are required to pay into this Office on or before the TWENTY-EIGHTH day of FEBRUARY, one thousand eight hundred and forty-seven, the Deposit of £150 Currency, alluded to in the Official Notice of the Seventh November last.

Persons failing to make good the payment hereby called in, will be regarded as having withdrawn their claims to the Tracts for which they had applied; and the same will be considered as disposable and be assigned to such other parties as may conform to the Regulations established.

With reference to applications made after this date, it is to be understood that a Deposit of £150 must be made upon the application being entered and recorded, but which will be repaid to the applicant, should circumstances arise to prevent the Location being set apart and confirmed, or, on the other hand, will be appropriated as part of the first instalment, agreeably to the First Article of the Public Notice of the Seventh November last.

D. B. PAPINEAU,  
Commissioner of Crown Lands.

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SUPPLEMENTARY REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS,

TO

HIS EXCELLENCY THE GOVERNOR GENERAL,

DATED THE 15TH JULY, 1847.

PUBLIC WORKS,  
Montreal, 15th July, 1847.

SIR,—The Commissioners, in their general Report of the 21st ultimo, to which they beg respectfully to refer, took occasion to advert to the urgent necessity which exists for Wharves and Landing-piers on the St. Lawrence below Quebec,—but they were not then able to lay before the Governor General the full results of the surveys which they had ordered to be made of the best sites for that purpose, on the north and south shores of the St. Lawrence, as far as Point-aux-Pierres,—Mr. Rubidge's Report and Estimate for some of these improvements were all that they then could give. During the last month the surveys have been completed by Mr. Stewart, an officer of this Department, whose sections, reports and estimates the Commissioners beg herewith to submit.

The Commissioners being aware of the great advantage of a Landing-pier, particularly for steamers, at a place called Rivière Livrand, in the Parish of St. Pierre les Becquets, thirty-two miles below Three Rivers, have had the site surveyed, from which it appears that at a moderate expense a wharf could be erected there: for the utility and cost of the improvement the Commissioners beg to refer to Mr. Rubidge's Report thereon, which is herewith enclosed.

The Commissioners do not imagine that the Legislature, in the present state of the Finances of the Province, will authorize the larger expenditure required for all the Wharves and Landing-piers mentioned; but, should means be available, they would respectfully recommend a commencement being made with those most wanted, viz:—

	£	s.	d.
Rivière du Loup,.....	7817	13	8
Pointe aux Orignaux,.....	6836	7	6
L'Islet, (to form a Harbour,).....	14250	0	0
Berthier,.....	6300	10	0
Malbaic, at Pointe au Gaz,.....	4131	0	0
Rivière à Lafleur, (Island of Orleans,).....	8157	0	0
St. Michel, 6 feet, or low water,.....	6867	19	0
Do. do. ....	12005	10	6

The Commissioners also recommend a grant of £500, for repairing and otherwise improving the wharf already in existence, at St. Roch des Aulnets; and they beg to refer to the following extract from their Report on the petition of the inhabitants, which they had the honor of submitting on the 17th ultimo.

The Commissioners recommend the prayer of the Petitioners to the favorable consideration of His Excellency, and that the sum of £500 be placed at the disposal of this Department for repairing and otherwise improving the wharf already in existence at St. Roch, and built by the inhabitants of the Parish, to

whom it is of great use, as affording a place of shelter for the numerous small river-craft employed in bringing up produce, boards and deals to the Quebec Market. Considering the means of the people, the Commissioners conceive that they deserve credit for the erection of this wharf, and assistance from the Legislature to repair and keep it in order. Mr. Rubidge, Engineer to this Department, made a survey of that part of the St. Lawrence last fall, and strongly recommends some aid being given to the inhabitants of that Parish.

The Commissioners also transmit estimates of the proposed Bridges at Vaudreuil and St. Anns, alluded to in their general Report.

All which is respectfully submitted by,  
Sir,  
Your very obedient servants,

(Signed,) W. B. ROBINSON, } Commissioners,  
C. E. CASGRAIN, } Public Works.

The Hon. D. Daly,  
Provincial Secretary.

MONTREAL, 7th July, 1847.

SIR,—In obedience to instructions received from the Commissioners of Public Works, I have examined and had plans of the different sites made for Bridges, over the branches of the Ottawa River at Vaudreuil and at St. Anns, and beg leave to submit the following aggregate Estimate of the cost of the work:

For bridging and completing a road at both branches, over the channels and Island, from Main-land to Main-land,.....	£15,865	3	0
To which add for Superintendence and Contingencies, say 15 per cent,.....	£2,397	15	0
	£18,262	18	0
The probable cost of improving the road across Ile Perrot, to render it a good common road,.....	1,000	0	0
Total sum.....	£19,262	18	0
If it should be thought proper to dispense with a roof it will save.....	1,641	0	0
Making the cost only.....	£17,621	18	0

The sites for the several Bridges are good decidedly, so far as the rise of water, and the effects of the moving ice is concerned.

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*Vaudreuil Side.*

*Description of Bridge.*—The abutment at Vaudreuil is placed, the point A. (See plan of West Channel.)

The abutment on Isle Perrot is placed at the tree represented on the plan, 76 feet west of the point N, and about 40 feet west of the road.

The approaches at each end are calculated 18 feet wide at top, and descent 1 in 10, on the Vaudreuil shore; 27 rods of new road are required to connect with the present road, near the point O.

The river is spanned by 8 arches, 175 feet, supported on 7 piers and the abutments; the piers to be cribs of timber filled with stone, and to be protected from the action of the ice by 4 *ice piers* detached and placed 20 feet from them up stream; the *ice piers* to slope 2 to 1 on the upper side, and to stand 4 feet above high water mark; the superstructure to be on Burr's plan, roofed, and the road-way to be 15 feet wide in the clear, and elevated 12 feet above high water mark, leaving the spring of the arches 3 feet above the same, to ensure their safety.

*The road on Isle Perrot to the 1st Channel which separates it from Isle Valquette, &c.*—This channel, which separates the Isle Perrot and Valquette is spanned by 2 arches of 120 feet each, supported on wooden abutments and pier. The superstructure on Howe's plan, not roofed, having the same breadth of road-way as that over the West Channel. From the point X, represented on the plan, where the last mentioned bridge terminates, to the Z, where the bridging is again resumed, it is intended to grade a road of 24 feet wide to about 4 feet above high water mark; the length of road is 72 rods.

From Z to E a distance of 490 feet, it is intended to bridge on bents, doubled and sloping on the upper side to form ice-breakers, the superstructure to have spans of 75 feet, on the principle of the King post truss; the road-way 15 feet wide, and rising from 4 feet above high water, at Z, to twelve feet above at E, in order that at the latter point the arcs of the succeeding spans may be sprung 3 feet above high water, to ensure safety.

From E across the east bend of the Ottawa, to the docking on the west side of the Lock, and 45 feet from the face of it, the river is spanned by 4 arches of 175 feet each, supported on 3 piers and stone abutments, all on the same plan as the west channel, as regards abutments, piers, ice piers and superstructure, thence to the face of the Lock, 45 feet is embraced by the masonry of the swing bridge. A swing bridge is to cross the Lock, and having the necessary pier of masonry on the west side of it, to receive the toe of the bridge, the swing bridge to be 47 feet span; thence a bridge, with a span of 94 feet, on Howe's plan, terminates the bridging at the point A, where an abutment of stone is provided for in the estimate; from the abutment an approach is made of earth, descending 1 in 10 to the road.

The importance of a good and safe road from St. Ann's to Vaudreuil, connecting as it would such important Districts, (the Island of Montreal with the country lying west of Vaudreuil, and in fact the most of Upper Canada,) will readily be apparent to any one familiar with the country. With the improvements contemplated in the estimate, there would at once be introduced, it is believed, a larger amount of travel in the summer season, over this bridge, and at the close, and for some time previous to the opening of the navigation of the rivers and lakes, the benefits of the accom-

modation would be decidedly great, and the comfort and safety of the communication between the head of this Island and the western portion of the country would be immediately felt.

After the season of travelling by steamers closes, the travelling public are directed through a route and over a road that badly corresponds with the importance of the line of communication, or with the general accommodation afforded for travelling generally, throughout Canada, on the principal thoroughfares.

(Signed,)

A. BARRETT,  
Civil Engineer.T. A. Begly, Esquire,  
Secretary, Public Works.PUBLIC WORKS, MONTREAL,  
7th July, 1847.

GENTLEMEN,—Having been required to visit Point Livrand, on the south side of the St. Lawrence, and nearly opposite St. Anne de la Pérade, to examine and survey this site for an intended Landing-pier for steamboats and other craft, I proceeded to the neighborhood with that object, a few days since, having previously seen Mr. Méthot, M. P., Captain Beaudette, and others interested in this improvement.

About 180 feet from the shore, which is very precipitous, I found the commencement of such a pier had been attempted six years ago by private individuals. At lowest summer water, I am informed, this head pier shows its upper surface dry and level therewith, but at the period of my visit, being also high tide, it had 8 feet 4 inches water thereon; consequently I had to obtain the dimensions from Captain Beaudette, who constructed it, stated at 70 feet long, by 25 feet wide, and about 5 feet 9 inches, to 6 feet in height.

The position has been described as a desirable one for such a pier, by competent authorities; and indeed, from my own knowledge, I am inclined to think it the nearest point to the shore, that a steamboat drawing 6 feet water could approach, having, the summer previous, myself coasted the South Shore, in a sailing craft of 4 feet 6 inches draught, and ascertained, at some personal hazard, the dangerous rocks and *battures* between that point and the Rivière du Chêne.

A pier at this place would certainly be an acceptable boon to the inhabitants of the South Shore, no such facility for landing being found between Port St. Francis and the newly erected wharf at Point Peloton, built by a spirited private gentleman; moreover, should the wind be blowing too strongly for touching at the opposite pier of Batiscan, advantage might be taken to land at the proposed pier under the "lee" of the bold shore at Point Livrand.

To make this a landing place at highest water, it is proposed, therefore, to raise the present head pier some 12 feet more, and to build a solid pier from thence to the shore, distant say 180 feet, whereby, at the lowest summer level, about 6 feet depth outside the present pier would be obtained, the course of steamboat being about half a mile further out, and the depth varying but little from the pier head, it is not recommended to extend the length beyond the latter.

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The cost of this work would therefore be as follows:—

To raise the head pier 70 × 25 × 12...	£243	2	6
Thence to the shore 180 × 25 × 14 (average).....	729	1	3
	£972	3	9
10 per cent Contingencies,.....	97	0	0
	£1,069	3	9
Add for right of road, and purchase of present pier,.....	60	0	0
<b>Total cost of Landing-pier...</b>	<b>£1,129</b>	<b>3</b>	<b>9</b>

Mr. Méthot desired me to report upon a project for another Landing-pier, three miles higher up the river, at the Village of St. Pierre, opposite Batiscan, at which place there are extensive flats, with shoal water running out fully one mile from the shore.

The proposition mentioned to me was, to place an isolated pier of about 200 feet in length, at the edge of the steamboat channel, or say in 8 feet water from whence boats and canoes could convey passengers and goods to the shore, from three quarters to one mile distant.

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In many points of view, this appears objectionable; in the first place, situated near the channel, a constant light must be maintained, at the public expense; again, as the time of passing this pier upwards and downwards would be either late in the evening or early in the morning, the uncertainty of obtaining a landing for passengers, and the very exposed situation, if attained, would render it useless. Further, it cannot come into competition with any landing in the neighborhood, accessible from and connected with the shore; and being immediately opposite the wharves at Batiscan, it is not probable, if erected, that a steamboat would first keep out for the St. Pierre Landing, then to run directly across for the pier at Batiscan; added to which the obstruction and danger from ice-shoves, &c. With these facts in view, I cannot recommend this expenditure, in preference to the more feasible project at Point Livrand, especially as the former, with its necessary house of shelter, would cost some £400, more than the latter.

I have the honor, &c.,

(Signed) F. P. RUBIDGE,  
Engineer, Public Works.

The Hon.  
The Commrs. of Public Works.

ABSTRACT of the cost of the Piers included in the following Report.

	To what water carried, in feet	Length of Pier in feet	Cost when not carried to deep water, but level throughout.	Cost of Pier—1st Plan.	Cost of Pier—2nd Plan.	Cost of Roads, &c.	Total cost on 1st plan—Pier level throughout.	Total cost on 2nd plan, —Pier partially inclined.	Remarks.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Island of Orleans,—									
1st, Near Church of St. Jean,	10	813	...	5,340 0 0	4,600 0 0	100 0 0	...	...	
2nd, At River Lalleur,.....	10	910	...	8,007 0 0	6,401 0 0	150 0 0	8,157 0 0	6,551 0 0	
Cap St. Ignace,.....	9	2,300	...	27,307 0 0	21,017 0 0	100 0 0	27,407 0 0	21,117 0 0	
Do. do. ....	1	900	7,303 0 0	...	...	...	...	...	
Do. do. ....	Low water	650	4,427 0 0	...	...	...	...	...	
Crane Island,.....	10	832	...	5,001 0 0	4,130 0 0	150 0 0	5,151 0 0	4,280 0 0	
Do. do. ....	1½	732	3,600 0 0	...	...	...	...	...	
Kamouraska, Burnt Island,.....	10	188	...	2,167 0 0	...	250 0 0	2,417 0 0	2,417 0 0	2nd Plan not advisable here.
Pointe aux P'cres,.....	10	955	...	8,591 0 0	7,003 0 0	100 0 0	8,691 0 0	7,103 0 0	
Mal Baie—1st, Point au Gae,....	10	452	...	3,631 0 0	2,780 0 0	500 0 0	4,131 0 0	3,280 0 0	
2nd, Baie Point,.....	10	1,030	...	8,037 0 0	6,386 0 0	350 0 0	...	...	
3rd, Pointe au Pic, (Grand Débarquement),.....	10	164	...	1,482 0 0	...	550 0 0	...	...	2nd Plan not applicable here.
4th do. ....	10	380	...	3,100 0 0	2,346 0 0	500 0 0	...	...	
Little River Malbaie,.....	10	636	...	6,079 0 0	4,654 0 0	100 0 0	...	...	
Do. do. ....	3	420	3,073 0 0	...	...	...	...	...	
Do. do. ....	Low water	350	2,290 0 0	...	...	...	...	...	
Les Eboulements,.....	10	930	...	8,496 0 0	6,668 0 0	400 0 0	8,896 0 0	7,068 0 0	
St. Paul's Bay,.....	10	1,215	...	11,726 0 0	9,063 0 0	750 0 0	...	...	
Chateau Richer,.....	10	1,800	...	13,391 0 0	14,565 0 0	100 0 0	13,491 0 0	14,665 0 0	The 1st Plan all open work.
Do. do. ....	3	1,460	10,488 0 0	...	...	...	...	...	
Do. do. ....	Low water	1,100	7,773 0 0	...	...	...	...	...	
						£4,100 0 0	78,341 0 0	66,481 0 0	

(Signed,)

JAMES STEWART.

Montreal, 14th July, 1847.



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MONTREAL, 6th July, 1847.

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SIR,—I have the honor to state, for the information of the Commissioners of Public Works, that in accordance with their instructions, I left Montreal on the 26th ultimo, to examine certain places on the south shore of the River St. Lawrence—lying between Quebec and Point aux Pères, and others on the north shore, lying between Quebec and Malbaie—to ascertain the advantages afforded at each for the construction of Landing-Piers: on which I beg leave to report, as follows:—

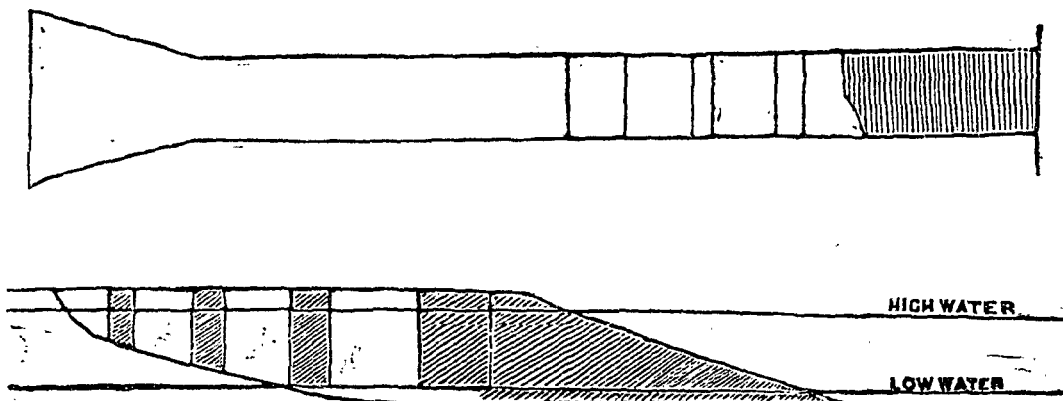
The places are arranged in the order they were visited, and the distances given between them are those reckoned by persons residing in the neighborhood of each, which, although probably not very accurate, are sufficiently so for the present purpose.

The Piers are intended to be raised 5 feet above high water, and in most cases carried out to reach a depth of 10 feet at low water of ordinary spring tides. The estimate to be afterwards furnished will accordingly apply to their description of pier, and to a kind of workmanship, which, although costly, cannot be safely dispensed with under the circumstances. But an estimate will also be given on another plan, of which a sketch is annexed, where, although the character of the workmanship is the same, a considerable reduction is effected in the expense. This pier, where it leaves the shore, is, as in the other

case, elevated 5 feet above high water of spring tides, and continues on that level until it has reached a height of 20 feet above the beach; it then slopes nearly parallel to the beach to a point 60 feet from the outer extremity, and through this distance of 60 feet is level. The level portion next the shore is of open work, 24 feet broad on the road-way. The inclined plane is also 24 feet broad, but must be close work, otherwise the ice jamming in the open spaces and under the floor, would lift the superstructure as the water rose over it. The close and level part forming the outer termination of the pier increases its breadth from 24 feet, where it leaves the inclined plane to 50 feet at the extremity; is 60 feet long and elevated 10 feet above low water, making its total height from the bottom 20 feet. At high water of spring tides this portion will be covered to a depth varying from 4 feet at Pointe aux Pères to 8 feet at Crane Island: in neap tides it will be 18 inches above water at Pointe aux Pères and 3 feet below at Crane Island. This plan is not recommended as the best that can be adopted, but as one affording considerable accommodation at less expense; and the work may be so constructed that the open portion can be filled up and the lower part raised to the level of the higher, thereby forming a close and level wharf through its whole extent, should it at any future period be thought advisable to do so. The chief objection to this kind of Pier is that there might be danger to the sloping portion from the ice carried over it during the ebb and flow of the tide.

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*Island of Orleans.*

I examined two sites on this island, one a little above the Church of St. Jean, almost opposite the house of Dr. Lachance, and about 18 miles from Quebec—the other at River Lalleur, nearly two miles farther up. The surrounding country is rich and rather thickly settled, and a wharf at either of the places would be of considerable service to the Pilots of the neighborhood, and to the inhabitants generally of the lower part of the Island of Orleans.

In this quarter the east wind is most felt, and when it blows strong with flood-tide raises a good deal of sea. Westerly winds cause less sea, but they sometimes blow so hard that it would be difficult, if not impracticable, to effect a landing on the weather-side of a Pier.

At the first place the Pier would be about 790 feet long. The bottom to the eastward is generally of so rough rock that vessels could only lie on that side of the Pier when aloft, unless for a distance of about 150 feet inward from its extremity, where the bottom is soft. To the westward there is a small extent of good beach, the bottom being of sand gravel and smoothrock, on which small vessels could safely ground.

The length of new road required from the Pier to join the main road would be only 100 feet, over a level surface under cultivation.

At River Lalleur the length of Pier is about 910 feet; to the westward of which, for a distance of 300 feet, there is a good soft bottom, where, after a few boulders are removed, vessels may lie safely at low water; and to the eastward a portion of the same description of ground, but of less extent. This site, therefore, possesses the advantage over the former of having a good beach on both sides of the Pier, with the farther advantage that on the westward side, which will be most used, a good cove is formed in the mouth of the stream, while the beach is of a greater extent than at the first site. A new road, 200 feet long, would be required, running over level cultivated ground.

<i>Cost of Wharf at Dr. Lachance's.</i>		<i>Cost of Wharf at River Lalleur.</i>	
1st plan,.....	£5440	1st plan,.....	£8157
2nd do. ....	4700	2nd do. ....	6551

*Cap St. Ignace, (on the south shore of the St. Lawrence.)*

The site examined here is about 2 miles below the village, and 44 miles below Quebec, the country



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around is rich, and well settled for a distance of several leagues from the coast, and beyond that, there is a quantity of unconceded land, quite fit for settlement; a road runs into the interior for 12 or 15 leagues; there are seven saw mills in the vicinity, and I was informed that a large quantity of deals and firewood was shipped during last year. The communication with Quebec, is over a road, very good in dry weather, and I believe the people request a Wharf, fully as much for the accommodation of trade, as of passengers.

The entire length of Pier, starting from a point 30 or 40 feet above the small inn of Mr. Talbot, would be 2,300 feet, to terminate in 9 feet water; but one of 900 feet would have its extremity in one foot water, at lowest spring tides, while one of 650 would reach low water mark; and if I am right, in believing that the inhabitants wish the Pier more for the accommodation of trade, than the convenience of passengers, they would undoubtedly esteem either of these a great advantage. On each side of the Pier, there is good soft bottom, with only a few scattered boulders, which a small expense would remove. A portion of the beach on the eastward is well defended by a ledge of rock, running from the shore, for a distance of 350 feet, which is dry at low water, and partially so at half tide, and would form a small cove between it and the Wharf. A piece of ground only 20 feet long, is all that would be required for a road, which would cost little or nothing, either in the purchase or making.

Expense of Wharf on	1st plan,	£27,407
Do.	2nd do.	21,117
do.	1st do. carried to one foot water,	7,303
do.	2nd do.	6,892
do.	1st do. carried to low water...	4,427
do.	2nd do.	4,352

*Crane Island, (opposite Cap St. Ignace.)*

This Island is situated at a distance of 3 or 4 miles from the south shore of the St. Lawrence; it is small, and contains only a scanty population, most of whom reside on its western side. The site selected for examination is in an exposed place on the eastern side, near the bottom of the Island, immediately opposite the house of J. Macpherson, Esquire, by whom it was pointed out. The distance from the Church, by the road which is a good one all the way, I would suppose upwards of a mile. The beach in front of Mr. Macpherson's residence, and apparently for some distance above and below it, is an inclined plane of rock, from high to low water mark, soon after which the bottom becomes soft. The rock is not uneven on the surface, but it is by no means so smooth as to afford a good landing for boats, even in calm weather, and in the sea raised by a strong wind at N. E., a landing must be impracticable. It is therefore partly, if not chiefly, to remove this difficulty, that a Pier is applied for, and though it was said that such a work would be of great use to the smaller vessels navigating the St. Lawrence, as a shelter in storms, I can scarcely adopt that opinion, and look upon the question as one merely affecting the convenience and comfort of the inhabitants of the island.

The Pier would be 832 feet long, to reach a depth of 10 feet at low water; but perhaps a Pier of considerably less length, would meet the wishes of the inhabitants, and answer every necessary purpose. The road from the Pier to the main road would be along the beach, just above the high water mark. The line is used at present, and with a small outlay could be made good enough for the moderate traffic likely to pass over it, I may further state as Mr. Macpherson's opinion, that if Government would advance a part of the sum required for the Wharf, as

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one half, the remainder might be raised in the neighborhood.

I was informed of a situation said to be more favorable, and less exposed than the above one, on the same side of the Island, and about 2 miles further; but were a Pier place there, it would be necessary to make a road across the Island to the Church.

Expense on	1st plan,	£5,151
Ditto	2nd .....	4,280
Ditto	1st carried into 1½ feet water...	3,600

*Kamowaska.*

Around the village, which is about 90 miles below Quebec, and for many miles on each side of it, the country is fertile and populous; but the beach is so long that the construction of a low water Pier from the main-land would be too expensive, and the idea appears to be abandoned, even by those most interested in the matter. One of the islands opposite the village having been fixed on as a more practicable place, I proceeded, in company with two of the resident gentlemen, to examine them; and in accordance with my instructions, touched first at Crow Island, which, however, seemed to offer no great facility for such an object, and was only thought of as being nearest the village. The spot most highly recommended as combining on the whole the most advantages, is at the head of Burnt Island, distant by Capt. Bayfield, Chart. 1, <sup>2</sup>/<sub>7</sub> nautical, or about 2½ statute miles, from the the Church, to which the road would be over a good hard beach quite practicable for vehicles for at least an hour before, and an hour after low water. At other periods the communication would be by boats, which, from the flatness of the beach, I do not think could be conveniently used for a greater period than four hours each tide, that is 2 hours before, and 2 hours after high water. In this respect, Crow Island would not possess any advantage, and although the shortest distance to the head of it from the Church, is only about 1, <sup>1</sup>/<sub>7</sub> statute miles, a route as good for vehicles as that to Burnt Island could not be secured under perhaps a mile and a half.

The Pier would run out from the Island in a westerly direction, a distance of 188 feet. Inside of this Pier, and defended from the westerly winds by a low rocky island, there is an excellent cove, which, throughout nearly its whole extent, has a bottom of sand, mud, and small gravel. A small portion on the eastern side is encumbered with boulders, but these can be removed at a very small expense. The berthage alongside the Pier would be confined to a distance of 100 feet from its point, the remaining portion of 88 feet lying on rough rocky ground. On the southern or inner side, vessels could lie at the portion stated in any weather, but on the northern side they could not lie with much wind at any point north east to west. If however, the Pier were carried out 150 feet further than I have proposed, it would not only afford much larger accommodation, but would more effectually shelter the cove, and form an excellent small harbour. The only nautical objection I can see to this site is, that at half ebb a strong current sets out of the cove, apparently occasioned by the form of the beach and position of the neighboring islands, which might be troublesome to a vessel lying at the extremity of the wharf. In connection with the Pier a store-house would be necessary on the Island, to receive both goods landed and goods intended for shipment. About 300 feet of road would be required, leading from the wharf to a small cove branching out from the main one, where vehicles from the south shore would make their landing on the Island. This road would be expensive in proportion to its

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length, but it is so short as to exercise little influence on the determination of the main question. Here, as at Crane Island, parties are so anxious for a Pier, that, if Government would advance part of the necessary sum, they would endeavour to raise the remainder among themselves.

Cost on 1st plan,.....£2417  
" carried 150 feet further out, .... 5013

*St. Cecilia, or the Bic.*

In passing this place, which is 10 or 12 miles above Rimouski, I heard from a person resident in the neighbourhood, that it afforded an excellent site for a Pier, and that one was much required, on account of the growing commerce of the surrounding country. I only saw the spot spoken of at a distance, but it seemed sufficiently favorable to warrant inspection and enquiry, particularly as to how far a wharf here would be serviceable to the trade of the village of Rimouski and its vicinity. The road from Rimouski is not very good, nor is the country very thickly settled along it, or around the Bic. Above the Bic the settlements are still fewer, and become very thin at that part of the road called "The Portage," where, however, considerable activity is going on in preparing ground for settlement.

*Pointe aux Pères.*

Pointe aux Pères is 7 or 8 miles below Rimouski, and about 190 miles below Quebec. The road from Rimouski is good, and the surrounding country fertile, but not very populous. In visiting this place, as I did most of the others, at a time when the Pilots were at sea, I lost much useful assistance, and in this instance some information which I found no others able to supply. I, however, believe that a wharf at Pointe aux Pères would be serviceable to an extensive tract of country, in which there are many saw mills, and an extensive timber trade, extending from some distance above the Village of Rimouski, on the south, to Matane, on the north; and that it would be useful to the travel of a still more extensive tract in connection with the long line of road from the interior terminating at Metis. In this part of the Province there are also large portions of good land, both government and seigniorial, not yet settled.

The Pier would be 955 feet long, and in conjunction with a reef of rocks to the westward, running from the shore in a north easterly direction, and partially dry at high water, would form a good cove, the bottom being sand and smooth rock, with some large boulders. Eastward of the Pier there would be little or no accommodation, as the bottom is too foul for vessels to ground upon, and they could only be afloat in good weather. I did not learn that any danger was anticipated from ice, and there would be no road to make.

Expense of 1st plan,.....£8691  
Do. 2nd do. .... 7103

*Malbaie, or Murray Bay, (on the North Shore of the St. Lawrence.)*

I crossed the St. Lawrence from Kamouraska to Malbaie, situated 90 miles below Quebec. There is a road the whole distance, but it passes through a

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very hilly country for about 60 miles, and much of it is in want of repair. Of the 30 miles from Malbaie to St. Paul's Bay, at least 10 are very bad both in grade and surface. Above St. Paul's Bay there are upwards of 9 miles so covered and obstructed with large boulders as to be nearly impassable, and many more miles are in much need of improvement. I do not think that above half the road is in really good order, and no one seems to travel it who can avoid doing so. Even the small coasting vessels are preferred as a conveyance to Quebec, although they are sometimes a week on the passage.

Malbaie, the parish of which contains about 5000 inhabitants, is surrounded by a good country, and is a place of considerable traffic, particularly in sawn timber. As many as fifteen large vessels are said to have loaded off the village in one season, the timber being floated down the River Malbaie, put on board small schooners at its mouth, and by them taken out to the anchorage of the larger vessels. But it is not anticipated that the erection of a Pier would make much alteration in this trade. Its chief use would be in steamboat traffic, and for vessels engaged in the Saguenay and ordinary coasting trade.

At Malbaie, I examined four sites in the following order, viz:—

- 1st. At Pointe au Gaz nearly 2 miles below the village, a site recommended to me by old navigators, as superior to the others.
- 2nd. At Balaine Point, nearly 1 mile below the village.
- 3rd. At Point au Pic, on the "Grande Débarquement," about 2½ miles above the village.
- 4th. At the same place about one-eighth of a mile nearer the village than No. 3.

1st. At Point au Gaz the Pier would be 452 feet long, and its direction nearly S. S. E. by compass. On the eastern side there would be pretty clean ground for its whole length, somewhat sheltered from easterly winds by a head-land at a considerable distance below. On the westward the clean ground alongside the wharf would not exceed 200 feet, and would be open to all winds from S. S. E. to W. by S. but winds from the south or west, raising little sea, are much less dreaded than those from the eastward. At this site, although there may be some danger from ice, less is apprehended than at any other of the three. The new road required to join the main one would be rather expensive, and not very good; commencing at the inner termination of the Pier, the whole length would be about 1800 feet, of which the first portion, embracing 230 feet, would be up a steep hill covered with wood; the next portion would be over cleared but uncultivated ground, for a distance of about 1300 feet, affording a good grade, but with two sharp turns, and the remainder would be through cultivated ground of good quality, in a straight line, and with a favourable grade. The entire height to be overcome cannot be under 150 feet. The road from the Village to the Junction, a distance of fully a mile and a half, is in good order.

2nd. At Balaine Point the Pier would extend to a length of 1030 feet. The great length of this Pier, when compared with the others, seemed to deter the principal inhabitants of Malbaie from recommending it, and I spent less time at the site than I would otherwise have done. The direction of the Pier would be nearly S. S. E. as in the former case, and the ground on both sides of it generally clean. There is rather more danger from ice than at Point au Gaz. To reach the main road I selected two routes, both passing through the property of the Hon.

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J. M. Fraser. By the first and cheapest, the distance is 1970 feet in a line nearly straight, with a good grade, requiring little labor in the formation—of this distance 1250 feet would be through unenclosed wood—the remaining 520 through cultivated ground of small value, and the junction would occur at a point scarcely a mile from the village. By the second route the point of junction would be only half a mile from the village, and a short, though rather steep hill on the main road, would be avoided but the distance to be travelled from the Pier to reach the junction is 3400 feet, of which 1210 would run along the beach just above high water-mark, 1310 through good cultivated land, and the remaining 880 feet over a road already formed by Mr. Fraser. The new portion of this road would be more expensive to make, and the ground more difficult to purchase than by the first line.

At the Grande Débarquement, about 2½ miles from the village, as already stated, lies the third or upper site and the cheapest for a Pier of any I have examined on either shore. Its total length would not exceed 164 feet. But then it would be merely a place for steamboats calling at in good weather. There would be no accommodation or shelter on either side; and both this site, and the one to be immediately mentioned, occupy a position that is thought by persons of experience hazardous for a sailing vessel to approach in bad weather. In addition to these disadvantages, considerable danger is apprehended to a Pier from the ice, and a strong current both with ebb and flood tide would set past its extremity.

The fourth site, about 750 feet nearer the village, where a pier would be 380 feet long, possesses some advantages over the third. There would be an excellent beach of gravel on both sides of the Pier above low water-mark, with a good clean bottom below it, on which vessels would ground safely. It would also afford accommodation alongside for shipping through its whole length, and is perhaps less exposed to danger from ice.

The roads requiring to be made from the 3rd and 4th sites would meet at a point 750 feet distant from the former, and 50 feet from the latter, the ground in both cases being wooded and level. The line would then pass partly through wood, and partly through pasture, for about 1800 feet, where it would join a public road two miles from the village. Part of this 1800 feet would be up a steep but not high bank, where some cutting would be required, and part of it over soft boggy ground—but the expense would not be heavy. It thus appears that 2550 feet of new road are necessary at the third site, and 1850 at the fourth; of the 2550 feet about 1230 are on Mr. Nairn's property, and 1320 on Mr. Warren's, while of the 1850 feet, 530 are on Mr. Nairn's property, and 1820 on that of Mr. Warren. The present road to the village is in bad order in several places, and would require repairing for ¼ of a mile.

Of these four sites, the first, although not the most convenient, is perhaps, under the circumstances, the most suitable—the second is nearest the town and would be decidedly the most convenient of them all, but also the most expensive; the fourth, through to appearance the best of the four, I cannot venture to recommend as a good general landing place, although it would answer sailing vessels very well, in good, and steamers in almost any weather, while the third I do not consider worthy of notice in any view unless the cheapness of its construction.

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Expense on 1st Plan.

1st. Pointe au Gaz,.....	£4,131
2nd. Baleine Point,.....	8,387
3rd. Grande Débarquement,.....	2,032
4th. do. do.,.....	3,600

Expense on 2nd Plan.

1st. Pointe au Gaz,.....	£3,280
2nd. Baleine Point,.....	£6,736
3rd. Grande Débarquement—not estimated.	
4th. do. do.,.....	£2,846

St. Irène or Little River Malbaie.

At the request of Mr. Nairn, of Malbaie, I visited this place in passing on Les Eboulements. It lies about half way between the two, or 9 miles from each. The surrounding country is hilly, and the soil light, but it appears to be in possession of an industrious population. The road to St. Paul's Bay from the north east, which generally runs along the high land, at a distance of a mile or two from the St. Lawrence, takes here a turn to the southward, and after crossing Little River, almost touches the coast at a point near its mouth. From this point a fine sandy beach entirely free from boulders or any obstruction, extends upwards for about a mile, and it is towards the middle of this beach that a Pier would be placed.

Its length to 10 feet water would be 636 feet, to 3 feet water about 420 feet, and to low water about 350 feet. The pier is not wanted so much for steamboat accommodation, (unless indeed it were meant to serve the whole country from the Saguenay to St. Paul's Bay, there being no village in the vicinity, and rather a thin population in the surrounding country,) as for the accommodation of small coasting vessels, and a shelter generally for coasting craft. There is no shelter from Malbaie to Isle aux Coudres, off Les Eboulements, and it is only at certain stages of the tide that Malbaie affords shelter—I do not think there would be danger from ice in this place, but a good deal of sea must set in during easterly winds. No new road is required, the inhabitants being about to form one along the beach for their own convenience.

Expense on 1st plan,.....	£6,179
Do. 2nd do.,.....	4,754
Do. 1st do., carried to 3 feet water,...	3,073
Do. do. do. do. low water,...	2,290

Les Eboulements.

The spot selected for a Pier at this place lies near the lower extremity of La Grande Pointe des Eboulements, distant about 3 miles from the Church, 22 from Malbaie, 13 from St. Paul's Bay by the present roads, and 73 from Quebec. It is protected from all but easterly winds, partly by Ile Aux Coudres; and partly by the southerly trending of the shore above St. Paul's Bay; and as even a gale from the east raises no heavy sea, the absence of protection in that quarter is of little consequence. In so far therefore, as shelter is concerned, the site is excellent, but

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in regard to the extent of country and population which the Pier would accommodate, there is more difficulty in deciding. The village of Les Eboulements is quite small, and the surrounding country but thinly peopled. The village of St. Paul's Bay lies at a considerable distance from the spot, by the present road, and although it is only 7 miles from it along the beach, I am told by the inhabitants of the Bay, that a portion of the beach near Cap au Corbeau is so bad that they could not avail themselves of the shorter route. But were the existing Road thoroughly repaired, of which it is very much in need, particularly at the end nearest St. Paul's Bay, there can be no doubt that through boat and land communication, the Pier would be of service to that section of country. To the people of Isle aux Coudres it would also be advantageous, although not in the most convenient spot for them, as I shall afterwards have occasion to explain. The population thus, more or less benefited, without reckoning that of St. Irène, would amount to about 7000, of which the parish of Les Eboulements contains 2000, those of Bay St. Paul and St. Urbain 4,500, and Isle aux Coudres 500.

The length of wharf is 930 feet—on the upper side of it the bottom is of mud, interspered with a few boulders, for a distance of 300 or 400 yards, after which it is foul. On the lower side the bottom is of mud, with a good many boulders for perhaps 200 yards, when it also becomes foul. A small outlay for cleaning the ground would enable vessels to lie safely at any part of the wharf, in any state of the tide. No danger seems to be apprehended from the ice, and yet the current at the extremity of the Pier at half tide, is at least 4 knots an hour; about 2,800 feet of new road would require to be made over ground belonging chiefly to Simeon Boudeau, on which there would be a good deal of light cutting. Of this distance 900 feet passes through wood, 550 through pasture, in which stumps are standing, and 1,350 through cultivated ground. The communication from this point to the main line between Malbaie and Quebec, would be by a road at present in use, upwards of 2 miles long, which passes for the first mile along level ground near the beach, is bad in wet weather, and would require some repairing. It then begins to ascend the hills, and before reaching the main line, is in three places at least, very steep and bad; but it is no worse either in grade or surface than a portion of the main road, immediately to the northward of St. Paul's Bay. To put the surface of these bad portions in good order would not be expensive—but I do not see that the grade can be materially improved at any reasonable outlay.

This road would be common to the traffic of Les Eboulements, and St. Paul's Bay, unless when the latter was carried in boats, or along the beach; at present an ordinary horse is at least fully loaded for the steeper parts, with 600 lbs. in summer, and 800 in winter, although one horse is said to have brought up 1,800 lbs. in winter.

Expense on 1st plan,.....	£8,896
Do. 2nd do.,.....	7,068

*St. Paul's Bay.*

From St. Paul's Bay a narrow valley, very rich and populous, runs into the interior for several leagues. At the lower part, in the neighbourhood of the village, it is bounded by high ground on each side, which gets higher, and broken, as it leaves the coast, and in a few leagues rises into mountains. Along the coast to the northward, the country is not nearly so rich, being of the same character as in the parishes of Les Eboulements and St. Irène; while to the south,

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the houses became less numerous, and in a few miles, disappear altogether. A considerable traffic seems to be carried on through the village, which is sixty miles from Quebec, and about ten from the Church of Les Eboulements. There are three flour, and fifteen saw mills in the vicinity, and as much as ten thousand minots of wheat and flour have been exported in one year. The wood trade is, however, on the decline, on account of the best timber having become difficult of access. I may also mention that both here, and at Les Eboulements, there are springs of water strongly impregnated with sulphur, which might become useful in medicine, were they rendered more accessible; and it is confidently stated by parties resident in the village of St. Paul's Bay, that iron and other ores exist in the neighborhood.

The only site which I visited here is about three miles from the village, near Cap de la Baie. The length of wharf would be twelve hundred and fifteen feet, in a position entirely sheltered from all dangerous winds, and where no sea would ever rise. The bottom for a distance of six hundred feet from the shore, both above and below the Pier, is of mud, much encumbered with boulders, on the lower side particularly, which it would require a good deal of blasting to remove. Beyond this there is clean ground with a good bottom. A wharf in this situation would be distant about thirteen miles from the village of Les Eboulements, but it is said, would be more convenient for the population of Isle aux Coudres, than any other, as the boats belonging to that Island lie chiefly in a cove near Cap à la Branche, immediately opposite. The most serious objection to the site, is the necessity of making a road from the Pier to join one now in use, at a point about two miles from the village. There would be nearly a mile of this road to form, traversing wooded ground belonging to four proprietors,—viz: The Seminary of Quebec, Mr. Chaperon, Mr. Boily, and Mr. Chaperon. For one thousand feet from the wharf, it would run between the beach and the rising ground, just above high water mark, and might be found costly in forming; after which it would ascend to a piece of table land on the side of a high and steep hill, at an elevation of not less than one hundred feet above the water, and continue along that for the remaining distance. I believe this road would be expensive to make, and some outlay would also be necessary to repair about a mile of the one now leading to the village.

Although I examined this site at the suggestion of parties resident in Saint Paul's Bay, I am by no means convinced that it is the best one. On returning to the village, when the tide was nearly out, I observed a spot just where the present road terminates, that seemed nearly as advantageous in point of length as the one I had left. The beach here was clearer of boulders; there would be no new road to make; the site is equally convenient for Isle aux Coudres, and it is nearer the villages of Saint Paul's Bay and Les Eboulements by a mile. The obvious disadvantages were, that stones for filling the cribs would be a little further off than at the first place, and that the current at the extremity of the Pier would be stronger. At neither is any danger apprehended from ice.

In so far as the convenience of the District generally is concerned, it is hard to decide whether a Pier near Cap de la Baie, or one at La Grande Pointe des Eboulements, would be best situated. At Les Eboulements, the Pier would be used by people settled on both sides of it. At Cap de la Baie, it would be placed nearly at one extremity of the population, there being few settlements for a distance of many miles to the southward. But there is no difficulty in perceiving

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that a pier at Cap au Corbeau would be in a better situation than either, and I was therefore anxious to ascertain the local difficulties to be encountered in that quarter. Unfortunately, the only parties to whom I was able to apply were not intimately acquainted with the spot. They stated, however, that a Pier carried into ten feet water would be shorter there than at the Cap de la Baie; but that the great obstacle would be in making a road down to it, which was the only reason the site had not been pointed out to me as the most suitable.

Expense on first plan,..... £12,476  
" second " ..... 9,813

*Chateau Richer.*

The Village of Chateau Richer is about fifteen miles below Quebec, the road to which is in pretty good order as far as the Falls of Montmorency, and afterwards excellent. The country along the margin of the Saint Lawrence is fertile and populous, and from the village there is a considerable export of firewood, and a large export of limestone to Quebec. It is indeed chiefly to accommodate vessels so employed that a Pier is wanted at this place, and, convenience in this respect should mainly determine its position and dimensions. I accordingly applied to the Municipal Council on the subject of a site, who without going into the question as to the best locality for the parish of Chateau Richer, along with the neighboring parishes of St. Joachim, St. Ann's and Ange Gardien, and of the Island of Orleans, decided that for a distance of a mile on each side of the church of Chateau Richer, the most convenient spot was in front of the Schoolhouse. This corresponding with the site mentioned in my instructions, I proceeded to examine it, and found that a Pier, carried out to 10 feet water would be 1,800 feet long, one carried into three feet water, 1,460 feet long, and one carried to low water mark about 1,100 feet long. The bottom to near low water mark is of mud, with a few boulders; beyond that it is of mud encumbered with a good many boulders, several of them appearing when the tide is out, much beyond the extremity of the Pier, but not in the line of its extension. Some outlay would be required in clearing these away for a distance of perhaps 150 feet on each side of the Pier, but the expense would

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not be great; only 70 feet of new road is required. Sheltered as this position is by the Island of Orleans, there is nothing to be feared from any wind, nor is danger anticipated from ice.

I heard of two other favorable sites near Chateau Richer, one of them two miles above the village, and the other two or three miles below it. A Pier at the latter place, it was thought, would be shorter than at any other in the neighborhood, and it would also be more convenient for the inhabitants of St. Joachim and St. Ann's; but it would be less suitable for the people of Ange Gardien, and for shipping the firewood and limestone of Chateau Richer.

Expense on 2nd plan to 10 feet water, ... £14,665  
Do. do. 3 do. ... 11,617  
Do. do. low water, ..... 8,389  
Open wharf to 10 feet water, ..... 13,491  
Do. 3 do. .... 10,488  
Do. low water, ..... 7,773

With the examination of Chateau Richer, my duties terminated: and in submitting the foregoing Report for the consideration of the Commissioners, I would state that, during the whole of my journey, I received every attention and assistance at the different places visited, which circumstances allowed; that the parties whom I thought it desirable to consult, shewed, generally, a spirit of openness and candour, and that everywhere a strong wish appeared to exist for the improvements which it was my object to inquire into.

I beg further to state that the Report, having been written before any of the plans were prepared, may be less full than desired, and liable to a slight alteration in the description of the position of some of the Piers when the plans of the ground are made out; and that plans and estimates, to be annexed to this Report, will be sent in as soon as they can be got ready.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) JAMES STEWART.

T. A. Begly, Esq.  
Secretary, Board of Works.



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# DISTRIBUTION OF STATUTES OF CANADA, IN UPPER CANADA.

9TH VICTORIA, 2ND SESSION, 2ND PARLIAMENT.	Statutes.	
	English.	French.
Solicitor General, ...	1	1
Superintendent of Schools, ...	1	...
Six Judges in Courts of Law, ...	36	...
Twenty-six Judges, one copy each, in sheets, ...	26	...
Members of the Legislative Council, ...	170	...
Members of the Legislative Assembly, ...	410	...
District Clerks, ...	535	...
Clerks of the Peace, ...	1871	...
Clerk of the Crown and Pleas, ...	2	...
Deputy Clerks of the Crown, ...	19	...
Registrar and Master in Chancery, ...	1	...
Mayor and Corporation of Toronto, ...	3	...
Do. do. Kingston, ...	3	...
Do. do. Hamilton, ...	3	...
Do. do. Cornwall, ...	3	...
Boards of Police, ...	20	...
Six Libraries and Colleges, ...	12	...
Forty-three Collectors of Customs, ...	86	...
Western District, ...	...	100
<b>IN LOWER CANADA.</b>		
	<b>3202</b>	<b>101</b>
Executive Council, ...	12	12
Provincial Secretary, ...	21	6
Civil Secretary, ...	12	...
Receiver General, ...	3	...
Inspector General, ...	3	...
Commissioner of Crown Lands, ...	3	3
Department of Public Works, ...	5	4
Registrar of the Province, ...	1	1
Attorney General, Lower Canada, ...	3	3
Do. Upper Canada, ...	3	1
Solicitor General, Lower Canada, ...	2	2
Superintendent of Schools, ...	1	1
Adjutant General of Militia, ...	3	3
Two Deputy Adjutant Generals of Militia, ...	2	2
Clerk of the Crown in Chancery, ...	1	1
Customs Department, ...	1	1
Commissioner of Jesuits' Estates, ...	1	1
Translator of the Laws, ...	5	2
Judges in Courts of Law, ...	57	57
Commissioner of Bankrupts, Three Rivers, ...	3	3
Clerk Court of Appeals, ...	3	3
Prothonotaries, ...	18	18
Clerks of the Crown, ...	18	18
Clerks of the Peace, ...	15	15
Clerk of the Vice-Admiralty Court, ...	3	3
Clerks of the Circuit Courts, ...	31	31
Sheriffs, ...	5	5
Coroners, ...	6	6
Small Cause Courts, ...	175	158
Justices of the Peace, ...	803	699
Clergymen, ...	322	333
Seminary of Montreal, ...	4	4
Municipal Councils, ...	346	346
Board of School Commissioners, ...	333	333
County Registrars, ...	38	38
Collectors and Surveyors of Customs, ...	25	25
District Inspectors, ...	3	3
Libraries and Colleges, ...	15	15
Trinity Houses, Montreal and Quebec, ...	2	2
Militia Officers, ...	77	77
George R. Young, Esq., Halifax, ...	1	...
G. B. Faribault, Esq. ...	1	...
Mr. A. Houd, ...	1	...
Members of the Legislative Council, ...	170	160
Do. do. Assembly, ...	430	420
Clerk do. Council, ...	50	50
Do. do. Assembly, ...	50	50
Civil Secretary for Lower Provinces, ...	5	...
Distribution in Upper Canada, ...	3092	2915
	3202	101
On hand, ...	6294	3016
	2206	1484
	8500	4500

	Statutes of Canada. 9th Vict.		Statutes of Canada. 8th Vict.		Revised Statutes and Tables.			
	English.	French.	English.	French.	English.		French.	
					Statutes.	Tables.	Statutes.	Tables.
On hand, 15th June, 1847, .....	2206	1484	503	49	431	1464	1041	1092

Of the 9th Victoria, about 1250 copies in English and French are required to complete the distribution to Militia Staff and Officers, so soon as the necessary lists will be received.

Montreal, 15th June, 1847.

DESBARATS & DERBISHIRE.

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## R E P O R T

OF THE SELECT COMMITTEE on the Petition of GUILLAUME ROBITAILLE, and others, of the Parish of L'Ancienne Lorette, praying for Enquiry into the conduct of the Quebec Turnpike Commissioners.

Your Committee after having very carefully and minutely inquired into the matters referred to them, regret to state that the Quebec Turnpike Trustees do not appear to be exempt from all blame with regard to the complaints preferred against them.

Your Committee regret that the Road on the North Shore of the River St. Charles has been macadamized in preference to the Champigny Road, especially, when circumstances are such as to induce the public to believe that it has been done with the view of favoring one of the Members of the Trust.

But Your Committee are of opinion that all the abuses complained of, are as much the result of the system which now obtains, as the fault of the individuals whose duty it is to put it into operation.

Your Committee would recommend that one or more paid Officers, responsible to the Government, be substituted for the Trust.

Your Committee regret that the Government has not thought proper to recommend, during the present Session, a vote of public credit for the purpose of completing the Roads in the neighborhood of Quebec, and rendering the establishment of Turnpike Roads more useful to the public, and more profitable as regards the revenue.

Your Committee regret still more that the Government has not thought proper to recommend the purchase of Dorchester Bridge, with the view of placing it under the control of the Quebec Turnpike Trustees, according to the recommendation several times made by different Committees of Your Honorable House.

Your Committee flatter themselves that the Government will take these important subjects into consideration, at the next Session of Parliament, will do justice to the claims of the inhabitants of the County of Quebec, and introduce a Bill for the improvement of the existing system, in order to remedy the abuses pointed out by Your Committee.

The whole nevertheless humbly submitted,

PIERRE J. O. CHAUVEAU,

*Chairman.*



## MINUTES OF EVIDENCE.

1st July, 1847.

Mr. *W. Mick*, called in, and examined:—

1. What do you know respecting the Turnpike Roads at Quebec?—In 1842 I and my father obtained a contract to macadamize the road on the north side of the River St. Charles leading towards Mr. Black's—and in 1844 we obtained a further contract, (the continuation of the same road) for 3000 boxes of stone, to be delivered west of Mr. Black's property, which we could not complete, it being late in the fall before we obtained the contract. The Turnpike Trust protested against us, and purchased about 1500 boxes of stone, the quantity remaining to be furnished by us, and placed them eastward of Mr. Black's, instead of westward, as per contract, and where they were not required, by which we lost one penny per box. The quantity of stone laid on the road was about ten inches, together with the old stone, (as the road was formerly macadamized,) which, at a trifling annual expense, could be kept in good order.

2. Have you any knowledge of the Trustees' placing more stone on the same road after you finished, and if so, what quantity?—Yes, they did lay more stone; but I cannot say the quantity.

3. Have you any knowledge what depth of stone was laid upon the Cap Rouge Road?—About ten inches.

Mr. *B. Vohl*, called in, and examined:—

4. Do you know of any abuses with respect to the public money, by the Turnpike Trustees at Quebec?—I am a resident in the Parish of Ancienne Lorette, and I pass nearly every day to town to my business. The road I generally travel is on the south side of the River St. Charles; I also frequently travel on the north side of the said river, and consequently know both roads well. The general opinion is, that they are both the same, with respect to soil. When these roads were first macadamized by the Trustees, one layer of stones was placed on each of the said roads, which was quite sufficient in the public opinion; last year another layer of stones was placed on the road on the north side of the River St. Charles from Scott's Bridge to Mr. Black's, which must have cost about £500, and which, it was thought, was not required. Public report says that this last mentioned expenditure was made for the benefit of Mr. McPherson, one of the Trustees, who resides and has property in that direction. Since the melting of the snow to the 15th May last, another layer of stones was placed on the same road from Scott's Bridge to Mr. McPherson's house, while the south side was not touched until about the 18th June last, and not until I had made a complaint to Mr. Desbarats, one of the Trustees, informing him that the road was greatly risen by the frost, and required repairing. Mr. Desbarats immediately ordered it to be repaired, by turning up the road, but no more stones were laid down.

5. Have you any knowledge of the old Scott's Bridge, and do you think that, if it had been repaired, it would have answered the purpose?—According to the best of my knowledge, if £200 had been expended upon the old bridge it would have been equally as good, and perhaps better, than the present new one, which cost about £1000; and it is thought that it will not last very long, as the foundation is started, and the piers are sinking.

6. Do you know Raudot Bridge?—Yes; according to the statement of the Trustees for 1846, I find that this bridge cost £200 2s 11d. Immediately after a shower of rain this bridge requires to be repaired, which must cost four or five dollars, and during this time making it dangerous to the public. Mr. Desbarats admitted to me that the piers would have to be refilled of stone, which will necessarily incur another expenditure.

7. Do you know the Champigny Road, and can you give the Committee any information respecting the management of that road?—Yes, I do know the road, and near Mr. Gauvin's property (who is one of the contractors) there is a rivulet, with a hill on each side, which have been cut down. The bridge over the rivulet was commenced with stone, but as they found that it would cost about £15 or £16 more by finishing it with stone, they completed it with timber, and placed several thousand loads of earth to level the hill. If this timber should give way, it will cost the Province ten times as much to rebuild it, which would have been saved if properly commenced at first.

8. Do you know that the Trustees have neglected to finish the road from Commissioner Bridge to the Côte de Champigny, to the great inconvenience of the public?—This road ought to have been made immediately after the passing of the law which placed it under the control of the Quebec Turnpike Road Commissioners; because it intercepts the communication, and is in so bad a condition that in certain seasons of the year the public have great difficulty in travelling it. And I am almost certain that, had the road in question been made after the passing of the law, the revenues of the St. Charles Turnpike would have been one third more than they are at present, inasmuch as the inhabitants at a distance would have come more often to town to sell their produce, and are now prevented by the bad state of the road at certain seasons of the year; which road the Commissioners have neglected and refused to make, to the great injury of the public.

9. Are you aware that a Petition, on the part of the inhabitants of Lorette, praying the Commissioners to cause the road in question to be forthwith macadamized, according to law, was presented to them in the spring of 1846?—Yes, I was myself one of the Petitioners. This Petition exposed to the Commissioners the bad condition of this road and the great inconvenience which the public suffered in travelling it during the spring and autumn; and prayed the Commissioners to cause the said road to be forthwith macadamized, according to law. The Commissioners, after having taken the Petition into consideration, voted a sum of £300 to commence the macadamizing of the road in question, and even advertised for tenders for the macadamizing that part of this road which extends from the St. Ambrose Road to the Montreuil Road, that is to say, about a mile in length, and they have to my knowledge caused this part of the road to be chained. I was informed some time afterwards that Mr. McPherson, one of the Commissioners, had rescinded this resolution, and the work in consequence was suspended, and the road remained in the same condition, without any repairs whatsoever.

10. What is the length of the macadamized road by the Turnpike of the Little River St. Charles?—I think that about five miles of this road have been macadamized, while the other Turnpike Roads in the District of Quebec are macadamized for a space of more than nine miles, and the inhabitants who pass by the Turn-

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pike of the Little River are obliged to pay the same toll as is paid to the other turnpikes, although they have not more than a distance of about five miles of macadamized road.

11. What have you to say with reference to the commutation of the Turnpike Roads?—I think it would be well that the commutation were explained in a clearer manner, inasmuch as the Secretary of the Commission gives a ticket of subscription for one year on a summer vehicle, and the subscription is paid in consequence for one year; while this subscription should not, of right, be for a longer time than the summer season, six months at most; inasmuch as after this season we are obliged to use our winter vehicles, for which we are compelled to make a fresh payment, although the year of subscription set forth on the ticket has not yet expired, and there still remains nearly as much more time to elapse.

12. Do you think it would be well to change the present system of the Turnpike Commission for the County of Quebec?—Considering the irresponsibility of the present Commissioners, the bad management of their department, and their waste of the public money, as above mentioned, I think it would be more advantageous for the public and the Province to dissolve the Commission, and to appoint a Keeper of the Turnpikes near Quebec, with a fixed salary, under the control of the Board of Works. The present Commissioners, not receiving any salary, are not sufficiently interested, and do not exercise precaution enough in the exercise of their office, and not consulting either the public interest or economy of the public money. Under the present system, the Commissioners seek only their private interest, and apply themselves to macadamizing and keeping in constant repair the roads leading to their own properties, and in consequence, are unceasingly improving their private properties with the public moneys.

13. Do you think it would be more advantageous to farm out the turnpikes, than to leave them as they are at present?—I think it would be much better to farm out the turnpikes than to leave them as they are at present, and that the revenues will be more considerable. I am of opinion that the tariff should be increased for carts with iron springs, but not for carts with wooden springs; inasmuch as the gentry use at present spring carts, in place of gigs, calèches, &c., and pay only 3d. for passing the turnpike, which diminishes the revenue considerably.

3rd July, 1847.

*John Porter, Esq., Secretary and Treasurer of the Turnpike Trust of Quebec, called in; and examined:*

14. Was there any opposition offered by any of the Trustees of the Quebec Turnpike Roads to the expenditure made for new coating the road on the north bank of the River St. Charles?—Mr. Desbarats, while the work was going on, caused a meeting of the Trustees to be summoned, at which meeting he objected to those works. Mr. McPherson being at that time out of town, was unable to attend, and an order was made that the dressing of the St. Charles Road north, between the property of James Black and Scott's Bridge, should be discontinued until the return of Mr. McPherson. At the next meeting of the Trustees, the subject being again introduced, it was resolved that the Trustees should meet on the subsequent Monday, and proceed to visit the locality, with the view of coming to a decision as to the necessity of continuing the work. At the following meeting, and after having

visited the work, an order was issued that the St. Charles Road north should be repaired when necessary, according to the judgment of the Overseer.

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15. Did Mr. Desbarats acquiesce in the conclusion followed by his Co-Trustees?—The greater part of the work was completed when Mr. Desbarats caused the meeting to be summoned to object to it; he has made no protest against the decision of his colleagues, and he has done nothing since to show whether he acquiesces in their decision or dissents from it.

16. In what state is the Scott's Bridge at this time?—The bridge is a new one, but has been badly built.

17. Who superintended the building of the bridge?—Hacker and Stanby.

18. Might not the old bridge have sufficed if repaired?—I do not think it would; it was examined several times by the Commissioners, and they considered it not safe.

19. What is the cost of that bridge?—The contract entered into was for £850.

20. What was the amount you estimated it in your Petition to the Government?—The amount we estimated it at was £550.

21. Upon what principle did the Trustees undertake to exceed the estimate?—The two great fires that took place that year in Quebec rendered the price of labor and material so high that they could not get any one to undertake to build it at a lower rate.

22. Is there not a law-suit pending between the Trustees and the Contractor?—There is a law-suit pending, the Trustees resisting his claim, on the ground of the insufficiency of the work.

23. How often do the Trustees meet for the transaction of business during the course of the year?—The frequency of their meeting is regulated by the business before them. I have known them to meet several times in one week, and sometimes not to meet for a couple of weeks—so that I cannot state an average.

24. Is not the road to Champigny Hill an important one, and is it not the road of communication for the Fossambault and Valcartier settlements?—It is a very important road, and the main communication with these new settlements.

25. Which of the two Roads on the River St. Charles is more frequented—the North or the South Road?—I think the South Road is more frequented of the two.

26. On which of these Roads does Mr. McPherson reside?—Mr. McPherson resides on the North Road.

27. How many miles of macadamized road are there in the Champigny direction?—About five miles on each side of the River St. Charles.

28. To what extent have the Trustees macadamized on the other lines of road?—The Beauport is macadamized to an extent of 6½ miles; the Cap Rouge 7 miles; the St. Foye 9½ miles.

29. Does not the Champigny connect the St. Charles River Road with the St. Foye?—Yes, there is a break of 2½ miles of unmacadamized road on the St. Charles River route between two pieces of macadamized. If the break were made, there would be ten miles of continued macadamized road leading from Quebec to Hough's farm.

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30. Was it not more important to complete this Road than to repair the north side of the River St. Charles?—If it had been made, it might have been more advantageous to the revenue.

31. Does not the present system of appointing Trustees tend to create a strong impression upon the public mind, of favoritism in the improvement and management of certain parts of the roads under the management of the Trust?—It is generally understood that each Trustee watches over the interest of his own locality, but not to the prejudice of the general interests of the Trust.

32. Were not the Winter Roads, and particularly the Beauport Road, much complained of last season?—There were several complaints made of a portion of the Beauport Road, but I think the roads generally were very well kept. The Beauport Road is a particularly difficult road to maintain during the winter season.

33. Are the Trustees equally regular in their attendance at meetings for the transaction of business?—I think they are.

34. Would it not be preferable to replace the Board of Trustees by a paid officer, responsible to the Government?—I have not thought sufficiently on the subject to give an opinion.

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John Porter, Esq., re-examined:—

35. Was not a Petition presented to the Turnpike Trust in the spring of 1846, from the inhabitants of Lorette, praying them to macadamize the road between the Commissioners' Bridge and the Côte de Champigny, as specified by the law?—Yes, the Trustees, after taking this Petition into consideration, determined to expend the sum of £300 to commence its improvement, and advertisements were inserted in the public prints, calling for tenders to macadamize a certain portion of the road; these tenders were found to be too high; upon reconsidering the subject at a subsequent meeting of the Trustees, it was decided that the means at their disposal would not admit of their going into any expense on that road during that season.

36. Have you any knowledge that Mr. Laurin, as M.P.P., addressed, at the same time, a letter to the Trustees, informing them that he had made a motion in the House, asking for the sum of £2000 for macadamizing this road, and that he withdrew this motion at the request of Mr. Attorney General Smith, (who was then considered chief of the Administration for Lower Canada,) and who authorized Mr. Laurin to inform the Trustees to apply the interest of the revenue of the Toll-bars to macadamize the road in question?—Yes.

37. Why did not the Trustees comply with this order of Mr. Attorney General Smith?—The Trustees had previously entered into contracts to finish works on other roads, and the revenue for the year being so far pledged, it was out of their power to enter into any other engagements.

38. Instead of the Trustees applying the revenue of the Toll-bar of the St. Charles Road to macadamize the road in question, did they not apply the revenue to macadamize the Cap Rouge Road and other roads?—It will be found, on reference to the accounts produced, that the revenue of the St. Charles Gate was expended in the maintenance of the St. Charles Road, north and south, and towards the building of Scott's Bridge. A

portion of the general revenues of the Trust was expended that year in macadamizing St. Lewis Road, and the road to Hough's Farm.

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39. Did not the Legislature vote, in 1845, the sum of £8,882 to macadamize the St. Lewis and other roads, conformably to the estimate of the Commissioners?—Yes.

40. Was the whole of this sum expended in macadamizing the roads mentioned in the estimate?—Yes, all the roads and works mentioned in the estimate are now finished, excepting a small portion of St. Lewis Road, and the Cap Rouge Hill. The whole sum granted for that purpose is expended.

41. Over and above the sum of £8,882 expended in macadamizing these roads in question, did not these Trustees apply the Revenue of the Toll-bars to continue these works?—Yes, the surplus revenue, after paying the expense of maintenance, was laid out in continuing the improvement of the unfinished roads.

42. What was the amount of the surplus so expended?—It might be about £1000 or £1200 in 1845, and the same in 1846.

43. What is the actual revenue of the Toll-bars annually, and what is the annual expenditure to maintain the Turnpike Roads?—The revenue last year amounted to £2860, and the expense of maintaining these roads amount to about £1200 annually.

44. What is the expense of the office of the Turnpike Trust, including the salaries of the permanent officers and the Gate Keepers?—It amounts to about £700 annually.

45. Why do not the Trustees finish the St. Lewis Road, and Cap Rouge Hill?—The Trustees are already indebted to the amount of about £600, to different parties, and cannot under these circumstances continue any work, further than to maintain the roads already made.

46. Do you think that the revenue of the Toll-bars would increase if they were leased?—I think when the tariff is understood to be finally established, it would be a good plan to lease them. The revenue has diminished since last year, in consequence of the change made in the tariff for spring carts. Carts with steel springs are much more used now in consequence of being allowed to pass through the Toll-bars for 3d., instead of 5d., according to the old tariff.

6th July, 1847.

Mr. Louis Lapointe, master joiner, of the Parish of Ste. Ambroise, of the District of Quebec, called in, and examined.

47. Do you know the Turnpike Roads of the Little River St. Charles, near Quebec?—I know them on both sides, having passed there frequently.

48. Do you know whether a larger quantity of stone has been laid on the road north of the River St. Charles than on that, south of the said River?—Yes, on one part only of the road on the north side—that is to say, from Scott's Bridge as far as Mr. Black's land. The Commissioners have caused to be laid on this road in a space of about 15 arpens—that is to say, from the property of Mr. McPherson, one of the Commissioners, to Mr. Black's property,—a thickness of about 8 or 9 inches of broken stone, though this part of the road had previously received a sufficient quantity of stone, and was

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in a good condition : I am of opinion, therefore, that it was unnecessary to add a fresh layer of stones to this part of the road, and that it was a useless expense.

49. Did you not yourself construct Scott's Bridge?—Yes.

50. What was the amount of the contract for the construction of this bridge?—£850 currency.

51. Were you paid this sum after the construction of Scott's Bridge?—I received a sum of £800 on account; and the balance was refused me, as well as the extras, which amounted to £83 3s 9d, the Commissioners alleging as a reason for their refusal to pay, that the work was not done according to the contract. It was expressly agreed upon in this contract, that an Architect should be named by the Commissioners to superintend and conduct the works of the said bridge, and that the works should be done and finished under his direction and to his satisfaction. Mr. Hacker was named by the Commissioners to fulfil the office of superintendant, and he approved of and received the works of the said bridge immediately after its completion, as authorized by the above mentioned contract; and notwithstanding the certificate of the said Architect, which fully set forth his acceptance of the said works, the Commissioners refused to pay me the balance which was due to me, and even the sum of £83 3s 9d above mentioned for the extras. In consequence of their refusal to pay me I instituted an action against them in the Superior Term of the Court of Queen's Bench for the District of Quebec in 1846, which action is still pending. Having been obliged to submit myself to all the orders of the Architect appointed by the Commissioners for the completion of the said works, I discharged myself of all responsibility whatsoever, and considered it my duty to follow his directions; and if the bridge is not made in as solid and proper a manner as it ought to have been, it is the fault of the Architect who conducted the works in question. Whenever I made any remarks relating to the works of the bridge to Mr. McPherson, or to Mr. Porter, the Secretary of the Commission, they answered me that it was not their business, and told me to follow the orders of the Architect.

52. Did not Mr. McPherson get you to make some repairs to a Wharf and Canal on his property on the north side of the River St. Charles?—Yes.

53. What sum did you charge for these repairs?—I charged £1 8s 1½d, for having worked conjointly with other workmen at these repairs on two several occasions with a vehicle, which was necessary to transport the materials for these repairs.

54. Were not these works for the private use of Mr. McPherson, and not for the public use?—Yes, they were for his private use, and not for that of the public; these works being on his own land, and at about three quarters of an *arpent* from the road.

55. Did Mr. McPherson pay you this sum out of his own money, or with the Turnpike funds?—Mr. McPherson told me to include the amount of these repairs in the account of repairs for Scott's Bridge, the whole to be paid by the Turnpike Commission; and my account for the repairs to Scott's Bridge and those made to the Wharf and Canal on Mr. McPherson's land, was paid to me by the Secretary of the Turnpike Commission.

*Jos. Oudrard dit Laperrière*, carpenter of the City of Quebec, called in, and examined:—

56. Do you know the Turnpike Roads of the River St. Charles?—Yes. I know them very well, having

worked frequently on them, and in 1833, I had a contract from Government to macadamize the roads in question, that is to say, the roads north and south of the said River St. Charles.

57. Was there not placed by order of the Turnpike Commissioners? a greater quantity of stone on the road north of the River St. Charles than on that to the south?—Yes, the road north of the River St. Charles was three times laid with stones for the distance of about two miles and a half, that is to say, from Mrs. Hunt's land to that of Mr. Henderson, and before the laying of this stone, the substratum of the North Road was firmer than that of the South Road, and it was useless to lay two new beds of stones on the above mentioned part of the road on the north side of the River St. Charles. I consider that the Commissioners have wasted by these useless works a sum of about £1200.

58. Which of the two roads is the most frequented by the public?—The road on the south side is much more frequented by the public than that of the north side, and three times as many vehicles pass by the South Road as by the North Road.

*Mr. François Nadeau*, master joiner, and Architect of the City of Quebec, called in, and examined:—

59. Did you know the former Scott's Bridge?—Yes, for thirty-five years I had occasion to pass pretty frequently over the old Scott's Bridge, and when this bridge was taken down by order of the Quebec Turnpike Road Commissioners, it might have been repaired, and I am of opinion, and state positively, that with repairs to the amount of £200 or £250 at most, the said bridge would with these repairs have been infinitely better and more solid than the present bridge which was built at an immense expense and on a contracted scale; and which bridge is now in a defective and even ruinous condition. After having been summoned to appear here as witness, I repaired to the premises and examined the present Scott's Bridge, and remarked that it shook very much when carriages passed over it, and bent with their weight, from the circumstance of the piers being too narrow and the distance between them too great, which takes away altogether the strength and solidity of the bridge in question. With the sum of £500, (estimate for the said bridge before its completion), a bridge might have been made more solid, better, and more appropriate than the present bridge; in a word, a good bridge might have been made, sufficient for the use of the public, and which would have lasted for an indefinite length of time. A considerable part, even of the materials of the old bridge might have been used for the construction of the present bridge. The wharves of the bridge were filled in part with earth, while they ought to have been filled with stone, to give them durability and strength.

*Edouard Desbarats*, Esq., one of the Quebec Turnpike Road Commissioners, called in, and examined:—

60. Was there not some opposition made by some of the Quebec Turnpike Road Commissioners to prevent the expense of a new layer of stones on the north road of the River St. Charles?—Yes, by myself alone. In 1845, residing on the south side of the River St. Charles, and not having occasion to visit the north side of the said river, which is principally under the care of Mr. McPherson, I was surprised to hear that this gentleman was ordering considerable works on this side of the river, which was undeniably one of the finest roads in the *environs* of Quebec: these works appeared to me the more unnecessary, as the road had but just been finished, and had been made with all possible precaution, and with the ordinary quantity of stone, with the sole exception of a piece of road of about five or six *ar-*

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*pens* in length between the south-west side of Mr. Black's property and that of Mr. Henderson as far as the Turnpike: I immediately convened a meeting of Commissioners, and explained to them the inutility of these works; Mr. McPherson was at that time absent, but I did not know it; I wished to satisfy myself at this meeting whether Mr. McPherson was ordering these works by virtue of some resolutions, or on his own responsibility; the Commissioners were of opinion that these works were unnecessary, and too considerable to fall under the denomination of repairs, and ordered them to be suspended on my motion to that effect: these works were, in consequence, suspended till the return of Mr. McPherson, who arrived some days afterwards. The proceedings which took place at the meeting where I was, are in writing, and appear on the Registers of the Quebec Turnpike Road Commission. After this I was absent from Quebec for the space of nearly two months; during this time, and almost immediately after his return, Mr. McPherson called a meeting of Commissioners with reference to the suspension of these works, and obtained from the Commissioners, after their having made an examination of the ground, an order that the north road of the River St. Charles should be repaired whenever or wherever required, as the Inspector should think fit: at this time the works in question included that part of the road between the south-west line of Mr. Black's property and Mr. Paul's, near the line which separates it from that of Mr. McPherson. By virtue of this order to repair the road as required, these works were continued as far as Scott's Bridge on a less expensive scale, as was said, but nevertheless without any more necessity than in the first instance.

61. Did you, in fine, consent to the decision adopted by the Commissioners to continue the works in question?—No; I never acquiesced, either directly or indirectly, in this outlay; on the contrary, I always condemned it; I had occasion, after these works were continued in virtue of the order obtained from the Commissioners by Mr. McPherson, to complain to Mr. Sheppard, one of the Commissioners, that the spirit and sense of this order had been perverted, inasmuch as it had reference solely to necessary repairs, and not to new works; Mr. Sheppard told me that he was sorry to see that the order had not been understood by Mr. McPherson.

62. At what amount do you estimate the value of the useless outlay incurred on the road north of the River St. Charles from Scott's Bridge to Mr. Henderson's land, where Hough terminated his contract?—In the statement of expenses published for 1845, which comprised all that distance, there appears to have been expended £200, from which must be deducted the expense for that part of the road of which I have already spoken—that is to say, from the south-west line of Mr. Black's property to Henderson's land, where Hough finished his works, or about 6 to 8 *arpens*.

63. In what condition is Scott's Bridge at present?—Scott's Bridge is new and in good condition, but nevertheless many are of opinion that the principle of construction is bad, and it bends more or less between the arches: this is caused by the great weight of the materials, the proportion of which was not adapted to a bridge of this length. I do not think that the bridge is dangerous.

64. Who superintended the works of this bridge?—Mr. Hacker, the Architect, since deceased. This gentleman was named by the Commissioners.

65. Would not the former Scott's Bridge have been sufficient with certain repairs?—The repairs which it would have been necessary to make to this bridge would have cost as much as the construction of a new bridge of the same sort.

66. Would not the plan of the former Scott's Bridge have been better than the plan of the present bridge, and would it not have been less expensive?—Yes: I was always opposed to the construction of Scott's Bridge on its present plan, because, in the first place, it was to be more expensive than the ancient plan, as well as less solid and less fitting for the place, the natural facilities of which made it unnecessary to adopt a plan which was only adapted for deep rivers, where it would be difficult to construct wharves or piers at a little distance apart.

67. How much did the present Scott's Bridge cost?—The contract was for eight hundred and fifty pounds, but there were incidental extra expenses in the construction of the bridge and apart from the contract, which form at present the subject of a suit now pending in Court between the Commissioners and the Contractor. The claims of the Contractor, if sustained, and the extra charges already admitted, should form together two hundred pounds, to the best of my knowledge, for I am ignorant of the details. There is also a claim for the balance of the amount of the contract, which forms part of the matter of the suit in question.

68. What was the amount of the estimate for this bridge in the petition addressed to the Government by the Commissioners?—The amount of the estimates was five hundred and fifty pounds.

69. On what principle did the Commissioners take upon themselves to exceed the estimate?—I cannot say, unless it was because they thought that the plan which they had under consideration would make a stronger and better looking bridge. For my own part, I was of a contrary opinion, and would have nothing to do with the contract.

70. Why did the Commissioners refuse to pay to the Contractor the balance due to him?—Because they were of opinion that the Contractor had not completed the works which he was obliged to perform by his contract, and generally because he had not properly fulfilled the obligations of his contract.

71. Are you yourself of opinion that the Contractor had not properly fulfilled the obligations of his contract?—Strictly speaking, I do not think that the Contractor executed to the letter all the obligations of his contract, in so far as regards a part of these obligations. With reference to the completion of the entrance ways of the bridge, on both sides, it is very certain, in my opinion, that the Contractor was in fault, the Commissioners having been themselves obliged to finish them, from the Contractor having left them in a very bad condition. The bridge itself, in my opinion, is as well constructed as it possibly could be with the materials employed, which were of good quality. If the bridge has sagged, it is by the weight of the materials, rather than by any other cause. I must remark, however, that the sides of the bridge are held by only one iron band, in place of two, as shewn on the plan, and this one, I understood, was not of the thickness stipulated by the contract; on the question of the double band some of the Commissioners, as well as two Architects, one Mr. Hacker, and the other Mr. Marsh, who was recommended to us by the Board of Works, were deceived: they were of opinion that the plan shewed only one iron band in place of two; in other matters the Contractor seems to have followed the directions of Mr. Hacker, Architect, whom we had named to superintend this work, and I was of opinion that under these circumstances, if there were errors committed in the manner of the construction or the quality of the materials, we should ascribe the blame to the Architect superintending, and not to the Contractor, who had followed his directions.

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72. Is not the road leading from the Commissioners Bridge to the *Côte de Champigny* of great importance, and is it not the road of communication for the settlements of *Fossambault* and *Valcartier*?—Yes; this road is of the greatest importance for these settlements, and is the sole communication for the inhabitants of these places.

73. Which of the two roads of the River St. Charles is most frequented, the north road or the south road?—The south road is much more frequented than the north road.

74. What length of macadamized road is there on the road of the River St. Charles going towards the *Côte de Champigny*?—The distance from the City limits to the foot of the *Côte de Champigny* is nearly two leagues and a half; of this road there are perhaps four or five miles macadamized on the south side of the River St. Charles, and on the north side the road is macadamized from Scott's Bridge to beyond the bridge of the Commissioners, forming a distance of about three miles.

75. On which of the two roads is situate the property of Mr. McPherson?—On the north road of the River St. Charles.

76. For what distance have the Commissioners macadamized the other Turnpike Roads?—The Beauport road is macadamized for a distance of about seven miles, that is to say, from the Montmorency Falls; the *Cap Rouge* road for about seven miles; and the St. Foy road, including the *Suède*, as far as Hough's land, is macadamized for a distance of nine or ten miles.

77. Does not the *Champigny* road connect the road of the River St. Charles with the St. Foy road at the foot of the *Côte de Champigny*?—Yes; there may be ten miles and a half between the extremity of the macadamized road of the River St. Charles, going towards Old Lorette and the foot of the *Côte de Champigny*, which strikes the *Suède* road, which is macadamized, and which leads quite through Hough to St. Foy. It is very desirable that the piece of road in question should also be macadamized, inasmuch as this would complete the circuit of the macadamized roads, starting from St. Foy and returning to Quebec by the Little River. The present state of this road causes a serious interruption to the communication in all seasons, and particularly in autumn and spring, during which seasons it is almost impossible to travel them.

78. Was it not of greater consequence to complete this road than to make repairs on the north road of the River St. Charles?—Yes; particularly as the north road of the River St. Charles never required repairs, with the exception of the mere repairs necessary to keep it in order; and I am of opinion that if this road had been completed, the Turnpike revenues would have been much augmented.

79. Does not the present system of appointing Commissioners tend to create a strong impression in the public mind of the existence of favoritism in the improvement and management of certain parts of the roads under the control of the Commissioners?—I have reason to think that on several occasions the Commissioners have been suspected of partiality in favour of the localities of their residence; but I have also reason to believe, and am perfectly convinced, that these suspicions were quite unfounded. I have never been able to convince myself that in the management of the Turnpikes the interests of communication in general have been in the least neglected in favour of any particular locality. The expenses which have been incurred on the north side of the River St. Charles, and which I strongly disapproved of, have probably had the effect

of exciting these suspicions, and of raising discussions among the public, unfavorable to the Commissioner residing in this locality. But however small the improvements which have been made in the vicinity of the residence of any of the Commissioners, there have not been wanting persons, who have found something to talk about, without taking much trouble to ascertain whether these improvements were necessary or not. I do not know a single piece of the roads in all their length which is better in one place than in another. As to the part which is near my own residence, it is that where there have been less stones laid than any where else. I should like the Commissioners to be judged by their acts, without entering into the consideration of their motives, which it is often easy to misinterpret.

80. Have there not been complaints with reference to the winter roads, and particularly the Beauport road, during the last season?—Yes; there have been complaints with reference to the Beauport road, not only last year, but every year. The Commissioners made the contract for keeping this road in order, and in spite of all possible precautions, as well by the negligence of the Contractors as by the impossibility at certain times of the winter, to keep the road in good order, complaints have been made, and the roads in effect were sometimes bad. It sometimes happens that it is impossible, whatever efforts are made, to have good roads.

81. Do the Commissioners assist regularly at the meetings for transaction of business?—With the exception of the recent occasion it is seldom that they have adjourned for want of a quorum. Since the opening of the navigation we have wanted a quorum for about four times, which prevented us from proceeding on business which was of no great importance at the time.

82. Would it not be preferable and more advantageous for the public that the Turnpike Commission were annulled, and that a salaried Officer, responsible towards the Government, were charged with the administration of the Turnpike Roads near Quebec?—It is difficult for me to answer this question; I will say, however, that I prefer the present system to that proposed in this question.

83. Was there not a petition presented to the Commissioners in the spring of one thousand eight hundred and forty-six on the part of the inhabitants of Old Lorette, praying them to cause to be macadamized, the road extending from the Commissioners Bridge to the *Côte de Champigny*, as ordered by the law?—Yes, after the reception of this petition the Commissioners advertised for tenders to make this road. Tenders having been received, the Commissioners were of opinion that it was not expedient to commence this road, inasmuch as the funds were insufficient to complete it from one end to the other. Subsequently I proposed to the Commissioners at a meeting, to appropriate three hundred pounds to recommence the road, and to make it as far as the Montreal Road, which is not quite one mile in distance, inasmuch as the inhabitants urgently requested it, and the stone could be obtained at little expense on the very place where a road was asked for. The Commissioners consented, the three hundred pounds were granted, and the entry made in the Register in consequence. At a subsequent assembly the Commissioners rescinded this appropriation, on the principle that there were no funds. I voted in favour of the first resolution, and against the last.

84. Are you aware that Mr. Laurin, in his quality of Member of Parliament, addressed, at the same time, a letter to the Commissioners, informing them that he had brought forward a motion in the House, asking for a sum of £2000 to macadamize this road, and that he withdrew his motion at the instance of Mr. Attorney General Smith, (considered at that time the head of

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the administration for Lower Canada,) and who authorized Mr. Laurin to tell the Commissioners to apply the revenues of the Turnpikes, with the interest, to macadamizing the road in question?—I do not recollect having seen this letter, but I recollect that Mr. Laurin made this declaration verbally before the meeting of the Commissioners, to the best of my knowledge.

85. Why did not the Commissioners act upon the order of Mr. Attorney General Smith?—In the discussion which took place at this meeting, I do not recollect that the name of Mr. Smith, formerly Attorney General, has been mentioned.

86. Did not the Commissioners, in place of employing the Turnpike revenues to macadamize the road in question, employ these revenues to macadamize the Cap Rouge road and other roads?—At this time the Cap Rouge road, as I think, was nearly finished.—There remains now to be finished nothing but the Cap Rouge Hill and the new piece of road leading to the hill. This part of the road and the Cap Rouge Hill are still to be done. There were also old contracts for stone, which have taken part of the money. I do not think that there have been any other roads macadamized—still it is but true to say, that all the monies were employed elsewhere than on the Champigny road.

87. Do you think that the revenue of the Turnpikes would be more considerable if they were leased out?—If the tolls were established on a permanent scale and the means of evading payment were less easy, it is probable that it would be an advantage to lease out the Turnpikes. The variation which has taken place in the tolls up to the present moment, has made it difficult to form a correct estimation of the annual value of the Turnpikes, especially if we also take into consideration the facility with which, by means of the new roads, which are daily being opened in the neighborhood of the Turnpikes, the payment of the tolls may be evaded.

88. Did not the Board of Commissioners employ a Notary, and what Notary, from the existence of the Board?—Yes; it was Mr. Edward Glackemeyer, who was Notary of this Board, up to about a year and a half ago.

89. Who is the present Notary of the Board?—Mr. Louis Prévost.

90. Is not this gentleman employed by Mr. McPherson, one of the Commissioners, as Notary, and does he not work in Mr. McPherson's office?—Yes.

91. How was he named as Notary of the Board?—I do not recollect how Mr. Prévost was named, and whether he was named by the Board, but I know that it is he who at present passes the Acts of the Board.

13th July, 1847.

L. T. McPherson, Esquire, one of the Trustees for the Quebec Turnpike Road Trust, called in, and examined:—

92. You have perused the evidence or information received to this date by the Committee—have you any explanations to offer it relating to any of those points, wherein you are mentioned. If so, state them for the information of the Committee?—I never caused any works to be done on the road on the north bank of the River St. Charles where I am located—as Trustee. I never gave any order respecting any works. All the works in my locality were done by order of a quorum of the Trustees, four in number out of the six Trustees. The Secretary saw to the execution of the order, and which was executed by an Overseer in the usual manner. The works done and complained of, were necessary for the use of the public, and nothing was done for my individual use. During the progress of the works in question, I was absent from my locality a

great part of the time. All the works done were authorized by law, and were necessary, and the road made and repaired on the north bank of the St. Charles can be seen and examined as well to-day as when finished, and on being surveyed at the present time it will be found to be nothing more than an ordinary work of its kind, without any unnecessary stone or other matter, and will also be found to have been done at a moderate expense. Mr. Louis Prévost is the Notary employed by the Trustees; he does the notarial business of the Trust for himself, and on his own account. I have no interest, directly or indirectly, in the matter. Mr. Prévost assists me in my office in the afternoon of each day only at a fixed salary—in the forenoon he works for his own benefit for the Road Trustees and others who employ him. The canal repaired by Louis Lapointe, the cost whereof he states at £1 5s 1½d, is principally on the land of Mrs. Widow Sewell; it is a public work crossing the highway and emptying into the River St. Charles; it is a necessary culvert to drain the highway, is under the charge of the Trustees, and is maintained at the cost of the Road Trust. Scott's Bridge was a necessary work for the use of the public, and authorized by law; its construction was advertised for in the newspapers, and the lowest tenders was accepted, but it was badly constructed by Louis Lapointe. Should the preceding explanation be doubted, I will produce satisfactory proof in support for my statements. The reasons for not making the Champigny Road are stated by the Trustees in their letter addressed to the Hon. D. Daly, dated 20th October last, which will be found among the documents referred to the Committee, and to which I beg leave to refer. I will add that the duties of the Trust generally have been honestly and well performed by the Trustees, and often at much personal inconvenience. The members are the Hon. W. Shepperd, James Gibb, Esq., St. Foy, Dr. James Douglas, Mr. Buchanan, Emigrant Agent, Mr. Desbarats and myself; four of us form a quorum for transacting the business of the Trust, and we meet at the Trustees' office on the notice of the Secretary, as often as there is any business requiring our attendance.

93. Do you think that the revenues of the Toll Bars would increase, if they were leased?—I do. I think it would be advantageous to the Trust, and be the means of avoiding considerable expense.

Lt. Colonel Wolfe, of Valcartier, District of Quebec, called in, and examined:—

94. Do you know the Turnpike Roads on the banks of the River St. Charles?—I do.

95. Which of the two Roads is most frequented?—I think the Road on the south side is most frequented.

96. How many miles of macadamized road are there in the direction of the Champigny Road?—About five miles on each side of the river.

97. Are not the tolls paid at the St. Charles Toll Bar the same as at the other Toll Bars?—We pay the same as at the Toll Gates, which I think an injustice, as we have only five miles of macadamized road, while the other roads are macadamized a distance of nine and a half miles.

98. Do you think that the revenue of the Turnpike Trust would increase if the Toll Gates were leased?—Yes, I do.

99. Are you of opinion that the P'Ormière should be macadamized as far as the St. Ambroise Church?—I am of opinion that it is very necessary to macadamize this road to render justice to the public, because if this road was macadamized it would make a distance of about nine miles good road, and would place the inhabitants, passing that way, on the same footing as those living on the other Turnpike Roads.

Appendix  
(D.D.D.)

22nd July.



## R E P O R T

OF the SELECT COMMITTEE appointed to "inquire into the manner in which the affairs of the SEIGNIORY of LAUZON, since its acquisition by the Province, pursuant to an Act of the Legislature thereof, in part payment of the defalcation due to Lower Canada by the late Sir John Caldwell in his quality of Receiver General of that Province, have been managed, and the annual expense of management, the right of the Executive Government to dispose of the same without the authority of an Act of Parliament; the annual revenue of the said Seignior during the last five years, and outlay upon the same; together with a specification of its general resources as far as they can be determined; and whether any and what waste has been committed, since the acquisition of the Seignior, upon such resources, and the description and amount thereof; the extent and value of the unconceded Lands remaining in the said Seignior, their locality and probable value, and the expediency of granting the same in Free and Common Soccage; the extent and probable value of the Beach or Water Lots and other water privileges along the front of the said Seignior on the St. Lawrence; together with all such statistical information relating to the same, as, in the opinion of the Committee, it may be necessary to collect and lay before the House, with a view to enable it to form a just appreciation of the value and importance of the said Seignior; and to judge of the propriety of an humble Address to His Excellency, to arrest the intended sale of the said Seignior of Lauzon until, upon further advice with respect thereto, His Excellency shall determine what may be most proper to be done thereupon; with an Instruction to the said Committee to inquire and report whether, as contemplated by the Executive Government, it is expedient finally to sell and alienate the said Seignior of Lauzon, or to preserve the same as part of Her Majesty Domain in this Province, and the expedience of appropriating the income arising therefrom to the purposes of Education in Lower Canada generally.—Also to ascertain and report the balance that may still be due upon the defalcation of the late Sir John Caldwell as Receiver General of Lower Canada, the Estate real, or assets remaining liable therefor, and the expedience of legal measures for realizing such balance from the residue of his said Estate, in so far as the same may be available for the purpose."

## MEMBERS OF COMMITTEE:

Mr. CHRISTIE, *Chairman*;  
 Mr. HALE,  
 Hon. Mr. AYLWIN,  
 Mr. LANTIER,  
 Mr. GOWAN,  
 Hon. Mr. MORIN,  
 Mr. STEWART, (Bytown.)  
 Mr. WILLIAMS, and  
 Mr. DEWITT,

## R E P O R T.

YOUR COMMITTEE, having sent for, and examined several persons residing in and conversant with the affairs of the said Seignior of Lauzon, and whose information they have taken, have the honour to submit the same to Your Honourable House:—

Your Committee find that the said Seignior, acquired in the name of Her Majesty at Sheriff's Sale, in the City of Quebec, on the 17th day of March, 1845, pursuant to an Act 7th Vict., chap. 26, of the Parliament of this Province, for £40,500 currency, in part satisfaction of the defalcation (amounting to £106,797 6s. 8d. of the late Sir John Caldwell, as Receiver General of Lower Canada,) has yielded during the last ten

years, an average annual revenue of £2,577, the annual receipts ranging from £2,341 in 1837, to £3,323 in 1846.

A considerable sum has been recently expended on repairs to several of the Grist and Saw Mills appertaining to the Seignior; these repairs, it would seem, have not been done with the judgment and economy that might have been evinced, but Your Committee have not deemed it expedient, in the general importance of the matter referred to them, to extend their inquiry into this branch of it, comparatively of little moment.

Appendix  
(E.E.E.)

23rd July.

Your Honourable House will perceive, on a perusal of the different statements received by Your Committee, that the present revenue of the Seigniori is susceptible of great extension; doubled, even trebled, in the course of a very few years; that great depredations and waste have been and are still committed upon the unconceded lands,—the value whereof, for concession or sale, consequently is considerably deteriorated, but it has not been in the power of Your Committee to ascertain the precise extent of these lands, nor the damage done them.

Your Committee are of opinion that the unconceded lands should, at the desire of Applicants, be disposed of to them in *free and common soccage*, or *en roture*, as the case may be, and that the revenues from the said Seigniori, and all moneys derivable from such grants, in *free and common soccage*, as well as from the Comutations of Tenure, as provided by the Bill passed by Your Honourable House during the present Session, for facilitating commutations in Her Majesty's Domain, into *free and common soccage*; be funded for the future disposition of the Legislature, in some safe public securities, bearing interest in favour of the Province, and that in like manner, the moneys arising from the sales, concessions or leases of water lots in front of the said Seigniori, which (particularly those situated within the Port of Quebec) are represented as of great and increasing value, should enter into and make part of the fund.

Your Committee have ascertained that it is the intention of the Government to divest itself of this valuable Seigniori, by bringing it to sale as public land: but Your Committee entertain a doubt whether the provisions of the Act of 1841, for the disposal of the public lands, can be understood to extend to this property acquired since that period, under and in virtue of a Special Act of the Legislature, and which Act appropriates "it towards the public uses of the Province," and of the competence of the Executive to alienate the same without a special enactment for the purpose;—in the absence, also, of all explanation as to the motives that have influenced the Executive to adopt this determination, and of its policy, (which Your Committee consider improvident,) Your Committee are humbly but decidedly of opinion that such a measure is altogether inexpedient.

Appendix  
(E.E.E.)

23rd July.

Your Committee beg leave to draw the attention of the Executive to the suggestion of Mr. Stewart, a Member of this Committee, who recommends that a part of the beach at present unoccupied, in front of Point Levi, and immediately below the River Etchemin, in the Port of Quebec, should be set apart and appropriated for a Dépôt or Public Room, for the accommodation of the Lumber Trade, which Your Committee are of opinion, would not only afford great facilities to the Trade, but yield also a considerable amount, in addition to the present revenues of the Seigniori. The suggestion of Mr. Stewart is approved of by others, including Capt. Boxer, R.N. Captain of the Port, who strongly recommends it as a measure of the highest importance both to the trade and the lumbermen, and as deserving of the immediate attention of the Executive.

Your Committee are of opinion that the revenues of the Seigniori might, with advantage to the country, be appropriated for the purposes of Education, and that until specially applied by an Act for the purpose, they should be set apart.

Your Committee recommend an immediate Address to His Excellency the Governor General, praying that His Excellency will be pleased to withhold his assent from any and every proposition of a tendency to alienate or dispose of the said Seigniori, as prejudicial to the public interests, and contrary to the wishes of the people of this Province, and that His Excellency will be graciously pleased to see that the management of the said Seigniori be as effective, and, at the same time economical, as it is desirable it should be.

\* The balance due by the late Sir John Caldwell, as Receiver General of Lower Canada, is £37,667, for the recovery whereof Your Committee recommend that measures be adopted, as soon as convenient, against the residue of his estate, consisting principally, as Your Committee understand, of lands in the Eastern Townships.

The whole nevertheless humbly submitted.

ROBERT CHRISTIE,  
Chairman.

## MINUTES OF EVIDENCE.

Hon. D. B. Papineau, Commissioner of Crown Lands, called in, and examined:—

1. A copy of the original *Octroi* or grant of the Seigniori of Lauzon, by the Company of New France to Mr. Simon Le Maitre, 15th Jany., 1636. You will also, if the above title has been in any respect altered or qualified subsequently to that date, acquaint the Committee, and lay before it the Instrument by which the modification may have been effected?—A copy of the original concession of the Seigniori of Lauzon to Mr. Simon Le Maitre, dated 15th January 1636, is produced (appended hereto).

2. The date of the acquisition of Lauzon by the Executive Government at Sheriff's sale in satisfaction of the defalcation of the late Sir John Caldwell, as Receiver General of Lower Canada, and the amount for which it was purchased pursuant to the Act in that behalf?—The Seigniori was adjudged to the Commissioners appointed under the Provincial Act of the 7th Victoria, cap. 26, on the 17th March, 1845, for the sum of £40,500, cy.

3. The annual revenue of the said Seigniori for the last ten years, specifying the rent on mills, saw and grist, the recent outlay and expense upon the same for repairs and improvements, the amount of duties on timber and saw logs cut on the Seigniori, the income arising from the beach or water lots in the port of Quebec in front of the said Seigniori from Pointe Levi upwards, specifying also in virtue of what title or right the occupants are in possession of the same, the names of these several occupants, and the extent occupied by each, and rent respectively paid for the same by them to the Crown?—The annual revenue of the said Seigniori for the last ten years has been as follows, 1837, £2,341 19 9, in which is included for mills, &c.

Etchemin Saw Mill, .....	£575	0	0
St. Nicholas Grist and Saw Mills; St.			
Henry and Trait Quarré Grist Mills,			
and the Domain Farm, .....	370	7	3
Pointe Levy Grist Mill, .....	45	0	0
Lauzon Quai, .....	30	0	0
	<u>£1,020</u>	<u>7</u>	<u>3</u>

Appendix  
(E. E. E.)  
23rd July.

1838—£2,590 8 2½, in which is included for Mills, &c.

Etchemin Saw Mill, and St. Nicholas Saw and Grist Mill,.....	£750	0	0
St. Henry Grist Mill,.....	180	3	1
Pointe Levi Grist Mill,.....	61	17	6
Trait Quarré Grist Mill,.....	66	5	0
Domain Farm,.....	38	3	10
Lauzon Quai,.....	30	0	0
	<u>£1,136</u>	<u>9</u>	<u>5</u>

1839—£2,701 17 9, in which is included for Mills, &c.

Etchemin and St. Nicholas Mills,.....	£750	0	0
St. Henry and Trait Quarré Grist Mill,.....	119	19	8
Pointe Levi do.....	45	0	0
Domain Farm,.....	57	18	10
Lauzon Quai,.....	30	0	0
	<u>£1,002</u>	<u>18</u>	<u>6</u>

1840—2,908 12 10½, in which is included for mills, &c.

Etchemin and St. Nicholas Mills,.....	£750	0	0
St. Henry and Trait Quarré Grist Mill	126	5	5
Pointe Levi do.....	35	0	0
Larochelle do.....	56	5	3
Domain Farm,.....	51	5	0
Lauzon Quai,.....	30	0	0
	<u>£1,048</u>	<u>15</u>	<u>8</u>

1841—£2,487 11 1½, in which is included for Mills, &c.

St. Nicholas and Etchemin Mills,.....	£625	0	0
St. Henry and Trait Quarré do....	33	9	4
Pointe Levi do.....	30	0	0
Domain Farm,.....	50	0	0
Lauzon Quai,.....	30	0	0
Chaudière Quai,.....	10	0	0
	<u>£778</u>	<u>9</u>	<u>4</u>

1842—£2,442 12 8, in which is included for Mills, &c.

Etchemin and St. Nicholas Mills,.....	£500	0	0
St. Henry, Goulet and Pianté Grist Mills	213	1	8
Trait Quarré do.....	47	5	0
Pointe Levi do.....	27	10	0
Lauzon Quai,.....	30	0	0
Chaudière Quai,.....	10	0	0
Domain Farm,.....	40	0	0
Pesche,.....	5	0	0
	<u>£873</u>	<u>6</u>	<u>8</u>

1843—£1,923 12s 9½d, in which is included for Mills, &c.:

Etchemin and St. Nicholas,.....	£250	0	0
St. Henry Grist Mill,.....	85	12	0
Trait Quarré do.....	14	4	9
Pointe Levi do.....	25	0	0
Domain Farm,.....	40	0	0
Pesche,.....	3	5	0
Water privileges.....	5	0	0
Lauzon and Chaudière Quais,.....	40	0	0
	<u>£463</u>	<u>1</u>	<u>9</u>

1844—2,608 4s 0½d, in which is included for Mills, &c.:

Etchemin and St. Nicholas Mills,.....	£300	0	0
St. Henry,.....	94	14	0
Trait Quarré,.....	23	11	4
Pointe Levi,.....	27	10	0
Domain Farm,.....	40	0	0
Lauzon Quai,.....	30	0	0
Chaudière Quai,.....	10	0	0
Water privilege,.....	5	0	0
For logs cut,.....	37	11	7
	<u>£568</u>	<u>6</u>	<u>11</u>

Appendix  
(E. E. E.)  
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1845 to 17th March—£2,454 0s 2d, in which is included for Mills, &c.:

Etchemin and St. Nicholas,.....	£300	0	0
St. Henry and Trait Quarré,.....	79	18	11
Larochelle,.....	43	13	1
Pointe Levi,.....	27	10	0
Domain Farm,.....	40	0	0
Chaudière Quai,.....	10	0	0
	<u>£501</u>	<u>2</u>	<u>0</u>

1846—Arrears received by Curator, £1,312 11s 5½d, in which is included for Mills, &c.:

St. Henry Grist Mill,.....	£28	0	0
Larochelle's Mill Grist,.....	63	1	9
Louis Plante's Mill do,.....	29	8	0
P. Bussière do,.....	3	0	0
Lauzon Quai,.....	30	0	0
	<u>£153</u>	<u>9</u>	<u>9</u>

Revenue since the Seigniorly was adjudged to the Crown:—

1845, from 17th March to 31st Decr.—

Etchemin Saw Mill,.....	£125	0	0
St. Nicholas Grist Mill,.....	50	0	0
St. Henry do,.....	122	1	7
Trait Quarré do,.....	10	18	3
Pointe Levi do,.....	50	0	0
Domain Farm,.....	40	0	0
Lauzon Wharf,.....	30	0	0
Chaudière Wharf,.....	10	0	0
Common,.....	10	0	0
For Saw Logs,.....	50	0	0
	<u>£497</u>	<u>19</u>	<u>10</u>

Cens et rentes and other Seigniorial dues,.....

	356	14	1
	<u>£854</u>	<u>13</u>	<u>11</u>

1846—Etchemin Saw Mill,.....£1,778 0 0

St. Nicholas Saw and Grist do,.....	450	0	0
St. Henry Grist Mill,.....	100	0	0
Trait Quarré do,.....	50	0	0
Pointe Levi do,.....	175	0	0
Domain Farm,.....	20	0	0
Lauzon Wharf,.....	30	0	0
Chaudière do,.....	10	0	0
Common,.....	10	0	0
Larochelle's Mills for 1845,.....	37	1	2
Plante's Mill for 1845,.....	8	0	0
	<u>£2,668</u>	<u>1</u>	<u>2</u>

Cens et rentes and other Seigniorial dues to 31st Decr.,.....

	655	16	6
	<u>£3,323</u>	<u>17</u>	<u>8</u>

Memorandum:—The annual cens et rentes (exclusive of lods et ventes) are, cy,.....£1,388 4 7

Expenses of Repairs recently made:—

Pointe Levi Mill—New Dam; Mill altered and repaired, with new Machinery, including Mill-stones,.....	2,068	16	6
Repairing Large Store,.....	170	11	10
Repairing Wharf,.....	106	0	0
Bridge and Road,.....	70	0	0
	<u>£2,415</u>	<u>8</u>	<u>4</u>

St. Henry Mill:—Contract for the building of a new Mill and Kiln,.....£1,927 0 0

For extra work,.....	7	15	0
For a new house for the Miller,.....	50	0	0
	<u>£1,984</u>	<u>15</u>	<u>0</u>

Appendix  
(E. E. E.)

23rd July.

St. Nicholas Mill:—Contract for new Machinery and Flume, including Materials, .....	£501 17 0
Mill-stones, .....	45 0 0
	<hr/>
	£546 17 0

Trait Quarré Mill:—1845—Contract for repairs and alterations, including a new flume, .....	£100 0 0
Mason Work, .....	6 10 0
One pair of new Mill-stones and repairing, .....	50 0 0
Wood, .....	10 0 0
	<hr/>
	£167 0 0

Etchemin Saw Mill:—Repairs and alterations, .....	£3,834 2 5
Beach and Deep Water Lots:—George Taylor and others, Letters Patent, dated 27th Jan., 1838, Deep Water, .....	£35 19 1½
H. J. Noad representatives:—W. Phillips, 21st August, 1835, do, .....	1 0 0
James Tibbits, 2nd July, 1838, do, .....	0 5 0
Robt. Sample, 31st Decr., 1840, do, .....	20 1 6
Wm. Price and others, 21st May, 1838, do, .....	19 15 0

The extent of these grants will be seen by the Letters Patent, of which there are no copies in my office.

4. The extent of land remaining unconceded in the said Seigniorie as nearly as can be determined, and where situated?—The unconceded land in the said Seigniorie is chiefly situated in the rear of the parish of St. Nicholas, which may be estimated to amount to twenty thousand arpents in superficies, but the greater part, at least, three-fourths, is unfit for settlement, being swamp or rocks, and only serves for a nursery for timber. In other parishes, there are still lots unconceded in some of the concessions, of which they are about twenty-one in St. Isidore, and about sixteen in St. Jean Chrysostôme; these are exclusive of lots on which persons have settled without title, and to whom it is intended to grant titles where they have *bonâ fide* improved.

5. What are the annual expenses of the agency, or administration of the said Seigniorie?—During the agency of A. A. Parent, Esq., whether as Agent for Sir John Caldwell, or as Curator to his vacant estate and succession, he received ten per cent on the gross receipts from the Seigniorie, besides his travelling expenses. Since the adjudication of the Seigniorie to the Crown, the sub-agent, who is charged with the receipt of the *Cens et Rentes* and *Lods et Ventas*, and other casual Seigniorial dues (exclusive of mills &c. let on lease) receives likewise ten per cent on the gross proceeds. The Commissioner for the Seigniorie claims the same remuneration on the remainder of the proceeds as being the rate at which he proposed to undertake the agency when offered to him in April, 1845: he was informed in March, 1846, that it was intended he should have only two and a half per cent, and that for one year, against which he remonstrated, but has had no subsequent communication on the subject. There are some incidental expenses for repairing roads, watching the Timber in the woods, and for schools, which may amount to from £50 to £60 per annum.

6. You have stated, in answer to a question put to you in your place in the House, that it is the intention of the Government to bring the said Seigniorie of Lauzon to a sale,—have you any objections to state the reasons that have influenced it in that determination, and the use or application which it was intended to make of the proceeds of the sale of the Seigniorie?—The accompanying copies of Orders in Council relative to the Seigniorie of Lauzon will be taken, I hope, as a full answer to the first part of the question,—as to the second part, I intended to recommend that the proceeds of the sale of this Seigniorie should be funded and invested as a capital, to produce a yearly revenue to the Province, in lieu of the actual income of the Seigniorie.

Copy of the original *Octroi* or grant of the Seigniorie of Lauzon, dated 16th January, 1636, referred to in the foregoing Evidence.

## Translation.

The Company of New France, to all whom it may concern,—GREETING:—

The desire which we have of encouraging the settlement of the Colony of New France causing us to receive those who may assist us in this laudable enterprize, and wishing with a view to incite them more strongly thereto, to grant them certain portions of land to us conceded by His Majesty, after having been certified of the good intentions of the noble Messire Simon Lemaître, Counsellor to his Majesty, Receiver General of the Revenues, in Normandy, have given and granted to the same for these causes and others moving us thereto, and in virtue of the power given to us by His Majesty we do give and grant, by these presents, the extent and limitation of the lands described as follows, that is to say:—the River Bruyante situate in the said country of New France with six leagues in depth inland, and three leagues on each side of the said River to be enjoyed by the said *Sieur Lemaître*, his successors or legal representatives in all proprietorship justice and *Seigneurie* in perpetuity, in the same manner, and with similar rights, as it has pleased His Majesty to give the country of New France to the said Company, with the reserve nevertheless of the duty of *foy et hommage* which the said *Lieur Lemaître*, his successors or legal representatives will be held to fulfil at *Fort St. Louis* of Quebec or any other place which shall be designated by the said company, by one sole full *hommage life* at each mutation of possession of the said premises with a piece of gold, half an ounce in weight and the revenue of one year of whatever the said *Sieur Lemaître* shall have reserved to himself after having given *en fief* or *à cens et rentes* all or part of the said premises; and that the judicial summonses of the said premises shall be returnable before the Prevost or Bailiff who shall be established by the company at Quebec, and from which Prevost or Bailiff the summonses shall go before the supreme judges established in the said Quebec or other places; that those persons whom the said *Sieur Lemaître* and his successors shall cause to emigrate to New France, shall be so many off the number which the said company is obliged to furnish and shall be considered as a part of those to be sent over thither in conformity with the edict of its establishment, and with this view those who embark therein shall be held to transmit yearly to the office of the said Company the roll of those embarking in vessels for the purpose of residing in the said country, so that the said company may be certified thereof, save and except however that the said *Sieur Lemaître*, his successors or representatives, or others whom they may have caused to emigrate to the said country, shall not traffic with the Indians for furs and skins otherwise than under the conditions of the said edict, and in case the said *Sieur Lemaître* should wish to transfer to the said extent of land some more honourable name and title, he shall repair for this purpose before the King and Monseigneur the Cardinal, Duke of Richelieu, Peer of France, Grand Master and Chief General Superintendent of the Navigation and Commerce of the Kingdom, in order to be provided therewith in conformity with the said edict: AND WE COMMAND the *Sieur de Montmagny*, Knight of the order of *St. Jean de Jerusalem* Governor for the said Company under the authority of the King and of the said *Seigneur Cardinal Duke of Richelieu*, of Quebec, and of other places on the River St. Lawrence, that he give the said *Sieur Lemaître* full enjoyment of these presents, assigning him the bounds and limits of the above matters, as may appertain to him.

Done in the General Assembly of the Company of New France held at Paris in the Hotel of M. de Lauzon, Counsellor, of His Majesty, Intendant of the said Company, the fifteenth day of January, one thousand six hundred and thirty-six.

Signed by the Company of New France.

LAMY (with *paraphe*).

Appendix  
(E. E. E.)

23rd July.

Appendix  
(E. E. E.)REPORT on the propriety of postponing sale of Seignior  
of Lauzon, and altering conditions of the same.

23rd July.

To His Excellency the Right Honorable the Earl of  
Elgin and Kincardine, Governor General of Bri-  
tish North America, &c. &c. &c.MY LORD.—The undersigned, the Commissioner of  
Crown Lands, respectfully represents:

That with reference to the Order in Council of the  
24th February last past, which Your Excellency has  
been pleased to approve of, authorizing the disposal of  
the Seignior of Lauzon at such upset prices as should  
secure the aggregate price of sixty thousand pounds,  
payable one fifth at the time of the sale, and the balance  
in four annual payments, with interest from the day of  
sale, which should take place at Quebec, on the second  
Wednesday of June next; that the several informations  
and preparations necessary for giving a public notice of  
the said sale have hitherto prevented him to give the  
same.

That, after mature deliberation, he has come to the  
conclusion that the public should have a sufficient notice  
of the day of sale, to prepare for the laying out of such  
large sums of money as shall be requisite for the pur-  
chase of such a valuable property as the Seignior of  
Lauzon, and that, in the interest of the Crown, the sale  
of the said Seignior of Lauzon should be postponed to  
Wednesday, the first day of September next, and that he  
should be authorized to alter the terms of payment, in re-  
quiring from the purchaser, at the time of the sale, but  
one tenth of the purchase price, and the balance in nine  
equal annual payments, provided, however, the pur-  
chaser would furnish good and sufficient security to the  
satisfaction of this Department; and that in order to  
avoid the expenses attending a sale taking place at  
Quebec, either in the shape of per centage, commission,  
and of the attendance at Quebec, at the time of the sale,  
of the undersigned or some one duly authorized, to give  
any wanted explanation, or for any unforeseen purposes,  
the sale should not take place at Quebec, but at Mont-  
real, which is the principal seat of the trade and capital  
of the Province, and but a few hours' travelling from  
Quebec, in summer time.

The whole nevertheless humbly submitted.

(Signed,)

D. P. PAPINEAU.

(Copy.)

SUGGESTING the sale of the Lauzon Seignior.

To His Excellency the Right Honorable the Earl of  
Elgin and Kincardine, Governor General of Bri-  
tish North America, &c. &c. &c.MY LORD.—I beg leave to call the attention of Your  
Excellency to the propriety of selling the Seignior of  
Lauzon.

It may not be useless, before mentioning any reasons  
for taking this step, that, in consequence of a defalcation  
in the Provincial Chest when the late Sir John Caldwell  
was Receiver General of Lower Canada, law proceedings  
were instituted against him, and the Seignior of Lauzon,  
then belonging to him, with a certain number of scattered  
lots of land in the Townships, were seized, in execution  
of judgment rendered against him.

To prevent too great a loss to the Province, an Act  
was passed by the Provincial Parliament, authorizing  
Commissioners to purchase the same if the price did not  
amount to £80,000, which was done accordingly, in  
1844. The lands in the Townships have not yet been  
sold, but the matter has been put into the hands of Mr.  
Attorney General Smith, who has commenced proceed-  
ings for that purpose.

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One of the principal reasons for my recommending  
the sale of that Seignior to Your Excellency's consider-  
ation, is, that the Government is continually called upon  
to make heavy and costly repairs to mills, wharves, and  
other property which cannot be conducted with that econ-  
omy and care that can only be expected of individuals  
interested as proprietors, and therefore will eventually  
render the property more burdensome than profitable to  
the Province.

Besides, I have had an opportunity of satisfying my-  
self, in a journey made at the desire of my Honorable  
colleagues, in October last, to that Seignior and  
Quebec, respecting some affairs connected with my De-  
partment, that the wants of the people (the *ceusitaires*  
tenants) about the grinding of their grain, was not at-  
tended to as they should have been, the lessees of the  
mills; having been more anxious to repair or rebuild  
the saw mills than the grist mills, and yet the providing  
sufficient grist mills to the *ceusitaires* is one of the fore-  
most duties and obligations of Seigniors, and must have  
precedence before any other use of the water powers;  
the *ceusitaires* being prevented by their titles, and also,  
in many cases, by law, to make any use of those water  
powers for the erection of machinery without the con-  
sent of the Seigniors.

The Government being now the direct Seignior of  
that Seignior, must therefore attend to those wants,  
and, in my humble opinion, they cannot do it effectually  
without more loss than profit.

Many other reasons might be submitted on the sub-  
ject, but I consider the above sufficient to warrant Your  
Excellency in adopting some measures for the execution  
of this suggestion.

I would also observe, that that Seignior might be  
conveniently divided into several parts, to be sold as so  
many different Seigniories; thereby securing a greater  
competition, by rendering the acquisition of parts more  
easily attainable than if sold in a simple block.

The whole nevertheless humbly submitted.

(Signed,)

D. B. PAPINEAU.

Crown Lands Office,  
Montreal, 17th February, 1847.

19th June, 1847.

*Pierre Lambert*, Esquire, Surveyor, of the Parish of  
St. Jean Chrysostôme, in the Seignior of Lauzon, called  
in, and examined:—

7. How many years have you resided in the  
Seignior of Lauzon?—I have resided in the Seignior  
of Lauzon since the year 1809. I was employed by Mr.  
Caldwell, as Surveyor, from that year to 1835, and am  
well acquainted with the said Seignior.

8. What quantity of land remains to be conceded in  
the said Seignior?—About one eighth, the greater part  
of which is in the Parishes of St. Isidore and St. Nicholas;  
but many of these unconceded lands are occupied by  
persons who have taken possession of them without a  
title; in general the boundaries of the lands which re-  
main unconceded are not well defined.

9. Is there much timber on these unconceded lands?—  
No; there is not much at present; the greater part of it  
has been taken away or stolen by the occupants, or others  
not in occupation; and the depredation still continues.

10. Under whose care is the Seignior at present?—  
It is at present under the care of Mr. Primrose, to the  
best of my knowledge. The *lods et ventes* and *cens et*  
*rentes* are received by Mr. Pierre Paradis, Notary, resi-



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ding at St. Henri, in the said Seignior; this is his sole charge. Mr. Primrose is Inspector General of the Queen's Domain.

11. Is it Mr. Primrose who receives the rents for the mills, and what is the amount?—To the best of my knowledge, it is; and I believe that this revenue amounts to about £2400.

12. Have you not yourself had the management of the said Seignior, and if so, for how many years?—Yes; I had the management from about 1814 or 1815 to 1835.

13. What were the annual revenues in this space of time?—The annual revenues might be from £1200 to £1400, without including the revenues of the saw-mills and flour-mills, which were in the hands of Mr. Caldwell, the then Seignior.

14. Do you consider the Seignior well managed under the present system?—No; considering the depredations which have been continued for many years, and which are going on at present.

15. To what depredations do you allude?—I allude to the depredations committed on the best timber on the unconceded lands, which is carried off and stolen.

16. Can Mr. Primrose be ignorant of these depredations?—I do not think he is ignorant of them, inasmuch as several persons have told me that they had forewarned him.

17. Are you aware that Mr. Primrose has taken any measures to stop these depredations?—No, he did not; but Mr. Parent did, before Mr. Primrose had the management.

18. What is the extent of the said Seignior, and how many parishes does it contain?—By the title it should contain six leagues front by six leagues in depth, that is to say a superficies of thirty-six leagues; but I know that it contains thirty-nine in superficies or thereabouts: it contains six parishes, that is to say: Point Levy, St. Jean Chrysostôme, St. Nicholas, St. Henri, St. Anselme, and St. Isidore.

19. Are all these parishes of considerable size, or well peopled?—Yes: they are of considerable size, and the smallest, viz: St. Isidore and St. Jean Chrysostôme, contain each about 1500 communicants; and Point Levy contains, of itself, more than 2500 communicants.

20. What, in your estimation, is the population of the said Seignior of Lauzon?—The Census may give the number; for my own part, I cannot state it with exactness, or even approximately.

21. Is not the said Seignior traversed by considerable rivers, and which are they?—Yes: it is traversed by the River Etchemin, by the River Bruyante or Chaudière, and by the River Beauvillage; these are considerable rivers, particularly the two former.

22. Do they not abound in mill-sites?—Each of these rivers offers several mill-sites, without reference to the mills already in existence.

23. Do you think that the sale of these mill-sites would contribute to the public benefit of the said Seignior?—Yes, I think so, inasmuch as they would erect on them mills of different kinds, and manufactories, which would greatly increase the amount of capital in the said Seignior.

24. Do you think that among the inhabitants of the said Seignior: there are any who would like to commute their lands into free and common socage or *franc alev roturier*?—I do not think there are any; or if there are, they are few in number.

25. Do you think that this power of commuting into free and common socage, or *franc alev roturier*, would

be a public advantage?—I think it would be an advantage, inasmuch as the inhabitants would have it in their power either to do it, or not.

26. Are you aware that certain individuals have taken possession of some mill-sites, to build saw or flour mills; without any authority?—Yes.

27. Specify the places and persons, and the epochs at which they thus took possession?—A certain Pierre Lambert, of the parish of St. Nicholas, built two saw-mills about four or five years ago on the River Beauvillage in the said parish of St. Nicholas; a certain Pierre Bussières of the said parish of St. Henri, built, also about four or five years ago, a flour-mill on the river *Le Bras* in the parish of St. Isidore, and a carding-mill on the river called *la Fourchette* in the said parish of St. Henri; and another, whose name I forget, has built a flour-mill on a stream in the first Range of the Parish of *St. Joseph de la Pointe Levi*. Messrs. King and Breaky are now building a saw-mill on a large scale, of the value of at least £4000 or £5000 on the River *La Chaudière*, in the Parish of St. Jean Chrysostôme, at the distance of two leagues or thereabouts from the River St. Lawrence.

18. Do you know by what authority these latter are thus building?—No: I do not know by what authority.

29. Where do they get the timber for these saw-mills?—Partly in the Seignior of Lauzon, and partly in the Parish of La Beauce.

30. Is it from conceded or unconceded lands that they thus take their timber?—From both.

31. Are you aware that these persons take out any license or pay for timber taken on unconceded lands?—I am not aware.

32. Are the flour mills of which you have spoken, thus built without any authority, likely to injure the profits of the said Seignior?—Yes, doubtless, unless they pay an indemnity to the Seigniors.

33. Do you know whether these individuals pay any such indemnity?—I cannot say with certainty; but the above-mentioned Bussières told me that he paid one. I have also heard that Lieutenant Colonel Robertson and a certain Jean Baptiste Carrier, merchant, were making preparations to build a flour mill on the said River Etchemin, in the said Parish of St. Anselme, and had even commenced the construction of this mill, but I cannot say by what authority.

34. Is it not to your knowledge that a large part of the front of the said Seignior is occupied by booms?—Yes.

35. By whom principally and by what title?—By several timber-merchants, and among others, by Messrs. Tibbetts, Patton, Price, Hamilton, Benson and many others, who pay a certain sum to the *riparian* occupants.

36. How much do they pay to each proprietor or occupant?—In proportion to the extent of ground occupied: from £15 to £150.

37. Have the proprietors or occupants of these fronts any constructions for the safety of their booms?—They all, with few exceptions, have wharves for the protection of their booms.

38. Have they obtained titles from the Crown for these constructions?—I am not aware that they have.

39. Do they pay anything to the Crown for the privilege of these wharves and booms?—I do not think they pay anything.

40. Must not the privilege of thus occupying these fronts be of considerable value?—Yes, without doubt, to judge from the sums which are paid to the *riparian* proprietors or occupants.

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41. Do you not think that the revenues which the Crown would receive by the sale or grant of these fronts, thus occupied without title, would equal, and even exceed, all the other revenues of the said Seignior?—I think that the sum which would accrue therefrom would greatly exceed the other revenues of the said Seignior.

42. What is the extent of the said frontage of the said Seignior which might be profitably sold or conceded for booms or wharves?—From the River Chaudière to the Point Levy Church, and even a little lower, which would form an extent of more than two leagues.

43. At what amount would you estimate the revenue which the Crown might draw from this said extent of the said frontage sold or conceded at a reasonable rate, founded on an estimation of the present value?—It is very difficult for me to make this valuation.

44. Would you estimate it at £2,000 per annum?—I cannot value it at less; and I even think that eventually it would be worth much more.

45. Are you of opinion that it would be a public advantage to sell this Seignior or to keep it?—I am of opinion that it would be more advantageous to the public to keep it, because the amount of the sale would be much less than the profits which the public might eventually draw from it: the beach and the mills would be hereafter productive of a large revenue.

46. At what would you estimate the value of the Seignior, as it is at present, including the beach?—The Seignior is very valuable; but I should estimate the value of the beach and the mills to be twice that of the Seignior itself.

47. At what would you estimate the value of the said Seignior, including the rents, *lods et ventes*, mills and beach?—I should estimate the whole to be worth £150,000 at least.

48. Do you know what extent of land is possessed by the succession of Sir John Caldwell in the Townships?—I knew what he possessed twenty years ago; but I have not at present the plan or the specification here with me; but I will give all the information in my power on this subject, should the Committee require it.

49. Have you any other personal information respecting the said Seignior of Lauzon, which you could communicate to the Committee, and which might be of any utility?—I consider it a matter of the most urgent necessity to make a new *Papier-terrier*, seeing the great confusion and embarrassment which prevail in the affairs of the said Seignior; and the more so, as the *Papiers-terriers*, both original and copy, which were made in 1822, 1826 and 1827, were entirely destroyed by fire in 1834. There are about ten lands which have been abandoned, and which should be re-united to the Domain.

50. Do you not consider the Seignior of Lauzon as the most important and most profitable property in the country, and one promising a rapidly progressing revenue?—Yes, certainly; both from its proximity to the City and its remarkable position, the most important in the country, forming, as it does, part of the port of the City of Quebec.

25th June, 1847.

Mr. E. Dalaire, called in, and examined:—

51. Do you reside in the Seignior of Lauzon, and in what Parish, and how long?—I do,—in the Parish of Point Levy. I was born there, and have resided there constantly since 1823.

52. Are you acquainted with the resources of the Seignior?—I am generally acquainted with the resources of the Seignior of Lauzon.

53. What is the extent of the said Seignior?—Thirty-six square leagues.

54. Are you of opinion that the said Seignior of Lauzon is susceptible of a great increase in its present value?—I am of opinion that the Seignior of Lauzon is susceptible of increase, both in population and revenue. I have a small piece of land in the first concession of Point Levy, which I acquired in 1820, and for which I paid £70, and I have since divided it into lots and conceded it, which gives me £85 10s. per annum. It is to my knowledge of Mr. Lemieux having sold a piece of land, with the right of the beach, for £700, about a month since, and for which, two years ago, he could not have sold for £200. I acquired, in 1843, a piece of land near the River St. Lawrence, for which I paid £150, and Mr. Patton told me that he refused it for £10, ten years before. These I mention as proofs of the increase of value of property in that quarter.

55. Under whose control is the Seignior at present?—Mr. Primrose has the management of the Seignior, but Mr. Paradis receives the *lods et ventes* and *cens et rentes*.

56. Are you of opinion that the affairs of the Seignior are well and prudently administered?—I am not.

57. What may the population of the Seignior of Lauzon be?—I cannot say; but the Parish of Point Levy contains upwards of 4000 inhabitants.

58. Are you of opinion that it would be to the advantage of the Province that the said Seignior should be sold, and the produce funded in public security for public purposes?—I am not of that opinion: I think it ought not to be sold; and I am also of opinion that it will considerably increase in value.

59. To what purpose would you think it expedient to apply the revenue of the Seignior of Lauzon?—I think it most expedient to apply the revenue to the purpose of Education in Lower Canada.

60. Do you think that it would be the opinion of the country generally?—I do.

61. Have you any knowledge of persons taking possession of mill sites upon any of the rivers or streams of the said Seignior, without the necessary authority?—There are many valuable mill sites on the different rivers in the said Seignior, which, I have no doubt, if they were put up to public competition and sold, would realize a very considerable revenue. I am not aware of any person taking possession without authority.

62. Do you think the inhabitants generally are desirous of commuting the land into free and common socage, *franc alev roturier*?—No, I do not think that they care much about it; but I think it would be advisable to give them the option.

63. What may the present value of the said Seignior of Lauzon be?—I have no idea, but it must be of great value.

64. Do you think the water privileges in front of the said Seignior of great value?—Yes, I do; and susceptible of a prodigious increase, and particularly in the Harbour of Quebec.

65. Are the mills in the Seignior generally in good order?—I have not visited them myself, but they have expended a great deal of money on them of late, and I have heard the *habitans* say that they are in very good repair.

66. Under whose direction were the mills repaired?—Under the direction of Mr. Primrose, Inspector of the Queen's Domain.

67. Are not many persons in possession of booms on the River St. Lawrence, in front of the lands of the said

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Seigniori?—There are: Messrs. Price, Patton, Tibbetts, Hamilton, and several others.

68. By what authority are they in possession?—I do not know.

69. Does the Province derive any revenue from them, to your knowledge?—I have no knowledge of this.

70. What may the annual value of the spaces they occupy, to the best of your knowledge, be in the total?—I am not able to say, but they must be of great value.

71. Do you suppose that the whole ground occupied from opposite Point Levi Church to the River Chaudière, being a distance of more than two leagues, to be worth short of £10,000 per annum, if the proper value of the lots were paid into the Treasury?—I think it would not be less, but I understand that the occupants of water lots pay nothing to the Government.

72. Is there not a tract of land near the English Church at Point Levi, known as the Common, and what is the extent of it?—There is, the extent of which I cannot say positively, but it is considerable,—say about thirty acres.

73. Is it of any value,—and what, if conceded into lots or emplacements, would it annually realize?—I think, if it were conceded, it would realize between £1000 to £2000 net, annually.

74. Why has it not heretofore been conceded?—I cannot say why. I have frequently applied to Mr. Primrose for a piece of that land for the last twelve months, and he has answered me that he has received no communication from the Government about certain reserves which the Government intended to make there; but that as soon as the Government decided upon the extent of the reserve, he would give me an answer, which answer I have not yet had, although I applied about fifteen days ago.

75. Have the Government any other land in reserve at Point Levi, and where?—I do not know of any other except the Domain.

76. In what order is the Domain?—I do not know. The house is in ruins, and the fences are all down; and, in fine, the whole seems to be neglected. It is only in passing that I have observed it.

77. Is the farm above mentioned of any considerable value?—If put in order, it would be of some value; but since Mr. Caldwell has left, it has gone to ruin.

78. Is there any resident Agent in the Parish of Point Levi?—There is no resident Agent at Point Levi, but there is one at St. Henry for the whole Seigniori, Mr. P. Paradis.

79. Are you aware of anything relating to the said Seigniori, besides what you have been asked, which it would be proper to communicate to the Committee, for the information of the House of Assembly, and the Executive Government?—No: but I cannot avoid repeating, that it would be exceedingly unwise, in my opinion, for the Executive Government to dispose of the Seigniori. It would be viewed with a very unfavourable eye by the country. I may here remark, with respect to the timber on the unconceded lands, that I have heard that the best cedar on the said lands has been cut by different individuals, without any authority, and sold to the *habitans* for fencing. I have also heard that a great deal of other timber is constantly being cut and carried away.

80. Do you know of any other Seigniori of equal importance as the Seigniori of Lauzon?—I do not know one in the Province which really is, and promises to become, of such importance. And, as a proof of its growing importance, I can say, that the Notaries residing at Point Levi have told me that during last winter more than two hundred title deeds of concession for lots in the

first concession of Point Levi have actually been passed; and I am informed by the Curate of Point Levi, Mr. Deziel, that Mr. Primrose told him that all the lots in the Common, where the English Church is situated and which I have already spoken of, are applied for as soon as he received instructions from the Government to concede them. I have conceded some lots myself for £3 per lot, 50 feet in front by 120 feet in depth, English measure. I have heard that small lots fronting the river, of 24 feet square, at the foot of the Cote near Mr. Patton's and Mr. Tibbetts', were conceded for £3 per annum.

81. Is a general depôt or public boom for holding rafts in safety, in the Harbour of Quebec, in your opinion, necessary?—I am of opinion that it would be a good thing; but not being concerned in the timber trade myself, I cannot say much about it. It might bring a revenue to the Province, and be highly useful to the lumberers bringing rafts from above. I have frequently seen rafts broken up in a storm and lost, which, if there had been such a boom or place of depôt, might have been saved.

82. Is there, in your opinion, an eligible site for such a depôt or public boom on the front of the Seigniori of Lauzon, and where?—There are several places, but they are at present occupied, except immediately in the neighbourhood of the River Etchemin, where there is a vacant place, and which would be an eligible situation for a public boom, as it is out of the way of the shipping, and sheltered from the easterly winds.

30th June, 1847.

*Simcon Tarachelle*, Esquire, Engineer and Machinist, of the Parish of St. Anselme, of the Seigniori of Lauzon; called in, and examined:—

83. How long have you been a resident in the Seigniori of Lauzon?—Since the year 1831.

84. What is your profession?—I construct mills of various kinds, saw-mills, grist mills and carding mills, especially the latter.

85. Are you well acquainted with the localities of the Seigniori of Lauzon, the rivers and water courses which traverse it, and are these rivers and water courses advantageous for the construction of mills?—Yes: I am perfectly acquainted with the localities of the Seigniori of Lauzon, and the rivers which traverse it.

86. What are the parishes and principal rivers in the Seigniori of Lauzon?—The Seigniori of Lauzon comprises the following parishes, that is to say: Point-Levi, St. Jean Chrysostôme, St. Nicholas, St. Henri, St. Anselme and St. Isidore, and the principal rivers which run through it are: the River Etchemin, the Chaudière River and the River *Bourivage*, and many of inferior size and suitable for the construction of mills, as the river commonly called the Bras, and the River La Fourchette which traverse the parishes of St. Henri and St. Isidore.

87. Are not all these parishes of considerable size and well peopled?—Yes, especially Point-Levi, St. Henri, St. Anselme and St. Jean Chrysostôme, which are increasing rapidly from the large constructions on the beach of the Seigniori of Lauzon.

88. What is the population of the said Seigniori?—I cannot say: the Census is the best means of knowing it: I can say that the Parish of Point Levi has a very considerable population throughout its whole extent; including the large number of houses built on the beach in front of Point Levi.

89. Do you know the mills now built in the said Seigniori and belonging thereto, whether flour mills or saw mills?—Yes, I know them all.

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90. Where are they built and in what condition are they?—There is a flour mill at St. Nicholas, which was last autumn in a very indifferent condition when I saw it: Mr. Ross, lessee of this mill, and of the house adjoining, commonly called the "*Chantier St. Nicolas*," has built a fine saw mill on a large scale, at St. Jean Chrysostôme; the large sawery constructed by Mr. Caldwell has been wholly rebuilt since 1845 and 1846, by Government, on a large plan.

91. Does not the sawery of which you have just made mention possess more advantages than the other mills?—Yes, it possesses a fine dam, booms, and a reservoir to receive the logs that come down by the river as well as those that come down by the St. Lawrence at high water; the waters of the St. Lawrence flow into this reservoir: there are, moreover, several houses dependant on this sawery.

92. Are there no other mills in the Seigniorship of Lauzon?—At Point Levi there is a large flour mill, the dam and water-shoot of which, as also the cast-iron movements, were repaired last year, and the whole put in good order and fit for grinding grain and making flour; there are also barns for the deposit of grain, coming there by the St. Lawrence.

93. Is it to your knowledge that there are any other considerable properties belonging to the said Seigniorship?—I am aware that there is the fine and extensive property commonly called the Manor, consisting of a large extent of land along the St. Lawrence, and a handsome building where the late Sir John Caldwell resided, with its dependencies: I have heard it said that there are also considerable properties, comprising an extensive surface of land on the *Grand Côte* near the main road, and not far from the Point Levi Ferry, the English Church and the wharves.

94. Do you think that the sale of the land which you have just mentioned would greatly benefit the Seigniorship? Yes, I am sure of it; for it is to my knowledge that an *emplacement* which is situate near this ground was lately sold to Mr. Laurent Lemieux, who paid a very high price: he informed me himself that if he wished to re-sell it, he could do so for a still larger sum.

95. Are there any other properties in the Parish of Point Levi belonging to Government?—There are none, to my knowledge.

96. Be pleased to continue your remarks with reference to the mills?—There are two other large flour mills in the Parish of St. Henri, one of which has undergone some repairs; and the other has been entirely re-built, last year, in a fitting style, and even with more pains than necessary.

97. What do you mean by "more than necessary"?—I mean that many small works in the mechanism of this mill are rather in the way, than useful, and in my opinion the place they take up would be better employed if it were left vacant for some other use; all which would produce a great saving of money. I should not be of this opinion if this mill were built on the bank of the river; it would then be able to grind grain for manufactory.

98. Is it to your knowledge that there is any other mill belonging to other parties?—Yes: I built one myself in 1838: I had not permission at the moment that I built it: some months afterwards I obtained a temporary permission from Mr. Caldwell's agent, by paying to this latter or his representatives, a part of the revenues.

99. What do you intend to convey by a temporary permission?—I mean that Mr. Caldwell or his representatives will be able to resume the right of *banalité* when it shall seem fit to them. I am also aware that Mr. Louis Plante possesses a flour mill which he has built in this parish at his own expense, and that he has obtained a right of *banalité* from Mr. Caldwell by paying to this gentleman 100 *minots* of corn per annum; there is also a small flour mill in the parish of St. Isidore belonging to a certain Pierre Bussière who had no per-

mission when he built his mill: last year he made temporary and verbal arrangements with Mr. Primrose by paying Government a part of the revenues of his mill.

100. How do you know that?—I know it from the said Pierre Bussière, who told me so.

101. Do you know any other mills of this kind in the said Seigniorship?—Yes: there are two at Point Levi, one belonging to Mr. Robertson and the other to Mr. Magloire Lemieux and his associate.

102. Do you know whether they pay anything to Government?—I do not think so; Mr. Robertson pretends that he has the right of building this mill, which he built in a small fief belonging to him. I do not think that Lemieux pays anything to Government for this mill of his, which he has built without permission.

103. Are the mills of which you have just spoken likely to injure the Government profits?—Yes: those who pay nothing to Government must injure its profits.

104. Would it be of advantage to the well being of the Seigniorship that these mills should pay an indemnity?—Yes: it would be a great advantage for the *centitaires* and for the Seigniorship.

105. Do you know whether there is any need of a flour mill in some localities and situations favorable for building one?—Yes: the parish of St. Isidore, and a part of the *Côte* south west of the River Etchemin in the parish of St. Henri and the Parish of St. Anselme, have need of one; these two latter parishes, in particular, have need of one, inasmuch as they are incommoded by the river in the fall and spring; the River Le Bras in the parish of St. Isidore would be a good site for a mill, but it must be remarked that there would be a want of water in the dry seasons; another place which would be well suited for the wants of the *centitaires* of the said Seigniorship would be on the River Etchemin, on the land of a certain Boulanger, in a *Côte* south west of the above mentioned river; which mill has been petitioned for by the *centitaires* of the above mentioned locality in the course of last winter.

106. Are there any other mills in these different parishes belonging to any other individual, as saw mills, carding mills, or fullers' mills?—Yes; I know that a certain Deroches possesses a carding mill in the parish of St. Nicholas; that Mr. Lambert has two saw mills also in the Parish of St. Nicholas, on an extensive sale, on the River Beaurivage; and that Mr. Buky has a saw mill of considerable size, in the Parish of St. Jean Chrysostôme, on the River Chaudière.

107. Do you know where they get the wood from, which they saw in their mills?—They take a part of it from the upper part of the Seigniorship, and the greater part outside of the Seigniorship, as in the Parish of La Beauce in St. Sylvestre.

108. If there are any other mills of which you have not spoken, please continue your remarks?—I know that Mr. Antoine Nadeau has a saw mill in the Parish of St. Isidore, built on the River Le Bras. This mill is pretty good. There are also many other small mills constructed in different concessions for sawing plank for the use of the *centitaires*. I know that a certain Turgeon possesses a carding mill in the Parish of St. Isidore. There is also another in the Parish of St. Henri, belonging to a certain Pierre Bussière; and one in the Parish of St. Anselme, which belongs to me, with a saw mill also in the same parish.

109. Are you aware that certain individuals have it in contemplation to construct flour mills in the Seigniorship, without permission?—Yes: I know that Mr. Robertson, Jean Baptiste Carrier, and Charles Bernier, have it in contemplation to build a flour mill in the lower part of the Parish of Anselme, on the north side of the River Etchemin. I know also that a certain F. X. Beaudouin, of the Parish of St. Isidore, is now building one, without permission, and is on the point of commuting the seigniorial rights of his land.

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110. Do you think that these two mills will injure the other mills of the Seignior?—Yes, very much indeed, inasmuch as all the Parish of St. Isidore and a part of the Parish of St. Henri will go to these mills.

111. Besides these mills which you have just mentioned, are there not many places fit for the construction of all kinds of manufactories?—Mill sites are abundant in the Seignior, particularly on the River Etchemin.

112. If all these mill sites were sold or leased, would they give a considerable revenue to the Seignior?—Yes, very considerable.

113. Do all these different mills which you have just mentioned, in the different parishes, pay any thing to Government?—No: I only know that Mr. Caldwell exacted a rent of three pounds yearly for the Carding Mill built at Point Levi; he also permitted me to make use of the water of the River Etchemin for my carding mill, on payment of two pounds per annum, which lasted from 1831 to the 1st October, 1846; at which time finding myself to be the only person in the said Seignior who paid for the use of water for carding mill purposes, I made application to Government and stated my case: three weeks afterwards, I had the satisfaction of receiving a letter from the Agent who informed me that he was charged by Government to state that the said rent would be no longer exacted.

114. Do you think it would be to the public advantage to permit manufactories to be built on the different places which you have mentioned above, without payment of an indemnity for the profit of Seignior?—Yes: I think that it would be a public advantage, as a means of encouraging industry, placing a variety of manufactures at the disposal of the *ceusitaires* of the Seignior, and, besides, setting a larger capital afloat in the said Seignior: and wherever large manufactories happened to be situate, small villages would be built, greatly to the advantage of the Seignior, owing to the *lods et ventes* accruing from the sale of these places.

115. Is it not, to your knowledge, that a large part of the beach of the said Seignior is occupied by booms?—Yes.

116. By whom, principally, and by what authority?—By several of the Quebec Timber Merchants, as Messrs. Tibbitts, Patton, Price, Honoré MacKay, and many others who have purchased or leased the beach from the riparian proprietors of this beach.

117. Is the agency of the Seignior well conducted?—Pretty well, I believe.

118. Would it be to the advantage of the *ceusitaires* of the said Seignior, and of the public in general, to sell this Seignior?—No: I consider that there is no Seignior more liberal than Government.

119. Do you think that the *ceusitaires* of this Seignior wish, in general, to commute their lands into *franc alev roturier* or common socage?—No; I do not think so, except, perhaps, a few: but it would be right that they should have the privilege of choosing.

120. Do you consider that the revenues of this Seignior are susceptible of increase?—Yes, decidedly, on account of the mills, constructions near the St. Lawrence, and villages building in the Parishes, and also by the concession of the unconceded lands.

121. Are there many lands not conceded?—There are still many unconceded lands in the upper part of the Parishes of St. Nicholas and St. Isidore: I do not know the value of those of St. Nicholas: those of St. Isidore are tolerably good.

122. Would the front of the said Seignior, between the Point Levi Church and the Chaudière Bridge, give a large revenue, if these beaches were conceded?—Yes; they would give a large revenue, because of their im-

portance to the buildings already there, and which might be there hereafter.

123. Does Government concede the unconceded lands at the requisition of individuals?—I know that the Agents have refused up to last winter; but since that time I know nothing about it.

2nd July, 1847.

Charles Robertson, Esq., called in, and examined:—

124. How long have you resided in the Parish of Point Levi?—I have resided there for the last twenty-seven years.

125. What is your profession?—I am a farmer, and I am also proprietor of the Fief St. Villmay.

126. Are you acquainted with the resources of the Seignior of Lauzon?—Yes, perfectly, having lived in the Seignior for a long time.

127. What is the extent of the said Seignior?—I think it is about six leagues in front, by six leagues in depth.

128. Are you of opinion that the Seignior of Lauzon is susceptible of a great increase in its present value?—Certainly: I am of opinion that it will considerably increase in value, and especially near the banks of the River St. Lawrence.

129. What are the Parishes, and principal Rivers, that compose the Seignior of Lauzon?—The Seignior of Lauzon is composed of the Parishes of Point Levi, St. Jean Chrysostôme, St. Nicholas, St. Henri, St. Anselme, and St. Isidore. The principal rivers which run through the Seignior are the Etchemin, Chaudière, and the Beaurivage. There are other small rivers, such as the River Fourchette, the River Le Bras, and the River La Scie.

130. Under whose agency is the Seignior at present?—Under the control of Mr. Primrose, Inspector of the Queen's Domain, and Mr. Paradis, Sub-Agent.

131. Are you of opinion that the affairs of the Seignior of Lauzon are well and prudently conducted?—It does not appear to me that they have been well managed of late. Many applications have been made for the unconceded lands, without effect; and the value of these lands has greatly decreased, in consequence of the deprecations, and the quantity of timber that has been taken therefrom. Some of the Banal Mills have been newly rebuilt at an extravagant expense, and not properly adapted for the purpose for which they are intended, and for the convenience of the *ceusitaires*; and I do think the rents they will bring, after all the repairs, will not be equivalent to the interest of the money laid out upon them.

132. Under whose superintendence were these repairs made?—Mr. Primrose, I believe.

133. Can you state the advice or assistance he may have had, in causing those repairs to be made?—I cannot say.

134. Do you think Mr. Primrose has any knowledge in mechanism, and the construction of mills, sufficient to enable him to judge, without the assistance of others, what may have been proper to be done in respect to those mills?—If I may judge from what has been done, I should not.

135. Are you of opinion that it would be to the advantage of the Province that the said Seignior of Lauzon should be sold, and the produce funded in public security, for public purposes?—I think it would be to the

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advantage of the Province to keep it some time longer, provided it is well conducted; but should it be found advantageous to sell, I am of opinion that the Seigniorship should be divided.

136. Have you any knowledge of persons taking possession of mill sites upon any of the rivers or streams of the said Seigniorship, without the necessary authority?—I know of several mill sites having been taken possession of lately, but I cannot say whether they have the necessary authority or not.

137. Do you think the inhabitants generally are desirous of commuting the lands into free and common socage, *franc aleu roturier*?—I am of opinion that they are generally very indifferent upon the subject, and that those who would wish to do so, would be only willing to do it upon very advantageous terms to themselves; but in populous villages, however, I believe it to be otherwise.

138. What may the present value of the Seigniorship of Lauzon be?—I consider it valuable from its locality opposite Quebec. I am of opinion that it is one of the most valuable Seigniorships in the Province, from the rapid augmentation of its population on the banks of the St. Lawrence.

139. Do you think the water privileges in front of the said Seigniorship of great value?—I do; of incalculable value: but, at the present moment, it is impossible for me to say, nor could any one say, how much, until they are brought to sale in separate lots.

140. Are the mills in the Seigniorship generally in good order?—They have generally been in bad order.

141. Are not many persons in possession of booms on the River St. Lawrence in front of the lands of the said Seigniorship?—Of late years, the lumber business has been carried on to a great extent; and it appears to me that it has only lately been discovered that the beaches on that side of the river are so well adapted for the lumber trade, from the rapid increase the lumber business is making on that side of the river.

142. By what authority are they in possession?—I consider they are in possession from the proprietors in the first concession, who consider themselves the proprietors of the beach down to low-water mark; but whether properly so or not, I cannot say.

143. Does the Province derive any revenue from them, to your knowledge?—The Province having the Seigniorship of Lauzon, would have the benefits of *lots et ventes* upon each sale or mutation.

144. What may be the annual value of the spaces they occupy, to the best of your knowledge?—I am not prepared to answer.

145. Do you suppose the whole ground occupied from opposite Point Levi Church to the River Chaudière, to be worth short of £10,000 per annum, if the proper value of the lots were paid into the Treasury?—I have no idea.

146. Is there not a tract of land near the English Church at Point Levi known as the Common, and what is the extent of it?—I know there is such a tract, but I do not know the extent of it.

147. Is it of any value,—and what, if conceded into lots or emplacements, would it annually realize?—I consider it of great value, and, as a matter of course, would increase, if conceded into lots and offered for sale.

148. Why has it not heretofore been conceded?—I cannot say.

149. Have the Government any other lands in reserve at Point Levi, and where?—I am not aware of any, except the Domain.

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150. In what order is the Domain?—I believe it is in very bad order.

151. Is the farm above mentioned of any considerable value?—In its present state, it is of no great value, but I could not fix any sum.

152. Is there any resident Agent in the Parish of Point Levi?—No, not that I am aware of.

153. Have you, as Seignior of the Fief St. Villmay, any mills within the said Fief, or elsewhere in the said Seigniorship of Lauzon?—I have a mill in my Fief, and I have also a mill site in the Parish of St. Anselme, in partnership with two others. I applied to Mr. Primrose, the Government Agent, to purchase the mill site from me, or to give me permission to build, upon paying to the Government a certain proportion of rent, the same as some others are doing in the said Seigniorship. I made this application at the request of a great many inhabitants of that neighbourhood, who are unable to get their grain ground at certain periods of the year, for want of a mill properly situated with regard to water, so as to grind at all seasons of the year; to which application I never received a definite answer.

154. Are you aware of anything relating to the said Seigniorship, besides what you have been asked, which it would be proper to communicate to the Committee, for the information of the House of Assembly and the Executive Government?—I may here remark with respect to the beach in front of the said Seigniorship, that as there appears to me to be a difference of opinion between the *consitaires* in the first concession, and Mr. Primrose, Inspector of the Queen's Domain, as to who is the proper proprietor of that part of the beach between high and low water mark, it would be advisable, if possible, to settle this question, to avoid future litigation and trouble, in case the said Seigniorship should fall into other hands.

5th July, 1847.

William Stewart, Esquire, Member of the Committee, examined:—

155. You recommend to this Committee the necessity of reserving a portion of the beach of the Seigniorship of Lauzon for a Public Boom or Depôt for the safety of timber: upon what grounds do you make this recommendation?—I recommend it for the reason that the whole of the beach in the vicinity of Quebec is in the possession of private parties and occupied as shipping coves; that such parties cannot afford to give the room necessary to take rafts into their booms; consequently, that, if rafts are permitted at all to fasten to their piers or booms, they must lie outside, exposed to the tide and storms.

156. Is it to your knowledge that there is much lumber wrecked and lost every year from being so exposed?—I have been in the habit of going to Quebec annually for the last twenty years, on business connected with lumber, and I have not known a season to pass without serious loss by wrecking of rafts, and some seasons to a ruinous extent to parties.

157. Is there not, in your opinion, other places more eligible for such Public Boom or Depôt than the beach on the Lauzon Seigniorship?—In my opinion, there is not. I have observed with attention a good deal of newspaper discussion on this subject, where certain parties were advocating the River St. Charles, and others Cap Rouge. The former is objectionable, in my opinion, inasmuch as that you require two tides to bring lumber in and out; that there is risk and inconvenience in bringing rafts through the body of the fleet, and would add to or double the expense of towage; that it would injure and incommode the present cove-holders and ship-yards on the St. Charles; that it would cost too much money to buy out

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their interests; and, besides, from the elevated and level banks of the river, the tide-water escapes too rapidly to be suitable for the nature of the business. Cap Rouge can be made safe, and is preferable to the St. Charles, but is objectionable from the distance it is from the city and scene of business. Whereas on the Lauzon Seigniory, where I propose the Public Boom should be, viz. from Etchemin Mill to the lower end of Hadlow Cove, it is situated in what may be termed the centre of the lumber harbour (except the crossing of the river); it is protected from the east wind, which causes all the wrecking; it is above the general berthing of the shipping, and ballast ground; is capable of containing all the rafts that can accumulate at any one time. Rafts would land and touch on deep water wharf there without the aid of steamboats. It is Provincial property, and the only interests to be considered are those of Wm. Price & Co. and Ross & Shuter.

158. How and on what principle do you think this Depot should be made and managed?—I propose it should be Provincial property; the piers and booms built by the Board of Works. It can be managed very economically by one person, and a tariff of charges made, so much per stick or per crib of lumber per month.

159. Are you satisfied it would yield or pay sufficient interest for the outlay?—I am not only satisfied that it would pay interest, but repay the whole expenditure in a few years, and would become a source of revenue to the Province.

160. Would not such a boom as you propose affect the interests of present cove-holders?—It would not.

161. Explain to the Committee how it would not?—I answer that the present coves are used for hauling up, piling, moulmetting, and shipping lumber; that the proposed Public Boom would be exclusively used for keeping lumber in safety; that, instead of being injurious, it would be convenient for present cove-holders, from the fact, that as at present rafts fasten to their piers and booms, impeding the passage of timber, and are an annoyance in many other respects, without yielding the cove-holder any benefit; that when a sale takes place from the Public Boom, the raft would be immediately towed away to the cove, where the purchaser transacted his business.

162. Would the proposed arrangement affect the interests of the purchasing merchants in any manner?—It could not in any manner injure them: on the contrary, I think it would be a great convenience to them to have the opportunity of viewing the different lots of lumber in one great mart, instead of running to see rafts, in all directions, on both sides of the river, as at present practised.

8th July, 1847.

Capt. Bozer, R.N., called in, and examined:—

After hearing the evidence of W. Stewart, Esq., agrees in all he says fully: and further, there is nothing so much required as a Public Boom, for the accommodation of the timber coming from above; more particularly in consequence of the increase of the trade at Quebec. Ships now are often detained several days, and often prevented loading as soon as they ought to do, from the rafts blocking them up.

163. Would the outlay necessary to make such a boom be the means of realizing any revenue to the Province?—I consider that, as the property belongs to the Crown, and the small outlay required, it would realize a considerable revenue.

164. Are you of opinion that if the water lots from Point Levi Church to the River Etchemin were conceded or sold in lots by the Crown, that it would be the means of bringing in a revenue to the Province?—I am of opi-

nion that it would, and that it is absolutely necessary for the further accommodation of trade at Quebec, that wharves should be erected on that side of the river, on a regular plan for that purpose, and to be carried out to not less than twenty-three feet of water, at low water spring tides; and none to be permitted to be built, except on those terms.

165. Would it not be well, while nearly the whole front of Lauzon on the St. Lawrence from opposite Pointe Levi Church to the Chaudière, forming part of the port of Quebec, remains vested in the Crown, to adopt some plan of future improvement with respect to the erection of wharves or piers for booms on that side of the river so that hereafter the whole might be improved upon a plan, and systematically?—Yes, and a plan to that effect will be soon submitted to the Government by the Commissioners appointed for the improvement of the Harbour of Quebec, of which I am one.

9th July, 1847.

The Hon. Mr. Primrose, called in, and examined:—

166. The Committee understand that the general superintendance of the Seigniory of Lauzon is intrusted to you. If so, since what time have you had the charge of it, and by what authority?—I have the general superintendance of the Seigniory of Lauzon. I hold a commission as Commissioner, dated 1st August, 1845.

167. Are the mills also under your immediate charge, or under that of a local Agent?—The mills are under my immediate superintendance, but of course I am aided by the local Agent if necessary.

168. Have not extensive repairs been made of late to those mills, and to which of them, and what has been the outlay for such repairs?—Extensive repairs have been made, of which a detailed account has been furnished by me to the Commissioner of Crown Lands.

169. Are the mills now under lease, and for what periods, and at what rent respectively?—The mills are under lease, the respective amounts have already been furnished, the Etchemin, St. Nicholas; and Trait Quarré mills, are let for a period of ten years, commencing from January, 1846. The Point Levi, and St. Henry flour mills are let for three years, commencing from May, 1847. From the information I have, I believe a period from 7 to 10 years is better than a long period.

170. Have you any knowledge whether the unconceded lands in the Seigniory, are being stripped of the timber growing upon the same, and conveyed to those mills, without permission of the Government?—It is very difficult to prevent depredations; there are persons employed to watch over the timber, and as far as practicable the lessees of the Etchemin and St. Nicholas mills have authority from me to cut timber on the unconceded lands, on paying the Government rate, and limiting them to a certain quantity per season, the tracts upon which they are to be cut being designated.

171. Have you any knowledge that persons are squatting upon those lands, and taking possession thereof without titles or other proper authority?—At the time the Seigniory was adjudged to the Crown, there were a number of persons, probably 300 or 400, in possession of lands without title, having held them from various periods, from two to ten or twelve years, in many instances from an understanding with the curator of the estate, that they should obtain titles when there was a competent authority to give them. I have given them to understand that their right to obtain titles would be recognized in all cases were they were *bona fide* settlers. I do all in my power to prevent squatting, being willing to concede waste lands to persons intending to become *bona fide* settlers, but nevertheless squatters do occasionally come on.

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172. Are you acquainted with the divers rivers, streams or water courses in the said Seignior, and the situations proper for mill-sites thereupon?—I am generally so.

173. Have any applications for such mill-sites been made to you?—I have had several applications for mill-sites, particularly with the view of building a flour mill at St. Isidore; they are under consideration, it being difficult to decide upon one convenient for the *habitants*.

174. Does the Government permit a free use of the water powers afforded by the Seignior, or are they monopolized by the Crown?—The Government have not, as yet, conceded any mill privileges; they found that in some instances temporary and even permanent privileges had been granted for flour mills, independent of the banal mills, which privilege the Government has not yet interfered with. I should conceive it unjust and inexpedient, to erect new flour mills so near to the existing banal mills, as materially to affect them, as it would interfere with the interest of the lessees and also of the Crown; but whenever by the increase of the population at places too great a distance from the present mills, I should not hesitate to erect new mills, or give water privileges, as is intended to be done for the Parish of St. Isidore.

175. Does the Government entertain applications from *censitaires* in that Seignior for commutations of the tenure *en roture* into that of free and common soccage, and are they frequent?—Yes; but few applications have yet been made.

176. Have any applications been made to you for water lots, and by whom, on the Point Levi side of the Harbour of Quebec?—Several applications have been made for water lots.

177. Has the Government disposed of any water lots there, and to whom?—I believe no patents have yet been issued, since the Seignior has been adjudged, but there are applications pending.

178. By what right or title do those who occupy the Beach lots, that is to say, the ground between high water and low water mark, at Point Levi, hold the same, and do they pay any acknowledgment to the Crown for such lots?—Those in possession, hold them under the general right of fishing and shooting on the property conceded to them as riparian proprietors (*droit de chasse et de pêche, au devant, et en dedans*): they pay no acknowledgment to the Crown, except *redevances* of certain portions of the fish taken.

179. Have any legal means been taken to compel persons occupying the beaches at Point Levi as lumber coves to take titles, or to pay a rent therefor?—No legal means have been taken that I am aware of to compel persons occupying these beaches to take legal titles, but the matter is under the consideration of the Government, in consequence of applications on the subject.

180. Do you consider the right you have mentioned *de pêche et de chasse*, such as to justify the riparian proprietors in the erection of permanent constructions, such as piers or booms for the purposes of trade, which are on those beaches, alternately covered and uncovered by the tides?—No, I do not.

181. If those beach and water lots in front of the Seignior were sold or conceded, do you consider that the moneys or revenues arising therefrom would belong to the Crown, as Seignior of Lauzon, or in its own right independently of that quality?—In respect to the beach lots, I conceive the Crown might confirm the title of each riparian proprietor down to low water mark, and make it *accessoire* to his property, and to be held only with it, under the same conditions as his original title, *i. e. en roture*, and to be held of the Seignior as if the same had been included in the same, and thus it would bear the profits of *lots et ventes*, and the revenue would belong to the Crown, as proprietor of the Seignior of Lauzon. On the other hand, if the Crown considers such beach wholly out of the Seignior of Lauzon, and *sells* it in free and

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common soccage, either for a sum certain, or on a perpetual rent, I should conceive it would form part of the ordinary revenues of the Crown. As to the water lots *i. e.* deep water lots beyond low water mark, in all cases the revenue must belong to the Crown, independently of its being proprietor of Lauzon.

182. Is there any vacant space on the beach between the front of the Point Levi Church, and the *embouchere* of the Chaudière, belonging to the Crown as Seignior of Lauzon, which could be set apart for a public boom, for the accommodation of rafts arriving from above, and for the general convenience of the timber trade at Quebec?—The only place of any consideration, for a cove, is in front of the Domain farm, where there is a space of from ten to twelve acres.

183. Do you see any objection to the appropriation of this space for a public purpose, such as that mentioned?—None.

184. The Committee request you will peruse the evidence which has been given before them, and favor it with such observations in reference to the same, as you may think necessary or proper?—I do not think it necessary to make any observations upon the evidence which I have perused.

14th July, 1847.

Joseph Cary, Esq., Deputy Inspector General, called in, and examined:—

185. Can you state to the Committee what is the balance remaining due by the estate of the late Sir John Caldwell to the Province on his defalcation as Receiver General of Lower Canada?—The following is a statement shewing the debt due to the Crown by the late Sir J. Caldwell, as Receiver General of Lower Canada, and the balance remaining:

By a judgment of the Court of King's Bench at Quebec, of 20th Oct. 1825, the principal debt was £106,797 6 8

On account of which, under an agreement with Government, Sir J. Caldwell was to pay £2000 per annum; and up to December, 1835, he paid ..... £19,000 0 0

After that, A. A. Parant was appointed Agent to collect the rents and dues of the Seignior of Lauzon, and he paid to the Receiver General—

In 1837,	
nett, £2,107 13 9	
1838, 2,312 10 8	
1839, 2,426 5 8	
1840, 2,275 7 8	
1841, 2,225 8 11½	
1842, 2,075 4 11	
	13,420 11 7½

And on 31st Dec. 1846, the Sheriff of Montreal paid in, as awarded by a judgment of distribution, 441 2 3

Total paid..... 32,861 13 10½

Leaving a balance due,..... £73,935 12 9½

For which balance, a judgment by the Court of Queen's Bench at Quebec, on the 9th June, 1843, against A. A. Parant, as Curator to the vacant estate of the late Sir J. Caldwell, and also established by the Act of Legislature of 7 Vic. chap. 26: Under this latter judgment, the Seignior of Lauzon was taken in

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judgment as part of the estate, and sold at Sheriff's sale on the 20th March, 1845, and was purchased, on account of Government, for £40,500 0 0

By the judgment of distribution of the Court of 31st May, 1845, the amount of sale was distributed as follows, viz:

To sundry individuals, as privileged claimants, £5,353 7 2

To the funds of the Jesuits' Estates, being the balance, as stated, due to that fund, under a judgment with interest, ... 2,182 18 7

7,536 5 9

And the balance is awarded to the credit of the estate of the late Sir J. Caldwell, ... 32,963 14 3

Leaving a balance still due by the estate of ... £40,971 18 6

On the 24th July, 1846, subsequent to the date of the foregoing judgment of distribution, the Prothonotary of the District of Quebec paid to the Receiver General, under a judgment of distribution as received from A. A. Parant, Curator to Sir J. Caldwell's estate, the sum of ... £1,075 5 2

And it appears that sums of money awarded by several judgments of distribution, on account of the debt due by Sir J. Caldwell, to the funds of the Jesuits' Estates, have exceeded the balance due on that account, with the interest, which excess must be placed to the credit of the principal debt. The excess is 2,229 13 3

3,304 18 5

Reduces the balance due to ... £37,667 0 1

186. Was he not in arrears to the Jesuits' Estate fund; in what amount, and has that amount ever been paid into the fund arising from those Estates set apart for Education by an Act of the Legislature of Lower Canada?—The debt due to the Jesuits' Estates Fund, it will be perceived from the foregoing, is fully paid up; and the amount set apart for Education, by an Act of the Legislature of Lower Canada, and further confirmed by an Act of the last Session of the Provincial Legislature, 9 Vic. chap. 59.

187. What agencies or percentages are paid to the Agents and Commissioner of Lauzon on the collection of rentes, lods et ventes, and other Seigniorial dues, including also the rents for mills arising to the Crown in that Seignior, and in what proportion, and to whom are they paid?—The agency or percentage allowed to the Com-

missioner for Lauzon, on the amount of rents of leased property, is 2½ per cent; to the Sub-Agent, on the amount of rentes, lods et ventes, and other Seigniorial dues, 10 per cent.

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188. Are you aware of any other property or Township lands belonging to the succession of the late Sir John Caldwell, and of their localities, and can you furnish the Committee with a specification of them?—There is a quantity of Township lands, which, I understand, belong to the estate. They were taken in execution, and advertised, by the Sheriff of Three Rivers, in the Quebec Gazette by Authority of 8th Oct. 1840, but they have not been sold, and I beg to refer to that paper for a specification of the lands.

Translation.

Felix Tetu, of the Parish of St. Jean Chrysostome, Seignior of Lauzon, Notary Public, submitted to the Committee the following statement:—

I am well acquainted with every part of this Seignior; I have had many opportunities of examining and following its progress, improvements, and growth, for more than fifty years; employed as Notary by the Honorable Henry Caldwell, father of Sir John Caldwell, then proprietor of Lauzon, and by the latter after the death of his father, for drawing up and digesting all titles having reference to the affairs of this Seignior. During the life of the said Henry Caldwell, Sir John Caldwell his son, at the time in which the payment of the cens et rentes and other Seigniorial rights became due, made out, in general, the receipt, and, to facilitate the payment thereof, to the censitaires, repaired, on fixed days, to each of the then parishes of this Seignior, and I always accompanied him for the purpose of adjusting the rights due and drawing up the transactions, which circumstances necessitated or rendered fitting. In proceeding thus, I have had occasion to appreciate the improvements which took place annually. I have often visited with him the different places where there are falls and rapids, which are very numerous in each of the larger rivers, that is to say, the River Bruyante or Chaudière, the River Etchemin, and the River Beauvage, and also those which are less considerable, as La Scie, Le Bras, La Fourchette, tributaries of the former, which rivers, watering and traversing this large Seignior, in different directions, offer numerous sites for mills and manufactories of almost all descriptions. This Seignior, which, by its title, should not have more than thirty-six leagues in superficies—three leagues in front on each side of the River Bruyante, and six leagues in depth—contains, nevertheless, within its actual limits, thirty-nine leagues in superficies and more, if the three leagues frontage on the south-west side of the said River Bruyante were measured in compliance with or conformably to the primitive title of this Seignior. This Seignior, by its proximity to the City of Quebec, and on account of its extent, furnishes annually a revenue which would double or even treble itself in a very few years by its casual revenues alone, if a constant attention be bestowed on its management, which requires, and will do so constantly, at least one person of intelligence and real activity, and if he should wish to do justice to the charge confided to him. Mr. Primrose states that he gave permission to the locatees of the Etchemin and St. Nicholas to cut cord-wood in certain limits assigned in the licence to cut or cause to be cut this wood. During the winter season in 1845 and 1846, two men, named Topping and Gosselin, of rather indifferent character, were engaged by a certain Smith, tavern-keeper at Point Levi, acting for the locatees of the Etchemin Mills, to cut and cause to be cut cord-wood on the banks of the River Bruyante or Chaudière. These said Topping and Gosselin had with them forty or fifty axe-men. It is generally known what damages are caused by such wood-cutting, done by persons who have no other interest than to take advantage of what falls into their hands. Even those of little experience will agree that



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(E. E. E.)

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the cutting of this wood, left to the caprice or cupidity of those who are not interested in the property or land on which the wood is cut, destroys, or at least considerably lessens, its value, by the annoyance caused by the cutting of this wood, and the destruction of other timber for opening roads, which they require to get it taken out of the forest. If this Seigniorship is to be kept to form settlements for farmers and their descendants, it is of pressing importance that it should be committed to the care of some one who would make it his chief occupation to visit the scenes of these depredations, which are still continued, and will indubitably increase, owing to the extensive wood-yards for ship-building which are already open and now being opened on the shores of the St. Lawrence. The report of Mr. Lambert and others with reference to the different mill-sites taken and possessed by Bussière, King & Breakey, Pierre Lambert, and others named in their evidence, is correct. I may be allowed to add that the saw-mills of Pierre Lambert, at St. Nicholas, have contributed in a great measure to destroy the value of the lands in those concessions which are near these mills, where there remains hardly a single piece of timber fit for constructing the necessary buildings on the lands of a cultivator. To give a clear idea of this: a land in the neighbourhood of these mills, ninety arpents in superficies, and paying 22s. 9d. *cens et rentes*, was sold by decree and adjudged for 15s. From these circumstances, I think it right to declare that the superintendence and keeping of the forest demands prompt and immediate attention. To suppose that by naming several overseers dispersed in various places, who themselves cannot be overlooked, you will be able to arrest these depredations, would shew but little knowledge of those persons who are willing to undertake the office of informer. To prove what I have advanced, I would state that a man of the name of Lavertu, intelligent and well recommended, having been employed to look after depredators, and to report them from time to time, for which trouble he was paid in proportion to his services, after having given informations which led to the arrest of nineteen depredators in the same day, who confessed that they were guilty, finished by himself permitting and conniving at the sale of the timber for the preservation of which he was named. Having read and weighed the questions put to Mr. Robertson, and his answers, concerning the repairs and building of mills, I coincide with him in opinion that the improvements which have been made have not been followed out and conducted with care, judgment, and economy. This Seigniorship was sold and adjudged on the 17th March, 1845, and it was only at a very advanced season of the summer that the partial demolition of the useless works of the Etchemin saw-mills, and the alterations and re-establishment of the said saw-mills, as found necessary, were commenced, which necessitated the employment of workmen to continue these works during the winter season, so as to be able to deliver them over by the 10th of May then ensuing, in the requisite condition; and it is generally known how little a workman can do with advantage who has to work in the open air during the short days of the autumn and winter seasons. I have seen and visited the works of the mill of St. Henri, a little time after a part of the walls had fallen down while being raised. The work appeared to me to be well enough done with reference to the stone employed in the construction. The attention of the timber merchants and ship-builders having been directed to the south-east shore of the St. Lawrence, and having found it at least as eligible, if not more so, than the north-east shore, they have established extensive timber-yards there, and formed, at a heavy expense, establishments of a nature that evinced the importance they attached to the situation. These large establishments will necessitate others of less value, which, by the division and subdivision of the lands in their vicinity, will indubitably produce a casual revenue of considerable importance. The commercial house of Benson alone, representing Messrs. Price & McGill, at New Liverpool, has, within the current year, constructed at this place houses for lodging five hundred or six hundred persons, and, by the arrangement of what is already done, appears dis-

posed to continue these establishments. I agreed cordially with all those who have appeared before this Committee in the answers which they have given as to the probable revenue which might accrue from the beach in front of this Seigniorship, if it were annexed as part of the same as far as low water; on which beach the former Seigniors of Lauzon took upon themselves to grant to the *concessionnaires* lands bordering on the St. Lawrence, the right of the fisheries, on their paying the eleventh part of all fish taken in front of this concession. I could shew that the pretensions of the first and oldest Seigniors on this beach of Lauzon, were such, that they made concessions of this same beach in some places, not to the low-water mark, but to the middle of the river. I am well acquainted with that piece of land above the hill behind the Lauzon Hotel, in the Parish of St. Joseph, Point Levi, on the north-east side of the road leading from the River St. Lawrence to the front road of the first range of concessions. This portion of land has never been settled as a common: it is a certain extent of land formed of different lots acquired from various persons by Sir John Caldwell, with the express intention of subdividing it into different lots, to concede them, and form of them a borough or town, under the name of d'Aubigny. I believe that a part of this portion of land has been promised for the erection of an Anglican church and cemetery, and that another part is also required for the erection of a Roman church. The beach in front of the Domain, from the River La Scie, or the flour-mill of the Parish of St. Joseph, Point Levi, to the River Etchemin, offers an extent of beach which could be prepared at little expense, owing to the low price of the timber proper for the improvements fitting for this project, and the quantity of stones on the premises, and could receive and hold in safety a quantity of timber. These improvements being commenced, the need of new hands in the place would soon be felt; and the land or soil is very advantageous for the erection of houses and other buildings of all descriptions, both at the foot of the hill which borders the river, and above this hill, and without encroaching on the lot of ground occupied by the house and dependencies formerly the residence of Sir John Caldwell, which are at present in a state of complete decay. The whole near the flour and saw mills having, by means of this *dépôt*, wood and stone, which would be the basis of the formation of a very considerable village in the course of a few years, would pay to the funds of the Domain more pounds currency, than the Domain or farm, with its dependencies, will ever be able to pay shillings, for each year. From the different evidences given before the Committee on the real and intrinsic value of the said Seigniorship of Lauzon, I believe myself obliged expressly to declare, that it is, in my own judgment, the interest of the Province to preserve it intact, and the revenues and profits accruing therefrom to remain exclusively for the profit of that part of the Province of Canada called Lower Canada, because its present and future value represents but a part of what remains due to this part of the said Province of Canada; that part of the same called Upper Canada having lost nothing by the deficit in the chest of the Receiver General, Sir John Caldwell.

188. Can you inform the Committee into whose hands,—the Receiver General's, or Mr. Primrose's,—the moneys, that is to say, the *cens et rentes* and *lods et ventes*, collected by the Sub-Agent of the Seigniorship of Lauzon,—are paid over by him?—To Mr. Primrose.

189. Has he given security for those moneys; to whom, and to what amount?—He gives security to the amount of £3000.

190. Are you aware whether Mr. Primrose has entered into bonds for the due fulfillment of the duties of his office, and to what amount?—I cannot say.

190. He receives the rent upon the leases of the mills, does he not; and what may the amount be?—Yes; and the amount is about £2500.

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(E. E. E.)

23rd July.

## R E T U R N

TO AN ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY THE GOVERNOR GENERAL, dated the 7th instant, praying that His Excellency would be pleased to cause to be laid before them "Copies of the Indictment preferred at the late Assizes, held in and for the Western District, and the Proceedings had thereon, against one Martin R. White, with the Judgment of the said Court upon the conviction of the said Prisoner."

By Command,

SECRETARY'S OFFICE,  
Montreal, 23rd July, 1847.

D. DALY,  
Secretary.

CANADA, } The Jurors for Our Lady the  
Western District, } Queen, upon their Oath present that  
To wit: } *Martin Robert White*, late of the  
Township of Maidstone in the Western District, labourer,  
on the tenth day of June, in the ninth year of the Reign  
of Our Sovereign Lady Victoria, at the Township afore-  
said, in the District aforesaid, twenty bushels of wheaten  
flour of the value of five pounds, one saddle of the value  
of one pound and ten shillings, one cloth coat of the value  
of two pounds, and one piece of bar iron of the value of  
five shillings, of the goods and chattels of one *Joseph  
Alexander Ray*, then and there being found, feloniously  
did steal, take and carry away against the Peace of Our  
Lady the Queen, Her Crown and Dignity.

JOHN PRINCE,  
Counsel for the Crown.

*Copy of the Honorable Mr. Justice McLean's Notes.*

The Queen, }  
vs. } Larceny—Plea, not guilty.  
Martin R. White. }

Josh. A. Ray, lives at Belle River, a farmer. In June last witness came to Sandwich with a scow load of wood, brought down at the same time 16 bushels of wheat to get ground at the steam mill; witness got his wheat ground and put it on board the scow to be taken home. Witness had bought a new saddle which he also put on board the scow, and a piece of bar iron, a coat and various articles were also in the scow. They were waiting for a change of wind, with every thing prepared for starting, and witness went up to the steam mill. While there he saw a wagon alongside the scow and a man in the scow busy taking the bags out of the scow and put-

ting them into the wagon. The Prisoner is the man Witness saw. Witness was going to the scow to see what he was about, and met Prisoner driving up. Witness thought that he recognized one of his own bags in the wagon, but to make sure went to the scow to examine. He found immediately that his flour was stolen, and then turned and ran after Prisoner's wagon, Witness called after him, and as soon as he did so, Prisoner began to flog the horses, but being very slow, Witness overtook him and seized hold of the horses. Witness accused Prisoner of stealing his flour; he said he had not stolen it, that he had been sent for it by a man. Witness pulled the reins out of his hand, and he then said Witness was stopping him on the public highway, and he would go to Sandwich and get a warrant for Witness. He ran towards Sandwich, but before getting to the Town turned off into the woods and made his escape. Witness ran after Prisoner but could not overtake him. The saddle and coat and a piece of iron, Prisoner had put into a bag which he found in the scow; and Witness found them in the wagon the flour in the wagon; was Witness's, except two bags and the saddle belonged to Witness. Witness is quite sure that Prisoner is the person who stole the flour. Witness brought the horses into the Town, and the wagon where they were claimed by a person at Hall's Tavern; this was on the 10th June last.

Daniel Sageman was in Sandwich with his horses and wagon, and after unloading some bark, went into Hall's Tavern; while there his horses and wagon were taken away by some one, as Witness was informed by Hall's son, who said the person had promised to be back soon with them. Witness afterwards found his horses in Ray's possession, and claimed them. Witness knew Prisoner when working for a Mr. Overton. He asked Witness for a ride in his wagon into Town, and Witness gave it to him, on the day he took Witness's horses without leave.

Verdict Guilty.—Sentence, 8th May, 1847, Provincial Penitentiary, 3 years.

Montreal:

PRINTED BY LOVELL AND GIBSON,

ST. NICHOLAS STREET.

RETURN

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 21st ultimo, praying that His Excellency would be pleased to cause to be laid before them, a Statement of the Expenditure on the Welland Canal, since the close of the first Session of the present Parliament, and what proportion thereof has been expended between Lock No. 18, and Port Dalhousie, and at that Port; including the Amount expended in excavating various cuts, which were intended to let in the water from Lake Erie, progressed with to a certain extent, and then abandoned.

By Command,

D. DALY,  
Secretary.

Secretary's Office,  
23rd July, 1847.

STATEMENT of the Expenditure on the Welland Canal since the close of the first Session of the present Parliament, showing the proportion that has been expended between Lock No. 18, and Port Dalhousie; also, Amount expended at that Port.

	£	s.	d.	£	s.	d.
Amount expended from March 28, 1845, to 1st July, 1847 ...	...	...	...	281343	9	8
Piers, Port Dalhousie ...	6560	0	0	28764	0	0
Dredging entrance Section ...	4868	0	0			
do and Light House...	2968	0	0			
do turn out ...	50	0	0			
Lock No. 1, Port Dalhousie ...	14318	0	0			
do 2... ...	11985	1	0			
do 4, 5, 6, 7 ...	5641	11	5			
Reaches and Cribs to above Locks Nos. 8 and 9 ...	1221	5	10			
Reaches and Cribs to above Locks Nos. 10, 11, 12, 13, 14, 15 ...	5471	5	5			
do 16 ...	849	5	5			
do 17 ...	772	11	4			
Waste Weir No. 1 ...	2788	5	7			
Foundation to do ...	283	14	8			
Waste Weir No. 2 ...	1482	0	0			
do No. 16 ...	77	4	5			
do No. 17 ...	64	18	7			
Floating Tow Path Section No. 31 ...	5136	0	0			
Lock Gates Nos. 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 ...	903	1	2			
Dry Dock ...	4608	9	10			
Cribs near do ...	423	18	1			
Channel between Twelve Mile Creek and Bridge ...	126	1	11			
Embankment below No 7 ...	50	1	10			
Culvert do do and Stop Checks to Locks ...	89	7	11			
Tail Race Waste Weir No. 2 ...	96	1	1			
Second and third points above No. 4 ...	10	0	0			
Swing Bridges ...	1764	0	0			
	2155	0	0	45999	5	6
				£74763	5	6

R E T U R N

To an ADDRESS from the LEGISLATIVE ASSEMBLY, to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 23rd June, ultimo; and praying that He will cause to be laid before the House, the names of the Commissioners appointed under the 9th Victoria, chapter 62; the date of their appointment, a Copy of the instructions given them by the Executive Government, and a Copy of all Correspondence between the Executive and the said Commissioners, and a Copy of the Report of the said Commissioners (if they have made one) to the Executive Government; together with a Copy of the General Rules adopted by the said Commissioners, for the distribution of the money mentioned in the said Act.

By Command,

D. DALY,

Secretary.

Secretary's Office,

Montreal, 23rd July, 1847.

Secretary's Office,  
Montreal, 4th November, 1846.

Sir,

I have the honor, by command of the Governor General, to offer for your acceptance, the appointment, in conjunction with the Honorable A. W. Cochran, of a Commissioner, under the provisions of the Act 9th Victoria, Cap. 62, for the relief of the Sufferers by the great Fires in the City of Quebec. His Excellency proposes to fix the emoluments of each Commissioner at the rate of One pound per diem, while actually engaged on the business of the Commission.

I am to request that you will be good enough to favor me with an early answer as to your willingness, or otherwise, to accept the appointment.

I have, &c.

D. DALY,  
Secretary.

Honorable LOUIS PANET,  
&c. &c. &c.  
Quebec.

[A Letter to the same effect was sent to the Honorable Mr. Cochran.]

Both gentlemen accepted the appointment, and the following is a Copy of the Instrument appointing them Commissioners.

(Copy.)

Province of Canada,

(L. S.,

His Excellency the Right Honorable Charles Murray,  
Earl Cathcart, Governor General, &c. &c. &c.

To all to whom these presents shall come, &c.

WHEREAS, in and by an Act of the Parliament of the Province of Canada, made and passed in the ninth year of Her Majesty's Reign, intituled, "An

" Act for enabling Her Majesty to direct the issue " of Debentures to a limited amount, and for giving " relief to the City of Quebec;" it is, among other things, enacted, that it shall, and may be lawful for the Governor of the said Province, to appoint two or more Commissioners, but not exceeding three, for advancing and lending sums of money under the provisions of the said Act, upon the securities and under the terms and conditions, and subject to the regulations in the said Act mentioned; and in case of the death, removal, or refusal, or incapacity to act, of any of the Commissioners for the execution of the said Act, it shall, and may be lawful for the said Governor, to appoint some other person or persons, to be Commissioner or Commissioners, to act in the execution of the said Act; as in, and by the said Act, reference being thereunto had, may more fully appear. NOW KNOW YE, that I, the said Lieutenant General, the Right Honorable Charles Murray, Earl Cathcart, &c. &c., having confidence in the fitness, character, and capacity of the Honorable Andrew William Cochran, and the Honorable Louis Panet of the City of Quebec, by virtue of the power in that behalf, in me vested by the said Act, have nominated, constituted, and appointed, and by these presents, do nominate, constitute, and appoint the said Andrew William Cochran and Louis Panet, to be Commissioners, for advancing and lending sums of money under the provisions of the said Act, upon the securities and under the terms and conditions, and subject to the regulations in the said Act mentioned. To have, hold, exercise, and enjoy the said office and appointment unto them, the said Andrew William Cochran and Louis Panet, during pleasure; together with all and every the rights, powers, privileges, profits, and emoluments thereunto in anywise appertaining.

Given under my hand and Seal at Arms at the Government House, in the City of Montreal, this 16th day of November, in the year of our Lord, 1846, and in the tenth year of Her Majesty's Reign.

(Signed,) CATHCART.

By His Excellency's Command,

D. DALY,  
Secretary.

Appendix  
(H.H.H.)

23rd July.

Secretary's Office,  
Montreal, 24th November, 1846.

Sir,

With reference to my letter to you and the Honorable Louis Panet, of the 4th instant; I have the honor, by command of the Governor General, to transmit to you the accompanying Instrument, appointing you, together with Mr. Panet, to be Commissioners under the provisions of the Act 9th Vict. Cap. 62.

I have, &c.

D. DALY,  
Secretary.

Honorable A. W. COCHRAN,  
&c. &c. &c.  
Quebec.

Secretary's Office,  
Montreal, 24th November, 1846.

Gentlemen,

I have the honor, by command of the Governor General, to transmit to you for your information, the accompanying Copy of the Reply, which His Excellency has been pleased to make to the inquiries lately made to him, regarding the loan to be made to the Sufferers by the great Fires at Quebec, under the provisions of the Act 9th Victoria, Cap. 62.

I have, &c.

D. DALY,  
Secretary.

Hon. Messrs. A. W. COCHRAN,  
and LOUIS PANET,  
&c. &c. &c.  
Quebec.

(Copy.)

Secretary's Office,  
Montreal, 19th November, 1846.

Gentlemen,

In reply to your letters of inquiry, relative to the steps taken, or about to be taken by the Executive, to give effect to the Act 9th Victoria, Cap. 62, for the relief of the Sufferers by the great Fires in the City of Quebec; I have the honor, by command of the Governor General, to inform you, that His Excellency has given to the subject the attentive consideration in Council, which the importance of the proposed loan to the Sufferers, and the many interests involved in its consideration, called for. The provisions of the Act have been carried out, as far as circumstances have yet admitted, by the appointment of Commissioners, whose duty it will be to report upon the total loss sustained in the destruction of buildings by the Fires, and the proportion of assistance to which parties rebuilding can be held entitled in consequence. Until these points shall have been clearly ascertained, the Executive cannot feel warranted in offering for actual sale the Debentures authorized for that purpose.

Appendix  
(H.H.H.)

23rd July.

His Excellency has no late official return of the current value of Colonial Debentures, in the English money market; but it is, of course, apparent that it must bear a relation to that of other stocks and securities in the same market; and must be affected in its rise and fall, by the same general causes. It would be premature, therefore, to hazard any estimate of the probable value of these particular Debentures, when the time shall have arrived for their issue; but His Excellency feels it due to the parties interested, that they should be at once informed, that he does not consider the Executive to be empowered by the Act to dispose of any portion of the Debentures below par.

Should it, therefore, appear, after the Commissioners have made their Report, and when the division is about to be made, that these Debentures cannot be disposed of, at or above par, it will not be possible for the Executive to do more than offer to the parties interested, the alternative of waiting a more favorable period for the sale of the Debentures, or taking them at par, to the amount of their respective claims.

I have, &c.

D. DALY,  
Secretary.

Hon. T. C. AYLWIN, M.P.P.  
J. CHABOT, Esq. M.P.P., and  
J. O. CHAVEAU, Esq. M.P.P.  
&c. &c. &c.  
Quebec.

Quebec, 30th December, 1846.

Sir,

In taking into consideration the applications made to us for advances, by way of loan, under 9th Vict., cap. 62, for granting relief in that manner to the sufferers by the Quebec Fires, we perceive that by the letter of the Act, both in the preamble, and in the 13th and 16th clauses, the benefit of it would appear to be limited to those who have yet to rebuild their houses, and for no other purpose; and not to extend to those who have already re-built, in whole or in part. A doubt may arise, whether we are authorized to take cases of this description into consideration. Whatever our own opinions may be, as to the meaning and spirit of the Act, we think it more proper to abstain from taking the responsibility of determining the point in question; and we, therefore, request that His Excellency the Governor General will cause us to be furnished with instructions for our guidance in this respect.

There are several classes of cases which may be affected by the determination of this question.

1st.—There are many who have rebuilt and finished their houses with incombustible materials, out of their own funds, and who have still the means of living.

2nd.—Others have rebuilt and finished their houses, (in like manner,) but with monies wholly, or in part, borrowed.

3rd.—Others have only partly rebuilt their houses (in like manner,) with their own funds, or partly with their own and partly with borrowed means; and allege that they are unable to complete them.

Appendix  
(H.H.H.)

23rd July.

We have received, up to this day, 318 applications for sums, amounting in the aggregate to £98,500. We have reason to think that there are at least 200 applicants still to come forward; and that the whole amount applied for, will greatly exceed the sum limited by the Act; and it is to be borne in mind, that even that sum will, in all probability, not be realized by loan; and that in whatever way Debentures bearing interest at 5 per cent. are thrown into the market, they cannot be expected to produce to the parties intended to be benefitted, a larger sum than £80,000.

It becomes, therefore, the more important, that we should be instructed whether any of the above-mentioned classes of cases are considered by the legal advisers of the Government as not coming within the purview of the Act, since the distributable fund will be by so much increased.

We have the honor to be,

Sir,

Your most obedient Servants,

A. W. COCHRAN,  
LOUIS PANET,  
Commissioners.

The Hon. D. DALY,  
Provincial Secretary.

Secretary's Office,  
Montreal, 22nd February, 1847.

Gentlemen,

In reply to your letter of the 30th December last, I have the honor, by command of the Governor General, to inform you that His Excellency is advised, that although a doubt might arise from the 13th and 17th clauses of the Act 9th Viet. c. 62, which have relation, in words, to those only who have yet to rebuild their premises, the obvious spirit and policy of the Act was to extend aid to the sufferers by the fires; and that the mere fact of some of them having rebuilt from their own funds, relying perhaps on the aid to be afforded them under the Act, should not preclude them from obtaining that assistance which, it is clear, they would have been entitled to claim, if they had waited until the funds appropriated by the Act should have become available.

I am to add, however, that while thus of opinion, that the classes of persons referred to in your letter, are not precluded from taking advantage of the Act, His Excellency is desirous you should clearly bear in mind, the necessity of the exercise of a sound discrimination on your part, in pursuance of the power vested in you by the 16th Section of the Act, as to the individuals who should be held entitled to an advance, under the circumstances of each case, as laid before you.

I have the honor to be,

Gentlemen,

Your most obedient Servant,

D. DALY,  
Secretary.

Honorables A. W. COCHRAN,  
and  
LOUIS PANET,  
Commissioners, &c. &c. &c.  
Quebec.

Quebec, 6th July, 1847.

Sir,

In obedience to the directions of His Excellency the Governor General, contained in your letter of the 28th instant, calling upon us, in compliance with an Address of the Legislative Assembly, to transmit to His Excellency a copy of the rules and regulations which we have adopted for our own government, as required by the 16th Section of the Act 9th Victoria, Cap. 62; we have the honor to enclose to you a copy of the rules, by which we have been governed in apportioning and distributing the sums to be advanced and lent, under that Act, to the parties applying for the same.

We are now completing our first Report, which we hope to forward in two or three days, together with tabular lists of the sums we have allowed to the applicants, the calculations of which are now undergoing revision by our Clerk.

We have the honor to be,

Sir,

Your obedient humble Servants,  
(Signed,) A. W. COCHRAN,  
LOUIS PANET,  
Commissioners.

The Honorable D. DALY, Secretary,  
&c. &c. Montreal.

NOTE.—The Commissioners' report has not yet been received.

Secretary's Office, 23rd July, 1847.

1st. No claim shall be admitted, unless the party applying proposes to rebuild, or has actually begun to rebuild, and will finish his house in brick or stone, according to Law.

2nd. No claim shall be admitted where the applicant has rebuilt in wood, in a manner forbidden by the By-Laws of the Corporation, unless such applicant shall consent to demolish such building or buildings already erected.

3rd. That applicants, Sufferers by the Fires, who have purchased lots on which houses have been destroyed by the Fires, shall be represented as the original owners, according to the intention of the Law.

4th. That real security shall be required, in or about two-thirds of the sum to be awarded, and additional security where the real security is not adequate.

5th. That a survey shall be made in each case, of the property offered as security, and a valuation thereof (including the ground) shall be established, as it was at the time of the Fires, and as it now is; and also of the buildings begun or finished, and those intended to be finished; and that the reports of such surveyors or experts, shall be verified on oath when the case shall be doubtful.

6th. That no sum shall be allowed more than £750 to any claimant.

7th. That applications which shall be admitted for amounts not exceeding £200, shall not be subject to any reduction; but if the amount of the applications made and admitted, above that sum, shall exceed the residue of the total sum granted by the Legislature, the sums allowed shall be reduced in an equal proportion.

Appendix  
(H.H.H.)

23rd July.

## SUPPLEMENTARY RETURN

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 23rd ultimo; praying HIS EXCELLENCY to cause to be laid before the House, the names of the Commissioners appointed under the Act 9th Victoria, Chapter 62, the date of their appointment; a Copy of the Instructions given them by the Executive Government, and a Copy of all Correspondence between the Executive and the said Commissioners; and a Copy of the Report of the said Commissioners (if they have made one) to the Executive Government, together with a Copy of the General Rules adopted by the said Commissioners for the distribution of the Money mentioned in the said Act.

By Command,

D. DALY,

Secretary.

Secretary's Office,

Montreal, 27th July, 1847.

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,

We, the undersigned Commissioners, appointed under and by virtue of an Act passed in the ninth year of Her Majesty's Reign, intituled, "An Act for enabling Her Majesty to direct the issue of Debentures to a limited amount, and for giving relief to the City of Quebec," have the honor to report our proceedings up to the present period, as follows:—

1st. Immediately on receiving our Commission, and taking the oath required by Law, we caused the same to be registered in a book. We published in principal newspapers of this City, in both languages, a notification, calling upon all persons who had suffered by the Fires in Quebec, of the 28th May, and 28th June, 1845, and who might be desirous of obtaining an advance, or loan, to assist them in re-building, to transmit to us a statement of the particulars of their loss, comprising the name and residence of the applicant; the date of the loss; the description and situation of the property destroyed; its value; the description and situation of buildings to be erected, and of those already erected; their value; the sum required to be advanced, and the security offered: and we supplied to all persons who wished it, a printed form, which they were to follow in making their applications.

2nd. As soon as a considerable number of applications had been received, we determined on appointing persons to value (upon oath, if it should be required of them,) the properties offered as security for the loans asked for, whether consisting of houses actually rebuilt, or of buildings intended to be raised, with the value of the emplacements on which such buildings are, or may be raised; or any other real property offered by the applicants, as security. To make these estimates, we employed for each Suburb, four competent and trustworthy persons, well acquainted with the value of property in those parts of the City, and with the cost of building.

3rd. The receiving and referring the applications made, and the making the necessary valuations, occupied the whole winter; the last application having been received on the 7th June, and the last valuation made on the 14th June. It is perhaps scarcely necessary to observe, that we could not proceed to the consideration and adjustment of any claim for a loan, until we had received all the applications that were to be made, and had ascertained their total amount.

4th. Upon the applications so received by us, and recorded (together with the substance of the reports of valuations,) in books kept for the purpose, we have entered up our decisions, under our signatures, opposite to the record of each case, with the reasons of our decision, in cases of rejection; and a note of the conditions imposed, where such conditions were found necessary.

5th. Having, on the 15th May, given public notice that, after the 15th June, we should receive no further applications, we proceeded, after the latter date, to the consideration of the claims then received and registered, and of the reports of the experts.

The number of applications amounts to 640, of which 349 are from persons who have rebuilt in whole or in part, and 291 from persons intending to rebuild.

The whole sums applied for now, amount to £212,979, of which amount £116,480 is applied for by those who have rebuilt, who offer security on real property, to the extent of £270,886; and £96,499 is applied for by those intending to rebuild, who offer security on real property, to the extent of £62,683.

6th. We have already transmitted to Your Excellency's Secretary, in compliance with Your Excellency's orders, in consequence of an Address from the Legislative Assembly, a copy of the Rules and Regulations which we have adopted and pursued, in coming to a determination upon the claims before us.



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7th. We have found ourselves under the necessity of rejecting a few applications, either because the parties had erected buildings in wood, of a description forbidden by law, and refused to take them down; or because they declared their intention to rebuild in wood; or because their properties were not within the burnt districts. In cases where it appeared that the applicants were willing to remove wooden buildings, erected by them, contrary to the By-laws of the Corporation, we have allowed their claims, only on condition of their removing such buildings before any sum is actually paid to them. And, in very many cases, the security offered appearing to be insufficient, we have only admitted them on condition of further security being given by the applicants.

8th. We have, in general, adopted as a rule, that the security should be to the amount of two-thirds of the loan demanded; and we have adjusted the different claims in accordance with this principle. And in all cases where the parties have not yet rebuilt, we purpose to avail ourselves of the authority given to the Commissioners, by the Act under which we are appointed, to divide the loan into instalments, payable as the work of rebuilding advances.

9th. The amounts of the applications received by us have ranged from £3,000 down to £25; and the total sum (£212,979) having so largely exceeded the Legislative grant, we found it necessary to establish as a rule, that none should be admitted for more than £750; but that it would be right to give the whole amount of their claim to parties asking for any sum less than £200, since we considered that in general the grant of any smaller sum would be insufficient to enable them to accomplish the purpose of the Legislature in rebuilding in brick or stone.

10th. Upon the first examination of the applications laid before us, we reduced the total amount of the claims, which we considered admissible to £125,370; but as this amount still exceeded, by one-fourth, the Legislative grant, we again went through the claims, and further reduced the sums allowed, (above £200,) 25 per cent; but with this reduction the total amount is still £106,908; but we think it probable that the excess of £6,908 still shewn beyond the Legislative grant, may be met by the sums saved in several cases, of which we are aware, where the parties have withdrawn, or will withdraw their claims, or where they will not claim the sums allowed, as being insufficient for their purpose, or where they may be unable or unwilling to give further security, or to comply with the other conditions to be imposed on them.

11th. We consider, however, the larger amount of our first adjustment (£125,370) as not greatly exceeding the amount by which alone the object which the Legislature had in view, can be attained,—an effectual aid and encouragement to the Sufferers by the Fires, to rebuild in incombustible materials.

We have accordingly framed from the Register of Claims adjudicated, lists of the claimants, to whom we recommend advances to be made, with two columns, shewing in the first the larger amount, which we think the parties might justly receive, if the Government and Legislature should be disposed to enlarge the amount of the original grant to £125,370; and, in the second, the amounts to which, as above mentioned, we have reduced the claims, in order to bring them nearer to the limit of that grant.

If no extension of the grant be recommended by the Provincial Government, the second column will

then shew the amounts for which we shall be prepared to grant certificates to the parties.

12th. We accordingly request that the nominal lists so prepared and signed by us, and accompanying this report, may be taken as part thereof.

13th. It remains for us to state, that upon some applications made to us by public communities (of charity or education) for advances to enable them to restore buildings destroyed; a doubt has arisen whether these cases came within the intention of the Legislature, as shewn by the preamble, and by some expressions in the clause of the Act under which we are appointed.

Although the first undersigned is of opinion that such cases do not properly fall within the meaning of the Act, the claims have been allowed; but we leave it to Your Excellency to dispose of the question finally, upon the advice of those who are legally competent to render such advice upon the subject.

The whole nevertheless most humbly submitted.

(Signed,) A. W. COCHRAN,  
“ LOUIS PANET,  
Commissioners.

Quebec, 23rd July, 1847.

Quebec, 23rd July, 1847.

Sir,

In addition to our first Report, transmitted this day, of our proceedings and adjudications as Commissioners under the Act authorizing loans to the sufferers by the Fires at Quebec, in 1845, we are desirous of soliciting the attention of His Excellency the Governor in Chief, to a subject of great importance to the future security of this City from like calamities; to which our attention has forcibly been called, in the course of our investigation of the claims laid before us.

One clause of the Act in question, requires us to exact from the parties to whom loans are to be made, a stipulation, that they will apply the monies advanced to the rebuilding in brick or stone. There is, already, a By-law of the Corporation of this City, passed after the last great fire in 1845, prohibiting parties from rebuilding in any other manner, excepting temporary buildings of small dimensions; and it requires the parties by whom such temporary buildings should be erected, to demolish and remove them before September, 1847.

It is notorious, that, in defiance of this prohibition, houses, and other buildings of a larger description, have been erected in wood; and in many of the cases which have come before us, the parties who have so rebuilt, have refused to accept a loan on condition of conforming to the By-law, by demolishing them, and rebuilding in brick or stone; and we are well assured that more than two hundred houses have been rebuilt in wood, this summer, in St. John's Suburbs alone, by persons who have applied for loans. Not only this, but it is well known that the attempts which have been made, under the direction of the Corporation, to enforce, by legal proceedings, the execution of the By-law, and to compel the parties to pay the penalty attached to it, have been resisted, and have, in effect, failed.

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That resistance having been grounded on the plea, that the Corporation have no power to make such a By-law, it is obvious that the City derives from its dormant existence no security against the recurrence of the calamities it was intended to prevent; nor will that security be obtained, except to a very limited extent, and in a doubtful degree, by the stipulation to rebuild in incombustible materials, which the Commissioners are authorized to impose on those who receive loans, since the total number of applicants for such loans does not amount to one-third of those whose buildings were destroyed.

We trust, therefore, that we shall not be considered as overstepping our proper line of duty, in respectfully submitting for His Excellency's consideration, that it would be highly desirable that an opportunity

should be taken to introduce into the Bill now before the Legislature, having relation to the advances by loan to the sufferers by the Fires in question, some declaratory enactment, which shall remove all doubts as to the power of the Corporation to pass the By-law of 1845, and shall arm them with more effectual powers to enforce it.

We have the honor to be,  
Sir,  
Your most obedient humble Servants,

(Signed,) A. W. COCHRAN,  
LOUIS PANET,  
Commissioners.

Hon. D. DALY, Secretary,  
&c. &c. &c. Montreal.

Appendix

(H.H.H.)  
27th July.

(Copy.)

LIST OF ADJUDICATIONS made by us, the Commissioners appointed under the Act 9th Vic. Chap. 62, upon the Claims laid before us by Sufferers by the Fires of Quebec, on the 28th May and 28th June, 1845, for Advances or Loans.

(Signed,) A. W. COCHRAN,  
LOUIS PANET,  
Commissioners.

Quebec, 23rd June, 1847.

No.	NAME.	OCCUPATION.	SUBURBS OR WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
1	John M'Kenna.....	Laborer.....	St. John.....	100	0	0	100	0	0
2	John Vanderheyden.....	Merchant.....	St. Peter's Ward.....	500	0	0	425	0	0
3	Ignace Brémont.....	Mason.....	St. Roch Suburbs.....	200	0	0	200	0	0
4	Widow Cazeau.....	do.....	do do.....	175	0	0	175	0	0
5	Clement Cazeau.....	Teacher.....	do do.....	175	0	0	150	0	0
6	Charles Lortie.....	Cooper.....	do do.....	300	0	0	225	0	0
7	Michael M'Garvey.....	Farmer.....	St. John do.....	200	0	0	200	0	0
8	Charles Doddridge.....	Merchant.....	St. Roch do.....	200	0	0	200	0	0
9	Edward Carrel.....	Clerk.....	do do.....	400	0	0	300	0	0
10	Benoni Miller.....	Tailor.....	do do.....	275	0	0	200	0	0
11	Pierre Picard.....	Carpenter.....	do do.....	300	0	0	225	0	0
12	Louis Falardeau.....	do.....	do do.....	200	0	0	200	0	0
13	Thomas Le Vallee.....	Merchant.....	do do.....	150	0	0	150	0	0
14	James Darveau.....	Carpenter.....	St. John do.....	150	0	0	150	0	0
15	Olivier Martel.....	Ginger Beer Maker.....	do do.....	100	0	0	100	0	0
16	Simon Bédard.....	Tinsmith.....	St. Peter's Ward.....	400	0	0	300	0	0
17	Thomas Botterill.....	Carpenter.....	St. John Suburbs.....	150	0	0	150	0	0
18	Heirs Dupuis.....	do.....	St. Roch do.....	100	0	0	100	0	0
19	John M'Laren.....	Gaoler.....	St. John do.....	400	0	0	300	0	0
20	Jacques Rhéaume.....	Ginger Beer Maker.....	St. Roch do.....	300	0	0	225	0	0
21	Joseph Adam.....	Carpenter.....	do do.....	250	0	0	200	0	0
22	Phillip M'Kenna.....	do.....	St. John do.....	100	0	0	100	0	0
23	François Jobin.....	Shoemaker.....	do do.....	200	0	0	200	0	0
24	Adolphe Joleau.....	Mariner.....	St. Roch do.....	100	0	0	100	0	0
25	Jean Baptiste Boivin.....	Baker.....	St. François do.....	300	0	0	225	0	0
26	Olive Gagné.....	do.....	St. John do.....	100	0	0	100	0	0
27	Sophie Robitaille.....	do.....	do do.....	50	0	0	50	0	0
28	William Cross.....	Blacksmith.....	do do.....	70	0	0	70	0	0
29	Jean Delage.....	Baker.....	St. Roch do.....	225	0	0	200	0	0
30	Michel Montminy.....	Trader.....	do do.....	250	0	0	200	0	0
31	Joseph Pretaboire.....	Shoemaker.....	do do.....	300	0	0	225	0	0
32	J. O. Valliere.....	Cabinetmaker.....	do do.....	300	0	0	225	0	0
33	Charles Fouchette.....	Carpenter.....	do do.....	do	do	do	do	do	do
34	Antoine Lapointe.....	do.....	do do.....	250	0	0	200	0	0
35	Pierre Labbé.....	do.....	do do.....	250	0	0	200	0	0
36	Michael Vezina.....	Blacksmith.....	do do.....	150	0	0	150	0	0
37	Regis Lapointe.....	Carpenter.....	do do.....	175	0	0	175	0	0
38	John Kelly.....	Trader.....	St. John do.....	200	0	0	200	0	0
39	Catherine M'Kenna.....	do.....	do do.....	do	do	do	do	do	do
40	V. Jean Bte. Rochette.....	do.....	St. Roch do.....	100	0	0	100	0	0
41	Edward M'Kenna.....	Carter.....	St. John do.....	100	0	0	100	0	0
42	Jean Guérard.....	Carpenter.....	St. Roch do.....	250	0	0	200	0	0
43	Ignace Pepin.....	do.....	do do.....	200	0	0	200	0	0
44	Jean Bte. Bernier.....	Cooper.....	do do.....	200	0	0	200	0	0
45	Joseph Picard.....	Carpenter.....	do do.....	150	0	0	150	0	0
46	Joseph Cantin.....	Baker.....	do do.....	200	0	0	200	0	0
47	A. T. Thomas.....	Clerk.....	St. John do.....	50	0	0	50	0	0
48	Louis Prévost.....	Notary.....	St. Roch do.....	250	0	0	200	0	0
Carried over.....				£9545	0	0	8295	0	0

LIST OF ADJUDICATIONS, &c.—(Continued.)

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(H.H.H.)  
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No.	NAME.	OCCUPATION.	SUBURBS OR WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought over</i> .....	9545	0	0	8295	0	0
49	Widow P. Latouche .....		St. Roch Suburbs.....	250	0	0	200	0	0
50	Joseph Picard.....	Merchant.....	do do .....	250	0	0	200	0	0
51	Joseph Allard.....	Carpenter.....	do do .....	375	0	0	275	0	0
52	A. Vocelle.....	Burgess.....	St. Peter Ward.....	250	0	0	200	0	0
53	Joseph Rousseau.....	Merchant.....	St. Roch Suburbs.....	500	0	0	375	0	0
54	Beatrix Dupuis.....		St. Peter Ward.....	300	0	0	225	0	0
55	Michel Tessier.....	Notary.....	St. John Suburbs.....	250	0	0	200	0	0
56	André Picard.....	Carpenter.....	St. Roch do .....	150	0	0	150	0	0
57	Jean Cloutier.....	do .....	do do .....	250	0	0	200	0	0
58	Ignace Fortier.....	Printer.....	St. John do .....	200	0	0	200	0	0
59	Benoit Marcoux.....	Carpenter.....	do do .....	125	0	0	125	0	0
60	John Harwood.....	Printer.....	do do .....	250	0	0	200	0	0
61	Louise Reid.....		St. Roch do .....	100	0	0	100	0	0
62	Edward Thivierge .....	Tailor.....	do do .....	500	0	0	375	0	0
63	Aug. Blais .....	Mariner.....	do do .....	200	0	0	200	0	0
64	Charles St. Pierre.....	Carpenter.....	St. John do .....	400	0	0	300	0	0
65	John Lane .....	Farmer .....	do do .....	250	0	0	200	0	0
66	Charles Chamberland .....	Baker .....	St. Roch do .....	150	0	0	150	0	0
67	Ignace Barbeau .....	Painter .....	St. John do .....	200	0	0	200	0	0
68	Patrick Lawler .....	Tavern Keeper.....	St. Roch do .....						
69	Joseph Picard.....	do do .....	do do .....	100	0	0	100	0	0
70	Joseph Laurin .....	Notary.....	do do .....	200	0	0	200	0	0
71	Frs. Laroche.....	Culler .....	St. John do .....	225	0	0	200	0	0
72	Pierre Routier .....	Baker .....	do do .....	350	0	0	250	0	0
73	Prisque Marois .....	Carpenter .....	do do .....	150	0	0	150	0	0
74	Didace Morissette .....	Grocer .....	do do .....	150	0	0	150	0	0
75	Louis Patry .....	Carpenter .....	do do .....	300	0	0	225	0	0
76	Ed. Robitaille.....	Tinsmith.....	do do .....	400	0	0	300	0	0
77	Frs. Ratté .....	Blacksmith.....	St. Roch do .....	100	0	0	100	0	0
78	Gaspard Garneau.....	Merchant.....	do do .....	500	0	0	400	0	0
79	Pierre Trudel.....	Carpenter.....	St. John do .....	250	0	0	200	0	0
80	Marc Giroux .....	Sawyer .....	do do .....	100	0	0	100	0	0
81	Edward Raby.....	Carpenter.....	do do .....	100	0	0	100	0	0
82	Anicet Matté.....	Milkman.....	do do .....	150	0	0	150	0	0
83	Joseph Rousseau.....	Laborer .....	do do .....						
84	Henry Leith .....	Tailor .....	St. Roch do .....	200	0	0	200	0	0
85	Patrick Doherty.....	Joiner .....	St. John do .....	50	0	0	50	0	0
86	Pierre Marois .....	Carter .....	do do .....	75	0	0	75	0	0
87	John Coote.....	Joiner.....	do do .....	50	0	0	50	0	0
88	Widow Jac. Audy .....		do do .....	100	0	0	100	0	0
89	Joseph Corbin .....	Carpenter.....	do do .....	150	0	0	150	0	0
90	D. Grant.....		do do .....						
91	Frederick Hesse.....	Sausage Maker.....	do do .....	400	0	0	300	0	0
92	Charles Derouin.....	Carpenter.....	do do .....	100	0	0	100	0	0
93	J. Bte. l'Heureux.....	Shoemaker.....	St. Roch do .....	150	0	0	150	0	0
94	F. X. Béland.....	Carpenter.....	St. John do .....	150	0	0	150	0	0
95	J. Baptiste Pepin .....		St. Roch do .....	200	0	0	200	0	0
96	Frs. Barbeau .....	Painter .....	St. John do .....	200	0	0	200	0	0
97	Alexis Lortie .....	Cartwright.....	do do .....	200	0	0	200	0	0
98	Jean Belanger .....	Tinsmith.....	St. Peter do .....	500	0	0	375	0	0
99	M. M'Kenzie .....	Pensioner.....	St. John do .....	300	0	0	225	0	0
100	J. Bte. Nadeau .....	Carpenter.....	do do .....	200	0	0	200	0	0
101	P. Trudel .....	Mason .....	St. Roch do .....	100	0	0	100	0	0
102	Aug. Mahen .....	Grocer.....	do do .....	300	0	0	225	0	0
103	Ellen Willock.....		do do .....						
104	John Burke .....		St. John do .....	150	0	0	150	0	0
105	John Smith.....		do do .....						
106	Louise Larose.....		do do .....	150	0	0	150	0	0
107	Gervais Emond .....		St. Roch do .....	250	0	0	200	0	0
108	Aug. Lariviere.....	Grocer.....	do do .....	250	0	0	200	0	0
109	William Taylor .....	Shoemaker.....	St. John do .....	100	0	0	100	0	0
110	Ambroise Leclerc.....	Carpenter.....	St. Roch do .....	200	0	0	200	0	0
111	J. Bte. Bureau .....	Cartwright.....	St. John do .....	350	0	0	250	0	0
112	Felix Bigauette .....	Farmer .....	St. Peter do .....	500	0	0	450	0	0
113	Abraham Amiot.....	Carpenter.....	St. John do .....	500	0	0	450	0	0
114	Joseph Ratthé.....	do .....	St. Roch do .....	200	0	0	200	0	0
115	Jean Lefrancois.....	do .....	St. John do .....	250	0	0	200	0	0
116	Owen M'Kenna .....	Milkman.....	do do .....						
117	Charles Noveau.....	Watchmaker.....	St. Roch do .....	200	0	0	200	0	0
118	André Mathien .....	Carpenter.....	do do .....	100	0	0	100	0	0
119	Edward Dostie .....	Baker .....	do do .....	400	0	0	300	0	0
120	Aug. Gauthier.....	Clerk .....	do do .....	200	0	0	200	0	0
121	Charles Audy.....	Blacksmith.....	do do .....	200	0	0	200	0	0
122	Pierre Allard.....	Baker.....	do do .....	400	0	0	300	0	0
123	Réné Emond .....		do do .....	200	0	0	200	0	0
124	Frs. Lafleur .....		do do .....	150	0	0	150	0	0
125	Pierre Lapointe.....	Carpenter.....	do do .....	400	0	0	300	0	0
126	Jean Grenier .....	Carter .....	St. John do .....	100	0	0	100	0	0
127	Joseph Barbeau.....	Shoemaker.....	do do .....	200	0	0	200	0	0
			<i>Carried forward</i> ....£	26445	0	0	22845	0	0

Appendix  
(H.H.H.)  
27th July.

Appendix  
(H.H.H.)  
27th July.

LIST OF ADJUDICATIONS, &c.—(Continued.)

No.	NAME.	OCCUPATION.	SUBURBS OR WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought forward...</i>	26445	0	0	22845	0	0
128	François Beland.....	Carpenter.....	St. John Suburbs.....	250	0	0	200	8	0
129	Edward Lavoie.....	do.....	St. Roch do.....	200	0	0	200	0	0
130	Louis Gauthier.....	Blacksmith.....	do do.....	300	0	0	225	0	0
131	Jean Bte. Sansfaçon.....	do.....	do do.....	150	0	0	150	0	0
132	Aug. Denis.....	Saddler.....	St. John do.....	100	0	0	100	0	0
133	Frederick Richard.....	Mason.....	do do.....						
134	Prudent Gervais.....	Innkeeper.....	do do.....	300	0	0	200	0	0
135	Theop. Fortin.....	Laborer.....	do do.....	150	0	0	150	0	0
136	P. M. Paquet.....	Culler.....	St. Roch do.....	250	0	0	200	0	0
137	Charles Dubuc.....	Carpenter.....	St. John do.....	150	0	0	150	0	0
138	Joseph Pepin.....	Blacksmith.....	St. Roch do.....	375	0	0	250	0	0
139	Claude Caron.....	do.....	do do.....	350	0	0	250	0	0
140	Amable Pelton.....	Grocer.....	St. Peter Ward.....	250	0	0	200	0	0
141	Charles Huot.....	Carpenter.....	St. Roch Suburbs.....	400	0	0	300	0	0
142	François Cantin.....	do.....	St. John do.....	200	0	0	200	0	0
143	Paul Julien.....	do.....	St. Roch do.....	200	0	0	200	0	0
144	John Houghton.....	Farrier.....	St. John do.....	300	0	0	200	0	0
145	Anselme Martel.....	Shoemaker.....	do do.....	100	0	0	100	0	0
146	Joseph Gaboury.....	Laborer.....	do do.....	200	0	0	200	0	0
147	Olivier Blais.....	Mariner.....	St. Roch do.....	300	0	0	225	0	0
148	Philip Lesueur.....	Phillip.....	do do.....	300	0	0	225	0	0
149	Seraphin Aree.....	Butcher.....	do do.....	100	0	0	100	0	0
150	Marcel Lacroix.....	Shoemaker.....	St. John do.....	200	0	0	200	0	0
151	Edward Gaboury.....	Carpenter.....	St. Olivier do.....	150	0	0	150	0	0
152	Dem. Langlais.....	do.....	St. John do.....	50	0	0	50	0	0
153	Michel Moisan.....	Carpenter.....	do do.....	100	0	0	100	0	0
154	Aug. Huot.....	do.....	do do.....	250	0	0	200	0	0
155	Pierre Vachon.....	do.....	St. Roch do.....	150	0	0	150	0	0
156	Noel Lepine.....	Carter.....	do do.....	100	0	0	100	0	0
157	Joseph Dion.....	Baker.....	do do.....	150	0	0	150	0	0
158	F. X. Fournier.....	Shoemaker.....	do do.....	200	0	0	200	0	0
159	Louis Fournier.....	do.....	do do.....						
160	Magloire Gingue.....	do.....	do do.....	300	0	0	225	0	0
161	Jean Deblois.....	Mason.....	do do.....	200	0	0	200	0	0
162	Jacques Chartrin.....	Merchant.....	do do.....	150	0	0	150	0	0
163	René Pelchat.....	Ship Carpenter.....	do do.....	300	0	0	225	0	0
164	Dominique Vachon.....	do do.....	do do.....	200	0	0	200	0	0
165	Huldah Burke.....	do do.....	do do.....	250	0	0	200	0	0
166	Louis Moisan.....	Carpenter.....	do do.....	200	0	0	200	0	0
167	Louis Maingué.....	Blacksmith.....	St. John do.....	75	0	0	75	0	0
168	Jean Paquet.....	Carpenter.....	do do.....	400	0	0	300	0	0
169	Robert Ward.....	Trader.....	St. Roch do.....	250	0	0	200	0	0
170	John Baker.....	Butcher.....	do do.....	200	0	0	200	0	0
171	Jean Dion.....	Carpenter.....	do do.....	150	0	0	150	0	0
172	George Bigaouette.....	Cabinet Maker.....	do do.....						
173	Olivier Bigaouette.....	Wheelwright.....	do do.....	400	0	0	300	0	0
174	Joseph Legaré.....	Burgess.....	St. John do.....	400	0	0	300	0	0
175	Thomas LaRivière.....	Cabinet Maker.....	St. Roch do.....	300	0	0	225	0	0
176	Charles Mailloux.....	Carpenter.....	St. John do.....						
177	François Tessier.....	Carter.....	do do.....	300	0	0	225	0	0
178	Prudent Vallée.....	Carpenter.....	St. Roch do.....	100	0	0	100	0	0
179	Pierre Dion.....	do.....	do do.....	200	0	0	200	0	0
180	Louis Claise.....	do.....	St. Vallier do.....	200	0	0	200	0	0
181	Widow Etienne Moisseau.....	do.....	St. Roch do.....	300	0	0	225	0	0
182	Pierre Laberge.....	Carpenter.....	do do.....	150	0	0	150	0	0
183	François Andry.....	do.....	do do.....	250	0	0	200	0	0
184	Prisque Tremblay.....	do.....	do do.....	300	0	0	225	0	0
185	Widow Etienne Bourbeau.....	do.....	do do.....	250	0	0	200	0	0
186	Widow Charles Lemieux.....	do.....	do do.....	500	0	0	425	0	0
187	Michel Paquet.....	Merchant.....	do do.....	300	0	0	225	0	0
188	Robert Brown.....	do.....	do do.....						
189	Aug. Delisle.....	Carter.....	St. John do.....	150	0	0	150	0	0
190	James Olone.....	Carpenter.....	do do.....	200	0	0	200	0	0
191	George Reynar.....	Shoemaker.....	do do.....	500	0	0	425	0	0
192	Joseph Normand.....	Carpenter.....	St. Roch do.....						
193	Frederick Auger.....	Milkman.....	St. John do.....						
194	Aug. Prudhomme.....	Tavern Keeper.....	do do.....	300	0	0	200	0	0
195	Joseph Pain.....	Carpenter.....	do do.....	300	0	0	200	0	0
196	F. X. Dion.....	Merchant.....	do do.....	300	0	0	225	0	0
197	Michel Robitaille.....	Carpenter.....	do do.....	300	0	0	225	0	0
198	François Joseph Parant.....	Merchant.....	St. Peter Ward.....	500	0	0	400	0	0
199	Jean Bte. Hallé.....	Tanner.....	St. Roch Suburbs.....	100	0	0	100	0	0
200	Edward Dorion.....	Carpenter.....	do do.....	75	0	0	75	0	0
201	Pierre Lavoie.....	do.....	do do.....	400	0	0	300	0	0
202	Felix Lavoie.....	Merchant.....	do do.....						
203	Charles Crepin.....	Carpenter.....	do do.....	200	0	0	200	0	0
204	Jane Haslett.....	do.....	St. John do.....	200	0	0	200	0	0
205	François Ledroit.....	Carpenter.....	St. Roch do.....	200	0	0	200	0	0
206	Thomas Delamare.....	Merchant.....	do do.....	400	0	0	300	0	0
			<i>Carried over... £</i>	43470	0	0	37095	0	0

Appendix  
(H.H.H.)  
27th July.

LIST OF ADJUDICATIONS, &c.—(Continued.)

Appendix  
(H.H.H.)  
27th July.

No.	NAME.	OCCUPATION.	SUBURBS OR WARDS.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought over</i> .....	43470	0	0	37095	0	0
207	William Mountain.....	Carpenter .....	St. Roch Suburbs .....						
208	Louis Dery.....	do .....	St. John do .....	200	0	0	200	0	0
209	Widow Walsh .....	do .....	do do .....	100	0	0	100	0	0
210	Antoine Lansfaçon .....	Tanner .....	do do .....	250	0	0	200	0	0
211	Zacharie Chabot .....	Carpenter .....	do do .....	100	0	0	100	0	0
212	Louis Amiot .....	do .....	do do .....	400	0	0	300	0	0
213	Joseph Jolin .....	Lawyer .....	St. Roch do .....	150	0	0	150	0	0
214	Charles Lapointe .....	do .....	St. John do .....	300	0	0	225	0	0
215	Jean Langlois .....	do .....	St. Peter Ward .....						
216	Pierre Sylvain .....	Trader .....	St. Roch Suburbs .....	400	0	0	300	0	0
217	Germain Guay .....	Notary .....	do do .....	250	0	0	200	0	0
218	John S. Hill .....	Bailiff .....	St. John do .....	500	0	0	425	0	0
219	Joseph Verrett .....	Inn Keeper.....	St. Roch do .....	300	0	0	225	0	0
220	Jean Jobin .....	do do .....	do do .....	100	0	0	100	0	0
221	Frederick Chretien .....	Merchant .....	St. John do .....	100	0	0	100	0	0
222	Joseph Hamel .....	Surveyor .....	do do .....	500	0	0	425	0	0
223	Simon Hebert .....	Burgess .....	do do .....				150	0	0
224	Henry Cadoret .....	Cabinet Maker .....	St. Roch do .....	100	0	0	100	0	0
225	Thomas Scott .....	Carter .....	do do .....	200	0	0	200	0	0
226	Aug. Emond .....	Carpenter .....	do do .....	200	0	0	200	0	0
227	Raphael Martin .....	Sexton .....	St. John do .....	200	0	0	200	0	0
228	Joseph Breton .....	Burgess .....	St. Roch do .....	225	0	0	200	0	0
229	John Hethrington .....	do .....	St. John do .....	200	0	0	200	0	0
230	Theodore Moffet .....	Student-at-Law.....	do do .....	150	0	0	150	0	0
231	Pierre Lavoie .....	Merchant .....	St. Roch do .....	300	0	0	225	0	0
232	Widow Jane Kenny.....	do .....	do do .....	200	0	0	200	0	0
233	F. X. Gingras .....	Carpenter .....	St. John do .....	300	0	9	200	0	0
234	Antoine D'Enstel .....	Ship Builder .....	do do .....						
235	Edouard Moffet .....	Grocer .....	do do .....	300	0	0	200	0	0
236	Joseph Carrier .....	Shoemaker .....	St. Roch do .....	200	0	0	200	0	0
237	Jean Vezina .....	Carpenter .....	St. John do .....	100	0	0	100	0	0
238	Michel Fiset .....	do .....	St. George do .....	200	0	0	200	0	0
239	Michel Schambier .....	Merchant .....	St. John do .....	300	0	0	225	0	0
240	Flavien Trudel .....	Wheelwright .....	do do .....	100	0	0	100	0	0
241	Toussaint Vezina .....	Carpenter .....	do do .....	300	0	0	225	0	0
242	Frs. Bertrand .....	Blacksmith .....	do do .....	300	0	0	200	9	0
243	J. Bte. Gingras .....	Carter .....	do do .....	300	0	0	225	0	0
244	Isidore Amiot .....	Baker .....	do do .....	300	0	0	225	0	0
245	John H. Orkney .....	Burgess.....	do do .....	500	0	0	425	0	0
246	Joseph Soulard .....	Wheelwright.....	do do .....	100	0	0	100	0	0
247	La Societé d'Education.....	do .....	do do .....						
248	Ed. Gingras .....	Wheelwright.....	do do .....	100	0	0	100	0	0
249	Jean Rochette .....	Carter.....	do do .....	150	0	0	150	6	0
250	Ignace A. Dorwal.....	Culler.....	do do .....	300	0	0	225	0	0
251	Pierre Gingras .....	Burgess .....	do do .....	200	0	0	200	0	0
252	Ed. Gingras and M. Gauvin .....	do .....	do do .....						
253	Philip Plamondon.....	Carpenter .....	do do .....	200	0	0	200	0	0
254	Pierre Dasilva .....	do .....	St. Roch do .....	300	0	0	200	0	0
255	Louis Fiset .....	Prothonotary .....	St. John do .....	200	0	0	200	0	0
256	Pierre Gauvreau .....	Architect.....	do do .....	300	0	0	225	0	0
257	Pierre Gauvreau .....	Carter .....	do do .....	250	0	0	200	0	0
258	Louis Chevrette.....	Burgess .....	do do .....	300	0	0	225	0	0
259	Et. Doré.....	Ship Carpenter .....	do do .....	300	0	0	200	0	0
260	Frs. Belleau .....	Carpenter .....	do do .....	200	0	0	200	0	0
261	Joseph Johnstone.....	Burgess .....	St. Roch do .....	150	0	0	150	0	0
262	John Carr .....	Tailor.....	St. John do .....						
263	Peter Quinn.....	do .....	do do .....						
264	Frs. Robitaille .....	Burgess .....	do do .....	200	0	0	200	0	0
265	Joseph Paynet .....	Merchant .....	St. Roch do .....	300	0	0	225	0	0
266	J. Bte. Rouillard .....	Mariner .....	St. John do .....	200	0	0	200	0	0
267	Antoine Dery .....	Merchant .....	do do .....	100	0	0	100	0	0
268	Thomas Verrett.....	Grocer .....	do do .....	300	0	0	225	0	0
269	Nicholas Julien.....	Wheelwright.....	do do .....	100	0	0	100	0	0
270	Widow Frs. Richard.....	do .....	do do .....	200	0	0	200	0	0
271	Widow Sophie Routier.....	do .....	do do .....						
272	F. X. Drolet .....	Cabinet Maker .....	do do .....	200	0	0	200	0	0
273	Joseph Boily.....	Shoemaker .....	St. Roch do .....	200	0	0	200	0	0
274	Ignace Kilbury.....	Merchant .....	St. John do .....	150	0	0	150	0	0
275	John Bethel.....	Shoemaker .....	St. Peter Ward .....	300	0	0	225	0	0
276	Vincent Tessier .....	Trader .....	St. Roch Suburbs.....	200	0	0	200	0	0
277	Joseph Baker .....	Mason .....	do do .....	100	0	0	100	0	0
278	Ed. Langlois .....	Carpenter .....	do do .....	200	0	0	200	0	0
279	Olivier Perrault.....	Brewer .....	do do .....	250	0	0	200	0	0
280	P. Boivin.....	Ship Carpenter .....	St. John do .....	200	0	0	200	0	0
281	Widow Bilodeau.....	do .....	do do .....	100	0	0	100	0	0
282	Bernard Berrault .....	Mason .....	do do .....	100	0	0	100	0	0
283	Joseph Maloin .....	Carpenter .....	do do .....	100	0	0	100	0	0
284	Olivier Lepine .....	Merchant .....	do do .....	100	0	0	100	0	0
285	Pierre Dery.....	Wheelwright .....	do do .....	300	0	0	200	0	0
			<i>Carried forward</i> .....£	59045	0	0	50595	0	0

Appendix  
(H.H.H.)  
27th July.

LIST OF ADJUDICATIONS, &c.—(Continued.)

Appendix  
(H.H.H.)  
27th July.

No.	NAME.	OCCUPATION.	SUBURBS OR WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought forward...</i>	59045	0	0	50595	0	0
286	Bazile Monier.....	Carpenter.....	St. John Suburbs.....						
287	Ve. Benoni Coulombe.....		St. Roch do.....	300	0	0	225	0	0
288	Pierre Guilmet.....	Carter.....	do do.....	400	0	0	300	0	0
289	Joseph Cloutier.....	Carpenter.....	do do.....	150	0	0	150	0	0
290	Thomas Bedard.....	Blacksmith.....	do do.....	200	0	0	200	0	0
291	James Miller.....	Ginger Beer Maker.....	do do.....	150	0	0	150	0	0
292	Jacques Richard.....		do do.....	150	0	0	150	0	0
293	Louis Lesperance.....	Burgess.....	do do.....	150	0	0	150	0	0
294	Alexandre Beaulé.....	Mason.....	do do.....	200	0	0	200	0	0
295	Louis Rhéaume.....	Grocer.....	do do.....	300	0	0	225	0	0
296	Michael Ryerton.....	Mason.....	St. John do.....	250	0	0	200	0	0
297	Benjamin Denis.....	Shoemaker.....	do do.....	200	0	0	200	0	0
298	Joseph Vezina.....	Carpenter.....	do do.....	200	0	0	200	0	0
299	Charles Chateauvert.....	Blacksmith.....	do do.....	300	0	0	225	0	0
300	Benjamin Vohl.....	Merchant.....	do do.....	300	0	0	200	0	0
301	Olivier Robitaille.....	Physician.....	do do.....	350	0	0	250	0	0
302	Augustus Déroche.....	Carpenter.....	do do.....	175	0	0	175	0	0
303	Hyp. Suzor.....	Merchant.....	do do.....	400	0	0	303	0	0
304	James Little.....	Cooper.....	St. Roch do.....	90	0	0	75	0	0
305	Ve. François Pepin.....		St. John do.....	200	0	0	200	0	0
306	E. O. Boulet.....	Carpenter.....	do do.....	225	0	0	200	0	0
307	Thomas Simard.....	Pilot.....	St. Roch do.....	200	0	0	200	0	0
308	James Johnstone.....	Farmer.....							
309	Etienne Caron.....	Laborer.....	St. John do.....	100	0	0	100	0	0
310	Charles Côté.....	Mason.....	do do.....	50	0	0	50	0	0
311	John Heath.....	Notary.....	do do.....	400	0	0	300	0	0
312	John Lemelin.....	Carpenter.....	St. Roch do.....						
313	Michael Green.....	Trader.....	St. Peter Ward.....	300	0	0	200	0	0
314	Louis Poulin.....	do.....	St. Roch Suburbs.....	100	0	0	100	0	0
315	John Boomer.....	Clerk.....	St. John do.....	400	0	0	300	0	0
316	Louis Morsette.....	Mason.....	do do.....	50	0	0	50	0	0
317	Jean Lemelin, jr.....	Carpenter.....	St. Roch do.....	300	0	0	225	0	0
318	Magloire Garon.....	Cabinetmaker.....	do do.....						
319	Edward Sweetman.....	Steevedore.....	St. Peter Ward.....						
320	François Moiseau.....	Carpenter.....	St. John Suburbs.....	100	0	0	100	0	0
321	Edward Lemieux.....	Tanner.....	St. Roch do.....	400	0	0	300	0	0
322	John Shea.....		St. John do.....	150	0	0	150	0	0
323	Philip Piton.....	Grocer.....	St. Roch do.....	200	0	0	200	0	0
324	John Stonehouse.....	Sailmaker.....	do do.....	250	0	0	200	0	0
325	Charles M'Donald.....	Painter.....	St. John do.....	300	0	0	225	0	0
326	Charles Vezina.....	Blacksmith.....	St. Roch do.....	200	0	0	200	0	0
327	Charles St. Michel.....	Printer.....	do do.....	100	0	0	100	0	0
328	George Young.....	Trader.....	do do.....	500	0	0	400	0	0
329	Simon Peters.....	Builder.....	do do.....	350	0	0	250	0	0
330	Pierre Fournier.....	Cabinetmaker.....	do do.....	200	0	0	200	0	0
331	Pierre Gagnon.....	Blacksmith.....	do do.....	400	0	0	300	0	0
332	François Turgeon.....	do.....	do do.....	300	0	0	225	0	0
333	Jean Trudel.....	do.....	do do.....	200	0	0	200	0	0
334	Widow Joseph Chalifoux.....		do do.....	50	0	0	50	0	0
335	Joseph Bedard.....	Tinsmith.....	do do.....	200	0	0	200	0	0
336	Widow P. Murphy.....		St. Peter Ward.....	100	0	0	100	0	0
337	Widow Etienne Movielle.....		St. Roch Suburbs.....	200	0	0	200	0	0
338	Prisque Guilmin.....	Brewer.....	do do.....	150	0	0	150	0	0
339	Jean Bte. Dussault.....	Carpenter.....	do do.....	100	0	0	100	0	0
340	François Julien.....	do.....	do do.....	200	0	0	225	0	0
341	François Vezina.....	do.....	St. John do.....	200	0	0	200	0	0
342	Widow P. Oclerc.....		do do.....	150	0	0	150	0	0
343	François Vezina.....	Baker.....	do do.....	150	0	0	150	0	0
344	Jean Bte. Moffat.....	Butcher.....	do do.....	100	0	0	100	0	0
345	Etienne Letellier.....	Carpenter.....	do do.....						
346	Joseph Lamotte.....	do.....	St. Roch do.....	100	0	0	100	0	0
347	F. X. Martinette.....	Cabinetmaker.....	do do.....	250	0	0	200	0	0
348	Alexis Matté.....	Blacksmith.....	St. John do.....	100	0	0	100	0	0
349	Jacques Plaute.....	Mariner.....	St. Roch do.....	150	0	0	150	0	0
350	William Drum.....	Cabinetmaker.....	do do.....	500	0	0	400	0	0
351	Louis Langlois.....	Merchant.....	do do.....	400	0	0	300	0	0
352	Toussaint Blais.....	Laborer.....	St. John do.....						
353	Ignace Paré.....	Carter.....	St. Roch do.....	150	0	0	150	0	0
354	Jean Maheu.....	do.....	do do.....	250	0	0	200	0	0
355	Robert Flukes.....		St. John do.....	100	0	0	100	0	0
356	Jean Beseau.....	Carpenter.....	St. Roch do.....	250	0	0	200	0	0
357	Marie A. Maheu.....	do.....	do do.....	200	0	0	200	0	0
358	Charles Lortie.....	Burgess.....	St. John do.....	175	0	0			
359	Prisque Letarte.....	Merchant.....	do do.....	250	0	0	200	0	0
360	Michel Routier.....	Blacksmith.....	do do.....	100	0	0	100	0	0
361	F. X. Tessier.....	do.....	do do.....	100	0	0	100	0	0
362	Pierre Ampleman.....	Carpenter.....	St. Roch do.....	100	0	0	100	0	0
363	François Rousseau.....	Shoemaker.....	St. John do.....	300	0	0	225	0	0
			<i>Carried over...</i>	£ 74360	0	0	63598	0	0



Appendix  
(H.H.H.)  
27th July.

LIST OF ADJUDICATIONS, &c.—(Continued.)

Appendix  
(H.H.H.)  
27th July.

No.	NAME.	OCCUPATION.	SUBURBS OR WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought over</i> .....	74360	0	0	63598	0	0
364	J. Bte. Lapointe .....	Merchant .....	St. Roch Suburbs.....	300	0	0	225	0	0
365	Noel Petit .....	do .....	St. John do .....	200	0	0	200	0	0
366	Christian Hoffman.....	do .....	do do .....						
367	Louis Mailloux.....	Trader .....	do do .....	400	0	0	300	0	0
368	Widow Joseph Langlois .....	do .....	do do .....	200	0	0	200	0	0
369	Jacques Rinfret.....	Mason .....	do do .....	250	0	0	150	0	0
370	Olivier Rouillard.....	Carpenter .....	do do .....						
371	André Collard .....	do .....	do do .....	100	0	0	100	0	0
372	Louis Voyer .....	Cartwright .....	do do .....	200	0	0	200	0	0
373	Joseph Pichette .....	Carpenter .....	do do .....	75	0	0	75	0	0
374	Henri Roy .....	do .....	do do .....	50	0	0	50	0	0
375	William Day .....	do .....	do do .....	100	0	0	100	0	0
376	Anselme Marman.....	Pilot .....	St. Roch do .....	100	0	0	100	0	0
377	Richard Lee .....	Blacksmith.....	St. Peter Ward.....	400	0	0	300	0	0
378	John Childs .....	Notary .....	St. Roch Suburbs.....	400	0	0	300	0	0
379	Hypolite Bertrand.....	Blacksmith.....	St. John do .....	400	0	0	300	0	0
380	Aug. Maxwell .....	do .....	do do .....	100	0	0	100	0	0
381	Patrick M'Garvey.....	Grocer.....	do do .....	300	0	0	200	0	0
382	Ve. Joseph Daigle.....	do .....	St. Roch do .....	60	0	0	60	0	0
383	John Ryan .....	Agent .....	do do .....	250	0	0	200	0	0
384	J. Bte. Dussault.....	Mason .....	St. John do .....	200	0	0	200	0	0
385	Frs. Brawn .....	do .....	do do .....	100	0	0	100	0	0
386	Frs. Vezina.....	Milkman.....	do do .....	75	0	0	75	0	0
387	Pierre Labadie.....	Carpenter .....	do do .....	150	0	0	150	0	0
388	Toussaint Chapelain.....	Mason .....	do do .....	150	0	0	150	0	0
389	Joseph Cantin .....	Merchant .....	do do .....	300	0	0	200	0	0
390	Jean Paquet .....	Builder .....	St. Roch do .....	400	0	0	300	0	0
391	François Beaumont .....	Carpenter.....	St. John do .....	125	0	0	100	0	0
392	R. X. Bigaouette .....	do .....	St. Roch do .....	150	0	0	150	0	0
393	Gregoire Darveau .....	Carpenter.....	St. John do .....	200	0	0	200	0	0
394	Frs. Lessard .....	Carter .....	St. Roch do .....	350	0	0	250	0	0
395	Louis Jacob .....	Painter .....	do do .....	150	0	0	150	0	0
396	Messrs. Lloyd & Leppes .....	Brewers.....	St. Peter Ward.....	350	0	0	300	0	0
397	Louis Plamondon.....	Lawyer .....	St. John Suburbs.....	300	0	0	225	0	0
398	Pierre Robitaille.....	Milkman.....	do do .....	100	0	0	100	0	0
399	François Proulx.....	Carter .....	St. Roch do .....	250	0	0	200	0	0
400	Daniel Fitzpatrick .....	do .....	St. John do .....	75	0	0	75	0	0
401	W. A. Leggo .....	do .....	do do .....	400	0	0	300	0	0
402	John Brown .....	Carter .....	do do .....	150	0	0	150	0	0
403	F. X. Dumontier .....	Cooper .....	St. Roch do .....	100	0	0	100	0	0
404	Antonio Lapre .....	Cabinet Maker .....	St. John do .....	225	0	0	200	0	0
405	Hyp. Cloutier.....	Trader .....	St. Roch do .....	250	0	0	200	0	0
406	Louise Robitaille .....	do .....	St. John do .....	200	0	0	200	0	0
407	Pierre Laberge .....	Carpenter.....	St. Roch do .....	150	0	0	150	0	0
408	Simeon Marmette .....	Cabinet Maker .....	do do .....	200	0	0	200	0	0
409	Charles Mailloux .....	Carpenter.....	St. John do .....	200	0	0	200	0	0
410	Joseph Leblond .....	do .....	St. Roch do .....	300	0	0	200	0	0
411	Joseph Magnan .....	Carter.....	do do .....						
412	Widow William Donaldson .....	do .....	do do .....	150	0	0	150	0	0
413	Louis Turgeon .....	Lumber Merchant.....	do do .....	300	0	0	225	0	0
414	Joseph Rousseau .....	Mason .....	St. John do .....						
415	Pierre Huot .....	Merchant.....	St. Roch do .....	500	0	0	400	0	0
416	Frs. Clonet.....	Carter .....	do do .....	150	0	0	150	0	0
417	Widow Gabriel Gagnon .....	do .....	do do .....	150	0	0	150	0	0
418	Frs. Darveau .....	do .....	St. John do .....	100	0	0	100	0	0
419	Henry Bolduc .....	Carpenter.....	do do .....	300	0	0	200	0	0
420	F. Carrier .....	Merchant.....	St. Roch do .....	250	0	0	200	0	0
421	W. H. Roy.....	do .....	St. John do .....	300	0	0	200	0	0
422	Joseph Moisan .....	do .....	do do .....	150	0	0	150	0	0
423	Antoine Montminy .....	Mason .....	do do .....						
424	Romain Valliere.....	Carpenter.....	do do .....	150	0	0	150	0	0
425	Aug. Danielson.....	Cooper .....	St. Roch do .....	150	0	0	150	0	0
426	Louis Lepine.....	Carpenter.....	do do .....	200	0	0	200	0	0
427	Charles Godbout.....	do .....	do do .....	300	0	0	200	0	0
428	John Talland .....	Inn Keeper .....	St. John do .....						
429	David Lecours.....	do do .....	do do .....	300	0	0	225	0	0
430	William Landrygan .....	Painter .....	do do .....						
431	Louis Julvin .....	do .....	do do .....	160	0	0	100	0	0
432	André Lesperance .....	Menuisier .....	St. Peter Ward .....	100	0	0	100	0	0
433	Olivier Vachon .....	Carpenter.....	St. Roch Suburbs .....	200	0	0	200	0	0
434	David Dion.....	Baker .....	do do .....	350	0	0	150	0	0
435	Joseph Latouche .....	Mason .....	do do .....	150	0	0	150	0	0
436	Joseph Parant .....	Brewer .....	do do .....	150	0	0	150	0	0
437	Gabriel Rochette .....	Milkman.....	St. John do .....	100	0	0	100	0	0
438	Alexis Trepannier .....	Mason .....	do do .....	150	0	0	150	0	0
439	Charles De Varennes .....	Carpenter.....	do do .....	100	0	0	100	0	0
440	Felicite Lachance.....	do .....	St. Roch do .....	500	0	0	400	0	0
441	Ambroise Verret .....	Wheelwright .....	St. John do .....	300	0	0	200	0	0
			<i>Carried forward</i> ....£	89495	0	0	76233	0	0



LIST OF ADJUDICATIONS, &c.—(Continued.)

No.	NAME.	OCCUPATION.	SUBURBS or WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought forward...</i>	89495	0	0	76233	0	0
442	Isidore Bernier .....	Carpenter .....	St. Roch Suburbs .....	150	0	0	150	0	0
443	Abraham Durand .....	Merchant .....	St. John do .....	300	0	0	200	0	0
444	Pierre Vocelle .....	Mason .....	do do .....	100	0	0	100	0	0
445	Michel Matte .....	do .....	do do .....	50	0	0	50	0	0
446	Gregoire Desneau .....	do .....	St. Roch do .....	150	0	0	150	0	0
447	H. O'Connor .....	Grocer .....	St. John do .....	400	0	0	300	0	0
448	Eleanore Lortie .....	do .....	do do .....	100	0	0	100	0	0
449	Joseph Mathien .....	Carpenter .....	do do .....	150	0	0	150	0	0
450	George Henderson .....	Grocer .....	do do .....	300	0	0	225	0	0
451	Frs. Corbin .....	Carpenter .....	do do .....	150	0	0	150	0	0
452	Louis Jenois .....	do .....	do do .....	75	0	0	75	0	0
453	Paul Marois .....	Carter .....	do do .....	100	0	0	100	0	0
454	Widow Jean Gagné .....	do .....	do do .....	300	0	0	200	0	0
455	Germain Raby .....	Mason .....	do do .....	100	0	0	100	0	0
456	Louis Coté .....	Carpenter .....	St. Roch do .....	125	0	0	125	0	0
457	William Campbell .....	Laborer .....	St. John do .....	100	0	0	100	0	0
458	J. Bte. Amiot .....	Merchant .....	do do .....	250	0	0	200	0	0
459	Michel Gauvreau .....	do .....	do do .....	100	0	0	100	0	0
460	Aug. Trepannier .....	Stone Cutter .....	do do .....	200	0	0	200	0	0
461	Zephirin Chartré .....	Tinsmith .....	do do .....	400	0	0	300	0	0
462	George A. Allsopp .....	Physician .....	do do .....	400	0	0	300	0	0
463	Antoine Guillot .....	Carpenter .....	do do .....	50	0	0	50	0	0
464	Jean Noreau .....	Painter .....	St. Roch do .....	200	0	0	200	0	0
465	Jean Conture .....	Carter .....	St. John do .....	300	0	0	225	0	0
466	R. M'Gillis .....	Culler .....	do do .....	200	0	0	200	0	0
467	James O'Brien .....	Carter .....	St. Peter Ward .....						
468	Jennet Ritchie .....	do .....	St. John Suburbs .....	250	0	0	200	0	0
469	Patrick Shury .....	Carter .....	do do .....	100	0	0	100	0	0
470	Magdeleine Jobin .....	do .....	do do .....	200	0	0	200	0	0
471	Jean Papillon .....	Mason .....	do do .....	200	0	0	200	0	0
472	Pierre Bouchard .....	Carpenter .....	St. Roch do .....	250	0	0	200	0	0
473	H. & T. Lenfesty .....	Grocers .....	St. John do .....	250	0	0	200	0	0
474	C. A. Toupin .....	Milliner .....	St. Roch do .....	200	0	0	200	0	0
475	Louis Blound .....	Carpenter .....	do do .....	100	0	0	100	0	0
476	David White .....	Grocer .....	St. John do .....	250	0	0	200	0	0
477	Chalmers & Co. ....	Millwrights .....	St. Roch do .....	300	0	0	225	0	0
478	Olivier Belleau .....	Baker .....	St. John do .....	300	0	0	225	0	0
479	Et. DeFoy .....	Burgess .....	do do .....	300	0	0	200	0	0
480	Frs. Laberge .....	Carpenter .....	do do .....	75	0	0	75	0	0
481	Joseph LeBel .....	Burgess .....	do do .....	500	0	0	400	0	0
482	John Jordan .....	Blacksmith .....	do do .....	250	0	0	200	0	0
483	Pierre Mertean .....	Merchant .....	St. Roch do .....	250	0	0	200	0	0
484	Pierre Fortier .....	do .....	do do .....	200	0	0	200	0	0
485	Matthew Graham .....	do .....	do do .....	50	0	0	50	0	0
486	Flovién Tremblay .....	Lawyer .....	do do .....	100	0	0	100	0	0
487	Charles Laveau .....	do .....	do do .....	100	0	0	100	0	0
488	Ellen Willock .....	do .....	do do .....						
489	Ignace Adam .....	Pilot .....	do do .....	250	0	0	200	0	0
490	Pierre Lacombe .....	Mariner .....	do do .....	200	0	0	200	0	0
491	Pierre Dround .....	Cabinet Maker .....	do do .....	200	0	0	200	0	0
492	Jacques Julien .....	Carpenter .....	do do .....	200	0	0	200	0	0
493	Paul Julien .....	do .....	do do .....	200	0	0	200	0	0
494	Joseph Marmette .....	Culler .....	do do .....	400	0	0	300	0	0
495	Pierre Giroux .....	Blacksmith .....	do do .....	250	0	0	200	0	0
496	Lucie Marmette .....	do .....	do do .....	200	0	0	200	0	0
497	Honoré Moniere .....	Wheelwright .....	St. John do .....	300	0	0	200	0	0
498	Pierre Drolet .....	Merchant .....	do do .....	100	0	0	100	0	0
499	Charles Touchette .....	Carpenter .....	St. Roch do .....	150	0	0	150	0	0
500	P. Sinclair .....	Clerk .....	St. John do .....	200	0	0	200	0	0
501	Leon Hamel .....	do .....	do do .....	250	0	0	200	0	0
502	François Pajean .....	Carpenter .....	St. John do .....	200	0	0	200	0	0
503	Widow Michel Tessier .....	do .....	do do .....	500	0	0	450	0	0
504	William Brown .....	Merchant .....	St. Roch do .....	500	0	0	400	0	0
505	Réné Malouin .....	Mason .....	St. John do .....	100	0	0	100	0	0
506	William Wood .....	do .....	do do .....						
507	Marie Huot .....	do .....	do do .....	150	0	0	150	0	0
508	Joseph Peticlec .....	do .....	do do .....	125	0	0	125	0	0
509	Louis Mirian .....	Culler .....	do do .....	250	0	0	200	0	0
510	Widow Ann Glass .....	Baker .....	St. Roch do .....	250	0	0	250	0	0
511	Hugh M'Laughlin .....	Carter .....	do do .....	250	0	0	200	0	0
512	Louis Rouleau .....	do .....	do do .....	200	0	0	200	0	0
513	Widow Louis Boucher .....	do .....	do do .....	100	0	0	100	0	0
514	William Wadman .....	Inn Keeper .....	St. John do .....	200	0	0	200	0	0
515	Jane M'Farlane .....	do .....	St. Roch do .....	200	0	0	200	0	0
516	George Bisset .....	Founder .....	do do .....	500	0	0	400	0	0
517	Michel Alain .....	Merchant .....	St. John do .....	300	0	0	225	0	0
518	Marguerite Laberge .....	do .....	St. Roch do .....	100	0	0	100	0	0
519	Jean Pirchy .....	Tailor .....	St. John do .....						
			<i>Carried over...</i>	£ 105295	0	0	89908	0	0

Appendix  
(H.H.H.)  
27th July.

LIST OF ADJUDICATIONS, &c.—(Continued.)

Appendix  
(H.H.H.)  
27th July.

No.	NAME.	OCCUPATION.	SUBURBS or WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought over</i> .....	105295	0	0	89008	0	0
520	Isaac Dorion.....	Carpenter.....	St. Roch Suburbs.....	250	0	0	200	0	0
521	Jean Bte. Pruneau.....	do.....	do do.....	300	0	0	200	0	0
522	Aug. Guerin.....	Baker.....	do do.....						
523	Jean Bte. Marcotte.....	Carpenter.....	do do.....	50	0	0	50	0	0
524	Jean Baillargeon.....	Merchant.....	do do.....	150	0	0	150	0	0
525	Robert Hyllier.....		St. John do.....	50	0	0	50	0	0
526	Germain St. Pierre.....	Carpenter.....	do do.....	250	0	0	200	0	0
527	François Blouin.....	Trader.....	St. Roch do.....						
528	Michel Martin.....		do do.....	150	0	0	150	0	0
529	Joseph Fortin.....	Burgess.....	do do.....	100	0	0	100	0	0
530	Narcisse Boucheard.....	Merchant.....							
531	Charles Paradis.....	Carter.....	St. Roch Suburbs.....	75	0	0	75	0	0
532	P. L. Racine.....	Shoemaker.....	do do.....	200	0	0	200	0	0
533	John Quinn.....	Tailor.....	St. Peter Ward.....						
534	Louise Simard.....		St. Roch Suburbs.....	150	0	0	150	0	0
535	James Dinning.....	Butcher.....	St. Peter Ward.....	500	0	0	425	0	0
536	Charles Fague.....	Carter.....	St. John Suburbs.....	150	0	0	150	0	0
537	Honore Gingras.....	Carpenter.....	do do.....	150	0	0	150	0	0
538	Edward Prendergast.....	Victualler.....	do do.....	400	0	0	300	0	0
539	William Swallowell.....	Tailor.....	do do.....	100	0	0	100	0	0
540	Pierre Drolet.....	Inn Keeper.....	St. Roch do.....	250	0	0	200	0	0
541	Michel Gaurin.....	Carter.....	St. John do.....	400	0	0	300	0	0
542	Widow Joachim Peticlere.....		do do.....	250	0	0	200	0	0
543	P. M. Brady.....	Physician.....	St. Roch do.....	200	0	0	200	0	0
544	Benjamin Blais.....		St. John do.....	50	0	0	50	0	0
545	Joseph Robitaille.....	Merchant.....	do do.....	200	0	0	200	9	0
546	Michel Tessier.....	Clerk.....	do do.....	300	0	0	200	0	0
547	Romain St. Amand.....	Miner.....	do do.....	250	0	0	200	0	0
548	Widow Joseph Binet.....		do do.....	100	0	0	100	0	0
549	Deborah Patton.....		St. Roch do.....	200	0	0	200	0	0
550	Alexander Fraser.....	Merchant.....	St. Peter Ward.....	300	0	0	200	0	0
551	Widow B. Bigaouette.....		St. Roch Suburbs.....						
552	John Curtain.....	Steevedore.....	do do.....	200	0	0	200	0	0
553	S. J. Tanswell.....	Clerk.....	do do.....	300	0	0	200	0	0
554	The Charitable Society of Ladies of Quebec.....		St. John do.....						
555	R. P. Roy.....	Trader.....	St. Roch do.....	250	0	0	200	0	0
556	Pierre Martel.....	Merchant.....	do do.....	150	0	0	150	0	0
557	David Andrews.....	Cabinetmaker.....	do do.....						
558	Julien Dubuc.....	Mason.....	St. John do.....	300	0	0	200	0	0
559	William Power.....		do do.....	500	0	0	450	0	0
560	Pierre Chateauvert.....	Mason.....	do do.....	150	0	0	150	0	0
561	Etienne Gauvreau.....	Blacksmith.....	St. Roch do.....	100	0	0	100	0	0
562	Louis Plamondon.....	Merchant.....	St. John do.....	400	0	0	300	0	0
563	R. Giroux.....	Sculptor.....	do do.....	100	0	0	100	0	0
564	Antoine Martel.....	Carpenter.....	do do.....	150	0	0	150	0	0
565	Widow P. Montreuille.....		St. Roch do.....	200	0	0	200	0	0
566	Joseph Lepine.....	Cartwright.....	do do.....	300	0	0	225	0	0
567	Joseph Allard.....	Merchant.....	do do.....	300	0	0	225	0	0
568	Jean Bourbon.....	Carter.....	St. John do.....	75	0	0	75	0	0
569	Jean Bte. Bouré.....	do.....	St. Roch do.....						
570	Etienne Trudel.....	Blacksmith.....	do do.....	200	0	0	200	0	0
571	Pierre Lefebvre.....	Carpenter.....	do do.....						
572	Nicolas Marois.....	Carter.....	St. John do.....	150	0	0	150	0	0
573	F. Austin.....	City Treasurer.....	do do.....	200	0	0	200	0	0
574	George Allen.....	Steevedore.....	do do.....	150	0	0	150	0	0
575	François Lortie.....	Carpenter.....	St. Roch do.....						
576	Pierre Julien.....	Merchant.....	St. John do.....	150	0	0	150	0	0
577	Widow O'Donnell.....	Farmer.....	do do.....	150	0	0			
578	Archibald Walker.....	do.....	do do.....	50	0	0	50	0	0
579	Henry Morgan.....	Milkman.....	do do.....	100	0	0	100	0	0
580	George Ruthman.....	Butcher.....	St. Roch do.....	100	0	0	100	0	0
581	Joseph Gingras.....	Carpenter.....	St. John do.....	200	0	0	200	0	0
582	Joseph Savard.....	Farmer.....	St. Roch do.....						
583	Jean Frederick.....	Culler.....	St. John do.....	200	0	0	200	0	0
584	Antoine Moisan.....	Carpenter.....	do do.....	150	0	0	150	0	0
585	Jacques Vezina.....	do.....	do do.....	200	0	0	200	0	0
586	J. DeGaris.....	Merchant.....	do do.....	150	0	0	150	0	0
587	Alexander Fraser.....	do.....	St. Peter Ward.....	400	0	0	300	0	0
588	J. Clearibue & Co.....	Bakers.....	do do.....	500	0	0	425	0	0
589	François Audet.....	Carpenter.....	St. John Suburbs.....	300	0	0	200	0	0
590	F. P. Marceau.....	Book-binder.....	do do.....	150	0	0	150	0	0
591	M. A. Gagnon.....	do.....	do do.....	250	0	0	250	0	0
592	Joseph Bédard.....	Carter.....	St. Roch do.....	150	0	0	150	0	0
593	Marie Lapointe.....	do.....	do do.....	200	0	0	200	0	0
594	Michel Dampierre.....	Carpenter.....	do do.....	150	0	0	150	0	0
595	Pierre Gingras.....	Merchant.....	St. John do.....	300	0	0	200	0	0
596	Joseph Bélanger.....	Stone Cutter.....	do do.....						
			<i>Carried forward</i> ....£	118795	0	0	101508	0	0

LIST OF ADJUDICATIONS, &c.—(Continued.)

Appendix

(H.H.H.)  
27th July.

Appendix

(H.H.H.)  
27th July.

No.	NAME.	OCCUPATION.	SUBURBS or WARD.	FIRST REDUCTION.			FINAL REDUCTION.		
				£	s.	d.	£	s.	d.
			<i>Brought forward...</i>	118795	0	0	101508	0	0
597	Louis Berthelot .....	Burgess .....	St. Roch Suburbs.....	200	0	0	200	0	0
598	Joseph Cartwright.....	Cabinet Maker.....	St. John do .....	300	0	0	200	0	0
599	Benjamin Campbell.....	do do .....	St. Roch do .....	150	0	0	150	0	0
600	Michel Boivin .....	Trader .....	St. John do .....	300	0	0	225	0	0
601	Charlotte Angers .....	.....	St. Roch do .....	250	0	0	200	0	0
602	James Thompson.....	Shoemaker .....	do do .....	150	0	0	150	0	0
603	Widow Louise Boivin.....	.....	St. John do .....						
604	Susanne George.....	.....	do do .....	200	0	0	200	0	0
605	Louis Fiset.....	Carpenter.....	Richelieu do .....	100	0	0	100	0	0
606	W. Bentley.....	Merchant.....	St. Roch do .....	150	0	0	150	0	0
607	François Rhéaume.....	Carpenter.....	do do .....						
608	Jean Bélanger.....	Cooper.....	do do .....						
609	H. and E. Bentley.....	Merchants.....	do do .....	200	0	0	200	0	0
610	Honoré Barbeau.....	Carpenter.....	do do .....						
611	Jean Bte. Gagné.....	Carter .....	do do .....	50	0	0	50	0	0
612	Felix Bedigaré.....	Trader .....	St. Peter Ward.....	300	0	0			
613	John M'Leod.....	Grocer.....	St. Roch Suburbs .....	75	0	0	75	0	0
614	Joseph Paradis.....	Carpenter.....	do do .....						
615	William Paterson.....	Grocer.....	St. Peter Ward .....	500	0	0	400	0	0
616	John Dunn.....	.....	St. Roch Suburbs .....	250	0	0	200	0	0
617	Elj. Tourangeau.....	Burgess .....	do do .....	200	0	0	200	0	0
618	Prisque Rochette.....	Milkman.....	St. John do .....	150	0	0	150	0	0
619	E. H. Tourangeau.....	Burgess .....	St. Roch do .....	200	0	0	200	0	0
620	William Williams.....	Blacksmith .....	St. John do .....	300	0	0	200	0	0
621	Jean Bédard.....	Farmer .....	St. Roch do .....	150	0	0	150	0	0
622	Honoré Barbeau.....	Shoemaker.....	do do .....	300	0	0	200	0	0
623	John Hart.....	Stone Cutter .....	St. John do .....						
624	Angèle Giroux.....	.....	do do .....	100	0	0	100	0	0
625	Louis Jobin.....	Milkman.....	do do .....	100	0	0	100	0	0
626	Stephen O'Neill.....	Laborer.....	do do .....	150	0	0	150	0	0
627	Robert Hopper.....	Farmer.....	do do .....	250	0	0	200	0	0
628	Germaine Roberge.....	Merchant .....	do do .....	300	0	0	200	0	0
629	Louis Letarte.....	Mason .....	do do .....	50	0	0	50	0	0
630	François Drouin.....	Joiner .....	St. Roch do .....	100	0	0	100	0	0
631	William Robinson.....	Tailor .....	do do .....	200	0	0	200	0	0
632	Mathew Campbell.....	Carter .....	St. John do .....	200	0	0	200	0	0
633	Mrs. A. C. Mathews.....	.....	St. Roch do .....						
634	Joseph Lapointe.....	Sculptor .....	St. John do .....	150	0	0	150	0	0
635	Michel Girard.....	Farmer .....	St. Roch do .....						
636	Patrick Deegan.....	Laborer.....	St. John do .....						
637	Helen Brown.....	.....	St. Roch do .....	350	0	0	200	0	0
638	Angélique Drolet.....	.....	St. John do .....	75	0	0	75	0	0
639	Charles Bertrand.....	Farmer.....	do do .....						
640	Augustin Doyer.....	Mason.....	do do .....	75	0	0	75	0	0
				125370	0	0	106908	0	0

(Signed,)

A. W. COCHRANE,  
LOUIS PANET,

Commissioners.

Quebec, 23rd July, 1847.

**R E T U R N**

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 2nd instant, praying that His Excellency would be pleased to cause to be laid before them, "A Statement of the Amount of Money allowed to the Toll-gate Keepers on Yonge Street Road, for Losses sustained by them in consequence of the breaking up of the Road at the northern end of it. And also, a Copy of the Report or Statement of the late Commissioners of that Work, made in the year 1845; in which their views respecting said Loss, and the Allowance to be made therefor, is set forth. And also, a Statement of the Amounts allowed to the said Toll-gate Keepers for Losses sustained by them, in consequence of the alteration in the Rates of Toll under the authority of the Board of Works Act. Also, a Statement of the Amount of Gross and Net Revenue derived from the same, for the years 1844 and 1845, while the same was under the management of the Commissioners, with a Statement of the Gross and Net Revenue derived from the same, for the years 1846 and 1847; the said Road being, during that period, under the Management of the Board of Works. Also, a Statement of the Amounts at which each Toll-gate on the said Road was let by the Commissioners, prior to their being suspended, for the year 1846. And also, the Amounts for which the same were Let, under the direction of the Board of Works Act. And also, the Cost of the first four miles of the Yonge Street Road, commencing near Lymburner's; with a Statement of what the original Contracts had been taken for."

By Command.

D. DALY, Secretary.

Secretary's Office,

Montreal, 20th July, 1847.

STATEMENT of the Amount allowed to the (said) Toll-gate Keepers, for losses sustained by them in consequence of the alteration in the rates of Toll under the authority of the 9th Victoria, Cap. 37; an Act to amend the Laws constituting the Board of Works.

Toll-gate Keeper, No. 1, was allowed £400 for loss sustained by the alteration of the Tolls under the 9th Vic. Cap. 37, from the period of the passing of the Act, 9th June, 1846, to the 31st November, 1846. A new lease was granted for six months, from the 1st December, 1846, to 31st May, 1847, at £76 13s. 4d. per month,—being a reduction on the other lease of £38 6s. 8d. per month.

Toll-keeper of Gates Nos. 2 and 4, was allowed £480 for loss sustained by the alteration of the Tolls under the 9th Victoria, Cap. 37, from the period of the passing of the Act 9th June, 1846, to the 31st November, 1846. A new lease was granted for six months, from the 1st December, 1846, to 31st May, 1847, at £106 per month, being a reduction on the other lease of £53 per month.

Toll-gate Keeper, No. 3, was allowed £189 for loss sustained by the alteration of the Tolls under the 9th Victoria, Cap. 37, from the period of the passing of the Act 9th June, 1846, to the 30th November,

1846. A new lease was granted for six months, from the 31st December, 1846, to 31st May, 1847, at £35 per month, being a reduction on the other lease of £17 10s. per month.

I. G. O. Customs,  
19th July, 1847.

STATEMENT of the Amount of Gross and Nett Revenue derived from the Yonge Street Road for the years 1844 and 1845.

The Commissioners of this Road Trust were in the habit of making out their Accounts to the 31st October, in each year, without distinguishing the particular periods of the year for which the monies were received; consequently, there are no means by which the Gross and Nett Revenues derived from this Road can be ascertained for the years 1844 and 1845; the following general Statement of the affairs of the Trust, however, shews the amounts paid in on account of each Gate, from 1st November, 1843, to the 12th October, 1846, and the amount disbursed during the same period.

I. G. O. Customs,  
19th July, 1847.



Appendix  
(I. I. I.)  
23rd July.

Appendix  
(I. I. I.)  
23rd July.

General Statement of the Income and Expenditure of the Yonge Street Turnpike Trust, in the Home District, Canada West, between 31st October, 1844, to 1st November, 1845.

1844		1845		1845		1845		1845		1845		1845		1845		1845		1845		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>I N C O M E.</b>																				
To balance in the Commissioners hands, brought forward.....																				
Revenue derived from Tolls, viz.:																				
Gate No. 1.....																				
" 2.....																				
" 3.....																				
" 4.....																				
Compensation in lieu of Statute Labour, arrears of 1844 collected.																				
Fines received.....																				
Arrears of Tolls received from John Montgomery on account.....																				
£2893 14 11																				
<b>D E B T S.</b>																				
Amount of Money expended and loaned:																				
From the Government, by the sale of Debentures.....																				
Loan from the Bank.....																				
Amount of Interest due and unpaid on 31st October, 1845.....																				
Less amount repaid to the Bank of Upper Canada.....																				
Total Debt.....																				
In addition to the above, there has been expended in making half a mile of Road, the sum of £664 5s. 8d., which amount has been paid out of the Tolls and Statute Labour Commutation.																				
£3170 0 0																				
<b>E X P E N D I T U R E.</b>																				
Manual Labour.....																				
Team Work, &c.....																				
Materials for surface repairs.....																				
Damages done in carrying on the Roads, paid G. T. Denison.....																				
Tradesmen's Bills.....																				
Overser's Wages.....																				
Clerk's Salary.....																				
Law Charges.....																				
Interest of Debt paid the Receiver General on account.....																				
Do. paid Bank of Upper Canada.....																				
Improvements—paid for finishing half a mile of the Road.....																				
Debt paid off—repaid the Bank balance of sums borrowed.....																				
Incidental expenses.....																				
Balance in Commissioners' hands.....																				
£2893 14 11																				
<b>A R R E A R S O F I N C O M E.</b>																				
Arrears of Tolls for the current year not yet paid over.....																				
Arrears of Composition for Statute Labour—none. The Act having been repealed last Session.																				
Arrears of Toll of 1838, due from John Montgomery, with Int.																				
There is also the amount expended in improving the Road, for which no return is yet made, but for which the Trust is liable for Interest, viz.:																				
Excavation at St. Albans.....																				
Value of Stone on hand.....																				
Interest for 8 years.....																				
£667 18 9																				
£3170 0 0																				





Appendix  
(I. I. I.)

23rd July.

STATEMENT of the Amount of Gross and Nett Revenue derived from the Yonge Street Road, for the years 1846 and 1847.

£1014 4s. 3d. was paid to the Receiver General in 1846.

From the 1st January to 31st May, 1847, the sum of £1088 7s. was received under the lease granted on the 30th November, 1846; since which period £333 6s. 8d. has been received on account of the Tolls on this road, together with the Tolls on the other roads, as explained in Statement No. 7; and the following sums have been received from the Collector of Tolls at Gate No. 1., viz.—for the week ending 8th June, £13 5s.; for the week ending 14th June, £21 2s. 6d.; and for the week ending 21st June, £24 5s.

I. G. O. Customs,  
19th July, 1847.

A STATEMENT of the Amount at which each Toll-gate on the Yonge Street Road was let by the Commissioners prior to 1846.

Gate No. 1, was let for the sum of £1440, for one year, from 1st February, 1846.

Gate No. 2, was let for the sum of £820, for one year, from 1st February, 1846.

Gate No. 3, was let for the sum of £510, for one year, from 1st February, 1846.

Gate No. 4, was let for the sum of £435, for one year, from 1st February, 1846.

By the Commissioners, and prior to their suspension.

I. G. O. Customs,  
19th July, 1847.

STATEMENT of the Amounts at which the Gates on the Yonge Street Road were let under the authority of the 9th Viet. Cap. 37; An Act to amend the Laws constituting the Board of Works.

Gate No. 1, was let for the sum of £76 13s. 4d. per month, from 1st December, 1846, to 31st May, 1847.

Gates Nos. 2 and 4, were let for the sum of £106, per month, from 1st December, 1846, to 31st May, 1847.

Gate No. 3, was let for the sum of £35 per month, from 1st December, 1846, to 31st May, 1847.

From 1st June, 1847, Gate No. 1, has not been let; Toll being collected at that Gate on account of the Province; and Gates Nos. 2, 3, and 4, were let together with the other Gates on the several Roads out of Toronto, with the exception of the three Gates nearest the City, for the sum of £4000, to the 31st May, 1848.

I. G. O. Customs,  
19th July, 1847.

Cost of the first four miles of the Yonge Street Road, commencing near Lymburner's, with a Statement of what the original Contracts had been taken for.

Public Works, Montreal,  
8th July, 1847.

Sir,

In compliance with the commands of His Excellency the Governor General, I herewith transmit, by direction of the Commissioners, the information required from this Department, on the Address of the Legislative Assembly, relative to the Yonge Street Road.

The work was done at the prices originally contracted for, with the exception of a few items not contemplated at the time the contract was made, but which have been paid for at prices based on those of the contract.

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

THOMAS A. BEGLY,  
Secretary.

The Honorable D. DALY,  
Provincial Secretary.

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(I. I. I.)

23rd July.

Appendix  
(I. I. I.)  
23rd July.

Copy of the Engineer's final Estimate for the Construction of the first four Miles of Yonge Street Road, commencing near Lyburner's.

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(I. I. I.)  
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	£	s.	d.	£	s.	d.
330 chains grading, draining, and forming, per mile £55.....	226	17	6			
17700 C. yards excavation, 6d.....	442	10	0			
1920 do do O. T. D., 6d.....	48	0	0			
180 do masonry in culverts, 2s.....	18	0	0			
845 feet cedar covering, 5d.....	17	12	1			
386 yards excavation in pits, 6d.....	9	13	0			
45 cords stone in culverts, 17s.....	38	5	0			
2309 do stone broken and laid on road, 31s. 3d.....	3607	16	3	800	17	7
61 do unbroken stone delivered, remaining on road, 17s.....	51	17	0			
				3659	13	3
For the following, no price is mentioned in contract—						
250 cords laying Commissioners' stone, 5s.....	62	10	0			
101 do breaking do 12s.....	60	12	0			
Making drains under metal bed.....	4	6	3			
578 cords stone required in the road, not calculated upon in original Specification, 5s.....	144	10	0			
1920 do screening from sand and crushed stone, 2s. 6d.....	240	0	0			
Placing logs on side, and removing them.....	22	10	0			
Extra work.....	62	3	1			
				596	11	4
				£5057	2	2

Certified a true extract from the Engineer's final Estimate.

THOMAS A. BEGLY,  
Sec. Pub. Works.

Department Public Works,  
7th July, 1847.

**RETURN**

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 14th instant, praying for copies of all Documents relating to the purchase of the Honorable Peter McGill's house, at present occupied by the Crown Lands Department.

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(J. J. J.)  
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26th July.

By Command,

D. DALY, Secretary.

Secretary's Office, Montreal, 26th July, 1847.

List of the accompanying Documents transmitted in compliance to a Resolve of the Honorable the Legislative Assembly of the 14th instant, signified by order of His Excellency the Governor General of the 20th same month:—

- No. 1.—Copy of a Letter from T. Bouthillier, Assistant Commissioner Crown Lands, to Honorable D. B. Viger, 20th January, 1847.
- No. 2.—Copy of Letter from C. S. Cherrier to T. Bouthillier, Assistant Commissioner of Crown Lands, dated 27th same month, in answer to the above.
- No. 3.—Copy of ditto from D. B. Papineau, Commissioner of Crown Lands, to C. S. Cherrier, in answer to foregoing, 29th same month.
- No. 4.—Copy of a Report from the Commissioner of Crown Lands to Governor General, dated the 2nd February, 1847.
- No. 5.—Copy of an Order in Council on the above Report, dated 17th same month.
- No. 6.—Copy of Deed of Sale—the Honorable P. McGill, to Commissioner of Crown Lands, 25th February, 1847.

No. 1.

Copy of a Letter from T. Bouthillier, Esquire, Assistant Commissioner Crown Lands, to Honorable D. B. Viger.

(Translation.)

Crown Land Office,  
Montreal, 20th January, 1847.

Honorable Sir,

I have to inform you, that after the first of May next, the Government will not be able to retain the Buildings now occupied by this Department, in the state in which they are at present.

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

(Signed,) T. BOUTHILLIER.

Honorable D. B. VIGER,  
Montreal.

Appendix  
(J. J. J.)

No. 2.

26th July.

Copy of a Letter from Mr. Cherrier to Mr. Bouthillier, in reply to the above.

Montreal, 27th January, 1847.

Sir,

I am instructed by Mr. Denis B. Viger to inform you, in answer to the letter addressed to him by you on the 20th instant, that he does not intend to make any other repairs to the House occupied by the Crown Lands Department, than such as may be absolutely necessary to preserve from the rain the persons inhabiting it.

Mr. Viger wishes to know immediately if the Department will retain the house on that condition, and at the same rent and on the same conditions as heretofore.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) C. S. CHERRIER,

Advocate.

T. BOUTHILLIER, Esquire,  
Crown Lands Office.

No. 3.

Copy of a Letter from Mr. Papineau to Mr. Cherrier.

Crown Lands Office,  
Montreal, 29th January, 1847.

Sir,

I have the honor to acknowledge the receipt of your letter, in answer to one addressed to Mr. Viger on the 20th by this Department; and as the repairs which Mr. Viger offers to make are not sufficient for the accommodation of the officers, and the preservation of the Documents, &c., I beg leave to inform you that the Department will not retain the house which it now occupies, after the expiration of the present verbal lease, which will be on the 1st of May next. You are therefore perfectly at liberty to let it to whomsoever you may think fit.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) D. B. PAPINEAU.

C. S. CHERRIER, Esquire,  
Montreal.

No. 4.

Copy of a Report from the Commissioner of Crown Lands to the Governor General.

(Office Accommodation.)

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

May it please Your Excellency,

The undersigned Commissioner of Crown Lands, begs leave to call Your Excellency's attention to the annexed Correspondence, by which it will be seen,

that the Honorable Mr. Viger, the proprietor of the premises now occupied by this Department, having refused to make to the said premises such repairs or additions as are indispensably necessary for the safe-keeping of its documents, and the accommodation of its offices, he is under the necessity of looking out for other premises.

The undersigned would observe, that when the present building was rented, it was done at a period when it was not possible for the Board of Works, who was instructed to provide suitable premises for the several Public Departments, to have much choice, and, therefore, the accommodation furnished to this Department was quite insufficient. Since that time orders in Council have been passed, uniting to the Crown Lands Department two other branches of the Public Service, namely, the management of the Jesuits Estates, the office of the Queen's Domain; and also placing under its control the Mineral Lands on Lakes Superior and Huron.

These additions have necessarily increased the inconvenience of an already limited accommodation.

It is, moreover, probable that the Geological Survey of the Province, which has now been in progress for some years, will have to be transferred to this office; in which case further room and means will have to be provided for the classification of specimens, &c. &c.

Therefore, the undersigned would respectfully pray to be authorized to make arrangements for that purpose; by renting a suitable house and premises, and for such a term of years as may secure this Department against any further removal, until such time as the Legislature has provided permanent buildings for the reception of all the public offices; such removal never taking place without great detriment both to the order and physical condition of a great mass of archives, maps, documents, &c. &c.

If the undersigned could be authorized to pay a yearly rent not exceeding Six hundred pounds per year, he thinks that he would be enabled to provide for the accommodation for the Superintendent of Schools in Lower Canada, who is now very insufficiently provided for; and also for another Department not requiring more than one large room, or two of middling size.

The undersigned is of opinion, that in order to provide for his own Department, a rental of £150, in addition to the £200, now paid, would only be sufficient, allowing a rental of £125 for each of the two other Departments above alluded to; it would bring the whole to £600 per year, as above stated.

All which is nevertheless respectfully submitted.

(Signed,) D. B. PAPINEAU,

C. C. L.

Montreal, 2nd February, 1847.

No. 5.

Copy of an Order in Council on the above Report.

Copy of a Report of a Committee of the Honorable the Executive Council, dated 17th February, 1847; approved by His Excellency the Governor General in Council on the same day.

On a communication from the Commissioner of Crown Lands, dated 2nd February, instant, request-

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ing to be authorized to make arrangements for the accommodation of his Department, and the branches of the Public Service attached thereto,—

The Committee recommend that the Commissioner of Crown Lands be authorized to make the best arrangement he can for the accommodation of his Department, until he can be accommodated in the buildings to be provided for at the public expense.

Certified,

(Signed,) E. PARENT.

To the Commissioner of  
Crown Lands.

No. 6.

Copy of Deed of Sale—The Hon. P. M'Gill, to  
Commissioner of Crown Lands.

Before the undersigned Notaries Public for that part of the Province of Canada, which formerly constituted the Province of Lower Canada, residing at Montreal, in the said part of the Province of Canada,

Came and appeared,

The Honorable Peter M'Gill, residing in the said City of Montreal, a Member of the Legislative Council of this Province ;

Who hath, by these presents, sold, and promised, and obliged himself to warrant against all troubles and hindrances whatsoever, unto the Commissioner of Crown Lands for this Province of Canada—the Honorable Denis Benjamin Papineau, of the said City of Montreal, the present Commissioner of Crown Lands for this Province, being present, and accepting the same, as well for himself, in his said quality, as for and in the name of all his successors in the said office, or who may for the future have that right—the property hereafter designated, to wit : A Lot of Land, or Emplacement, situate in the said City of Montreal, containing about fifty-five feet in front, by about one hundred and twenty-five feet in depth, French measure; the whole within the following boundaries:—in front, on the north-east by St. Gabriel Street; in rear, on the south-west by the property of the Hon. Mr. Justice Gale; on one side, to the north-west by Fortification Lane; and lastly, on the other side, to the south-east by the property of Messrs. Edward Thompson and Toussaint Peltier; with a three-story cut stone house thereon erected, and divers brick buildings erected in the first yard, together with a stone stable, and other buildings and sheds constructed in the second yard; the whole being dependencies of the aforesaid house, and being at present within an inclosure.

The stone wall separating part of the property sold by these presents from that of Thompson, (representing the heirs of David Ross,) being a party wall, (*mur mitoyen*), as mentioned in the title deed of the said Hon. Mr. M'Gill, hereinafter cited.

With all and every the appurtenances thereunto belonging, without any reservation or exception on the part of the vendor, the whole being accepted by the said Hon. D. B. Papineau, who declares to have a perfect knowledge of the premises, having seen and viewed the same, and therewith is perfectly content and satisfied.

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The said Property appertaining to the Honorable Mr. M'Gill, having acquired the same by a deed passed on the fifteenth of December, one thousand eight hundred and thirty-eight, before Mr. J. J. Gibb (who holds in his possession a Minute thereof) and his colleague, notaries, at Montreal, dated on the day and year last aforesaid, from Mrs. Jane Davidson, of the said City, widow of the late David Ross, in his lifetime of Montreal, Esquire, Advocate, and one of Her Majesty's Counsel in the Law; and from Arthur Ross, also of Montreal, Esquire, Advocate, in their respective capacities of testamentary executor and executrix of the said late Mr. David Ross, as appears by his last will and testament, made according to the English form, in presence of three witnesses, dated at Montreal, aforesaid, the twenty-second of March, one thousand eight hundred and thirty-seven, and regularly acknowledged and proved before the Honorable Mr. Justice Pyke, then a Justice of the Court of King's Bench of this District; as appears by the order of the said Honorable Judge, dated the twenty-fifth of January, one thousand eight hundred and thirty-eight; the whole being deposited at the *Greffe* of the Court of Queen's Bench, for this District, and enregistered on the said 25th of January, 1838, in the Register of insinuations of the said Court.

By which said last will and testament the said executor and executrix were authorized to alienate the property belonging to the estate of the said Mr. David Ross.

Which last mentioned person had been proprietor of the immovable property hereby sold, having acquired the same, to wit, in great part from Sieur François Xavier Davelny dit Larose, and his wife, by a deed passed before the Honorable Louis Guy, Her Majesty's Notary, (who holds in his possession a Minute thereof,) and his Colleague, on the tenth of June, one thousand eight hundred and twelve, and partly from Augustin Perrault by a deed passed before J. M. Cadieux (who had kept a minute thereof) and his Colleague, Notaries, at Montreal on the fifth of July, one thousand eight hundred and sixteen.

The said property hereby sold, being situate in the Seigneurie of the Island of Montreal, of the domain whereof it was held *à titre de cens*, and towards which it was charged with certain *cens et rentes*, and other Seigneurial rights, which have been however commuted for ever, by a deed to that effect passed at Montreal, between the gentlemen Ecclesiastics of the Seminary of St. Sulpice, of Montreal, Seigniors of the said Seigneurie, and the said Honorable Mr. M'Gill, before P. Lacombe, Notary, (who has a minute thereof in his possession,) and his Colleague, on the twentieth day of the present month of February, (1847,) so that the said property is now and for ever a *franc aleu roturier*, as mentioned in the said deed of commutation.

The said sale being made subject to the following charges on the part of the purchaser, his successors, and assigns:

1st. The property hereby sold, to be taken in the state in which it is at present, without any indemnity whatever, or diminution of the price hereafter mentioned, for any repairs which might be required, and also without warranty of the precise measure above mentioned; the surplus of which will turn to the profit or loss of the purchaser, his assigns, or successors in office.

2ndly. All passive servitudes, whether apparent or non apparent, to which the property now sold may

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be subject, to be submitted to; and all active servitudes, if any there be, to be enjoyed by the purchaser, without any warranty whatever, except that he and his successors may enforce the latter, and defend themselves against the former, as to them may seem meet, at their own wish or to their own advantage; this declaration, however, to give no one whomsoever any other or further rights than may be justified by regular titles.

The vendor here declares that the said Edward Thompson has a right of passage in the rear of the property hereby sold, between the latter and the property of the Honorable Mr. Justice Gale, to communicate from the rear of his lot of land to Fortification Lane, as mentioned in the deed of purchase of the said Honorable Mr. M'Gill, dated 15th December, 1838.

3rdly. The property hereby sold (being the present residence of the said Honorable Mr. M'Gill,) not to be taken possession of before one month from the passing of these presents, in order that he may have time to find another residence, and no rent to be charged for the said delay.

4thly. The purchaser to be paid and reimbursed the sum of two hundred and twenty pounds and two pence, current money of this Province, being the price of commutation of the Seigniorial rights where-with the property hereby sold was charged, which commutation was made and obtained by the said Honorable Mr. M'Gill, by desire of the said Commissioner of Crown Lands.

The present sale is made for and in consideration of the price and sum of five thousand pounds currency, of the Province of Canada; which said sum was paid in presence of the undersigned Notaries, into the hands of the said Honorable Mr. M'Gill, who hereby gives a general and final, full and entire discharge thereof to the said Honorable D. B. Papineau, and his successors and assigns for ever.

And in consideration of the premises, the vendor doth transfer and set over to the purchaser, all rights of property and other accessory rights which he the said vendor may have or pretend in or upon the immovable hereby sold, divesting himself thereof in favor of the said purchaser from this date; on condition, however, that the said purchaser shall not take possession thereof before one month, as above mentioned.

The vendor doth specially transfer all rights of personal warranty which he is entitled to against the said Mrs. Widow David Ross, and the said Arthur Ross, and the representatives of the said late David Ross, generally, according to the stipulations agreed upon in the deed of sale, in favor of the vendor; which warranty the purchaser or his assigns may make use of as to them shall seem fit, the whole without prejudice to the warranty of the vendor stipulated at the commencement of the present deed. For enabling the purchaser to take immediate possession, and for making any enregistration or inscription which may be required for the preservation of the right of property hereby created, the said parties hereby constitute the bearer of these presents, or of a copy thereof, their special Attorney, to whom all necessary power and authority to that effect is hereby given and granted.

The purchaser acknowledges the receipt from the vendor of the following title deeds:

1st. The Contract in the English language between the said Mrs. David Ross and Arthur Ross, *esqualites* to the said Hon. Mr. M'Gill, dated 15th December, 1838.

2ndly. The deed of purchase of the greater part of the said Lot of Land by the said late David Ross, from François Xavier Davelny, and his wife, on the 10th June, 1812.

3dly. A copy of the above mentioned deed of commutation, dated on the 20th of the present month of February, (1847.)

4thly. The Policy of Assurance (No. 85,175) of the above described house and dependencies, which have been insured against accidents by fire, in the Alliance Insurance Company's Office; all the rights accruing from the said Policy, against the said Company, to be immediately transferred by the vendor to the purchaser, according to the rules and regulations of the said Company; and as to the other title deeds, they are to be procured by the purchaser, at his own cost, if he should require them, the vendor having given up all those which were in his possession, the receipt whereof is hereby acknowledged.

For the execution of these presents, and of every the premises, the parties have elected their domicile at their ordinary places of residence.

Done and passed at Montreal aforesaid, in the Office of the Commissioner of Crown Lands for this Province, on Thursday, the twenty-fifth day of February, before noon, in the year one thousand eight hundred and forty-seven. And these presents having been first duly read to the parties, they have signed the same with us the said Notaries.

(Signed,) PETER M'GILL,  
 " D. B. PAPINEAU,  
 C.C.L.  
 " S. PELTIER, N.P.  
 " D. E. PAPINEAU, N.P.

True Copy of the Minute remaining of Record in the office of the undersigned.

(Signed,) D. E. PAPINEAU,  
 N.P.

(Endorsed,)

25th February, 1847.

Sale by the Honorable P. M'Gill, Member of the Legislative Council, to the Commissioner of Crown Lands for the Province of Canada.

D. E. PAPINEAU, N.P.

(Second Copy.)

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26th July.

**ANNUAL**  
**REVENUE AND EXPENDITURE**

OF

**LOWER CANADA,**

FROM ITS

**CONSTITUTION TO THE PERIOD OF THE UNION.**

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PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.

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Montreal :

PRINTED BY LOVELL AND GIBSON, SAINT NICHOLAS STREET.

1847.

Appendix (K.K.K.) GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower Canada, from what source, and under what authority; the Nett Amount, after deducting the Expenses of

27th July.

CASUAL AND TERRITORIAL REVENUE.									
Year.	Rent of the King's Posts.	Rent of the Forges of St. Maurice.	Rent of the King's Wharf.	Droit de Quint.	Lods et Ventos.	Droit d'Aubaine.	Rent of Beach and Water Lots.	Commutation of Tenure.	Old Walls round Montreal.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	720 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1793	360 0 0	62 16 4	.....	.....	.....	.....	.....	.....	.....
1794	360 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1795	360 0 0	37 10 0	.....	.....	.....	.....	.....	.....	.....
1796	360 0 0	.....	.....	764 13 1	.....	.....	.....	.....	.....
1797	360 0 0	18 15 0	.....	57 6 9	.....	.....	.....	.....	.....
1798	360 0 0	18 15 0	.....	3066 18 6½	.....	.....	.....	.....	.....
1799	360 0 0	18 15 0	.....	12 17 5	.....	.....	.....	.....	.....
1800	360 0 0	18 15 0	.....	.....	22 12 3	.....	.....	.....	.....
1801	360 0 0	401 5 0	279 0 0	482 0 7	345 19 0½	.....	.....	.....	.....
1802	360 0 0	765 0 0	270 0 0	235 9 0½	4202 9 1¼	.....	.....	.....	.....
1803	922 10 0	765 0 0	270 0 0	1356 14 3	924 13 0½	.....	.....	.....	.....
1804	922 10 0	765 0 0	.....	2882 14 9½	1184 17 9	.....	.....	.....	.....
1805	922 10 0	765 0 0	.....	49 13 6½	361 2 2½	.....	.....	.....	.....
1806	922 10 0	765 0 0	360 0 0	108 4 8	346 19 6¼	.....	.....	.....	.....
1807	922 10 0	409 10 0	.....	14 3 6	826 6 10¾	.....	.....	.....	.....
1808	922 10 0	54 0 0	.....	.....	332 9 2	.....	.....	.....	.....
1809	922 10 0	54 0 0	263 18 2½	2243 18 2½	1847 12 10½	46 19 8	.....	.....	.....
1810	922 10 0	463 10 0	303 15 0	867 17 5	1305 12 0½	.....	.....	.....	.....
1811	922 10 0	450 0 0	315 13 11½	216 9 8½	2958 8 0½	40 10 3½	.....	.....	.....
1812	922 10 0	.....	175 15 5	139 11 0½	590 14 1½	436 7 9	.....	.....	.....
1813	922 10 0	450 0 0	479 10 5	332 16 0½	1139 11 11½	.....	.....	.....	.....
1814	922 10 0	900 0 0	303 15 0	618 8 0½	926 7 3	.....	.....	.....	.....
1815	922 10 0	450 0 0	278 8 3½	222 15 0	1421 4 9¼	.....	.....	.....	.....
1816	922 10 0	450 0 0	316 7 10¾	3 19 2½	1817 18 6	.....	.....	.....	.....
1817	922 10 0	450 0 0	316 7 10¾	1183 10 7¾	1437 15 1½	.....	.....	.....	.....
1818	461 5 0	.....	146 5 0	4 19 0	1745 0 9¼	.....	.....	.....	.....
1819	1383 15 0	450 0 0	316 7 10¾	2344 16 2½	2753 8 8	.....	.....	.....	.....
1820	461 5 0	450 0 0	316 7 10¾	2098 12 5½	1318 1 3	.....	0 0 10¾	.....	.....
1821	922 10 0	.....	292 10 0	2292 15 8	403 5 9½	.....	.....	.....	.....
1822	922 10 0	450 0 0	340 5 9½	305 1 8½	1854 17 5½	.....	.....	1832 3 11½	.....
1823	1541 5 0	1125 0 0	316 7 10¾	583 4 0	687 3 3½	.....	.....	.....	.....
1824	1080 0 0	.....	316 7 10¾	427 7 1	886 11 5	.....	0 9 0	.....	.....
1825	1080 0 0	450 0 0	146 5 0	78 18 9	1641 0 1¼	.....	0 3 0	.....	.....
1826	1080 0 0	450 0 0	632 15 9½	888 15 4½	1459 4 7¾	.....	0 5 5	.....	.....
1827	1080 0 0	.....	292 10 0	356 3 11½	1036 3 9	.....	.....	.....	.....
1828	1080 0 0	900 0 0	364 3 8½	1443 3 11½	3259 14 6	.....	.....	.....	.....
1829	1080 0 0	450 0 0	316 7 10¾	868 16 8½	2791 18 3½	.....	0 4 0	144 0 0	52 17 3¼
1830	2607 5 1	450 0 0	146 5 0	851 13 9½	2297 3 2¼	.....	0 3 7	356 15 9½	.....
1831	1620 0 0	.....	170 2 10¾	1019 16 5	1178 13 4	.....	135 0 0	.....	.....
1832	1680 0 0	900 0 0	162 3 10	232 1 0	1819 17 9½	.....	0 12 7	82 16 0	.....
1833	1080 0 0	.....	208 7 11	99 3 0	2356 3 3	.....	23 13 0½	1897 3 10½	.....
1834	1080 0 0	675 0 0	23 17 11	2175 13 0½	1762 6 7½	.....	68 15 0½	68 8 0	.....
1835	1080 0 0	450 0 0	23 17 11	1366 17 8¼	976 8 8	.....	65 11 6¼	725 17 5½	.....
*1836	.....	.....	.....	.....	.....	.....	.....	.....	.....
*1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	1680 0 0	.....	.....	561 11 8½	2809 17 0½	.....	109 1 4½	403 15 0½	.....
1839	1080 0 0	382 10 0	71 13 8½	273 14 0	1743 5 4¾	.....	615 13 4½	1321 1 10½	.....
1840	1080 0 0	382 10 0	23 17 11	376 12 4¾	1515 18 6¾	.....	328 1 3¾	191 13 4¾	.....
1841	.....	.....	.....	786 3 9	642 16 2	.....	38 6 9½	.....	.....

\* The Public Accounts for the years 1836 and 1837 were never laid before the Legislature.

the establishment of its Constitution to the period of the Union, shewing the Gross Amount collected, from Collection, and the proportion paid to Upper Canada,—and the Expenditure, classified under different heads.

Appendix (K.K.K.) 27th July.

CASUAL AND TERRITORIAL REVENUE.									
Year.	Restitution by Penitents.	Sale of Crown Lands and Licenses to cut Timber.	British American Land Company.	Other Sources.	Rents and Profits of the Seignior of Lauzon.	Jesuits' Estates.	Lachine Canal Tolls.	Montreal Wharfage Dues.	Fines, Forfeitures, &c.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....
1793	.....	.....	.....	0 6 5	.....	.....	.....	.....	174 3 6½
1794	.....	.....	.....	.....	.....	.....	.....	.....	23 0 11
1795	.....	.....	.....	.....	.....	.....	.....	.....	115 7 1
1796	.....	.....	.....	.....	.....	.....	.....	.....	164 11 0½
1797	.....	.....	.....	.....	.....	.....	.....	.....	280 16 4½
1798	.....	.....	.....	.....	.....	.....	.....	.....	308 3 10½
1799	.....	.....	.....	.....	.....	.....	.....	.....	130 11 7
1800	.....	.....	.....	.....	.....	.....	.....	.....	83 18 9
1801	0 9 0	.....	.....	.....	.....	.....	.....	.....	109 18 6¼
1802	.....	.....	.....	.....	.....	.....	.....	.....	86 1 0¾
1803	.....	.....	.....	.....	.....	.....	.....	.....	165 12 9¼
1804	.....	.....	.....	.....	.....	.....	.....	.....	294 15 3¼
1805	.....	.....	.....	.....	.....	.....	.....	.....	141 19 1
1806	.....	.....	.....	.....	.....	.....	.....	.....	124 16 5
1807	.....	.....	.....	0 4 6	.....	.....	.....	.....	269 3 8½
1808	.....	.....	.....	.....	.....	.....	.....	.....	223 3 4½
1809	.....	.....	.....	.....	.....	.....	.....	.....	213 8 7
1810	.....	.....	.....	.....	.....	.....	.....	.....	158 1 3½
1811	.....	.....	.....	21 6 3½	.....	.....	.....	.....	438 12 10¼
1812	.....	.....	.....	.....	.....	.....	.....	.....	292 12 9
1813	.....	.....	.....	.....	.....	.....	.....	.....	36 15 9
1814	.....	.....	.....	.....	.....	.....	.....	.....	404 19 10
1815	.....	.....	.....	.....	.....	.....	.....	.....	567 10 3¼
1816	.....	.....	.....	.....	.....	.....	.....	.....	434 0 0
1817	.....	.....	.....	.....	.....	.....	.....	.....	823 2 8½
1818	.....	.....	.....	.....	.....	.....	.....	.....	1042 18 10
1819	.....	.....	.....	.....	.....	.....	.....	.....	1219 18 5
1820	.....	.....	.....	.....	.....	.....	.....	.....	435 15 11
1821	.....	.....	.....	.....	.....	.....	.....	.....	1603 16 9½
1822	.....	.....	.....	.....	.....	.....	.....	.....	1961 4 5½
1823	.....	.....	.....	-1 2 6	.....	.....	.....	.....	564 18 4
1824	.....	.....	.....	.....	.....	.....	.....	.....	549 13 7½
1825	.....	.....	.....	.....	.....	.....	.....	.....	489 7 10¾
1826	.....	.....	.....	.....	.....	.....	.....	.....	992 19 8
1827	.....	.....	.....	.....	.....	.....	.....	.....	325 0 8
1828	.....	.....	.....	.....	3600 0 0	.....	1350 0 0	.....	780 12 11½
1829	3 3 0	.....	.....	252 13 3½	1800 0 0	.....	1131 8 6½	.....	298 4 1
1830	.....	.....	.....	.....	1800 0 0	.....	2586 16 10½	.....	397 0 8½
1831	.....	.....	.....	.....	.....	6439 5 10	4222 10 3½	.....	236 2 6¼
1832	.....	.....	.....	16 8 6	1800 0 0	4109 12 11½	3870 0 0	.....	631 16 10½
1833	0 18 0	.....	.....	.....	1800 0 0	1775 12 4¾	6498 13 4¾	.....	370 4 3½
1834	.....	.....	.....	.....	.....	1825 13 6	6066 12 1	.....	163 18 0¼
1835	.....	10236 2 10	10728 19 8¾	12 13 9½	5850 0 0	1916 8 7¾	1350 4 1½	.....	198 9 8
1836	.....	.....	.....	.....	.....	2257 13 2	.....	.....	.....
1837	.....	.....	.....	.....	.....	2321 10 10½	.....	.....	.....
1838	.....	8541 0 0	.....	.....	.....	2314 2 1½	2048 2 1½	4378 9 1	305 15 6
1839	.....	5400 0 0	.....	.....	.....	2426 5 11¾	2428 13 10	5191 10 6½	1349 12 5
1840	.....	3600 0 0	.....	.....	.....	2617 15 6½	2302 12 10½	9646 16 2¼	2161 10 8
1841	7 8 6	.....	.....	.....	.....	1514 19 7½	.....	1201 14 10½	118 2 7



Appendix (K.K.K.)

GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower

27th July.

Year.	REVENUE UNDER IMPERIAL ACTS.							33 Geo. III, cap. 8. Duties on Wines.
	25 Car. II, cap. 7, 6 Geo. II, cap. 13, 4 Geo. III, cap. 15, and 6 Geo. III, cap. 52.	6 Geo. II, cap. 13, 4 Geo. III, cap. 15, and 6 Geo. III, cap. 52.	14 Geo. III, cap. 88.		3 Geo. IV, cap. 44 and 45, and 4 Geo. IV, cap. 12.	3 Geo. IV, cap. 119.	6 Geo. IV, cap. 114, and 3 and 4 Will. IV, cap. 59.	
	Duties.	Duties.	Duties.	Licenses for retailing Spirituous Liquors.	Duties.	Duties.	Duties.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	1030 13 6½	.....	3771 9 7	1013 8 0	.....	.....	.....	.....
1793	2270 1 4	.....	5692 3 8	754 4 0	.....	.....	.....	1613 6 1
1794	784 14 2½	.....	3670 5 3	777 12 0	.....	.....	.....	1034 16 3
1795	1723 2 2½	.....	2250 13 10	808 4 0	.....	.....	.....	1019 9 9½
1796	.....	.....	6070 4 7	702 0 0	.....	.....	.....	1307 6 0½
1797	.....	15 5 3½	4013 14 6¾	712 16 0	.....	.....	.....	856 11 8
1798	.....	12 15 1½	5133 14 3	813 12 0	.....	.....	.....	1876 8 6
1799	.....	14 14 11	7727 19 11½	997 4 0	.....	.....	.....	1283 7 6½
1800	.....	25 13 3½	5763 15 11½	993 12 0	.....	.....	.....	1148 3 1½
1801	.....	42 17 5	7530 17 9	1008 0 0	.....	.....	.....	1606 11 9½
1802	.....	20 19 4	6543 2 9½	1085 8 0	.....	.....	.....	1603 14 2½
1803	.....	4 7 11	7644 4 0¾	1166 8 0	.....	.....	.....	1430 9 11½
1804	.....	84 3 6	5168 0 6	1220 8 0	.....	.....	.....	2621 1 6½
1805	.....	41 1 4	10450 15 5½	1198 16 0	.....	.....	.....	1562 0 8
1806	.....	24 14 1¾	5708 17 11½	1243 16 0	.....	.....	.....	1233 18 1
1807	.....	19 10 1½	5525 12 2½	1177 4 0	.....	.....	.....	396 19 2½
1808	.....	38 13 8¾	7280 11 5¾	1207 16 0	.....	.....	.....	640 5 6
1809	.....	159 7 6¾	11123 10 3¾	1344 12 0	.....	.....	.....	1724 11 0
1810	.....	136 7 1½	10680 12 2½	1441 16 0	.....	.....	.....	2532 13 11½
1811	.....	83 14 4½	12168 3 1½	1371 8 0	.....	.....	.....	1193 15 2½
1812	.....	.....	10699 15 4½	1571 8 0	.....	.....	.....	890 5 0
1813	.....	.....	14436 4 11¾	1243 16 0	.....	.....	.....	1082 7 1
1814	.....	.....	27396 8 0¾	1508 8 0	.....	.....	.....	3641 9 2½
1815	.....	.....	14849 6 10¾	1965 12 0	.....	.....	.....	4299 13 9½
1816	.....	.....	13123 11 1½	2215 16 0	.....	.....	.....	2444 7 10
1817	.....	.....	13859 15 6½	2413 16 0	.....	.....	.....	1840 16 1½
1818	.....	.....	11727 10 8	2125 16 0	.....	.....	.....	1182 19 3
1819	.....	.....	17114 6 9	2291 8 0	.....	.....	.....	1105 7 7
1820	.....	.....	13934 11 6½	2219 8 0	.....	.....	.....	2136 10 2½
1821	.....	.....	8911 16 4	2212 4 0	.....	.....	.....	2430 17 1
1822	.....	.....	14413 1 4	2350 16 0	.....	.....	.....	893 8 2
1823	.....	.....	29276 6 7½	2259 0 0	1596 19 3¾	3162 12 8	.....	1594 16 7
1824	.....	.....	25282 12 7½	2431 16 0	590 9 0½	6698 6 2½	.....	1940 12 0½
1825	.....	.....	29750 17 7	2685 12 0	233 1 1½	10454 19 9½	.....	2123 5 7
1826	.....	.....	26458 11 10½	2606 8 0	.....	5594 3 5	10745 3 3½	2306 14 0
1827	.....	.....	34888 9 10	2802 12 0	.....	1776 4 1½	17472 1 4	2107 7 0
1828	.....	.....	33134 0 10½	2797 4 0	.....	329 10 0½	12891 8 5	2123 1 3
1829	.....	.....	34723 1 9	2142 0 0	.....	2201 16 1	17113 14 0	1315 19 11½
1830	.....	.....	41607 18 10½	1818 0 0	.....	.....	17908 14 6	2593 5 6
1831	.....	.....	38579 9 0½	1945 16 0	.....	.....	10065 9 1¾	2372 6 6
1832	.....	39 17 5	41390 5 6½	2332 12 0	.....	.....	13515 0 11¾	3420 1 9½
1833	.....	111 10 0½	47569 13 8½	2629 16 0	.....	.....	13755 13 8	4471 15 5¾
1834	.....	52 13 6½	32650 6 7½	2365 4 0	.....	.....	9433 17 10	3337 18 1½
1835	.....	31 19 5½	42842 11 1¾	2579 8 0	.....	.....	10319 16 10¾	2258 14 10¾
1836	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....
1838	.....	94 9 4½	31686 14 6½	2593 16 0	.....	.....	16411 2 3	2012 9 0½
1839	.....	65 13 2	32027 12 0½	2943 0 0	.....	.....	25792 12 6¾	3314 14 3½
1840	.....	.....	25138 13 8	3214 16 0	.....	.....	39350 10 8½	2826 13 6
1841	.....	.....	3983 5 2¾	561 12 0	.....	.....	6124 16 1	306 15 7

Appendix (K.K.K.)

Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

27th July.

Year.	REVENUE UNDER PROVINCIAL ACTS.								
	35 Geo. III, cap. 9.	35 Geo. III, cap. 8.	37 Geo. III, cap. 4.	39 Geo. III, cap. 9.	41 Geo. III, cap. 13.	41 Geo. III, cap. 14.	45 Geo. III, cap. 12, and 51 Geo. III, cap. 12, and 2 Geo. IV, cap. 7.		
	Duties.	Licenses to Hawkers and Peddlars, and for retailing Spirituous Liquors.	Pilotage Duties.	Duties.	Billiard Tables.	Duties on Manufactured Tobacco and Snuff.	Pilotage Duties, and Duties on Steamboats.	Fines.	Dock Dues.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....
1793	.....	.....	.....	.....	.....	.....	.....	.....	.....
1794	.....	.....	.....	.....	.....	.....	.....	.....	.....
1795	5435 19 5	.....	.....	.....	.....	.....	.....	.....	.....
1796	6898 16 11½	810 0 0	.....	.....	.....	.....	.....	.....	.....
1797	4910 13 1	801 0 0	252 6 9	.....	.....	.....	.....	.....	.....
1798	7385 18 3½	912 12 0	246 19 10½	.....	.....	.....	.....	.....	.....
1799	10484 16 1	1096 4 0	336 3 0	438 11 7½	.....	.....	.....	.....	.....
1800	7800 15 4	1063 16 0	331 19 9	469 1 2	.....	.....	.....	.....	.....
1801	9483 17 4½	1092 12 0	144 8 7½	501 10 8½	.....	782 15 5	.....	.....	.....
1802	10109 1 4	1157 8 0	549 15 9	502 16 8	78 15 0	574 11 10½	.....	.....	.....
1803	10891 9 2½	1290 12 0	470 19 8	649 11 1	68 10 0	1029 0 11	.....	.....	.....
1804	11805 11 1¾	1335 12 0	451 11 6	793 18 7¾	56 5 0	683 9 6	.....	.....	.....
1805	11901 1 7	1290 12 0	396 6 9	847 18 7¾	45 0 0	459 18 11½	.....	.....	.....
1806	8870 5 11½	1319 8 0	385 14 1½	820 9 7	33 15 0	266 14 11	.....	.....	.....
1807	11879 10 0	1234 16 0	665 3 7	577 19 4½	33 15 0	828 8 5¾	.....	.....	.....
1808	13149 13 7½	1281 12 0	.....	.....	56 5 0	183 11 1	820 17 1½	.....	.....
1809	18382 19 8½	1409 8 0	.....	.....	67 10 0	925 9 1½	1125 16 10½	.....	.....
1810	17919 13 9½	1542 12 0	.....	.....	67 10 0	1698 17 11	1687 2 1½	.....	.....
1811	23875 5 8½	1699 4 0	.....	.....	67 10 0	2087 8 7	1422 16 10	26 18 2½	252 0 11
1812	17106 16 8	1652 8 0	.....	.....	67 10 0	349 0 4	1075 10 0	.....	327 0 5½
1813	16828 12 11	1297 16 0	.....	.....	45 0 0	2320 8 8¾	449 7 10½	18 18 0	236 5 3½
1814	31002 19 2	1589 8 0	.....	.....	56 5 0	165 3 11	425 13 9½	.....	380 19 2
1815	27488 17 10	2097 0 0	.....	.....	56 5 0	1428 18 7	673 11 10½	.....	622 4 5½
1816	29244 15 3½	2332 16 0	.....	.....	56 5 0	114 9 4½	889 5 1½	8 15 11½	205 8 2½
1817	27178 19 7¾	2509 4 0	.....	.....	33 15 0	3 7 8¾	972 0 0	.....	137 3 10½
1818	17969 5 11¾	2185 4 0	.....	.....	45 0 0	3 1 9½	1090 19 1½	.....	51 9 9
1819	24263 14 5	2377 16 0	.....	.....	11 5 0	9 2 7½	1627 8 6	12 3 0	148 8 1½
1820	29967 7 11½	2350 16 0	.....	.....	22 10 0	4 8 11½	1788 7 1½	19 11 1½	180 10 6
1821	22365 7 0½	2325 12 0	.....	.....	22 10 0	54 2 11	1354 17 10½	9 4 6	201 3 5½
1822	27431 9 6½	2437 4 0	.....	.....	33 15 0	16 3 5	1729 12 2	24 7 10	76 0 3
1823	24460 16 7	2415 12 0	.....	.....	33 15 0	10 3 11	1740 1 10	11 5 6½	71 12 4
1824	23284 0 0½	2599 4 0	.....	.....	33 15 0	11 17 0	1949 18 2	.....	103 13 5½
1825	26574 15 8	2872 16 0	.....	.....	.....	15 9 2	2264 17 0	32 15 1½	99 13 0½
1826	24106 8 0½	2791 16 0	.....	.....	33 15 0	1567 11 8¾	2780 3 10½	12 12 4	41 4 10½
1827	33020 14 8	3033 0 0	.....	.....	45 0 0	4473 12 8	3244 2 2½	.....	162 16 8½
1828	25406 5 2	3069 0 0	.....	.....	90 0 0	3234 3 7	2885 19 1½	12 8 10	112 13 5½
1829	31856 3 3½	2520 0 0	.....	.....	45 0 0	2788 1 8	3040 0 2	.....	107 16 5
1830	36564 8 0	2158 4 0	.....	.....	67 10 0	4056 10 4	3112 3 6½	12 7 8¾	54 9 5½
1831	34834 11 6	2223 0 0	.....	.....	45 0 0	3956 7 11	2416 14 6	.....	73 10 11
1832	41057 12 9½	2809 16 0	.....	.....	67 10 0	5912 19 6½	3552 19 9½	16 17 6	44 18 6
1833	38750 18 2	2916 0 0	.....	.....	45 0 0	6174 1 8	3515 17 3½	.....	69 13 9½
1834	36336 15 1¾	2590 4 0	.....	.....	78 15 0	5709 2 1½	4126 3 4	.....	.....
1835	33451 4 6	2676 12 0	.....	.....	56 5 0	5790 4 2	3889 11 1½	42 8 8¾	189 15 2
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	31228 3 3	2647 16 0	.....	.....	33 15 0	8114 16 10	3729 7 11½	.....	.....
1839	34015 9 2	3124 16 0	.....	.....	22 10 0	6763 3 2	3806 10 8½	.....	101 7 6½
1840	44444 17 5	3447 0 0	.....	.....	33 15 0	8740 19 8	4544 15 10½	.....	73 7 7½
1841	5102 18 5	603 0 0	.....	.....	.....	496 13 5½	.....	.....	.....

GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower

27th July.

Year.	REVENUE UNDER PROVINCIAL ACTS.								
	45 Geo. III, cap. 13, continued by 51 Geo. III, cap. 1.		47 Geo. III, cap. 5.	48 Geo. III, cap. 19.	48 Geo. III, cap. 34.	52 Geo. III.	53 Geo. III, cap. 1.		53 Geo. III, cap. 11, amended by 55 Geo. III, cap. 2, and continued by Imperial Act 3 Geo. IV, cap. 119.
	Duties on Teas, Spirits, &c.	Duties on Sales by Auction.	Licenses to convey Travellers.	Duties on Scows, &c., passing through the Rapids between Chateauguay and Montreal.	Duties on Notarial Actes, &c.	Interest on Army Bills while in the hands of Public Officers.	Duties.	Licenses and Billiard Tables.	Duties.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....
1793	.....	.....	.....	.....	.....	.....	.....	.....	.....
1794	.....	.....	.....	.....	.....	.....	.....	.....	.....
1795	.....	.....	.....	.....	.....	.....	.....	.....	.....
1796	.....	.....	.....	.....	.....	.....	.....	.....	.....
1797	.....	.....	.....	.....	.....	.....	.....	.....	.....
1798	.....	.....	.....	.....	.....	.....	.....	.....	.....
1799	.....	.....	.....	.....	.....	.....	.....	.....	.....
1800	.....	.....	.....	.....	.....	.....	.....	.....	.....
1801	.....	.....	.....	.....	.....	.....	.....	.....	.....
1802	.....	.....	.....	.....	.....	.....	.....	.....	.....
1803	.....	.....	.....	.....	.....	.....	.....	.....	.....
1804	.....	.....	.....	.....	.....	.....	.....	.....	.....
1805	10329 11 8½	1674 15 8	.....	.....	.....	.....	.....	.....	.....
1806	7921 1 10	2519 9 10½	.....	.....	.....	.....	.....	.....	.....
1807	5750 16 3½	1817 3 10½	.....	.....	.....	.....	.....	.....	.....
1808	7554 1 2½	2595 19 7¾	.....	.....	.....	.....	.....	.....	.....
1809	14378 15 2	3133 12 0½	19 16 0.	1051 4 0	755 6 4½	.....	.....	.....	.....
1810	15291 9 10½	5115 15 6	3 12 0	758 7 3	461 0 1¾	.....	.....	.....	.....
1811	12740 15 8½	5107 8 0½	.....	372 9 9	294 11 1½	.....	.....	.....	.....
1812	11890 15 8½	5820 1 6	.....	245 5 0	1551 7 3½	.....	.....	.....	.....
1813	15769 4 10	2071 18 3	.....	93 17 7½	13 0 5	.....	27965 16 5	3006 0 0	.....
1814	.....	1116 13 10	.....	.....	.....	804 10 4½	53884 5 0½	3336 15 0	56221 13 8¼
1815	.....	.....	.....	.....	.....	634 6 9	653 3 11½	.....	43544 7 11
1816	.....	.....	.....	524 5 9	.....	.....	.....	.....	37506 6 5
1817	.....	.....	.....	316 16 0	.....	.....	.....	.....	16661 3 9½
1818	.....	.....	.....	.....	.....	.....	.....	.....	15658 1 2¾
1819	.....	.....	.....	351 6 9	.....	.....	.....	.....	22800 13 3½
1820	.....	.....	.....	397 4 9	.....	.....	.....	.....	15609 12 0½
1821	.....	.....	.....	259 10 9	.....	.....	.....	.....	11153 0 5¾
1822	.....	.....	.....	299 9 6	.....	.....	.....	.....	16492 5 10
1823	.....	.....	.....	276 3 9	.....	.....	.....	.....	18129 2 6
1824	.....	.....	.....	.....	.....	.....	.....	.....	15663 14 4½
1825	.....	.....	.....	.....	.....	.....	.....	.....	21724 11 8½
1826	.....	.....	.....	444 7 6	.....	.....	.....	.....	18800 1 4½
1827	.....	.....	.....	196 10 9	.....	.....	.....	.....	19866 3 11
1828	.....	.....	.....	235 0 3	.....	.....	.....	.....	23397 17 1
1829	.....	.....	.....	313 6 3	.....	.....	.....	.....	22934 6 4
1830	.....	.....	.....	348 17 3	.....	.....	.....	.....	28877 2 4½
1831	.....	.....	.....	22 1 0	.....	.....	.....	.....	27691 9 9¼
1832	.....	.....	.....	.....	.....	.....	.....	.....	36548 3 9½
1833	.....	.....	.....	.....	.....	.....	.....	.....	32190 17 9½
1834	.....	.....	.....	.....	.....	.....	.....	.....	21959 1-10½
1835	.....	.....	.....	.....	.....	.....	.....	.....	30348 19 10
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	.....	.....	.....	.....	.....	.....	.....	.....	22474 8 7½
1839	.....	.....	.....	.....	.....	.....	.....	.....	44755 14 8¼
1840	.....	.....	.....	.....	.....	.....	.....	.....	47688 15 11½
1841	.....	.....	.....	.....	.....	.....	.....	.....	6231 3 7½

Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

27th July.

Year.	REVENUE UNDER PROVINCIAL ACTS.								Duties under Order in Council of 29th May, 1815.
	55 Geo. III, cap. 3, continued by Imperial Act 3 Geo. IV, cap. 119.		59 Geo. III, cap. 4, continued and amended by 2 Geo. IV, cap. 1, and 4 Geo. IV, cap. 10.	4 Geo. IV, cap. 3.	4 Geo. IV, cap. 21, and 6 Will. IV, cap. 5.	2 Will. IV, cap. 17, 4 Will. IV, cap. 31, and 6 Will. IV, cap. 13.	6 Will. IV, cap. 35.	Duties on Passengers or Emigrants.	
	Duties.	Sales by auction.	Duties.	Duties upon Writs, &c., issuing from District of St. Francis.	Proceeds of unclaimed Goods sold at auction.	Tonnage Duties.	Tonnage Duties.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1792	.....	.....	.....	.....	.....	.....	.....	.....	
1793	.....	.....	.....	.....	.....	.....	.....	.....	
1794	.....	.....	.....	.....	.....	.....	.....	.....	
1795	.....	.....	.....	.....	.....	.....	.....	.....	
1796	.....	.....	.....	.....	.....	.....	.....	.....	
1797	.....	.....	.....	.....	.....	.....	.....	.....	
1798	.....	.....	.....	.....	.....	.....	.....	.....	
1799	.....	.....	.....	.....	.....	.....	.....	.....	
1800	.....	.....	.....	.....	.....	.....	.....	.....	
1801	.....	.....	.....	.....	.....	.....	.....	.....	
1802	.....	.....	.....	.....	.....	.....	.....	.....	
1803	.....	.....	.....	.....	.....	.....	.....	.....	
1804	.....	.....	.....	.....	.....	.....	.....	.....	
1805	.....	.....	.....	.....	.....	.....	.....	.....	
1806	.....	.....	.....	.....	.....	.....	.....	.....	
1807	.....	.....	.....	.....	.....	.....	.....	.....	
1808	.....	.....	.....	.....	.....	.....	.....	.....	
1809	.....	.....	.....	.....	.....	.....	.....	.....	
1810	.....	.....	.....	.....	.....	.....	.....	.....	
1811	.....	.....	.....	.....	.....	.....	.....	.....	
1812	.....	.....	.....	.....	.....	.....	.....	.....	
1813	.....	.....	.....	.....	.....	.....	.....	.....	
1814	.....	.....	.....	.....	.....	.....	.....	.....	
1815	.....	.....	.....	.....	.....	.....	.....	.....	
1816	24751 13 4½	4018 13 7	.....	.....	.....	.....	.....	5355 17 0¼	
1817	21895 0 0	3041 8 10½	.....	.....	.....	.....	.....	921 8 5	
1818	20306 16 1	7472 9 7	.....	.....	.....	.....	.....	.....	
1819	17600 17 8	8447 17 6½	.....	.....	.....	.....	.....	.....	
1820	21328 19 5	4706 0 11½	762 0 1½	.....	.....	.....	.....	.....	
1821	24916 10 11	2751 5 4	1570 6 3	.....	.....	.....	.....	.....	
1822	18025 19 1½	5574 4 1½	999 0 10	.....	.....	.....	.....	.....	
1823	3838 5 6	1298 15 1½	1201 18 4½	.....	.....	.....	.....	.....	
1824	16658 7 1	273 4 10½	2178 12 4	.....	.....	.....	.....	.....	
1825	16859 3 11	.....	6480 2 10	.....	.....	.....	.....	.....	
1826	34903 12 0½	.....	4303 19 10½	74 19 9½	.....	.....	.....	.....	
1827	16963 7 7	.....	3217 14 1½	5 0 4	.....	.....	.....	.....	
1828	25504 14 6½	.....	.....	2 16 3	34 14 3½	.....	.....	.....	
1829	22412 1 8	.....	.....	0 16 8	.....	.....	.....	.....	
1830	25139 13 9½	.....	.....	64 0 5½	.....	.....	.....	.....	
1831	32722 5 3	.....	.....	22 11 8¾	.....	.....	.....	.....	
1832	31313 19 9¾	.....	.....	66 7 8	25 13 6¾	.....	.....	.....	
1833	39931 16 4½	.....	.....	.....	.....	5944 18 3	.....	.....	
1834	43938 1 11	.....	.....	36 0 0	.....	4298 7 3	.....	.....	
1835	19735 15 0¼	.....	.....	.....	10 4 6¾	.....	.....	.....	
1836	37207 8 8¾	.....	.....	.....	.....	2197 10 9	.....	.....	
1837	.....	.....	.....	.....	.....	.....	.....	.....	
1838	27164 10 11	.....	.....	6 9 2	.....	624 1 4	1284 9 1	.....	
1839	28643 14 0	.....	.....	.....	.....	1400 14 0	1398 19 9½	.....	
1840	24845 17 3½	.....	.....	.....	.....	26 14 10	.....	.....	
1841	3647 7 4	.....	.....	.....	.....	.....	1688 14 4½	.....	

GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower

27th July.

Year.	EXPENSES OF COLLECTION.						Nett Receipts. Sterling, Dollars at 4s. 6d.
	Gross Receipts. Sterling, Dollars at 4s. 6d.	Payments out of the Income in its progress of collection.		Payments made out of the Income after its collection.			
		Salaries, Commission and Incidents.	Drawbacks and Return Duties.	Salaries, Commission and Incidents.	Repayments and Return Duties.	Proportion to Upper Canada.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1792	6535 11 1/4	1171 6 2	.....	.....	.....	5364 4 11 1/2	
1793	10927 1 4 1/2	1511 15 0	.....	.....	.....	9415 6 4 1/2	
1794	6650 8 7 1/2	1267 15 9 1/2	.....	185 13 3	.....	5196 19 6 3/4	
1795	11750 6 3 3/4	1008 6 6	.....	419 7 11	.....	9237 19 3 3/4	
1796	17077 11 8 1/2	.....	.....	806 0 0	.....	15335 2 8 1/2	
1797	12279 5 3 1/2	12 12 4	.....	746 9 9	.....	10434 4 11 1/2	
1798	20135 17 5 1/2	12 6 11 1/2	.....	1014 15 7	.....	17972 18 6 3/4	
1799	22901 5 1 1/2	16 16 2	.....	1102 15 3	.....	20377 6 0 1/2	
1800	18082 2 7 1/2	16 11 11 1/2	.....	984 12 7 1/2	.....	16177 12 2 1/2	
1801	24172 3 2 3/4	22 4 4 1/2	.....	1148 17 5 1/2	.....	22038 16 8	
1802	28144 12 2 1/2	27 9 9	.....	1263 12 5	.....	25798 5 9 1/2	
1803	29050 2 10 1/2	23 10 11	.....	1226 13 2	.....	26459 11 8 1/2	
1804	30269 19 2	22 11 7	.....	1465 17 6	.....	27508 12 1	
1805	42438 3 6 1/2	19 16 4	.....	1869 8 1	.....	39320 14 11 1/2	
1806	32775 16 1	19 5 8 1/2	.....	1481 15 11	.....	29116 13 8 1/2	
1807	32348 16 8 3/4	33 5 2	.....	1681 7 6	.....	28248 17 8 3/4	
1808	36547 18 0 1/2	41 0 10 1/2	.....	2061 5 6	.....	30264 12 5 3/4	
1809	61194 5 7 1/2	111 1 1 1/2	.....	2291 5 9	.....	54827 1 9	
1810	63358 15 7	122 5 5 1/2	.....	2463 13 10	.....	56706 11 0 1/2	
1811	68327 0 8 1/2	780 0 4 1/2	.....	3158 0 4	.....	60964 18 9 1/2	
1812	55804 14 5	757 13 0 1/2	.....	2256 6 6	.....	49729 16 3 1/2	
1813	90239 18 6 3/4	632 7 2	.....	2001 1 0 1/2	.....	81858 17 6 1/2	
1814	185606 12 4 3/4	1352 6 6	.....	3767 5 8	.....	144961 17 8 3/4	
1815	136302 1 4 3/4	932 16 3	1899 15 7 1/2	3837 0 4 1/2	1088 14 11	104047 19 4 3/4	
1816	118468 14 11 3/4	823 10 10	.....	4597 2 7	77 6 0	93544 5 6 3/4	
1817	98820 9 9 1/4	877 15 11 1/2	.....	3026 10 4	82 3 2	79864 15 6	
1818	81488 11 7 1/2	734 14 10 1/2	.....	5659 14 4	91 7 4	18670 14 10	
1819	107379 6 9	1066 7 10	.....	4052 3 0	25 2 6	8443 17 5	
1820	102949 4 1 1/2	926 10 10 1/2	.....	3104 12 10	77 1 6	98840 18 11	
1821	81414 8 7 1/2	654 0 8 3/4	.....	6703 18 10	1295 16 10	72760 12 2 1/2	
1822	80201 15 5	881 19 7 1/2	729 5 1	698 15 6	.....	38128 4 10	
1823	108968 13 11 1/2	1684 19 1 1/2	.....	4021 11 9	2363 11 6	19483 8 11	
1824	107129 13 8	1453 8 6	.....	2717 3 5	4672 4 10	14976 18 6	
1825	142001 0 3 1/2	6475 12 4 3/4	407 15 8 1/2	3415 2 4	1947 5 10	19420 16 2	
1826	123079 4 2 3/4	5889 2 11 3/4	991 8 9 1/2	3024 2 8	364 14 0	24327 0 1	
1827	151720 18 7 3/4	10257 5 0 1/2	1007 12 11 1/2	2221 7 1	229 2 3 1/2	27229 8 4	
1828	144909 5 6 3/4	12102 16 9	185 9 0 1/2	1331 16 7 1/2	87 11 10	22498 6 8	
1829	155494 13 3 1/2	7870 8 1	363 7 6	1522 12 10	1525 18 9 1/2	26597 10 7	
1830	183417 10 6 1/2	9924 15 9 1/2	430 3 8 1/2	2743 14 6	9 9 5	26769 5 11	
1831	170653 8 7 1/2	4235 10 3	549 16 2 1/2	1995 11 9 1/2	.....	23340 5 10	
1832	211540 19 9 1/2	6128 16 0 1/2	430 7 3 1/2	2537 16 4 3/4	.....	29113 7 3	
1833	216283 5 11 1/2	7116 14 11 1/2	520 4 2 3/4	2803 13 9	27 9 11 1/2	43416 10 7	
1834	152296 5 4 1/2	8196 2 4 1/2	551 15 8	3111 19 8 1/2	.....	58303 1 1	
1835	214064 2 4 1/2	6594 11 4	534 13 7	2129 2 2 3/4	.....	41555 17 8	
1836	2257 13 2	.....	.....	.....	.....	2257 13 2	
1837	2321 10 10 1/2	.....	.....	.....	.....	2321 10 10 1/2	
1838	173174 8 4 3/4	10130 0 0 1/2	300 10 8	3304 10 8 1/2	.....	33922 1 7	
1839	211276 18 7	4047 5 8 1/2	543 4 3 1/2	3921 9 8	.....	55510 18 7	
1840	231121 18 2 1/2	7902 4 9 1/2	516 2 8 1/2	3990 10 9	.....	52993 15 10	
1841	31367 4 0 1/2	36 5 11	131 0 9 1/2	908 9 11	.....	30291 7 4 3/4	

Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

27th July.

Year.	EXPENDITURE.										
	Governor, Lieutenant Governor, and Person Administering the Government.	Lieutenant Governor of Gaspe.	Chief Secretary's Office.	Military Secretary's Office.	Civil Secretary's Department.	Provincial Secretary and Registrar's Department.	Receiver General's Department.	Inspector and Auditor General's Department.	Executive Council.	Board of Works.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
*1793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1794	3500 0 0	123 5 9	.....	.....	475 18 8	419 4 2	838 7 1	.....	1149 5 9	.....	
1795	2750 0 0	300 0 0	.....	.....	467 12 8	415 17 0	400 0 0	.....	1376 0 9	.....	
1796	3391 1 10	300 0 0	.....	.....	501 11 8	423 9 3	412 0 5	.....	1305 3 5	.....	
1797	2172 12 0	300 0 0	.....	.....	572 7 3	432 16 11	400 0 0	629 0 0	1296 10 0	.....	
1798	3487 13 5	300 0 0	.....	.....	552 8 3	465 2 4	416 5 10	365 0 0	1317 17 4	.....	
1799	3774 13 2	300 0 0	.....	.....	677 11 3 1/2	477 9 6	646 14 3	365 0 0	1389 13 10	.....	
1800	6402 14 9	300 0 0	.....	.....	649 5 8 1/2	472 14 0	500 0 0	365 0 0	1377 0 0	.....	
1801	6000 0 0	300 0 0	.....	.....	815 5 6 1/2	474 18 3	500 0 0	365 0 0	1377 0 0	.....	
1802	6000 0 0	300 0 0	.....	.....	835 18 7 1/2	516 10 1 1/2	500 0 0	365 0 0	1305 17 3	.....	
1803	6000 0 0	300 0 0	.....	.....	952 14 0	477 9 5	500 0 0	365 0 0	1378 8 10	.....	
1804	6000 0 0	300 0 0	.....	.....	837 16 2	482 4 8	500 0 0	366 0 0	1339 6 6	.....	
1805	5406 16 11	86 6 0	.....	.....	760 6 11	506 12 1	834 16 0	365 0 0	1313 3 3	.....	
1806	3500 0 0	.....	.....	.....	872 12 10	491 17 8	500 0 0	61 0 0	1412 9 7	.....	
1807	9584 18 5	.....	.....	.....	887 9 4	490 19 5	500 0 0	701 0 0	1376 1 1	.....	
1808	6000 0 0	.....	.....	.....	1036 18 2	504 16 11	500 0 0	334 0 0	1471 15 8	.....	
1809	5999 19 11	1409 3 6	.....	.....	1303 3 0	497 14 10	500 0 0	365 0 0	1376 17 9	.....	
1810	6000 0 0	300 0 0	.....	.....	1223 8 4	498 19 0	491 1 10	365 0 0	1377 0 0	.....	
1811	4744 17 3	300 0 0	.....	.....	1120 5 4	512 1 10	500 0 0	365 0 0	1377 0 0	.....	
1812	6717 2 4	150 0 0	.....	.....	1394 12 0	296 18 1	500 0 0	391 16 1	1377 0 0	.....	
1813	6821 17 10	300 0 0	.....	.....	1351 2 4	478 1 8	500 0 0	425 0 0	1664 0 0	.....	
1814	6865 1 4	450 0 0	.....	.....	1476 16 0	718 1 11	500 0 0	425 0 0	2044 18 10	.....	
1815	5231 10 1	150 0 0	.....	.....	1303 8 5 1/2	423 9 4 1/2	500 0 0	425 0 0	1326 17 8	.....	
1816	5389 14 5	300 0 0	.....	.....	1311 16 4	490 8 0	500 0 0	396 0 0	1398 4 6	.....	
1817	7707 10 8	450 0 0	.....	.....	1563 18 0	454 0 0	500 0 0	365 0 0	2092 16 1	.....	
1818	6018 9 9	150 0 0	.....	.....	1630 18 9	484 3 9	500 0 0	447 17 6	1681 10 9	.....	
1819	5229 9 0	300 0 0	.....	.....	1759 0 5	454 0 0	500 0 0	465 0 0	2266 17 6	.....	
1820	5126 14 2	300 0 0	.....	.....	1753 17 5	535 0 6	500 0 0	466 0 0	1929 13 10	.....	
1821	6419 3 7	300 0 0	.....	.....	1934 19 8	523 1 0	500 0 0	465 0 0	4298 12 6	.....	
1822	6890 10 11	300 0 0	.....	.....	2370 18 5	524 8 4	500 0 0	465 0 0	2321 15 2	.....	
1823	7450 0 0	300 0 0	.....	.....	2566 12 7	522 2 0	500 0 0	465 0 0	2620 6 7	.....	
1824	5200 0 0	300 0 0	.....	.....	2663 18 6	602 4 1	1026 3 3	511 6 2	3022 14 7	.....	
1825	11505 9 7	150 0 0	.....	.....	2581 12 5	558 2 11	1199 5 7	465 0 0	1653 14 8	.....	
1826	6225 0 0	600 0 0	.....	.....	3020 5 9	721 19 5	1100 0 0	958 17 9	2186 16 4	.....	
1827	7000 0 0	350 0 0	.....	.....	2381 8 4	581 11 1	1312 15 1	1098 18 1	2095 15 11	.....	
1828	5250 0 0	300 0 0	.....	.....	2499 15 7	156 10 10	1100 0 0	436 17 11	1533 0 0	.....	
1829	6000 0 0	.....	.....	.....	2519 5 6	602 17 1	1100 0 0	966 13 4	1949 1 6	.....	
1830	6750 0 0	.....	.....	.....	2635 1 10	312 17 7	1137 4 9	1084 16 6	1552 15 5	.....	
1831	3375 0 0	.....	.....	.....	2473 5 0	242 4 2	890 16 0	300 0 0	1036 16 1	.....	
1832	4500 0 0	.....	.....	.....	2887 0 0	509 17 6	1100 0 0	624 5 0	1247 15 11	.....	
1833	1125 0 0	.....	.....	.....	698 18 6	7 10 0	1100 0 0	100 0 0	408 10 0	.....	
1834	4500 0 0	.....	.....	.....	2661 15 9	365 18 6	1100 0 0	462 12 6	1201 6 8	.....	
1835	11 7 3	.....	.....	.....	228 13 6	288 10 0	1000 0 0	68 12 6	.....	.....	
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1838	2958 18 0	.....	468 1 11	808 16 3	3345 1 6	875 9 0	1166 10 9	576 0 6	1545 13 8	.....	
1839	4125 0 0	.....	.....	.....	3707 17 5	1118 12 5	1106 1 6	1502 19 7	2004 10 6	856 16 0	
1840	4500 0 0	.....	360 10 10	.....	5170 0 10	1330 12 5	1100 0 0	815 0 0	2012 0 0	1649 4 3	
1841	1627 7 11	.....	.....	.....	2448 11 10	922 5 8	36 3 3	294 14 9	626 10 6	666 13 4	

\* No Accounts of the Expenditure were laid before the Legislature during the year 1793.

GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower

27th July.

Year.	EXPENDITURE.								
	Administra- tion of Justice.	French Translator.	Auditor of Land Patents.	Legislature.			Surveyor General's Department.	Crown Lands Department.	Agent for Emigrants.
				Legislative Council and House of Assembly.	Special Coun- cil.	Indemnity to Members of Assembly.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1792									
1793				1216 7 4					
1794	5887 6 1	203 0 9		1405 17 8			1231 6 1		
1795	7578 14 3	200 0 0		1408 15 0			721 10 3		
1796	7887 12 0	199 14 6		1660 11 2			454 16 0		
1797	8386 0 2	199 3 6		1927 10 0			300 0 0		
1798	8074 4 7	200 0 0		1465 19 8			300 0 0		
1799	8026 15 5	200 0 0		1449 5 11			386 12 6		
1800	8248 8 10	200 0 0		1447 5 0			436 12 7		
1801	9826 15 4	200 0 0		2065 11 7			300 0 0		
1802	10306 5 5	200 0 0		1987 10 3			360 3 9		
1803	11226 7 11	200 0 0		3113 17 4			302 7 9		
1804	10668 1 10	200 0 0		2376 8 2			493 19 8		
1805	10289 6 10	200 0 0		2444 8 7			742 10 1		
1806	13632 1 11	200 0 0		2335 14 7			694 14 10		
1807	14361 17 3	200 0 0		2639 8 7			869 13 6		
1808	10944 14 4	200 0 0		2869 6 10			695 10 11		
1809	11784 5 8	200 0 0		2121 15 0			712 0 10		
1810	12825 4 3	200 0 0	200 0 0	3460 19 1			755 11 8		
1811	13526 13 3	200 0 0	200 0 0	3640 18 3			791 9 1		
1812	14249 17 11	200 0 0	200 0 0	3380 6 6			722 16 10		
1813	14462 8 1	199 3 6	100 0 0	3187 4 1			497 0 3		
1814	14535 13 6	200 0 0	300 0 0	3423 18 8			825 2 5		
1815	15665 14 1	200 0 0	100 0 0	5405 18 4			876 1 6		
1816	16751 13 11	200 0 0	200 0 0	3083 0 2			2085 5 10		
1817	20844 8 4	200 0 0	200 0 0	14756 11 11			1380 13 8		
1818	20249 18 4	200 0 0	200 0 0	12078 16 10			910 0 0		
1819	21700 14 3	203 0 0	300 0 0	11347 13 8			1288 6 8		
1820	17200 8 3	200 0 0	200 0 0	4384 4 11			1579 9 0		
1821	24495 2 9	200 0 0	200 0 0	12833 9 1			1742 6 2		
1822	21858 16 8	200 0 0	200 0 0	6193 13 5			1075 7 2		
1823	21756 3 4	200 0 0	200 0 0	18908 18 0			1414 9 10		
1824	24552 6 7	200 0 0	200 0 0	7219 8 3			1588 10 1		
1825	20744 17 8		200 0 0	14042 6 7			1137 14 5		
1826	24394 5 5	200 0 0	200 0 0	7112 16 7			997 19 5		
1827	26245 6 7	45 0 0	233 6 8	15020 18 3			1354 3 0		
1828	22110 6 11	45 0 0	100 0 0	2351 6 0			1749 15 5		
1829	25549 15 2	80 0 0	300 0 0	18434 10 3			907 10 0		
1830	20889 3 9	50 0 0	200 0 0	16537 5 2			1117 2 8		
1831	17730 16 1	37 10 0	150 0 0	11862 9 10	2000 0 0	640 2 6			
1832	21465 3 10	50 0 0	200 0 0	14641 14 2	3924 5 4	852 8 3			
1833	10911 8 4	12 10 0	50 0 0	9912 11 11	4264 16 7	227 13 0			
1834	21571 1 2	50 0 0	200 0 0	4043 12 0	2720 5 0	948 11 9			
1835	2631 6 9						2271 12 1	1284 5 0	
1836									
1837									
1838	37163 14 10	113 4 10		15111 8 5	715 0 0	1385 14 0	1200 0 0	926 5 0	
1839	37450 4 3	50 0 0			2559 11 3	926 17 6	1200 0 0	549 10 0	
1840	34755 10 6	50 0 0			3389 4 10	1462 9 9	1200 0 0	1088 14 3	
1841	20131 2 8	18 1 8			1469 16 0	349 13 4	432 19 4	446 6 6	

Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

27th July.

Year.	EXPENDITURE.									
	Surveyor General of Woods.	Grand Voyers.	Naval Officer and Office Rent.	Captain of the Port of Quebec.	Superintend- ent of Post Houses.	Agent in London.	Inspectors of Chimneys.	Clerk of the Market at Quebec.	Court of Escheats.	
										£ s. d.
1792										
1793										
1794	200 0 0	759 6 3	100 0 0	192 12 3	114 15 5					
1795	200 0 0	760 0 0	113 10 0	244 6 5	144 12 9			120 0 0		
1796	200 0 0	762 6 6	109 0 0	217 9 6	189 11 9			126 11 6		
1797	200 0 0	940 0 0	109 0 0	213 8 1	145 0 1			120 0 0		
1798	200 0 0	940 0 0	109 0 0	212 18 7	105 12 7			120 4 11		
1799	200 0 0	976 9 0	109 0 0	219 1 4	105 7 10			137 10 6		
1800	200 0 0	940 0 0	109 0 0	218 12 10	143 4 10			135 4 11		
1801	200 0 0	940 0 0	100 0 0	221 9 4	100 0 0			135 0 0		
1802	200 0 0	940 0 0	118 0 0	222 12 1	98 4 4			135 0 0		
1803	200 0 0	940 0 0	109 0 0	191 4 1	100 0 0			135 0 0		
1804	200 0 0	940 0 0	109 0 0	236 5 6	100 0 0			135 0 0		
1805	200 0 0	940 0 0	121 14 9	176 4 2	100 0 0			135 4 11		
1806	200 0 0	939 7 7	159 0 0		100 0 0			135 0 0		
1807	200 0 0	967 10 8	136 9 1		100 0 0			135 0 0		
1808	181 1 11	990 0 0	113 7 2		128 10 0			135 0 0	82 7 0	
1809	218 18 0	990 12 3	113 10 0		100 8 2			135 0 0	82 2 6	
1810	200 0 0	989 7 7	113 10 0		129 16 10			135 0 0	82 2 6	
1811	200 0 0	992 1 0	100 0 0		100 0 0			136 16 3	82 2 6	
1812	200 0 0	990 0 0	131 10 0		50 0 0			145 0 0	82 7 0	
1813	200 0 0	990 0 0	118 0 0					145 0 0	82 2 6	
1814	200 0 0	990 0 0	118 0 0		67 16 1			145 0 0	82 2 6	
1815	200 0 0	990 0 0	118 0 0		262 3 1			145 0 0	86 5 9	
1816	200 0 0	990 0 0	118 0 0		150 0 0			145 0 0	123 10 6	
1817	200 0 0	990 0 0	100 0 0		195 3 0	200 0 0		144 11 0	123 3 9	
1818	200 0 0	990 0 0	136 0 0		252 15 1	200 0 0		145 0 0	123 3 9	
1819	200 0 0	990 0 0	100 0 0		150 0 0	100 0 0		145 0 0	123 3 9	
1820	200 0 0	957 13 6	136 0 0		30 16 10	200 0 0		145 0 0	123 10 6	
1821		440 0 0	118 0 0			200 0 0		145 0 0	123 3 9	
1822		220 0 0	118 0 0			200 0 0		72 10 0	61 1 9	
1823		660 12 3	118 0 0			300 0 0		217 10 0		
1824			118 0 0							
1825		880 0 0	118 0 0					290 0 0		
1826		381 3 3	18 0 0			500 0 0		145 0 0		
1827		563 2 5				400 0 0		169 3 4		
1828		220 0 0						72 10 0		
1829		660 0 0						217 10 0		
1830		440 0 0				233 6 8		85 0 0		
1831		330 0 0						63 15 0		
1832		440 0 0						75 0 0		
1833		90 2 2						6 5 0		
1834		456 16 8						6 5 0		
1835										
1836									337 10 0	
1837										
1838		660 0 0								
1839		440 0 0						325 14 4		
1840		440 0 0						25 0 0		
1841		159 2 5						9 0 10		



GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower

27th July.

Year.	EXPENDITURE.								
	Militia and Militia Pensions.	Education.	Internal Communications and Improvements	Lachine Canal.	Chamby Canal.	Welland Canal.	Montreal Harbour.	Dredging Machine.	Supporting and improving the Navigation of the River St. Lawrence. (Trinity Houses.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....
1793	.....	.....	.....	.....	.....	.....	.....	.....	.....
1794	214 8 3	205 0 0	.....	.....	.....	.....	.....	.....	.....
1795	174 3 2	208 0 2	.....	.....	.....	.....	.....	.....	.....
1796	192 0 3	205 0 0	.....	.....	.....	.....	.....	.....	.....
1797	182 10 0	205 0 0	.....	.....	.....	.....	.....	71 13 0	.....
1798	190 4 9	205 0 0	.....	.....	.....	.....	.....	126 0 0	.....
1799	231 10 0	205 0 0	.....	.....	.....	.....	.....	126 0 0	.....
1800	374 11 8½	205 0 0	269 6 3½	.....	.....	.....	.....	126 0 0	.....
1801	474 0 8¾	205 0 0	.....	.....	.....	.....	.....	126 0 0	.....
1802	579 11 11	259 0 0	1106 3 10	.....	.....	.....	.....	126 0 0	.....
1803	616 13 2	301 12 7	.....	.....	.....	.....	.....	379 0 10	.....
1804	1290 17 7	333 0 0	22 14 8	.....	.....	.....	.....	126 0 0	.....
1805	1809 6 2	323 0 0	1117 4 3	.....	.....	.....	.....	126 0 0	.....
1806	1687 5 10	438 7 11	.....	.....	.....	.....	.....	108 0 0	.....
1807	2063 13 6	626 5 0	.....	.....	.....	.....	.....	90 0 0	.....
1808	1705 2 4	734 19 8	1571 6 3	.....	.....	.....	.....	3732 9 0	.....
1809	1801 8 11	700 2 7	.....	.....	.....	.....	.....	1639 9 7½	.....
1810	2210 3 6	715 1 8	.....	.....	.....	.....	.....	811 12 3	.....
1811	1756 0 5	976 10 8	.....	.....	.....	.....	.....	1406 16 8½	.....
1812	56359 15 2	1317 19 2	.....	.....	.....	.....	.....	1374 0 8	.....
1813	122376 13 3	1374 10 0	193 1 8	.....	.....	.....	.....	756 9 11½	.....
1814	111451 11 8	1431 18 0	5 12 6	.....	.....	.....	.....	2005 13 1	.....
1815	26489 8 11	1517 1 1	228 2 8½	.....	.....	.....	.....	1974 16 6	.....
1816	5148 0 0	1590 0 11	.....	.....	.....	.....	.....	1225 3 0½	.....
1817	5032 15 9	1731 0 10	1935 3 5	.....	.....	.....	.....	1390 17 6	.....
1818	2112 12 10	1356 9 3	1197 5 7	.....	.....	.....	.....	1181 5 9	.....
1819	1977 19 10	1849 5 0	1198 12 0	.....	.....	.....	.....	1416 19 1	.....
1820	2028 5 7	1778 7 4	.....	.....	.....	.....	.....	1351 2 0½	.....
1821	2353 4 4	1821 10 9	892 0 8	.....	.....	.....	.....	1501 18 5¾	.....
1822	1819 13 4	1151 2 11	3627 0 0	10350 0 0	.....	.....	.....	1612 4 9	.....
1823	1879 17 8	1088 4 4	2329 15 8	13050 0 0	.....	.....	.....	1855 19 3½	.....
1824	1918 2 3	2120 11 8	5786 14 2	11157 2 3	.....	.....	.....	1701 9 2¾	.....
1825	1848 7 1	2252 9 9	.....	1062 0 0	.....	.....	.....	1236 18 2¾	.....
1826	1793 19 2	3030 14 3	998 0 3	10447 19 3	.....	.....	.....	1262 13 6½	.....
1827	2331 12 0	2359 1 5	869 17 0	2198 3 3	.....	18000 0 0	.....	2668 10 6½	.....
1828	1233 6 0	1000 0 0	1023 14 5	3098 3 4	.....	4500 0 0	.....	3740 9 3	.....
1829	2582 16 8	12959 10 3	17822 3 3	55087 8 9½	.....	.....	.....	2322 16 8	.....
1830	2051 15 3	23859 19 10	44836 4 7	.....	360 0 0	.....	172 10 4	28 14 3	3260 14 0
1831	1658 7 1	24891 10 11	50729 3 5	.....	4617 0 0	.....	241 6 3	2475 0 0	2992 0 7
1832	2267 0 10	29629 2 8	11245 18 5	.....	9000 0 0	.....	414 8 10	1350 0 0	4740 18 7
1833	2450 6 0	19804 8 6	12266 15 0	.....	13500 0 0	.....	1143 14 9	66 3 8	3748 8 0
1834	1902 0 11	22657 12 8	2826 18 5	.....	18000 0 0	.....	506 6 10	38 4 0	4265 5 2
1835	405 0 0	23229 10 10	1047 2 7	.....	13923 0 0	.....	1020 11 9	.....	1610 17 6
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	2816 5 6	4599 18 9	715 6 4	.....	.....	.....	1715 3 6	.....	5221 3 11½
1839	2045 10 10	4727 17 3	5969 0 6	.....	1677 1 11	.....	2245 11 2	630 0 0	5620 5 11
1840	2105 2 6	5064 3 11	5865 14 1	.....	303 15 0	.....	2827 17 9	880 0 3	5236 9 8
1841	464 16 7	452 11 7	415 18 3	.....	.....	.....	2521 10 8	.....	.....

Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

27th July.

Year.	EXPENDITURE.								
	Encourage-ment of Agriculture.	Relief of Parishes in distress.	Destruction of Wolves.	Encourage-ment of Steam Navigation between Quebec and Halifax.	Relief of sufferers by Fire in New Brunsw-ick.	Rewards for the apprehen-sion of Deserters.	Rewards for the apprehen-sion of various Persons.	Removing the old Walls round Montreal.	Special Mis-sion to the Indian Terri-tories.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....
1793	.....	.....	.....	.....	.....	.....	.....	.....	.....
1794	.....	.....	.....	.....	.....	.....	.....	.....	.....
1795	.....	.....	.....	.....	.....	.....	.....	.....	.....
1796	.....	.....	.....	.....	.....	.....	.....	.....	.....
1797	.....	.....	.....	.....	.....	.....	.....	.....	.....
1798	.....	.....	.....	.....	.....	.....	.....	.....	.....
1799	.....	.....	.....	.....	.....	.....	.....	.....	.....
1800	.....	.....	.....	.....	.....	.....	.....	.....	.....
1801	.....	.....	.....	.....	.....	.....	.....	.....	.....
1802	630 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1803	.....	.....	.....	.....	.....	27 0 0	.....	369 12 4	.....
1804	40 7 11	.....	.....	.....	.....	.....	.....	180 0 0	.....
1805	1264 11 11	.....	.....	.....	.....	135 0 0	.....	360 8 5	.....
1806	90 0 0	.....	.....	.....	.....	126 0 0	.....	180 0 0	.....
1807	45 12 7	.....	.....	.....	.....	109 14 0	.....	90 0 0	.....
1808	.....	.....	.....	.....	.....	198 0 0	.....	90 0 0	.....
1809	.....	.....	.....	.....	.....	306 0 0	.....	90 0 0	.....
1810	.....	.....	.....	.....	.....	225 0 0	.....	90 0 0	.....
1811	.....	.....	.....	.....	.....	297 0 0	.....	90 0 0	.....
1812	.....	.....	.....	.....	.....	576 0 0	.....	90 0 0	.....
1813	.....	.....	.....	.....	.....	81 0 0	.....	45 0 0	.....
1814	.....	.....	.....	.....	.....	621 0 0	.....	134 19 11	.....
1815	.....	.....	.....	.....	.....	832 10 0	.....	90 0 0	.....
1816	.....	.....	.....	.....	.....	.....	.....	90 0 0	.....
1817	.....	30772 15 6	.....	.....	.....	.....	.....	45 0 0	3470 17 7
1818	720 0 0	9720 0 0	.....	.....	.....	.....	.....	.....	.....
1819	2160 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1820	1900 1 2	.....	.....	.....	.....	.....	.....	.....	.....
1821	.....	.....	.....	.....	.....	.....	.....	.....	.....
1822	942 19 4	.....	.....	.....	.....	9 0 0	.....	.....	.....
1823	1054 5 9	.....	.....	.....	.....	.....	.....	.....	.....
1824	630 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1825	1115 3 3	.....	.....	.....	.....	.....	.....	.....	.....
1826	270 0 0	.....	.....	.....	2243 3 1	.....	.....	.....	.....
1827	837 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1828	279 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1829	1030 10 0	180 0 0	.....	.....	.....	.....	.....	.....	.....
1830	1458 0 0	.....	.....	.....	.....	.....	.....	.....	.....
1831	1323 0 0	.....	56 5 0	.....	.....	.....	.....	.....	.....
1832	1188 0 0	.....	65 5 0	1125 0 0	.....	.....	.....	.....	.....
1833	.....	.....	72 0 0	900 0 0	.....	.....	.....	.....	.....
1834	358 18 0	7877 0 8	137 5 0	.....	.....	.....	.....	.....	.....
1835	466 9 9	.....	105 15 0	.....	.....	.....	.....	.....	.....
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	792 10 10	1530 0 0	141 15 0	.....	.....	.....	.....	1835 3 1	.....
1839	798 5 11	.....	281 5 0	.....	.....	.....	.....	674 19 10	.....
1840	453 15 11	.....	94 10 0	.....	.....	.....	.....	.....	.....
1841	.....	.....	15 15 0	.....	.....	.....	.....	.....	.....



Appendix (K. K. K.)

GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower

27th July.

Year.	EXPENDITURE.								
	Repairs, Rent and care of Public Buildings, Assessments and other charges attending the same.	Quarantine, Health Officer, Board of Health, Vaccine Inoculation, Hospitals, and other Charitable Institutions.	Literary and Historical Societies, Museums, and other Public Institutions.	Seigniorial La Salle.	Census.	Commissioners and Arbitrators to determine the proportion of Duties to be paid to Upper Canada.	Missionaries and Interpreters to Indians.	Commissaries of Indians and of Transport; and for the recovery of Lake Freights.	Overseer of Fisheries in the District of Gaspé.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....
1793	.....	.....	.....	.....	.....	.....	.....	.....	.....
1794	1145 14 2	112 7 3½	.....	.....	.....	.....	495 0 0	600 10 3	.....
1795	1222 14 0	111 2 0	.....	.....	.....	.....	554 11 11	254 19 0	.....
1796	1287 3 3	81 14 8½	.....	.....	.....	.....	766 12 4	.....	.....
1797	999 14 1	63 15 5	.....	.....	.....	.....	545 0 0	.....	.....
1798	2181 8 5	84 4 10	.....	.....	.....	.....	545 0 0	.....	.....
1799	1410 7 5½	226 19 5	.....	.....	.....	.....	545 4 1½	.....	.....
1800	1215 11 5½	452 9 8½	.....	.....	.....	.....	600 9 7	.....	.....
1801	838 9 3½	331 0 9	.....	.....	.....	.....	545 0 0	.....	.....
1802	1000 14 2½	904 12 4	.....	.....	.....	.....	545 0 0	.....	.....
1803	1572 11 1	1978 9 11	.....	.....	.....	.....	474 7 8	.....	.....
1804	525 15 5	340 2 7	.....	.....	.....	.....	445 0 0	.....	.....
1805	872 0 4	1700 5 7	.....	.....	.....	.....	495 0 0	.....	.....
1806	762 9 0	1894 10 6	.....	.....	.....	.....	495 3 7	.....	.....
1807	572 3 5	1016 4 5	.....	.....	.....	.....	495 0 0	.....	27 0 0
1808	941 6 9	2448 8 8	.....	.....	.....	.....	322 10 0	.....	54 0 0
1809	1586 2 10	859 5 9	.....	.....	.....	.....	.....	.....	47 11 3
1810	6912 18 2	1396 0 0	.....	.....	.....	.....	.....	.....	54 0 0
1811	7802 8 0	1554 0 7	.....	.....	.....	.....	.....	.....	54 0 0
1812	921 1 3	2684 0 2	.....	.....	.....	.....	.....	.....	54 0 0
1813	790 1 8	2508 19 4	.....	.....	.....	.....	.....	.....	54 0 0
1814	429 5 7	2248 5 9	.....	.....	.....	.....	.....	.....	54 0 0
1815	399 17 1	2696 13 4	.....	.....	.....	.....	.....	.....	54 0 0
1816	309 19 11	2315 0 3	.....	.....	.....	.....	.....	.....	27 0 0
1817	1540 8 2	4991 0 7	.....	.....	.....	.....	.....	.....	.....
1818	1091 16 6	4216 13 7	.....	.....	.....	.....	.....	.....	.....
1819	1078 6 4	8933 3 8	.....	.....	.....	.....	.....	.....	.....
1820	2130 8 4	1420 11 4	.....	.....	.....	.....	.....	.....	.....
1821	1349 10 5	11679 12 1	.....	.....	.....	.....	.....	.....	.....
1822	653 18 4	4888 6 11	.....	.....	.....	.....	.....	.....	.....
1823	1716 3 4	7430 10 4	.....	.....	.....	.....	.....	.....	.....
1824	1564 3 3	6403 10 0	.....	.....	.....	.....	.....	.....	.....
1825	2264 16 10	5270 16 0	.....	4001 3 6	1060 19 7	.....	.....	.....	.....
1826	1521 18 0	4586 5 5	.....	.....	419 4 6	620 0 0	.....	.....	.....
1827	3168 3 6	3245 18 6	.....	.....	3 16 1	.....	.....	.....	.....
1828	2352 3 2	3650 3 11	.....	.....	.....	.....	.....	.....	.....
1829	2251 18 6	5899 2 5	495 0 0	.....	.....	90 0 0	.....	.....	.....
1830	3044 19 4	4924 6 0	765 0 0	.....	.....	90 0 0	.....	.....	.....
1831	4166 16 6	5568 0 5½	315 0 0	.....	1631 13 5	.....	.....	.....	.....
1832	4129 1 3	22361 1 6½	360 0 0	.....	1531 10 10	.....	.....	.....	.....
1833	1716 14 4	11765 7 10½	135 0 0	.....	16 1 10	.....	.....	.....	.....
1834	2835 3 8	8200 12 10	90 0 0	.....	.....	350 0 0	.....	.....	.....
1835	1478 16 2	3825 3 2	.....	498 16 6	9 13 6	.....	.....	.....	.....
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	13535 18 5	7806 5 2	90 0 0	.....	.....	.....	.....	.....	.....
1839	4508 0 2	11201 1 9	135 0 0	.....	.....	.....	.....	.....	.....
1840	3628 15 10	7658 9 4	180 0 0	.....	.....	.....	.....	.....	.....
1841	1190 18 7	990 0 0	.....	.....	.....	.....	.....	.....	.....

Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

Appendix (K. K. K.)

27th July.

Year.	EXPENDITURE.									
	Residents on Anticosti; and Depots of Provisions.	Parochial Subdivisions.	Management of the Jesuits' Estates.	Emigrant Societies.	Refund to British American Land Company.	Compensation to Ursuline Nuns at Quebec, for Land deprived of, by an error of Survey.	Police.	Board of Militia Land Claims.	Interest on Loans by Trustees of Montreal Roads.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1792	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1793	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1794	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1795	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1796	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1797	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1798	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1799	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1800	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1801	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1802	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1803	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1804	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1805	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1806	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1807	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1808	50 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1809	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1810	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1811	50 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1812	150 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1813	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1814	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1815	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1816	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1817	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1818	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1819	131 16 11	.....	.....	.....	.....	.....	.....	.....	.....	
1820	130 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1821	130 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1822	65 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1823	195 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1824	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1825	170 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1826	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1827	73 6 8	.....	.....	.....	.....	.....	.....	.....	.....	
1828	75 0 0	.....	.....	.....	.....	.....	.....	.....	.....	
1829	395 10 4	.....	.....	.....	.....	.....	.....	.....	.....	
1830	208 8 8	.....	.....	.....	.....	.....	.....	.....	.....	
1831	97 10 0	.....	.....	.....	.....	.....	.....	.....	.....	
1832	365 8 10	380 18 9	327 3 5	2880 0 0	.....	.....	.....	.....	.....	
1833	55 7 11	135 0 0	335 6 6	2045 9 0½	.....	.....	.....	.....	.....	
1834	198 15 0	90 0 0	336 11 1	196 3 7	.....	.....	.....	.....	.....	
1835	.....	90 0 0	325 17 6	810 0 0	5400 0 0	2246 14 9	.....	.....	.....	
1836	.....	.....	352 8 8½	.....	.....	.....	.....	.....	.....	
1837	.....	.....	334 8 9	.....	.....	.....	.....	.....	.....	
1838	180 0 0	.....	327 19 10½	.....	.....	.....	4244 5 2	.....	.....	
1839	90 0 0	.....	1021 14 11	902 6 1½	.....	.....	28161 5 2	557 6 0	.....	
1840	90 0 0	.....	571 12 1½	78 13 2½	.....	.....	31887 3 11	793 12 11	.....	
1841	54 4 11	.....	.....	.....	.....	.....	5177 19 4	82 16 0	590 0 6	



Appendix  
(K. K. K.)  
27th July.

GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Lower Canada, from the establishment of its Constitution to the period of the Union, &c.—(Continued.)

Appendix  
(K. K. K.)  
27th July.

Year.	EXPENDITURE.								
	Constitut remaining unpaid of the purchase money of the Seignior of St. Maurice.	Commissions of Enquiry.	Commissioners for investigating claims for losses.	Indemnity for losses.	Court Martial on State Prisoners.	Support and transport of State Prisoners.	Expenses of Executive Councillors and Public Officers, during the temporary removal of the Seat of Government to Montreal.	Miscellaneous.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1792									
1793									1216 7 4½
1794	33 15 0							8 10 1	21228 7 6½
1795	11 5 0							2 19 5	22144 17 2½
1796	11 5 0								22760 7 2
1797	11 5 0							42 0 0	22652 13 7½
1798	11 5 0								23405 4 4½
1799	11 5 0							20 15 0	23815 14 4½
1800	11 5 0							51 6 8½	35543 14 7½
1801	11 5 0							10 15 6	33680 18 9½
1802	11 5 0								35754 6 2½
1803	11 5 0							101 1 0	37675 8 8
1804	11 5 0							145 4 0	32639 13 1½
1805	11 5 0							512 7 10	37071 2 0½
1806	11 5 0							180 19 3	35134 11 5
1807	11 5 0							309 6 8	42379 12 11
1808	11 5 0							49 10 0	43109 15 9
1809	11 5 0							54 1 0	39173 12 2
1810								33 4 2	46967 16 8½
1811	11 5 0							39 16 6	46813 16 5
1812	11 5 0							253 16 7	98351 4 7½
1813	11 5 0							7 13 0	180833 16 3½
1814	11 5 0								160854 4 5½
1815	11 5 0							498 12 0	91354 2 0½
1816	11 5 0								50133 11 6½
1817	11 5 0								109204 16 4
1818	*241 4 10							375 15 0	120580 15 1½
1819									72355 15 8
1820								1498 14 5	53675 10 6
1821								632 17 11	78708 10 5½
1822								959 2 4	73929 15 2½
1823								104 0 0	106498 8 6
1824								144 15 11	83763 5 2½
1825								52 14 6	80350 17 1½
1826								100 0 0	80140 1 2½
1827									100514 8 7½
1828								393 3 0	64219 13 2
1829									169533 12 6½
1830								36 4 1	160992 16 4
1831								194 8 0	163738 1 1½
1832								525 0 0	165974 4 6½
1833								7 2 2	126079 1 5½
1834									124237 18 0
1835								198 2 10	70718 1 5
1836									332 8 8½
1837									334 8 9
1838		3499 16 8	661 19 0	900 0 0			939 13 10	†94955 12 5	222558 10 4
1839		962 12 0	2888 2 1	13189 2 2	3591 18 0	369 6 9	2965 11 1	782 14 3	165991 16 3½
1840			1849 12 10	8637 6 9		18 7 8	1998 12 10	1562 17 0	151362 7 0½
1841								1862 16 0	45984 8 6

\* Principal included.

† £94,174 16s. 7d. Repayment to the Military Chest.

Note.—Letters of Credit and Accountable Warrants have been issued to various Accountants previous to 1st November, 1823, for the sum of £137,132 12s. 10d. sterling; about one-fifth of which amount only has been covered by final Warrant, and consequently included in the preceding Statement.

ANNUAL  
REVENUE AND EXPENDITURE

OF

UPPER CANADA,

FROM THE EARLIEST PERIOD EMBRACED IN THE ACCOUNTS BEFORE THE  
LEGISLATIVE ASSEMBLY, TO THE PERIOD OF THE UNION.

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27th July. GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Upper Canada, from the earliest period referred to in the Accounts in the possession of the Legislative Assembly, to the period of the Union, collection,—and the Expenditure classified under different heads.

Year.	REVENUE UNDER IMPERIAL ACTS.				REVENUE UNDER PROVINCIAL ACTS.							
	Upper Canada's proportion of duties collected at Quebec, under various Imperial Acts.	Appropriation from duties collected under Imperial Act 14 Geo. 3. c. 88, (Crown Revenue) in aid of the Civil Service.	Inland Customs. Various Imperial Acts.	Duty on Salt (applicable to the payment of the War Losses).	Shop, Tavern, and Still Licenses. Imperial Act 14 Geo. 3. c. 88. Provl. Acts 33 Geo. 3. c. 13. 34 " " " 11. 34 " " " 12. 37 " " " 11. 54 " " " 10. 58 " " " 1. 59 " " " 6. 4 Geo. 4. c. 13. 4 " " " 19. 11 " " " 9.	Auction Duties. Provl. Act 58 G. 3. c. 6.	Duties on Licenses to Hawkers and Pedlars. Provl. Acts 56 G. 3. c. 34. 58 " " " 5. 8 " " " 11.	Duties on Ale and Beer Licenses. Provl. Acts 4 G. 4. c. 15.	Tonnage duties on British Vessels navigating Lake Ontario, (applicable to support of Light Houses.) Provl. Acts 13 G. 3. c. 2. 39 " " " 16. 7 G. 4. c. 9.	Dividends and bonuses on Government Stock in Bank of Upper Canada.	Sale of the Government Stock in Bank of Upper Canada.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1821												
1822												
(latter part) 1823	5196 5 1		990 18 4½		1835 1 5	56 8 2½	166 0 0	21 0 0	56 15 5	250 0 0		
1824	24437 4 6½	4000 0 0	3086 7 3½		2758 1 2½	46 9 1	166 5 0	15 10 0		456 11 6		
1825	17743 10 9½		3613 10 7		4511 17 10½	129 16 7	295 10 0	13 10 0	7 0 7½	650 0 0		
1826	19097 4 0½	3777 15 6½	5227 10 9½		3596 2 3	115 4 4	189 0 0	45 0 0		700 0 0		
1827	17411 19 9	4444 8 10½	3811 13 6½		4389 1 10	99 14 10	161 10 0		288 10 6	1933 6 8		
1828	17440 7 7½	6666 13 4	5654 4 5½		4148 16 7½	325 2 3	349 15 0	0 10 0	103 15 2½	1300 0 0		
1829	19866 0 5½		6793 5 7½		3298 8 2	355 9 9½	215 5 3½	16 10 0	125 7 6	1416 13 4		
1830	20127 10 7½		7760 17 11½	1076 13 0½	2281 1 0½	479 0 0½	452 5 0	6 10 0	227 7 6	3109 0 9		
1831	26158 4 2½		7101 10 5	2200 17 6½	3176 13 7	492 1 7½	570 10 0		171 2 6	2000 0 0		
1832	34623 9 6½		7377 17 10½	1241 16 3	5893 9 3½	345 3 8½	475 19 11½	7 0 0	147 15 0	5000 0 0		
1833	55213 8 7½		8184 12 9½	2532 5 3½	6330 0 10½	554 0 6	487 15 0½	4 0 0	54 5 0	3500 0 0		
1834	64781 0 11		10725 1 1½		6911 13 7½	495 11 10½	540 0 0	7 0 0		2000 0 0		
1835	46173 4 1		13895 19 7		7166 8 4	530 3 8½	404 15 0	17 10 0		3000 0 0		
1836	56355 5 2		11452 5 0½		8211 15 5½	417 1 3	343 18 1	43 11 3		2000 0 0		
1837	42481 6 0		11470 18 9½		7655 10 7	634 1 4½	230 11 11	9 10 0	174 8 6½	2000 0 0		
1838	37691 4 0		10766 15 3½		6881 1 9½	442 18 6½	97 14 11½	23 0 0	209 5 2	2000 0 0		
1839	61678 16 3		20022 12 1		10134 15 10	680 7 10	172 16 0½	18 0 0	85 16 0	1000 0 0		
1840	58881 19 9		15520 4 6½		12651 17 0½	647 5 3	57 0 0	37 0 0	277 6 6	2000 0 0	25250 0 0	

27th July. GENERAL STATEMENT of the Annual Revenue and Expenditure of the late Province of Upper Canada, from the earliest period referred to in the Accounts in the possession of the Legislative Assembly, to the period of the Union, collection,—and the Expenditure classified under different heads.

Year.	REVENUE UNDER PROVINCIAL ACTS.									
	Militia. Fees on Commissions, and Fines.	Assessment for erection and support of a Lunatic Asylum.	Proceeds of Debentures.	Interest on Loans to Joint Stock Companies, for Public Works.	Tolls on Public Works.	Sums refunded, and unexpended balances.	Appropriation by Imperial Government, towards liquidating the War Loss Claims.	Premium on Bills of Exchange.	Sale of old Parliament House, (1830), and of Weights and Measures, (1834).	TOTAL Halifax Cur'cy.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821										
1822										
(latter part) 1823										8572 8 6½
1824			24000 0 0							58966 8 7½
1825						984 18 6½				27949 15 0
1826			25000 0 0	750 0 0		100 0 0				58597 16 11½
1827			57500 0 0	1890 0 0						91930 6 0
1828				4500 0 0	469 12 8					40958 17 1½
1829				450 0 0	640 0 0	296 10 0				33473 10 2
1830			29000 0 0		1629 19 6			114 16 1½		66265 1 7½
1831			24250 0 0	75 0 0	1249 1 3	2997 9 3½				70442 10 5½
1832			6750 0 0	296 17 6	1029 12 10½	144 6 11				63333 8 11½
1833			6750 0 0	371 17 6	1289 15 0	47 16 11				85319 17 6½
1834			208466 4 11½	310 0 0	1912 6 9			69 10 0		296218 9 2½
1835			78583 6 8	88 2 6	2398 18 2	2 15 0				152461 3 0½
1836			104341 5 6½	176 5 0	2149 5 8					185490 12 6½
1837			311815 0 4	2646 3 2	2724 16 2					381842 6 11
1838	317 15 0		131027 15 7	8343 0 6½	1544 4 10½	150 0 0	19900 0 0	120 0 0		219514 15 8½
1839	1073 8 9		10988 17 9½	3657 18 3½	3279 15 8½	695 0 5		321 14 10		113809 19 10
1840	806 7 9½	693 4 8½	{ 8039 0 0 } { 26000 0 0 }	3599 2 6	1659 3 8	147 7 5½				161286 19 2½

GENERAL STATEMENT of the Annual Revenue and Expenditure

Year.	CASUAL AND TERRITORIAL REVENUE.					
	Fees on the Great Seal, and Land and Survey Fees.	Fines.	Crown's proportion of Seizures.	Rents of Mills, Ferries, &c.	Rents and Sales of Crown Lands.	Sales and Seizures of Crown Timber.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821	2771 5 3¼	321 16 11	408 18 5	320 1 4¼	430 17 2	.....
1822	1741 14 2¼	234 11 9½	502 1 2½	220 6 6	102 10 5¼	.....
1823	1640 11 10¼	75 15 11¾	664 5 1¾	146 14 6	103 2 8¼	40 0 0
1824	1427 18 4¾	157 2 9¾	111.19 5½	155 15 0	177 3 1½	600 0 0
1825	1604 9 1½	83 19 1¼	473 14 2¼	273 12 9	127 16 11	1000 0 0
1826	1074 1 10¼	272 16 10½	313 15 4¾	137 12 6	315 17 8	955 11 1¼
1827	917 2 1¾	153 1 5	455 14 6½	111 15 0	518 0 3½	400 0 11¾
1828	1718 18 8½	307 11 3½	795 8 10	204 17 3	435 12 10¼	4568 1 7¼
1829	1662 12 5½	100 14 4½	857 0 6¼	342 9 9	1369 11 0	2485 11 6
1830	1758 5 5¼	1131 11 4 (including seizures.)	381 15 10	1872 9 10¾	3800 0 0	.....
1831	2273 3 5	175 6 5¼	1170 18 1¾	319 17 6	1436 4 11	6200 0 0
1832	2549 0 4¼	133 14 7	321 15 3¼	175 16 3	2625 19 4¾	3000 0 0
1833	2742 2 1	69 10 0	861 5 1¾	135 3 9	3246 16 7	2500 0 0
1834	3351 4 5½	160 11 3	1129 16 9¾	233 1 3	*4573 17 7½	2000 0 0
1835	2266 3 1¾	225 0 0	1541 6 8	276 10 0	4957 9 5¼	5214 5 5
1836	4908 8 5½	412 7 5½	1494 1 3¾	457 7 6	12279 1 3	12062 2 11
1837						
1838	1163 7 11¼	298 2 11½	1644 0 6	.....	1500 0 0	12350 0 0
1839	2022 15 4¼	128 17 5	1968 15 4	30 10 0	89 19 8	9161 1 1
1840	4419 16 10½	350 18 4¾	1650 0 11¼	33 10 0	3429 11 11¾	20979 12 4
and to 9th Feb., 1841.						

\* This includes £154, received for the sale of the old Council House.

of the late Province of Upper Canada, &c. — (Continued.)

Year.	CASUAL AND TERRITORIAL REVENUE.				
	Canada Company's Instalments.	Refunded.	Charges transferred to other Funds; and repayment of advances.	Sale of Lands belonging to the Indians.	TOTAL. Currency.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821	.....	.....	.....	.....	4252 19 1½
1822	.....	.....	.....	.....	2801 4 1½
1823	.....	.....	.....	.....	2670 10 2
1824	.....	.....	.....	.....	2599 18 9½
1825	.....	.....	.....	.....	3563 12 1
1826	.....	.....	.....	.....	3069 15 4¾
1827	.....	.....	333 6 8	.....	2889 1 0½
1828	.....	.....	.....	.....	8030 10 6½
1829	.....	.....	.....	.....	6817 19 7¼
1830	.....	100 0 0	370 7 5	.....	9414 9 11
1831	18888 17 9¼	.....	.....	902 13 11¾	31367 2 2½
1832	19444 8 10½	1 4 11	608 16 6½	.....	28860 16 2¼
1833	20555 11 1¼	433 6 8	5238 17 9¼	.....	35772 13 1¼
1834	21666 13 4	100 0 0	.....	.....	33265 4 8¾
1835	22222 4 5¼	205 11 1¼	.....	.....	36908 10 2½
1836	44444 8 10½	100 0 0	4611 12 5¼	.....	80769 10 2½
1837					
1838	22222 4 5¼	100 0 0	.....	.....	39777 15 10
1839	22222 4 5¼	26 18 1¾	8166 11 1	.....	43817 12 6¼
1840	22222 4 5¼	238 16 4¼	7251 0 0½	.....	60575 11 4¼
and to 9th Feb., 1841.					

Appendix  
(K. K. K.)  
27th July.

GENERAL STATEMENT of the Annual Revenue and Expenditure

Year.	EXPENDITURE.							
	Lieutenant Governor.	Executive Council, and Office.	Civil (or Private) Secretary.	Government Office.	Receiver General's Office.	Inspector General's Office.	Surveyor General's Office.	Surveys and Explorations.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821								
1822								
1823 (latter half)		392 2 11½	102 4 5½	540 13 7½	238 2 5	226 14 11½	657 2 11½	.....
1824		759 13 11	203 6 7½	1140 0 6	1660 9 7	868 8 7½	1336 10 7½	.....
1825		399 19 2	102 4 5½	603 12 2½	1345 2 5	633 12 7½	710 16 10	96 7 6
1826		799 16 6½	202 15 6½	1071 18 0½	1572 19 0½	886 17 9½	1593 9 6	.....
1827		798 16 6½	202 15 6½	1075 13 0½	1587 13 9	977 8 10	1334 0 9½	121 17 0
1828		833 5 3	203 6 7½	1208 6 3	1735 11 8½	972 11 5½	1466 5 9½	.....
1829		812 14 9½	202 15 6½	1152 9 5	1631 1 3½	892 1 7½	1065 18 6½	.....
1830		718 18 11½	205 0 0	1164 1 8	1773 10 4½	929 0 5	1135 18 1½	.....
1831*		622 8 2½	.....	615 5 9½	1094 5 4	607 4 7	818 9 9½	.....
1832*		.....	.....	.....	950 17 10½	405 11 1	24 5 0	.....
1833	2222 4 5	1512 14 10½	300 0 0	2359 17 5½	2447 12 1½	1121 14 8½	1684 7 6	200 0 0
1834	2222 4 5	1295 10 11½	204 3 3	1508 11 5	1856 2 4½	890 16 5	1218 5 0	483 13 3
1835	2222 4 5	1239 19 10	208 6 8	1382 18 8½	1567 10 4½	922 4 4½	1229 0 0	250 0 0
1836	2222 4 5	1388 13 10½	208 0 0	1104 2 4	1850 17 5½	904 11 9	1206 17 8½	.....
1837	2222 4 5	1291 13 1½	208 0 0	3031 1 3½	1860 12 8½	1047 5 11	1316 13 11	.....
1838	2222 4 5	1611 13 6½	208 0 0	2732 11 0½	1861 9 5½	1101 15 8½	1564 18 6½	.....
1839	2222 4 5	1651 11 10	208 0 0	3717 5 0	1989 9 7½	743 9 6½	1421 1 8½	.....
1840	2222 4 5	1590 6 9½	208 0 0	2516 1 2½	3241 13 0	1229 8 7	1648 18 6½	.....
1841								
to Feb. 9, inclusive.		113 19 4½	.....	238 7 0½	95 6 9	100 16 3½	143 11 1½	.....

\* In the Accounts before the House, the expenditure for the Civil Service is given for the first part of 1831, only. The appropriation for the Civil Service was kept as a separate Fund, for which a sum was annually appropriated by the Legislature, until 1833, when the payments were all included in the General Expenditure. The accounts of the Receipts and Expenditure of this Fund laid before the House, extend only to the 30th June, 1831, therefore the sums for 1831 and 1832, found in the column headed "Appropriation for the Civil Service," are the balance of that Fund remaining on hand on 1st July, 1831, therefore completing the service of that year,—and for 1832, the amount granted in bulk, for the Civil Service. A portion of the expenses of 1832 also, are covered by the payments made in 1833.

of the late Province of Upper Canada, &c. — (Continued.)

Appendix  
(K. K. K.)  
27th July.

Year.	EXPENDITURE.									
	Provincial Secretary and Registrar's Office.	Contingencies of Public Offices.	Government Printing, and Printing the Laws.	Repairs of Government House.	Appropriation for the Civil Service.	† Vice Chancellor and Judges.	Crown Officers.	Queen's Counsel.	Clerk of the Crown.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1821										
1822										
1823 (latter half)	195 3 6	.....	83 8 1	147 10 8½	.....	.....	635 11 10½	.....	38 13 4	
1824	507 16 6	.....	1151 1 5½	260 18 8½	.....	.....	1398 0 11	.....	94 3 3½	
1825	199 12 5	.....	232 12 11	62 8 10½	.....	.....	881 19 10½	.....	39 14 8½	
1826	385 1 8	.....	738 4 6	23 12 6	.....	318 10 4½	1086 17 4½	.....	62 4 11½	
1827	459 17 2½	.....	533 11 7	52 15 0	.....	333 6 8	1099 7 10½	.....	62 4 0	
1828	555 15 10½	.....	482 3 6½	183 4 5½	.....	333 6 7½	1091 1 1	.....	66 16 5½	
1829	372 10 9½	.....	509 8 7½	304 9 6½	.....	1666 13 4	1295 2 8½	.....	58 18 2½	
1830	479 0 4½	.....	487 2 8½	226 15 9½	.....	4000 0 0	2127 0 5	.....	178 14 5½	
1831	360 10 4	.....	545 10 3	52 1 10½	1005 11 1½	2092 11 10½	766 1 2½	.....	58 6 5½	
1832	.....	.....	.....	.....	5589 15 11½	.....	.....	.....	.....	
1833	.....	703 9 1	1857 3 11	397 10 9½	.....	3666 13 4	1738 12 10	.....	.....	
1834	875 0 0	587 13 6	995 5 10	.....	.....	3666 13 4	1751 19 2½	.....	.....	
1835	256 18 9	434 6 5	1000 0 0	400 0 0	.....	3666 13 4	1275 0 0	.....	.....	
1836	600 0 0	714 0 7	154 0 7½	.....	.....	3666 13 4	1061 2 2½	.....	.....	
1837	1259 4 10	806 6 6½	2126 9 11½	800 0 0	.....	6523 14 9½	2388 17 9½	.....	194 3 4½	
1838	500 0 0	1002 4 9½	3379 4 11½	100 0 0	.....	7566 13 4	1800 0 0	350 10 0	.....	
1839	530 13 0	696 7 7½	1332 15 10	100 0 0	.....	7516 13 4	1800 0 0	636 15 0	.....	
1840	1954 7 3	1141 17 1	1303 6 2½	252 17 10½	.....	7633 9 4½	1800 0 0	693 5 0	182 4 11½	
1841										
to Feb. 9, inclusive.	235 12 0½	87 13 5½	82 3 10½	.....	.....	.....	136 7 6	87 13 5	6 11 5½	

† The salary of the Vice Chancellor commenced in 1837.

GENERAL STATEMENT of the Annual Revenue and Expenditure

27th July.

Year.	EXPENDITURE.							
	Sheriffs.	Clerks of Assize.	Usher and Keeper of Court of King's Bench, (and Reporter for the year 1824 only.)	Miscellaneous expenses connected with administration of justice.	Penitentiary.	Legislature.	Clerk of the Crown in Chancery.	Election Writs.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821								
1822								
1823 (latter half)		226 8 7½	10 0 0	114 15 2		(No	further	details
1824	392 9 8½	493 1 1¼	116 14 4	9 0 0		3431 9 4	196 3 6	
1825	407 10 3½	147 1 0	10 0 0			4384 12 6	50 0 0	
1826	575 0 0	121 15 0	80 0 0	6 3 7¾		4028 18 2½	29 2 2½	
1827	450 0 0	148 2 5½	40 0 0	16 16 9¾		4172 18 0½		
1828	425 0 0	170 13 0	40 0 0	188 2 3¼		4718 18 9½	168 9 0	74 17 9
1829	444 15 0¼	186 2 0¼	40 0 0	86 13 3¾		5078 5 8	12 5 0	
1830	622 4 5¼	167 19 0¼	39 10 2½	165 2 10		5616 1 3¼	334 18 5¾	
1831	610 14 1¼		20 0 0	100 0 0		5746 18 3½	162 10 0	
1832	250 0 0				100 0 0	7137 2 2¾	75 0 0	
1833			60 0 0	50 0 0	4166 13 4	6923 12 6	75 0 0	
1834			40 0 0	20 0 0	8333 6 8	9339 9 9	75 0 0	60 0 0
1835			40 0 0	50 0 0	3000 0 0	10484 9 6	75 0 0	75 7 6
1836			40 0 0	48 8 0	5000 0 0	11387 1 7½	60 4 11	
1837		829 3 6	40 0 0	247 14 6	5000 0 0	15500 19 9¼	89 15 1	
1838		303 17 4	40 0 0	133 19 7½	5208 15 7	12477 17 5	75 0 0	
1839		223 3 8	40 0 0	28 0 0	7000 0 0	8956 0 6½		
1840		260 0 6	40 0 0	28 0 0	6300 0 0	8421 14 1¾		
1841 to Feb. 9, inclusive.			4 7 9¼			5000 0 0		

of the late Province of Upper Canada, &c. — (Continued.)

27th July.

Year.	EXPENDITURE.							
	Parliament Buildings, and Public Offices.	Pensions.	Education.	War Losses, (including expenses of the Board of Claims.)	Government Debentures.		Public Improvements.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Interest.	Redemption.	Provincial Works.	Loans to Joint Stock Companies.
1821								
1822								
1823 (latter half)	of the	expenditure	of this	half	year,	the	residue	being
1824	456 18 4	3917 16 11¾	4202 12 10¾	1270 8 3	1980 0 0	6666 13 4	4197 18 9	
1825		1510 0 0	4281 1 5¼	232 18 8	9215 8 8		4234 18 6½	
1826	100 0 0	3104 7 7½	3149 19 11¾	242 14 3	2366 12 7	5666 13 4	3208 11 4	25000 0 0
1827		3329 11 1¼	3682 2 11½	9 16 8	3815 0 0	333 6 8	57720 13 8	
1828		3051 2 2½	3814 14 6		6775 0 0		3190 0 0	
1829	1000 0 0	3037 12 0¼	3214 11 8¾		7039 17 2¼	9444 8 10½	1500 0 0	
1830	3500 0 0	5416 12 9¼	3866 11 6¼		6973 6 8		19503 0 10	25000 0 0
1831	2400 0 0	3255 11 0	3950 0 0		9440 4 11¾	13222 4 5¼	27092 4 9½	
1832		1130 0 0	3400 0 0		8805 1 5½	10666 13 4	4002 13 4	5000 0 0
1833	3500 0 0	1033 13 5	9508 4 4½	5500 0 0	9860 10 0		15650 0 0	
1834	747 3 3½	1010 0 0	8823 2 11¾		11838 5 0	128710 5 8¼	87900 0 0	
1835		1050 0 0	10163 8 1¼		10126 3 4¼	20666 13 4	107002 16 6	
1836		920 0 0	8266 8 9		9884 5 0	1351 0 7½	122967 8 7	500 0 0
1837		1123 3 1¾	11085 2 4	42122 4 5¼	10329 10 0		231872 4 4½	8600 0 0
1838	91 0 0	1727 8 0½	10332 15 8½		10843 15 0		147572 0 6¾	
1839		3306 11 5¾	8847 10 5		71312 3 2		25248 12 6½	
1840		4306 9 7¼	10841 19 3¼		57724 0 5½		33179 10 0	
1841 to Feb. 9, inclusive.	200 0 0		619 3 6¼					

Appendix (K. K. K.)

GENERAL STATEMENT of the Annual Revenue and Expenditure

27th July.

Year.	EXPENDITURE.								
	Light Houses.	Bank Stock.	Dredging Machines. (2)	Militia.	Militia Courts Martial.	Expenses consequent on Rebellion and Invasions (including Secret Service Money, Trials, &c., of State Prisoners.)	Arbitrator respecting duties collected at Quebec.	Expenses of Public Officers of the Province in England, on the Public Service.	Agricultural Societies.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821									
1822									
1823 (latter half)	given	in	bulk	only.)	.....	.....	.....	.....	.....
1824	.....	1875 0 0	.....	784 11 10 <sup>3</sup>	.....	.....	500 0 0	.....	.....
1825	.....	.....	.....	683 2 10	112 14 0	.....	.....	555 11 1	.....
1826	218 0 5 <sup>1</sup>	4375 0 0	2000 0 0	650 0 0	.....	.....	600 0 0	.....	.....
1827	120 12 6	2500 0 0	.....	650 0 0	.....	.....	.....	.....	.....
1828	1097 18 9	2500 0 0	.....	650 0 0	.....	.....	.....	400 0 0	.....
1829	1864 4 0	1250 0 0	.....	650 0 0	.....	.....	.....	.....	.....
1830	535 6 6	6250 0 0	.....	650 0 0	84 16 7 <sup>1</sup>	.....	.....	.....	650 0 0
1831	151 18 1	.....	.....	650 0 0	.....	.....	.....	.....	600 0 0
1832	1111 11 9	.....	.....	650 0 0	.....	.....	.....	.....	775 0 0
1833	2198 14 8	.....	.....	650 0 0	.....	.....	.....	.....	900 0 0
1834	700 0 0	.....	.....	650 0 0	.....	.....	600 0 0	.....	500 0 0
1835	3593 15 0	.....	1500 0 0	650 0 0	.....	.....	.....	.....	500 0 0
1836	1837 10 0	.....	500 0 0	650 0 0	.....	.....	.....	.....	700 0 0
1837	3787 10 0	.....	1400 0 0	650 0 0	.....	.....	200 0 0	.....	1007 11 6
1838	2797 10 0	.....	.....	712 10 0	55 1 0	2938 3 10	.....	.....	884 0 0
1839	2272 13 2	.....	.....	1441 0 0	21 1 4	10416 15 4	.....	.....	1080 3 6
1840	2350 12 8	.....	.....	1398 15 7	239 0 9	3827 1 9	.....	.....	1683 8 4
1841 } to Feb. 9, } inclusive. }	.....	.....	.....	18 12 7	.....	.....	.....	.....	.....

of the late Province of Upper Canada, &c.—(Continued.)

Appendix (K. K. K.)

27th July.

Year.	EXPENDITURE.							
	Charitable Grants (to Hospitals, &c.)	Expenses incurred during the prevalence of the Cholera.	Erection of Brock's Monument.	Commissioners for examining affairs of pretended Bank of Upper Canada, at Kingston.	Standard Weights and Measures.	Repayments.	Miscellaneous.	Total, Currency.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821								
1822								
1823 (latter half)	.....	.....	.....	.....	.....	.....	.....	13984 13 1 <sup>1</sup>
1824	.....	.....	.....	.....	.....	.....	400 7 5	40271 16 8 <sup>1</sup>
1825	.....	.....	.....	.....	69 19 11	.....	83 6 8	31280 9 7
1826	1000 0 0	.....	600 0 0	.....	.....	.....	161 17 6	66027 3 10 <sup>1</sup>
1827	.....	.....	.....	.....	135 0 0	.....	100 0 0	85863 8 8 <sup>1</sup>
1828	.....	.....	.....	442 13 4	.....	.....	.....	36839 4 9 <sup>1</sup>
1829	.....	.....	.....	265 2 4	.....	.....	.....	45168 1 7 <sup>1</sup>
1830	200 0 0	.....	.....	.....	.....	.....	6 0 0	93006 14 6 <sup>1</sup>
1831	100 0 0	.....	.....	.....	.....	.....	459 2 1 <sup>1</sup>	76629 14 1 <sup>1</sup>
1832	1400 0 0	.....	.....	.....	53 4 2 <sup>1</sup>	.....	62 0 0	51588 16 3
1833	1730 0 0	4725 12 11 <sup>1</sup>	.....	.....	.....	.....	50 0 0	86814 2 4 <sup>1</sup>
1834	1150 0 0	.....	.....	.....	.....	.....	.....	278052 12 4 <sup>1</sup>
1835	*300 0 0	2099 17 0	.....	.....	.....	18 6 8	.....	187650 19 9 <sup>1</sup>
1836	.....	50 3 0	.....	.....	.....	.....	.....	179243 14 9 <sup>1</sup>
1837	1000 0 0	.....	.....	.....	.....	.....	100 0 0	360061 7 4 <sup>1</sup>
1838	350 0 0	.....	.....	.....	.....	.....	25 0 0	222569 19 4 <sup>1</sup>
1839	700 0 0	.....	.....	.....	.....	.....	9 10 0	165469 12 0 <sup>1</sup>
1840	†400 0 0	.....	.....	.....	.....	18 5 0	.....	158736 18 3 <sup>1</sup>
1841 } to Feb. 9, } inclusive. }	.....	.....	.....	.....	.....	.....	.....	7170 6 2 <sup>1</sup>

\* Mechanics' Institute at Toronto.

† Including £50 for the Lunatic Asylum.



GENERAL STATEMENT of the Annual Revenue and Expenditure

27th July.

EXPENDITURE.									
CASUAL AND TERRITORIAL REVENUE.									
Year.	Lieutenant Governor.	Executive Council (and Office.)	Speaker of Legislative Council.	Government (or Civil Secretary's) Office.	Receiver General.	Inspector General, and office.	Surveyor General, and office.	Commissioner of Crown Lands, and Surveyor General of Woods.	Land Granting Department (in lieu of fees.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	.....	.....	.....	.....	.....
1822	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	.....	.....	.....	.....	.....
1823	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	.....	.....	.....	.....	.....
1824	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	.....	.....	.....	.....	.....
1825	No details of the expenditure for these years.								
1826	No details of the expenditure for these years.								
1827	No details of the expenditure for these years.								
1828	No details of the expenditure for these years.								
1829	No details of the expenditure for these years.								
1830	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	.....	.....	.....	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....
1831	3333 6 8	333 6 8	.....	.....	111 2 2 <sup>3</sup> / <sub>4</sub>	.....	166 13 4	1111 2 2 <sup>3</sup> / <sub>4</sub>	2876 3 9 <sup>3</sup> / <sub>4</sub>
1832	1111 2 2 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	111 2 2 <sup>3</sup> / <sub>4</sub>	.....	166 13 4	1508 8 2 <sup>3</sup> / <sub>4</sub>	2826 8 9 <sup>3</sup> / <sub>4</sub>
1833	2061 13 0 <sup>1</sup> / <sub>4</sub>	.....	.....	.....	222 4 5 <sup>1</sup> / <sub>4</sub>	.....	333 6 8	.....	2773 19 7 <sup>1</sup> / <sub>4</sub>
1834	1666 13 4	.....	500 0 0	.....	222 4 5 <sup>1</sup> / <sub>4</sub>	63 6 8	500 0 0	2222 4 5 <sup>1</sup> / <sub>4</sub>	1629 3 4
1835	1666 13 4	333 6 8	300 0 0	.....	222 4 5 <sup>1</sup> / <sub>4</sub>	250 0 0	801 15 1 <sup>1</sup> / <sub>4</sub>	2222 4 5 <sup>1</sup> / <sub>4</sub>	274 8 10 <sup>3</sup> / <sub>4</sub>
1836	4287 8 4 <sup>1</sup> / <sub>2</sub>	444 8 10 <sup>3</sup> / <sub>4</sub>	800 0 0	.....	444 8 10 <sup>3</sup> / <sub>4</sub>	444 8 10 <sup>3</sup> / <sub>4</sub>	2677 8 11 <sup>3</sup> / <sub>4</sub>	1944 8 10 <sup>3</sup> / <sub>4</sub>	548 17 9 <sup>3</sup> / <sub>4</sub>
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	1098 11 4 <sup>1</sup> / <sub>2</sub>	301 17 3 <sup>1</sup> / <sub>2</sub>	400 0 0	100 0 0	222 4 5 <sup>1</sup> / <sub>4</sub>	277 6 4 <sup>1</sup> / <sub>2</sub>	721 10 7	555 11 1 <sup>1</sup> / <sub>2</sub>	981 14 9 <sup>3</sup> / <sub>4</sub>
1839	4148 5 0 <sup>1</sup> / <sub>2</sub>	259 14 7 <sup>3</sup> / <sub>4</sub>	400 0 0	273 11 2 <sup>3</sup> / <sub>4</sub>	222 4 5 <sup>1</sup> / <sub>4</sub>	47 9 9	192 8 9	555 11 1 <sup>1</sup> / <sub>2</sub>	.....
1840	.....	.....	.....	.....	.....	.....	.....	.....	.....
to Feb. 9, 1841	3232 6 3 <sup>1</sup> / <sub>2</sub>	168 6 8	600 0 0	.....	333 6 8	384 17 9 <sup>3</sup> / <sub>4</sub>	384 18 0 <sup>1</sup> / <sub>4</sub>	3298 13 11 <sup>3</sup> / <sub>4</sub>	.....

of the late Province of Upper Canada, &c. — (Continued.)

27th July.

EXPENDITURE.										
CASUAL AND TERRITORIAL REVENUE.										
Year.	Auditor General of Land Patents.	Lands purchased.	Surveys and Explorations.	Compensation to Canada Company, for Surveys, &c.	*Agency for receiving Canada Company's Instalments (Receiver General.)	Secretary and Registrar, and office.	Clerk of the Crown.	Adjutant General of Militia.	Annual allowance to Col. Talbot, for making settlements.	Public Buildings, (erection and insurance.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821	.....	.....	74 8 10 <sup>3</sup> / <sub>4</sub>	.....	.....	.....	143 3 11 <sup>3</sup> / <sub>4</sub>	.....	.....	.....
1822	.....	500 0 0	.....	.....	.....	.....	.....	.....	.....	555 9 7 <sup>1</sup> / <sub>4</sub>
1823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1824	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1825	No details of the expenditure for these years.									
1826	No details of the expenditure for these years.									
1827	No details of the expenditure for these years.									
1828	No details of the expenditure for these years.									
1829	No details of the expenditure for these years.									
1830	.....	.....	576 19 2	.....	.....	.....	.....	.....	.....	.....
1831	.....	.....	326 8 3 <sup>1</sup> / <sub>2</sub>	724 4 8 <sup>3</sup> / <sub>4</sub>	222 4 5 <sup>1</sup> / <sub>4</sub>	166 13 4	.....	.....	444 8 10 <sup>3</sup> / <sub>4</sub>	.....
1832	.....	.....	1417 8 9	.....	222 4 5 <sup>1</sup> / <sub>4</sub>	166 13 4	.....	.....	444 8 10 <sup>3</sup> / <sub>4</sub>	.....
1833	.....	.....	3157 13 0 <sup>1</sup> / <sub>2</sub>	644 9 9 <sup>1</sup> / <sub>2</sub>	222 4 5 <sup>1</sup> / <sub>4</sub>	166 13 4	.....	.....	444 8 10 <sup>3</sup> / <sub>4</sub>	.....
1834	.....	.....	2069 1 3 <sup>1</sup> / <sub>2</sub>	.....	222 4 5 <sup>1</sup> / <sub>4</sub>	1186 19 7 <sup>3</sup> / <sub>4</sub>	.....	.....	444 8 10 <sup>3</sup> / <sub>4</sub>	26 5 0
1835	369 8 10 <sup>3</sup> / <sub>4</sub>	6127 14 9 <sup>3</sup> / <sub>4</sub>	2586 16 5 <sup>1</sup> / <sub>4</sub>	1687 1 1 <sup>1</sup> / <sub>2</sub>	222 4 5 <sup>1</sup> / <sub>4</sub>	950 12 7 <sup>1</sup> / <sub>4</sub>	.....	.....	.....	39 7 6
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	48 4 11	550 0 0	4625 0 3 <sup>1</sup> / <sub>2</sub>	917 9 5	.....	2460 3 9	.....	.....	.....	1787 10 0 <sup>3</sup> / <sub>4</sub>
1838	.....	4379 15 5 <sup>1</sup> / <sub>4</sub>	1178 2 9 <sup>1</sup> / <sub>4</sub>	.....	.....	863 4 6	.....	110 0 0	.....	2703 13 9 <sup>3</sup> / <sub>4</sub>
1839	.....	.....	.....	1635 15 0	.....	1188 19 6 <sup>1</sup> / <sub>2</sub>	.....	.....	.....	316 13 3
1840	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
to Feb. 9, 1841	.....	.....	1148 3 2	.....	.....	1436 10 7 <sup>1</sup> / <sub>4</sub>	.....	.....	.....	40 0 0

\* Since refunded,—the charge having been disallowed by the Board of Audit.

Appendix  
(K.K.K.)  
27th July.

GENERAL STATEMENT of the Annual Revenue and Expenditure

Year.	EXPENDITURE.									
	CASUAL AND TERRITORIAL REVENUE.									
	Allowances to Clergymen and Religious Teachers; and grants for building Churches and Chapels.	Schools and Colleges.	Pensions.	Public Improvements.	Emigration Expenses.	Location of commuted Pensioners.	Indians.	War Losses	Expenses attending the Rebellion.	Fees on Public Instruments and Land Patents.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821	.....	928 17 7½	.....	.....	.....	.....	.....	.....	.....	157 10 0
1822	.....	281 16 9½	.....	.....	.....	.....	.....	.....	.....	221 10 0
1823	.....	276 17 9½	.....	.....	.....	.....	.....	.....	.....	629 0 3½
1824	.....	606 9 10	.....	.....	.....	.....	.....	.....	.....	1189 12 3½
1825	No details of the expenditure for these years.									
1826										
1827										
1828										
1829										
1830	166 13 4	380 11 1½	392 6 1½	.....	.....	.....	.....	.....	.....	26 13 4
1831	4290 14 8½	2130 11 1½	685 5 1½	.....	4900 0 0	.....	.....	.....	.....	.....
1832	3107 13 4	2873 16 7	3095 14 5½	.....	9403 7 5½	.....	.....	.....	.....	.....
1833	10950 15 5	1036 2 2½	1527 2 5½	.....	11574 1 7	.....	.....	.....	.....	.....
1834	9357 6 4½	1163 17 9½	4173 12 5½	1860 14 9½	3996 4 11	.....	.....	.....	.....	.....
1835	6958 8 3½	1539 3 2½	1758 13 5½	1069 5 10½	3409 4 9½	.....	.....	.....	.....	.....
1836	17144 13 4½	3108 3 11	3003 8 4	1462 1 10½	5490 0 3½	2601 3 4½	9109 14 2	22222 4 5½	.....	.....
1837	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1838	10029 10 4½	1591 13 4	1358 0 5½	.....	2705 7 0½	1223 9 10½	.....	.....	5528 7 3½	.....
1839	8886 16 1½	1641 19 5½	1421 17 7	519 14 6½	450 0 0	1731 11 8	4015 11 10	.....	1398 7 7½	.....
1840	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
to Feb. 9, 1841	9846 11 7½	2630 1 0½	2615 4 7½	1958 1 9	4323 4 5	2196 7 8½	6727 5 9½	.....	4260 8 1½	57 17 10½

Appendix  
(K.K.K.)  
27th July.

of the late Province of Upper Canada, &c. — (Continued.)

Year.	EXPENDITURE.									
	CASUAL AND TERRITORIAL REVENUE.									
	Expenses incurred during prevalence of the Cholera.	Arbitrator respecting duties collected at Quebec.	Travelling expenses, and transmission of despatches.	Commission of Enquiry on Public Departments.	Contingencies, Advances, Administration of Justice.	Sums refunded, or improperly credited, and charges transferred from other funds.	Repayment of advances.	Advances for various services.	Contingencies and Miscellaneous.	Total Currency.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1821	.....	.....	26 2 2½	.....	.....	11 8 10	.....	.....	125 5 8	2577 19 5½
1822	.....	.....	.....	.....	.....	4 8 10½	.....	.....	121 10 5½	2795 17 11½
1823	.....	.....	.....	.....	.....	1171 5 5½	.....	.....	215 19 6	3419 5 2½
1824	.....	.....	.....	.....	.....	24 18 10½	.....	.....	349 11 11½	3281 15 2½
1825	No details of the expenditure for these years.									
1826										
1827										
1828										
1829										
1830	.....	.....	149 19 1½	.....	.....	.....	.....	325 8 10½	4540 15 5½	
1831	.....	.....	.....	.....	1369 2 6	.....	.....	235 16 1½	23527 4 1½	
1832	*1600 0 0	.....	44 18 9	.....	.....	336 0 0	.....	288 14 0	28524 14 8½	
1833	.....	.....	112 0 0	.....	.....	7 3 4	.....	301 19 10½	38535 18 0½	
1834	.....	388 17 9½	.....	.....	.....	9 2 3½	.....	407 0 1½	32129 7 11½	
1835	.....	.....	.....	.....	.....	123 0 0	.....	382 19 2	33384 13 4½	
1836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1837	.....	.....	714 16 11	.....	.....	3351 10 11	.....	†5555 1 9½	1188 12 9	96931 11 4
1838	.....	.....	844 12 6	.....	.....	.....	.....	.....	160 14 10½	37635 8 2½
1839	.....	.....	1080 6 1½	.....	439 12 10½	.....	.....	.....	9 3 8½	30840 14 3
1840	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
to Feb. 9, 1841	.....	.....	829 0 4½	884 0 6½	.....	17 3 4	38784 14 10½	.....	235 8 6½	86392 13 9½

\* £1350 of this since refunded from the General Revenue Fund, pursuant to Stats. 3 Will. IV., chaps. 54 and 57.  
† These advances were made in consequence of the refusal of the Legislature to vote the Supplies in 1836, and afterwards repaid.

STATEMENT of the Debt or Total Liability of the late Province of Lower Canada, at the period of the Union, shewing for what purpose, and under what authority contracted.

For what purpose.	Authority.	Amount autho- rized.		Amount raised by Debentures.		Rate of in- terest per annum.
		Currency.		Currency.		
		£	s. d.	£	s. d.	
For enlarging and improving the Har- bour of Montreal,.....	Act 10 and 11 Geo. IV., cap. 28,.....	10,000	0 0	2,500	0 0	5 per cent.
				2,500	0 0	5½ "
				4,000	0 0	5½ "
				1,000	0 0	6 "
	Act 1 Will. IV., cap. 11,.....	10,000	0 0	10,000	0 0	5 "
	Act 2 Will. IV., cap. 36,.....	15,000	0 0	6,500	0 0	6 "
				4,700	0 0	5¾ "
				3,800	0 0	5½ "
	Ord. 1 Vic., cap. 23,.....	22,575	0 0	22,575	0 0	6 "
	Ord. 3 Vic., cap. 28,.....	23,000	0 0	15,900	0 0	6 "
4,000				0 0	8 "	
Ord. 4 Vic., cap. 12,.....	17,000	0 0				
Steam Dredging Vessel,.....	Ord. 3 Vic., cap. 28,.....	5,000	0 0	1,500	0 0	8 "
Completing the Chambly Canal,.....	Ord. 3 Vic. cap. 20,.....	35,000	0 0	15,000	0 0	6 "
		137,575	0 0	93,975	0 0	
Interest thereon to date of the Union,.....				2,773	4 7	
Total,.....		£137,575	0 0	96,748	4 7	



Appendix  
(K. K. K.)  
27th July.

Appendix  
(K. K. K.)  
27th July.

STATEMENT of the Total Liabilities of the late Province of Upper Canada, &c.—(Continued.)

<i>Fundea Debt—(Debentures.)</i>	Currency. Payable in Upper Canada.		Rate of Interest per annum.	Sterling. Payable in London.		Total Currency.	
	£	s. d.		£	s. d.	£	s. d.
Brought over,.....	213,671	11 2½	.....	869,650	0 0	stg.	
Total Funded Debt,.....			.....	966,277	15 6½	cy.	1,179,940 6 9
<i>Unfunded Debt.</i>							
Balance due London Agents, { Baring & Co. (estimated balance), do. { Glynn & Co. (.....)			.....	7,807	4 3		
Loans, { Bank of Upper Canada,..... { Gore Bank,.....	20,000	0 0	6 per cent.	23,788	6 7		
	6,000	0 0	6 "				
	26,000	0 0	.....	31,595	10 10	stg.	
Total Unfunded Debt,.....			.....	35,106	3 1½	cy.	61,106 3 1½
			.....	26,000	0 0		
<i>Additional Debt, 1841.</i>							
Welland Canal,.....	117,800	0 0	{ 2 per cent for 2 years, 3 " " 3rd year, 4 " " 4th year, 5 " " 5th year, 6 " " afterwards.				
Insurrection Losses,.....	40,000	0 0	5 per cent.				
	157,800	0 0	.....				157,800 0 0
Total debt of the Province of Upper Canada,.....			.....				£1,398,855 9 10½

## R E P O R T.

THE STANDING COMMITTEE appointed to assist Mr. Speaker in the management and direction of the Library, beg leave to Report:—

That Your Committee, in resuming the labours heretofore entrusted to them, of the regulation and oversight of the Library, have been gratified to find that the collection is in excellent condition; and that, notwithstanding its exposed situation, it continues to be carefully preserved.

The greater portion of the valuable works recommended to be purchased by Your Committee, last Session, have been duly received; the orders for the purchase of the same having been executed in a creditable and satisfactory manner. With regard to these acquisitions, Your Committee is aware that they have been procured upon an insufficient authority, inasmuch as their Report of last year, through some difference of opinion among Members, on a point of form, did not receive the concurrence of the House. It having been considered, however, that the non-receipt of so many valuable and desirable works, would cause much inconvenience to the House at its re-assembling, Mr. Speaker undertook, on his own responsibility, to order the purchase of the books; whereby the Library has been greatly enriched, and its usefulness, to Members generally, considerably enhanced. Your Committee, therefore, respectfully recommend that the expenditure thus incurred, should receive the sanction and approval of Your Honorable House.

They have also prepared lists of works in French and English Literature, which they beg to recommend may be purchased for the Library, by the usual Agents, and on the terms previously agreed upon,—during the approaching recess. For the lists, see Appendix A. & B.

A classified Catalogue to the collection of Works on the History of America having been prepared by the Assistant Librarian, on a similar plan to that of the other sections of the Library, Your Committee recommend that it be printed for the use of Members. They would further suggest that, on account of the rarity and value of many works in that collection, and its Historical importance, glass cases should be made, to admit of its being better arranged, and to ensure its more careful preservation.

Your Committee have examined a work which has been laid before them, on "The Fundamental Principles of the Laws of Canada," by M. Doucet. In view of the laborious and useful character of this undertaking, they suggest that twenty-five copies thereof should be taken, for its aid and encouragement. They also recommend that the Clerk should be authorized to take six copies of the "*Album Littéraire*," edited by M. Le Tourneux, to be deposited in the Library.

All which is respectfully submitted.

ALLAN N. MACNAB.

Speaker.

Library, 24th July, 1847.

## APPENDIX A.

LIST OF BOOKS, in the French Language:—Reported by the Library Committee of the Legislative Assembly.—July, 1847.

*Théologie, Histoire Ecclésiastique.*

	VOLS.
22,498. Affre, De l'Appel comme d'Abus,	1
22,500. Do. Traité de l'Administration temporelle des Paroisses, .	1
Lamennais, Anschaspands et Darvands, .	1
22,516. Audin Histoire de la Vie et des Ecrits de Martin Luther,	3
Histoire de Calvin,	2
Do. Léon,	2
Poujulat, Histoire de Ste. Augustine,	3
1,149. Œuvres complètes de Bourdaloue,	3
2,099. Œuvres complètes de Massillon,	2
Lacordaire, Conférences de Notre-Dame Cretineau-Joly, Histoire religieuse, politique et littéraire de la Compagnie de Jésus.	2

*Jurisprudence.*

## Droit moderne.

22,861. Benech, De l'Emploi de la Dot sous le régime dotal,	1
22,862. Do. De l'illégalité de l'adoption des Enfants Naturelles,	4
22,897. Dumas (Victor), Traité du Domaine public,	4
22,898. Dumenil, Traité de la Législation Spéciale du Trésor Public en matière contentieuse,	2
22,921. Ledru (Rollin), Journal du Palais,	2
22,917. Lolleau, Traité de l'Expropriation française d'utilité publique,	2

## Ancien Droit.

2,880. Argentre, Commentaire in Patrios Britonum leges,	2
2,881. Do. Commentaire ad Juris Brit. titulos,	2
2,882. Augeard, Arrêts notables,	2
2,885. Automne, Conférence du Droit Français, Do. Commentaire sur la Coutume de Bourgogne,	1

## Droit Romain.

2,893. Bartolé, Opera omnia,	14
2,996. Cujaccic, Opera omnia,	10

*Philosophie et Economie Politique, et Législation.*

15,112. Voltaire, Dictionnaire Philosophique,	8
25,059. Philarète (Charles), Le 18 <sup>e</sup> Siècle en Angleterre,	2
25,079. Israeli (D'), La Jeune Angleterre,	2
23,021. Faucher (Léon), Etudes sur l'Angleterre,	2

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23,024. Fourier, Œuvres complètes, . . . . .	6
23,037. Laborde (A. de), De l'Esprit d'Association, . . . . .	2
23,051. Moll, Colonisation en Algérie, . . . . .	2
23,058. Prudhon, Contradiction des Systèmes Economiques, . . . . .	
23,069. Saint Simon, Œuvres, . . . . .	1
23,076. Tapiés, La France et l'Angleterre, . . . . .	1
23,081. Vincard, Histoire du Travail et des Travailleurs en France, . . . . .	3
23,083. Wheaton, Histoire du Progrès du Droit des Gens en Europe, . . . . .	2

*Beaux Arts.*

24,460. Berlioz, Voyage Musical, . . . . .	2
24,448. Blanc (Charles), Histoire des Peintres Français au 19e Siècle, . . . . .	1
24,457. Delestré, Etudes des Passions, . . . . .	1
11,943. Lanzi, Histoire de la Peinture en Italie, Linguistique, Etude de la Langue Française, . . . . .	5
24,709. Ampercé, Histoire de la Formation de la Langue Française, . . . . .	1
24,176. Gaudéau et autres, Glossaire Français Polyglotte, . . . . .	3
24,717. Genin, Des Variations de la Langue Française depuis le 12e siècle, . . . . .	1
24,718. Do. Lexique comparé de la Langue de Molière et des Ecrivains du 17e siècle, . . . . .	1
24,736. Wey (François), Remarques sur la Langue Française au 19e siècle, . . . . .	2

*Belles-Lettres.*

84. Lafontaine, Fables illustrées par Grandville, . . . . .	2
14,881. Rousseau (J. J.), Œuvres complètes, . . . . .	17
14,953. Segur, Galerie Morale, . . . . .	1
14,612. Lesage, Œuvres complètes, . . . . .	12
136. Sue (Eugène), Les Mystères de Paris illustrés, . . . . .	
Do. Le Juif Errant illustré, . . . . .	
24,746. Béranger, Œuvres complètes, . . . . .	
15,075. Un million de faits, . . . . .	
24,962. Sainte Beuve, Portraits Contemporains, Tableau de la Presse Française, . . . . .	3
24,987. Nettément (Alfred), Etudes Critiques sur le Roman-Feuilletton, . . . . .	2
24,986. Voyage autour de la Chambre des Députés, . . . . .	
Nodier (Charles), Œuvres complètes, . . . . .	
Lebrun (Prince), Traduction de l'Illiade et de l'Odyssée, . . . . .	
7,671. Dumas, Traité de Chimie appliquée aux arts avec atlas, . . . . .	7
Grimm et Diderot, Correspondance Littéraires, . . . . .	17
Tressan (Comte de), Œuvres avec notice par Camperon, . . . . .	10
Mémoires de l'Abbé Georget, . . . . .	6
Constant, Mémoires de Napoléon, . . . . .	6
Courcelles (De), Histoire Généalogique et Héraldique des Pairs de France, etc., . . . . .	12
24,987. Albrise et Maquet, Les Prisons de l'Europe, . . . . .	4
24,986. Alboj (Maurice), Les Bagnes, . . . . .	2
23,155. Labruyères, Caractères, . . . . .	1
23,189. Reid, Philosophie, . . . . .	1
23,190. Rémusat, Abélard, . . . . .	2
do. De la Philosophie Allemande, . . . . .	1
23,192. Rendu, De l'Instruction Secondaire, . . . . .	2
23,171. Michelet et Quinet, Des Jésuites, . . . . .	2

23,208. Simon, Histoire de l'Ecole d'Alexandrie, . . . . .	2
23,309. Toussnel, Les Juifs, . . . . .	

*Histoire, Géographie, Voyages et Mémoires.*

Lamartine, Histoire des Girondins, . . . . .	
25,194. Mazzini, De l'Italie dans les rapports de la civilisation moderne, . . . . .	2
25,279. Saint Priest, Histoire de la chute des Jésuites au 18e siècle, . . . . .	1
25,028. Blanc (Louis), Histoire de la Révolution Française, . . . . .	2
25,115. Fontanier, Voyage dans l'Inde, . . . . .	3
25,121. Gautier (Théophile), Voyage en Espagne, . . . . .	1
25,145. Hauffman et Cherpin, Histoire de la Franc-Maçonnerie, . . . . .	
25,173. Laya, Etudes Historiques sur M. Thiers, . . . . .	2
25,185. Mallet, Les Philippines, . . . . .	2
25,189. Marmier, Du Rhin au Nil, . . . . .	2
15,222. Abrantes (D'), Histoires des Salons de Paris, . . . . .	6
15,223. Do. Mémoires ou Souvenirs de Napoléon, . . . . .	18
15,224. Do. Mémoires sur la Restauration, . . . . .	6
15,535 à 15,550. Collection de Chroniques françaises, par A. Buchon, . . . . .	

*Législation et Politique.*

32,980. Chronologie Ministérielle de trois siècles, . . . . .	1
22,991. Cauchy (Eugène), Du Duel, . . . . .	2
22,992. Cerfben, Des Condamnés, . . . . .	1

*Sciences et Industrie.*

23,954. Dufresnoy, Traité de Minéralogie, . . . . .	3
23,957. Exploration scientifique de l'Algérie, publiée par ordre du Gouvernement, . . . . .	
24,034. Picelet, Traité Élémentaire de Paléontologie, . . . . .	4
24,239. Biot, Traité Élémentaire d'Astronomie Physique, . . . . .	5
24,247. Chasseriau, Précis Historique de la Marine française, . . . . .	2
24,250. Collegnon, Du Concours des Canaux et des Chemins de Fer, . . . . .	
21,251. Collin, Recherches expérimentales sur les glissements spontanés des terrains argileux, . . . . .	2
24,343. Vail, Télégraphe Electro-Magnétique, . . . . .	2
24,450. Brongniart, Des Arts Céramiques, . . . . .	1
24,514. Roux (aîné), Fermes Modèles, . . . . .	1
24,578. Rollet, Mémoire sur la Meûnerie, etc., . . . . .	1
Humboldt, Cosmos, . . . . .	

*Divers.*

24,254. Cooper, Histoire de la Marine des Etats-Unis, . . . . .	2
24,304. Lobet, Des Chemins de Fer en France, . . . . .	1
24,329. Quételet, Théorie des Probabilités appliquée aux sciences morales et politiques, . . . . .	
Toqueville (De), Histoire Philosophique du Règne de Louis XV, . . . . .	2
Thenard, Traité de Chimie; last edition, . . . . .	
4,829. Barbeyrac, Le droit de la Guerre et de la Paix, . . . . .	2
30. Do. Le droit de la Nature et des Gens, . . . . .	4
31. Do. Les Devoirs de l'Homme et du Citoyen, . . . . .	2
32. Do. Traité Philosophique des Lois Naturelles, . . . . .	1

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(L. L. L.)

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4,840.	(Constant Benjamin), Œuvre complètes,	2
4,859.	Blaise, Des Monts-de-Piété.	1
4,874.	Bougeant, Histoire des Guerres et Négociations qui précédèrent le Traité de Westphalie,	3
4,892.	Capefigue, Les Diplomates Européens,	1
4,911.	Cretineau-Joly, Histoires des Traités de 1815,	1
4,961.	Dumont (J.), Corps Universel Diplomatique,	8
4,966.		
5,019.	Gebhart, Actes et Mémoires concernant les Négociations entre la France et les Etats-Unis de l'Amérique,	3
5,020.	Do. Recueil des Traités de Paix depuis 1792 jusqu'à 1802,	4
5,041.	Hauterive (Comte de) et Cassy (Chevalier de), Recueil de Traités de Commerce et de Navigation,	10
5,052.	Habner, De la Saisie des Bâtimens neutres,	2
5,111.	Martens (G. F. De), Recueil de Traités de Paix d'Alliance, etc., Do. Baron Charles de Guide Diplomatique, Garchon, Code des Aubains, La Nouvelle Revue Encyclopédique, depuis le commencement jusqu'à l'année courant, Journal de Physique et de Chimie de Biot et Arago, depuis le commencement,	22 3

APPENDIX B.

LIST OF ENGLISH WORKS recommended to be procured for the Library of the Legislative Assembly.

Heylyn's Help to English History, 1773.  
 Long's Royal Descents, 1846.  
 Polehampton's Gallery of Nature and Art, 6 vols., 1815.  
 Voyages of the Nemesis in the China Seas, 1845.  
 Smythe's Historic Fancies, 1845.  
 Grattan's Life of the Right Hon. Henry Grattan, 4 vols., 1845.  
 Berry's Heraldic Visitations, 3 vols., 1830—1838.  
 Collins' Peerage, by Sir Egerton Bridges, 9 vols., 1812.  
 Tonnant's History of Modern Greece, 2 vols., 1845.  
 Belcher's Voyage Round the World, 2 vols., 1845.  
 Marlborough, Letters and Dispatches, 5 vols., 1845.  
 Gully's Water Cure in Chronic Disease, 1846.  
 Lane's Life at the Water Cure, 1846.  
 Hasted's History of the County of Kent, 12 vols., 1797.  
 Head's, Sir G., Home Tour through England, &c., 2 vols., 1837.  
 Bell's History of Russia, 3 vols., 1845.  
 Gwilt, Encyclopedia of Architecture, 1845.  
 MacKinnon, History of Civilisation, 2 vols., 1846.  
 Sandby, Mesmerism and its Opponents, 1845.  
 Esdaile, Mesmerism in India, 1846.  
 Cannon's Historical Records of the British Army (*in course of publication*).  
 Nicholas, Historical Record of the Royal Marines, 2 vols., 1846.  
 Webster's Encyclopedia of Domestic Economy, 1844.  
 Spelman, History of Sacrilege, 1846.  
 Stokes, Discoveries in Australia, 2 vols., 1846.  
 Moseley, Law of Small Debts' Courts, 1845.  
 Byles, On the Usury Laws, 1845.  
 Wyse, America, its Realities and Resources, 3 vols., 1846.  
 Bonnycastle, Canada in 1846, 2 vols., 1846.

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Wheaton, History of the Law of Nations in Europe and America, 1846.	2
Horner, Memoirs and Correspondence, 2 vols., 1843.	1
Welsby, Lives of Eminent Judges, 1846.	1
Surtees, Sketch of the Lives of Lords Eldon and Stowell, 1846.	3
Gilbert, New Etymological Pronouncing Dictionary, 2 vols., 1847.	1
Smith, Antiquarian Ramble through London, 2 vols., 1846.	1
Nichol, Architecture of the Heavens, Solar System and System of the World, 1846.	8
Jenyn's Observations in Natural History, 1846.	
Lindsay, Lord, History of Christian Art, 3 vols., 1846.	
Davis, History of Holland, 3 vols.	
Perry, German University Education, 1846.	
Memoirs of Geological Survey of Great Britain, and of the Museum of Economic Geology, 1 vol., 1846.	
Camp and Barrack Room; or the Army as it is, 1846.	
Howitt, Homes and Haunts of the English Poets, 2 vols., 1846.	
Thomson, Memoirs of the Jacobites, 3 vols., 1846.	
Landon, Dictionary of the Councils of the Catholic Church, 1846.	
Capefigue, Diplomats of Europe, 1845.	
Glossary of Heraldry, 1847.	
Proceedings of Archaeological Institute at Winchester, 1846.	
D'Arblay, Madame, Diary and Letters, 7 vols., 1846.	
Merivale, Lectures on Colonization and Colonies, 2 vols., 1841.	
Davis, The Chinese, 1840.	
Robinson's Admiralty Reports, 6 vols., 1798—1808.	
Reddie, Researches in Maritime International Law, 2 vols., 1844, &c.	
Ruding, Coinage of Great Britain and its Dependencies, 3 vols., 1839.	
Tate, Modern Cambist, 1842.	
Parnell, Treatise on Roads, 1838.	
Tanner, Canals and Railways of United States, 1840.	
Milne, On Annuities and Life Assurances, 2 vols., 1815.	
Prichard, Physical History of Mankind, 5 vols., 1841—1847.	
Pratt, History of Savings' Banks, 1842.	
Fynn, On British Consuls abroad, 1846.	
Keppel, Expedition to Borneo, 2 vols., 1847.	
Bayley, Index to British Genealogy, 1847.	
Carus, King of Saxony's Journey through England, &c., 1846.	
Grote, History of Greece ( <i>now publishing</i> ).	
Liverpool, Lord, On the Coins of the Realm, 1846.	
Nelson, Letters and Dispatches, 7 vols., 1846.	
Wright, Biographia Britannica Litteraria (Saxon and Norman periods).	
Dowdeswell, Law of Insurances, 1846.	
Field, On the Separate System of Imprisonment, 1846.	
Hindmarch, Law of Patents, 1846.	
Ellis, Sir H., Original Letters, illustrating English History.	
Mitchell, Manual of Practical Assaying, 1846.	
Barrow, Arctic Voyages, from 1818 to present time, abridged and arranged, 1846.	
Newton, Display of Heraldry, 1846.	
Braim, History of New South Wales, 2 vols., 1846.	
Thurnam, on the Statistics of Insanity, 1846.	
Hannay, History of the Representation, 1831.	
Bouvier's American Law Dictionary, 2 vols., 1843.	
Chambers, &c., Laws Relating to Buildings, 1845.	
Fearne, Essay on Contingent Remainders, 2 vols., 1844.	
Goldsmith, Guide to the Inns of Court, 1843.	
Hansard, On the Law Relating to Aliens, 1844.	
Wordsworth, On Public Education, 1845.	
Raffles, Sir Stamford, Memoirs, 2 vols., 1835.	
Parr, Dr. Samuel, Memoirs, 2 vols., 1828.	
Ross, Sir J. C., Voyage in the Southern Seas, 2 vols., 1847.	

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Atlas to Alison's French Revolution, by Johnston, 1847.  
 North, Lives of the Three Norths, 2 vols., 1826.  
 Davy, Sir H. Memoirs, 2 vols.  
 Reports and Plans of Public Institutions, Asylums,  
 Court Houses, &c. in England.  
 Strickland, Lives of the Queens of England (*now  
 publishing*).  
 Wright, Public Characters and Events in England,  
 from 1714 to the present day, 2 vols., 1847.  
 Scriptural Evidences of Creation, 1846.  
 Barrow, Sir J., Autobiography, 1847.  
 Twiss, H., Personal History of Administrations,  
 and of Leaders of Parties, from 1688, (*in prepara-  
 tion*).  
 Smith, J. W., Leading cases, 3 vols., (*last edition*).  
 Riddell, On Scotch and English Peerage Law, 3 vols.,  
 1832, 1842.  
 Milner, Gallery of Nature, 2 vols., 1846.  
 Tidd, Old Practice of the Courts of Law.  
 Revised Statutes of United States, 6 vols., 1846.  
 Book of the Indians, 3 vols., 4<sup>to</sup>.  
 Bird's Pocket Conveyancer.  
 Walpole, Memoirs of Reigns of George II. and III.  
 with his Correspondence.  
 Malmesbury, Lord, Diary and Correspondence, 1847.  
 Arnold, Lectures on Modern History.  
 Johnson, Life, by Boswell; edited by Croker, 10 vols.  
 Johnston, Lectures on Agricultural Chemistry and  
 Geology, 1847.  
 Taylor, Dr., W. C., Life and Times of Sir R. Peel, 1847.  
 Prescott, Conquest of Peru, 3 vols., 1847.  
 Hooper, Revd. J., Catholicæ Doctrinæ, 1847.  
 Townsend, Modern State Trials, 2 vols., (*in prepara-  
 tion*).  
 Alison, England in 1815 and 1845, On the currency  
 question, 1847.  
 Hosack, Conflict of English and Scotch Laws, (*pre-  
 paring*).  
 Raffles, History of Java, 2 vols., 1847.  
 Coleridge's, S. T., Complete Works.  
 Hazlitt, Table Talk.  
 Lamb, Charles, Prose writings, with Letters and Life,  
 by Talfourd.  
 Jamieson, Mrs., Characteristics of Women.  
 Hunt, Leigh, Imagination and Fancy; and Wit and  
 Humour.  
 Hervey, Lord, Court of George II. and Queen Caro-  
 line, 2 vols.  
 Sheil's Speeches.  
 O'Connell's Life and Speeches, by his Son, 2 vols.,  
 1846.  
 Smith, Historical and Literary Curiosities, 1845.  
 Ockley, History of the Saracens, 1847.  
 Carey's Dante, 1847.  
 Thom, Book of the Court.  
 Bingham, Antiquities of the Christian Church, 2 vols.,  
 1846.

Mill, Political Economy, 2 vols.  
 Literary Garland, of Canada, (*from commencement*).  
 Nicolas, On the Law of Adulterine Bastardy, 1836.  
 Russell, On Laws relating to Factors and Brokers.  
 Espinasse, On the Law of Actions and Statutes, 1824.  
 Starke, On Evidence, 2 vols.  
 —, On the Law of Slander and Libel.  
 Opinions of Attorneys General of United States, from  
 the Revolution until 1841, 2 vols., 1841.  
 Rain, Science of Legal Judgment, 1822.  
 Gael, On the Analogy between Legal and General  
 Composition, 1840.  
 Cushing's American Manual of Parliamentary Practice,  
 1845.  
 Le Marchant, Report of the Gardner Peerage Case,  
 1828.  
 Simons, Public Works of Great Britain, 1838.  
 Laing, Travels in Sweden, Norway, France, &c.,  
 1839—1842.  
 Talfourd, Vacation Rambles, 1845.  
 Smyth, Lectures on Modern History, 2nd Series, 1840.  
 Chalmers, Revolt of the American Colonies, 2 vols.,  
 1845.  
 Craik, English Causes Célèbres, 2 vols., 1840, &c.  
 Braithwaite, Retrospect of Medicine, 10 vols., 1839,  
 (*and to continue*).  
 Ritchie, British World in the East, 2 vols., 1847.  
 Lloyd, Memoirs, 1668.  
 Wilberforce, Life and Correspondence, 7 vols.  
 Slidell, Year in Spain, and Spain Revisited, 1846.  
 Gillespie, Manual of Road Making, 1846.  
 Smith, Dr. S., Philosophy of Health, 2 vols., 1847.  
 Howitt, Student Life in Germany.  
 Burnet, Theory of the Earth, 2 vols., 1759.  
 Craig, Philosophy of Training, 1847.  
 Draft of an Act to Consolidate the Statute Law, 1847.  
 Logan, Practice of Scotch Banking, 1847.  
 Bell, Huntingdon Peerage Case, 1821.  
 Milton's Paradise Lost, with Martin's Illustrations.  
 Goëthe's Faust, with Retsch's Outlines.  
 Lewes, Biographical History of Philosophy, 4 vols.,  
 1846.  
 Halliwell, Dictionary of Provincial Words, &c., 2  
 vols., 1847.  
 Verstagen, Restitution of English Antiquities.  
 Twiss, Lectures on the Progress of Political Economy,  
 1847.  
 Hooper, Book of Revelations Interpreted, 1847.  
 MacIntyre, The Elective Franchise, as it is, and  
 ought to be, 1847.  
 MacGregor, Progress of America, from its discovery  
 to 1846, 2 vols., 1847.  
 Neale, History of the Eastern Church, 2 vols., 1847.  
 Ogilby, Catholic Church in England and America,  
 1847.  
 London Catalogue of Books; Edition, 1847.

Appendix  
(L. L. L.)

27th July.

## R E T U R N

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 26th instant, praying His Excellency to be pleased to cause to be laid before the House, copies of all Communications between J. W. Dunscomb, Esquire, Comptroller of Customs, and Captain Vidal, Collector at Port Sarnia, in Upper Canada, on the subject of the importation of a Cargo of Wheat to be ground in Bond, (after the passing of the Act providing for the same, and previously to the Law coming into operation,) belonging to Malcolm Cameron, Esquire, a merchant of Port Sarnia, and a Member of the Honorable the Legislative Assembly. And also, praying His Excellency to cause to be laid before the House copies of all Communications between the Government and John Cameron, Esquire, late Collector at the Port of Rivière aux Raisins, (Lancaster,) on the subject of the necessity of his residing at his Port, and his removal from office.

By Command.

D. DALY,

Secretary.

Secretary's Office,  
Montreal, 27th July, 1847.

Schedule of Documents having reference to the importation of a cargo of wheat, belonging to M. Cameron, Esq., of Port Sarnia.

A.—Mr. Dunscomb to Clerk of Executive Council, June 8th, 1846—Enclosing an application from Calvin Phelps, requesting that it may be considered in connection with similar application from Gananoque.

B.—Collector of Port Dalhousie, June 3rd—Enclosing a letter from Calvin Phelps, applying to have two cargoes of wheat ground in bond.

C.—Calvin Phelps to Collector of Port Dalhousie, June 1st—Above enclosure.

D.—Report, June 2nd—On application for permission to enter Foreign wheat without payment of duty, to be ground in bond.

E.—Report, June 10th—Of Committee of the Honorable the Executive Council on the above.

F.—Mr. Dunscomb to Collector of Customs, Port Dalhousie, June 10th—Conveying permission to grind wheat in bond.

G.—Mr. Dunscomb to Collectors of Gananoque and Port Dalhousie, June 22nd—Withdrawing above permission, there being legal obstacles to granting the same.

H.—Collector of Port Sarnia to Mr. Dunscomb, June 25th—Had allowed Mr. Cameron to land 3000 bushels of wheat without payment of the duty, taking his bond for the same.

I.—Mr. Dunscomb to Collector of Port Sarnia, June 29th, 1846—Informing him that he could not accede to Mr. Cameron's wishes, that all duties on wheat must be paid in cash.

J.—Captain Vidal to Mr. Dunscomb, July 10th—Explaining his conduct in granting Mr. Cameron leave to land his wheat without payment of duty.

K.—Mr. Dunscomb to Captain Vidal, July 15th—In reply to the above, and directing him to pay the amount of duty himself, and account for it in quarter ending 5th instant.

L.—Malcolm Cameron, Esquire, to Mr. Dunscomb, July 13th—That he had imported 3000 bushels of wheat, on which he had given Captain Vidal a bond for the duty.

M.—Mr. Dunscomb to Malcolm Cameron, Esquire, July 17th—In reply to the above, that the course adopted by the Collector in taking his Bond instead of the money, was irregular, and could not be sanctioned.

N.—Malcolm Cameron, Esquire, August 6th—Memorial, praying a remission of duty on a certain quantity of wheat.

O.—Report, August 29th—Upon the above application.

P.—Report, September 2nd—Of Committee of Honorable the Executive Council on the above.

Q.—Mr. Dunscomb to Malcolm Cameron, Esquire, September 16th, 1846—Acquainting him that His Excellency in Council had been pleased to accede to his application.

R.—Mr. Dunscomb to Collector of Sarnia, September 16th—Acquainting him that His Excellency had been pleased to accede to Mr. Cameron's application, and directing him accordingly.

S.—Collector of Port Dalhousie, January 20th, 1847—Enclosing Petition from Calvin Phelps, praying for the remission of the duty on two cargoes of wheat.

T.—Calvin Phelps, January 19th—Memorial as above.

Appendix  
(M. M. M.)  
27th July.

U.—Mr. Dunscomb to Collector Customs, Port Dalhousie, January 26th—Directing him to refund the duty to Calvin Phelps, and to all others who may have imported pending the confirmation of the Wheat Bonding Act, the provisions thereof having been duly complied with.

V.—Captain Vidal to Mr. Dunscomb, December 26th, 1846—Requesting his note of the 10th July to be returned.

(A.)

8th June, 1846.

Sir,

I have the honor to transmit herewith [vide B. and C.] an application from Calvin Phelps, to be allowed to enter two cargoes of Foreign wheat under bond, [Report 84, application from Gananoque,] and to request that you will fyle the same, No. 1397, already under the consideration of the Committee of the Honorable the Executive Council.

I have, &c.  
(Signed,) J. W. DUNSCOMB.

ETIENNE PARENT, Esq.,  
C. E. E.

(B.)

Custom House,  
Port Dalhousie, 3rd June, 1846.

Sir,

I have the honor to submit herewith a communication from Mr. Calvin Phelps, Miller at Saint Catharines, respecting two cargoes of Foreign Wheat.

Upon the receipt of this communication, I permitted the wheat to be landed at St. Catharines, and to be stored, subject to the payment of duty; the said two cargoes of wheat, consisting of twelve hundred and twenty-one quarters and a half of wheat, the duty thereon amounting to the sum of one hundred and eighty-three pounds, four shillings and six pence, sterling; and for the more perfect securing of the payment of the duty on demand (if required) otherwise to be cancelled by another bond for the exportation of the wheat in flour, leaving the whole undertaking entirely dependent on such instructions as I may immediately receive from you.

I have, &c.  
(Signed,) JOHN CLARK,  
Collector.

J. W. DUNSCOMB, Esquire.

(C.)

Merchants Mills, St. Catharines,  
June 1st, 1846.

Dear Sir,

Two cargoes wheat, per Schooner "Trenton" and "Rockwell," from Toledo and Milwaukie, respectively, having arrived opposite my Mill, and the

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owner of the wheat having instructed me to grind the same in bond for exportation, agreeable to the new Law, (which he understood when shipping said wheat, to be in operation;) but if this could not be done, to send on the vessels with the wheat to Oswego. I beg leave to request that you will permit the same to be landed without payment of duty, according to the 3rd Section of the Act, passed on the 18th ultimo; as the design of said Act is to encourage the Transport and Manufacture of American wheat in this Province; and, as the admitting these two cargoes to be ground, will not injure the revenue of the Province, in case Sir Robert Peel's measure finally passes in England. With these views, and this expectation, I am willing to assume the responsibility of receiving the wheat, rather than allowing it to go on to Oswego, as directed; relying confidently on the favorable disposition of Her Majesty's Government in this Province, to encourage the trade and manufactures of the country. Meantime I have to request that you will receive a Bond for the duties of the wheat to be paid, if required; but humbly trusting that the said Bond will be allowed to be redeemed by another for the exportation of the flour to be made from said wheat, as soon as His Excellency the Governor shall proclaim the same to be the Law of the Province.

I am, &c.  
(Signed,) CALVIN PHELPS.

JOHN CLARK, Esquire,  
Collector Customs, &c.  
Port Dalhousie.

(D.)

Report, No. 84.—1397.

Collector,

Gananoque, 28th and 30th May, 1846.

Enclosing an application from C. and J. McDonald and Company, to be permitted to enter a quantity of Foreign wheat without payment of duty.

Customs, 2nd June, 1846.

In submitting the application herewith from the Collector of Gananoque, the Commissioner of Customs would remark, that as the Government of this Province has expressed its opinion favorable to the amelioration asked for, and has provided for the same to become Law, so soon as the Imperial Parliament passes any Act altering the duty on Corn imported into the United States. And, as it is understood that a Law to that effect is now in progress, if not actually passed in the Parliament of the United Kingdom, it seems desirable that the advantages to be extended to the trade by the Laws in question, should be at once made available, otherwise, owing to the shortness of the season, they may be entirely lost to the country for the present year. There can be no difficulty in securing the amount of duty which would become due on the wheat in the event of no alteration taking place in the existing Laws, either by taking Bonds, conditioned to that effect, or by actually taking the money, with the understanding that the same shall be returned to the importers, in the event of, and when the Governor General shall issue a proclamation, to make known that an Act has been passed during this year by the Imperial Parliament, altering the Laws, regulating the Importation of Wheat, Maize, and other Grain into the

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United Kingdom, *i. e.* if such proclamation do issue during the present year of 1846; it being incumbent upon the importer or party interested to prove satisfactorily that the flour produced from such Wheat, was warehoused, and is at that period under the Crown's Lock, or that it was exported in Bond, in the same manner, and under the restrictions that other goods now subject to duty are exported, under Bonds, ex Warehouse, without the payment of duty.

(Signed,) J. W. DUNSCOMB.

The Inspector General has the honor to recommend that the introduction of Foreign wheat be permitted on payment of duty; with the understanding, that should the Act of this Session become Law, by an Imperial enactment, in 1846, and proper certificates be produced that the wheat or flour made therefrom had been shipped to England, the duties so paid will be refunded.

(Signed,) WM. CAYLEY.

(E.)

Copy of a Report of a Committee of the Honorable the Executive Council, dated June 10th, 1846; approved by His Excellency the Governor General, in Council, on the same day.

On the respective applications of Messrs. C. and J. McDonald and Company, of Gananoque, and of Calvin Phelps of St. Catharines, in the District of Niagara, to be permitted to enter a quantity of wheat in Bond under the new Act.

The Committee recommend the applications to Your Excellency's favorable consideration, sufficient security being taken for the payment of the duty, should the Act of last Session be disallowed.

Certified,

(Signed,) E. PARENT.

(F.)

Montreal, 10th June, 1846.

Sir,

Having had the honor to bring under the notice of the Governor General, your communication of the 3rd instant, [vide B. herewith] transmitting an application to be allowed to land two cargoes of Foreign wheat, [vide C.] without payment of duty, for the purpose of being ground for exportation, and requesting you to "receive a Bond for the duties to be paid," should the Act of last Session not become Law.

And His Excellency having had the same under consideration in Council, [vide Supra, and D. and E.] I have it in command, to acquaint you, that His Lordship has been pleased to direct that you should receive from Mr. Calvin Phelps, the duty on the wheat, with the understanding that the same will be returned in the event of the Section of the Act in question becoming Law; and upon condition that the applicant proves satisfactorily (by furnishing the usual certificate) that the flour produced from such

wheat was warehoused, and is at that period under the Crown's Lock, or that it was exported in Bond, in the same manner, and under the restrictions that other goods now subject to duty, are exported, under Bonds ex Warehouse, without the payment of duty.

I have, &c.

J. W. DUNSCOMB.

Collector of Customs,  
Dalhousie.

(G.)

Montreal, 22nd June, 1846.

Sir,

With reference to my letter, under date, 10th inst., [vide Supra,] I have it in command to acquaint you that it is considered there exist legal obstacles to the receiving of the duty on Wheat, (to be ground in Bond,) with the understanding that it is to be returned, on the produce thereof being warehoused, when the Imperial Act affecting the same becomes Law.

And that, consequently, I am to countermand the instructions conveyed to you in the communication above referred to, of which you will not fail to notify the parties interested.

I have, &c.

J. W. DUNSCOMB.

Collector of Customs,  
Port Dalhousie,  
and to  
Collector of Customs,  
Gananoque.

(H.)

Port Sarnia, 25th June, 1846.  
River St. Clair, Western District.

Sir,

Mr. Malcolm Cameron, of this place, having imported from the United States 3,000 bushels of wheat, with the intention of grinding and exporting it as Canadian flour, and thinking no duty can be levied on it, if so exported, I have allowed the same to be landed, for the purpose of being manufactured into flour; taking the precaution, however, of exacting a Bond from Mr. Cameron, for the duties, should the Government require the same to be paid. I, therefore, (as this is the first occurrence of the kind here,) wish to be instructed as to whether the duty of 3s. per quarter is leviable, or not; and if not, what Bond is necessary, or how am I to ascertain whether the said wheat has been converted into flour, and shipped for Montreal or Europe.

Information and Instruction hereon, I shall require at your earliest convenience. In the interim, I have the honor to be, &c.

(Signed,) R. E. VIDAL.

To J. W. DUNSCOMB, Esq.  
&c. &c. &c.

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(L.)

Montreal, 29th June, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 25th instant, on the subject of an application from Malcolm Cameron, Esquire, to be allowed to Bond 3,000 bushels of wheat from the United States, with the intention of grinding the same for exportation as Canadian produce.

In reply, I am to acquaint you that you cannot accede to Mr. Cameron's request, as, in the opinion of the Law Officers of the Crown, there exist legal obstacles to the granting of the same.

And I am to add, that all duties for wheat must be paid in cash.

I have, &c.  
(Signed,) J. W. DUNSCOMB.

To the Collector of Customs,  
Port Sarnia.

(J.)

Extract from a Note, referring to the above Letter, marked H., offering reasons for course therein pursued.

Port Sarnia, 10th July, 1846.

Mr. Cameron has a letter signed by you, [vide F. herewith,] stating that if the Corn Bill is passed, the duties on wheat will be returned; and he tells me, he really has not the money to give me for the duties on his late importation, at present, and I therefore hold his Bond. Your letter [vide Supra,] is to the Collector of Customs at Port Dalhousie, and the wheat alluded to in it, belongs to Mr. Cameron also; Calvin Phelps being his Agent at that Port. This information is from Mr. Cameron himself.

I remain, &c.  
R. E. VIDAL.

J. W. DUNSCOMB, Esq.,  
&c. &c. &c.

(K.)

Extract from a Note, in reply to the above.

Montreal, 15th July, 1846.

I have had no communication with Mr. Cameron, but of course you would never think of being guided in the performance of your official duties by any letter which he, or any other person, may represent that they have seen. Any letter sent from this office, to the Collector of Customs at Port Dalhousie, must be taken for the guidance of the person to whom it is addressed. But had you had communication of the letter, [vide F. herewith] or had you been guided by Mr. Cameron's history of it, still you will not fail to observe, on reflection, that the duty on the wheat must be paid before it is landed, as you say it is to be returned on the occurrence of certain things; so that nothing can be more irregular than the taking

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of the Bond; and I am sorry to tell you, that a Bond made thus, in the absence of competent authority, (an Act of Parliament,) is ruled to be invalid, and cannot be recovered in a Court of Law; consequently the matter is now between you and Mr. Cameron. And, in the meantime, I beg of you to pay over the amount of Duty yourself, and account for it in the Quarter ending 5th instant.

J. W. DUNSCOMB.

R. E. VIDAL, Esq.  
&c. &c. &c.

(L.)

Port Sarnia, July 13th, 1846.

Sir,

I have the honor to inform you that I imported 3,000 Bushels of wheat at Port Sarnia, which I desired to grind and ship in bond, and on receipt of which, I gave Captain Vidal a bond for the duty, covenanting to satisfy the Government. About the same time, I had imported another lot at St. Catharine's; and Mr. Phelps informed me that Captain Clark was instructed to receive the duties, but remit them as soon as Sir Robert Peel's measure was Gazetted. I trust Captain Vidal will be instructed to take the same course.

I have, &c.  
MALCOLM CAMERON.

J. W. DUNSCOMB, Esq.

(M.)

Montreal, 17th July, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 13th instant, to hand this morning, acquainting me that you had imported 3,000 bushels of wheat, which you desire to grind and ship in bond, and that you had given a bond for the duties due upon the same to Captain Vidal.

And desiring that Captain Vidal might be furnished with instructions to receive the duties, and remit the money, on the passage of Sir Robert Peel's measure. In reply, I have to acquaint you that the Collector of Port Sarnia, in answer to a communication from him on the subject, was informed that there was no authority under which he could be authorized to take a bond for the duties chargeable on the wheat in question, the same being required by law to be paid in cash; and that the course adopted by him, in taking your bond for the amount of duty on the wheat, will not be sanctioned.

I am to add, that it is considered there exists legal obstacles to the receiving the duty on Wheat to be ground in bond, with the understanding that it is to be returned on the produce thereof being shipped in bond, when the Act of the last Session affecting the same becomes Law; and, consequently, that your application for instructions to that effect to be furnished the Collector of Sarnia, cannot be complied with.

I have, &c.  
(Signed,) J. W. DUNSCOMB.

MALCOLM CAMERON, Esq. M. P. P.  
Port Sarnia.

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(N.)

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To His Excellency Lord Cathcart, Governor General of British North America, and Commander-in-Chief of Her Majesty's Forces there, &c. &c.

May it please Your Excellency,

The Petition of Malcolm Cameron, of Port Sarnia, Merchant, respectfully sheweth that your Petitioner is extensively engaged in commerce, and that he has this season built two Mills, beside importing a large quantity of wheat, which was ground at St. Catharines. That, after the passing of the Act, to admit foreign wheat to be ground in Canada, free of duty, (on the passage of the English Corn Bill,) your Petitioner, expecting that the Government would carry out the principle of their own measures, and aid those who endeavoured to give them effect, ordered two cargoes of wheat; one to his own Mill, and one to Mr. Phelps, at St. Catharines, and expected to hold the wheat or flour in bond, till notice of the English measure was received. By an unexpected delay in England, the measure was postponed; and, on the arrival of the wheat, bonds were refused, and the duty required to be paid; but before Petitioner's second load arrived, he received from Mr. Phelps the inclosed letter, which was perfectly satisfactory to Petitioner, and he, therefore, imported his second load. [vide F. herewith.] But, in consequence of a letter from the Commissioner of the Customs to himself, now inclosed, and one to the Collector here, [vide J. and M. herewith;] Petitioner had to pay his duty at once, amounting to £56 5s. Sterling, and got no guarantee for the return of the money, as there were legal objections to understandings of this sort. Petitioner is at a loss to conceive what legal objections can exist to an understanding at Port Sarnia, that is made officially at St. Catharines, or on what principle merchants are to be treated so dissimilarly at different ports in the Province, or why every facility should not be given to all persons fairly endeavouring to carry out the policy of Government, by increasing the trade of the Province, and particularly at a season when none but the most bold would have ventured on a trade on which they have lost hundreds of thousands this season even if untrammelled.

Trusting the full and liberal consideration of Government, on an immediate return of the duties; Petitioner forbears further to press arguments or complaint in the case; but respectfully subscribes himself,

Your Excellency's  
Most obedient Servant,  
(Signed,) MALCOLM CAMERON.

Port Sarnia, August 6, 1846.

(O.)

Report No. 108.—2109.

Malcolm Cameron,  
6th and 12th August, 1846.

Praying remission of Duty on a certain quantity of wheat.

Customs, 29th August, 1846.

It appears that Petitioner imported 3000 Bushels of wheat at Port Sarnia, [vide Collector's letter,

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No. 8, 25th June, 1846;] upon which the Collector of Customs took bonds, without the payment of Duty, until he could receive instructions from this office.

The Collector was informed that he had acted irregularly in taking the bonds, [29th June, 1846,] and directed to collect the duty due thereon; which instructions were promptly obeyed, and the Collector received the duty, amounting to £56 5s. Sterling.

Mr. Cameron then applied for permission to pay the duties, with the understanding that the same should be returned to him, [vide Mr. Cameron's letter, July 13th, 1846,] upon the Law regulating the importation of wheat coming into operation in the manner that Mr. Phelps had been allowed to do. The permission granted to Mr. Phelps was revoked, in consequence of the Law Officers of the Crown considering that there were legal difficulties to granting the same, [17th July, 1846;] and a letter was addressed to Mr. Cameron accordingly.

In the meantime the Law came into operation; and it was competent for parties to import wheat, and to export the produce thereof without the payment of duty. Under which circumstances the prayer of the Petitioner is respectfully recommended for His Excellency's favorable consideration, upon condition that the Petitioner furnishes certificates of the flour produced from the wheat having been exported.

(Signed,) J. W. DUNSCOMB.

Customs, 29th August, 1846.

Referred to the Committee of the Honorable the Executive Council for consideration and report.

By Command,

(Signed,) J. W. DUNSCOMB.

(P.)

Copy of a Report of a Committee of the Honorable the Executive Council, dated 2nd September, 1846; approved by His Excellency the Governor General in Council, on the same day.

On the Petition of Malcolm Cameron, Esquire, [vide Supra,] praying remission of duty on certain wheat imported from the United States, and re-exported, after having been ground,—

The Committee recommend the remission prayed for, when the Petitioner has furnished satisfactory proof that the produce of the wheat, after being ground, was exported from the Province.

Certified,

E. PARENT.

To the Inspector General.



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(Q.)

Montreal, 16th September, 1846.

Sir,

The Governor General having had under consideration, in Council, your Petition, [vide N.] praying for the return of duty paid by you on a certain quantity of wheat imported at Sarnia, to be ground in bond, previous to the Act of the last Session of Parliament, allowing the introduction of foreign wheat to be ground in bond, without payment of duty, coming into operation,—

I have the honor, by command, to acquaint you, that His Excellency has, under the circumstances, as detailed by you, been pleased to accede to the prayer of your Petition, upon condition that you furnish the Collector of Customs with satisfactory proof, (by the usual certificate of export or otherwise,) that the flour produced from the wheat in question is exported from the Province.

I am to add, that the Collector at Port Sarnia has received the necessary instructions to carry out His Lordship's wishes.

I have, &c.  
(Signed,) J. W. DUNSCOMB.

MALCOLM CAMERON, Esq.

(R.)

Montreal, 16th September, 1846.

Sir,

The Governor General having had under consideration, in Council, the Petition of Malcolm Cameron, Esquire, [vide N.] praying for the return of the duty paid by him on 3,000 bushels of wheat, amounting to the sum of £56 5s. sterling, imported at Sarnia, to be ground in bond, previous to the Act of the last Session of Parliament, allowing the introduction of foreign wheat to be ground in bond without payment of duty, coming into operation,—

I have the honor to acquaint you, that His Excellency has been pleased to accede to the prayer of the Petition, upon condition that you are furnished with satisfactory proof that the flour produced from the wheat in question is exported from the Province.

And I am to direct that you will see His Excellency's wishes carried into effect.

I have, &c.  
(Signed,) J. W. DUNSCOMB.

To the Collector of Customs,  
Sarnia, C. W.

(S.)

Custom House, Port Dalhousie,  
20th January, 1847.

Sir,

Mr. Calvin Phelps having placed the accompanying Memorial [vide T.] in my hands, for my remarks thereon, I have the honor to submit, for your information, that I entirely concur in the tenor of the said Memorial, as to the landing of two cargoes of wheat from the Schooners "Rockwell" and "Trenton," under the conditions of your instructions to me, dated 10th

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June last. That the duties on the said two cargoes of wheat, amounting to £222 18s. 6d. currency, was paid to me by Mr. Phelps, and accounted for in my Quarterly Return, ending the 5th July, 1846,—Entry No. 25, Return A.

That the equivalent in flour, for the wheat delivered by the Schooners "Rockwell" and "Trenton," would be two thousand and eighteen barrels.

That I am led to believe, from the certificate of the Collector at Quebec, and the declaration made thereon by Mr. John A. Torrance, of Montreal, that the flour manufactured from the wheat landed by the Schooners "Rockwell" and "Trenton," amounting to 2,018 barrels, was shipped for Liverpool.

I have, &c.  
(Signed,) JOHN CLARK,  
Collector.

J. W. DUNSCOMB, Esq.  
&c. &c. &c.

(T.)

To His Excellency Earl Cathcart, Governor General of British North America, &c. &c.

The Memorial of the undersigned sheweth,

That authority was granted to the Collector of Her Majesty's Customs, at Dalhousie, [vide F. afterwards countermanded in G.] to receive the duty on two cargoes of wheat imported from the United States in June last, per Schooners "Rockwell" and "Trenton," with the understanding, that the said duty should be refunded, in the event of Sir Robert Peel's Corn Bill becoming Law in Great Britain.

That the said duty, amounting to £222 18s. 6d. was accordingly paid by the undersigned to the Collector of Her Majesty's Customs at Dalhousie, and

That the flour manufactured from the said wheat, namely, two thousand and eighteen barrels, has been exported to Liverpool, as appears by the accompanying certificate :

Wherefore the undersigned respectfully prays that Your Excellency may be pleased to direct that the above mentioned duty shall be refunded to him.

(Signed,) CALVIN PHELPS.

St. Catharines, 19th January, 1847.

I, Robert Galt, acting for John Torrance & Co., of Montreal, do declare that I am the shipper of two thousand seven hundred barrels of flour on board the Brig "Cambyses," Smith, Master, bound for Liverpool, and that the said flour is the produce of Canada, the same being a British possession out of Europe.

Dated this 14th day of September, 1846.

(Signed,) ROBERT GALT.

I hereby certify that the above is a true and accurate copy of the declaration subscribed by the said Robert Galt.

(Signed,) H. JESSOPP, Collector.

A true Copy,

(Signed,) JOHN BRUCE, Clerk.

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Two thousand and eighteen barrels of the above noted flour, are the equivalent of the cargoes of wheat ex "Trenton" and "Rockwell," on which the sum of £222 18s. 6d. currency, was paid the duty, with the understanding that the amount would be returned on the present Corn Laws of Great Britain being established, as per Custom House entry, dated Port Dalhousie, 17th June, 1846; St. Catharines, December 1846.

Plantation No. 26.—B.

Certificate of Officer of Customs to Copy of Declaration, 5th Vict. Ch. 14, Sec. 5.

I do hereby declare, and make oath, that 2018 barrels of the within flour were manufactured from the wheat landed at St. Catharines ex Schooners "Rockwell" and "Trenton."

(Signed,) JOHN A. TORRANCE.

Sworn before me,  
this 13th day of January, 1847.

(Signed,) AUSTIN CUVILLIER, J. P.

(U.)

Montreal, 26th January, 1847.

Sir,

I have the honor to acknowledge the receipt of your letter of the 20th instant, containing an application from Mr. C. Phelps, for the return of duty paid by him on a certain quantity of wheat imported by that gentleman, after the passing of the Law regulating the importation of wheat, without payment of duty, to be ground for exportation; but previous to the issue of the proclamation giving operation to the clause of the statute relating to the same.

In reply, I am to direct that the amount so paid be refunded to the applicant, and that a similar course be adopted towards all other parties who may be placed in the same position, pending the confirmation of the wheat bonding Act; you, of course, taking care that the vouchers for the grinding of the wheat and exportation of the flour are furnished, as in the present case.

(Signed,) J. W. DUNSCOMB.

To the Collector of Customs,  
Dalhousie, C. W.

(V.)

Extract of a Note from Captain Vidal, requesting his note of 10th July to be returned.

Port Sarnia, 26th December, 1846.

As the Editor of the Montreal Gazette, of the 8th instant, now states, that he has seen my letter to you, and that I do therein distinctly state that Mr. Cameron (on handing me the first minute of the Collector of Port Dalhousie) told me, that the two cargoes, to which it related, were his, (Mr. Cameron's),

and, as again, he says, "We saw the letter, and if we are of competent mind and memory, as the English Law writers have it, we most distinctly saw what we said was the fact, that is, that Mr. Vidal so stated it as a fact, erroneously, we never doubted." Now, as I do not believe I made any such statement in my letter, and as he has now publicly branded me as a liar, I must request you will oblige me, by sending me back my letter, [sent accordingly, see J.] to which he alludes, as having seen, in order that I may be quite sure of my ground before I take further proceedings in this matter. While the controversy was pending I took no notice of it; but as it is now attempted to bring it to a conclusion, by fathering on me, that I had made a very different statement from Mr. Phelps, as to the ownership of the wheat, and which he says he quoted from my letter, it has become an imperative duty on me to put myself right before the public. Requesting your immediate attention to this.

I remain, &c.

(Signed,) R. E. VIDAL.

J. W. DUNSCOMB, Esq.  
&c. &c. &c.

SCHEDULE of DOCUMENTS relating to the subject of the necessity of John Cameron, Esquire, Collector of Rivière aux Raisins, residing at his Port, and his removal from Office.

- A.—19th November, 1845—Letter to Collector, calling attention to regulations, and desiring him to hire an office, at a moderate rent, in the vicinity of his Port.
- B.—26th December, 1845—Mr. Cameron's reply to above, referring to a personal interview, and stating that he had complied with the spirit of the instructions.
- C.—31st December, 1845—Letter to Mr. Cameron—his reply is wholly unsatisfactory—required to give prompt attention to instructions contained in letter of 19th November.
- D.—12th January, 1846—Collector states that he has opened an office at his Port, at a rent of 25s. per month.
- E.—28th August, 1846—The Port having been visited, no Officer of Customs found there. Mr. Cameron called upon for explanation, and requested to state whether it is his intention to continue to reside at Charlottenburg, and not at his Port.
- F.—31st August, 1846—Collector supplies various excuses, and intimates that he will call when in Montreal, to give detailed Statement of his Official conduct during the last eight months.
- G.—22nd September, 1846—A Letter to Mr. Cameron, again calling his attention to positive instructions to remove to Rivière aux Raisins. Would have answered his letter earlier, had he not expected Collector to call on him at Montreal to furnish a Statement of his Official conduct, which he had failed to do.
- H.—21st January, 1847—Letter from Mr. Secretary Daly—in consequence of Mr. Cameron's not residing at his Port, His Excellency has been pleased to dispense with his services.

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(A.)

Montreal, 19th November, 1845.

Sir,

I have the honor, by command, to call your attention to the General Regulations for the Collectors, and other Officers of Customs, under the authority of the Act 8 Vict. cap. 4; and am to acquaint you that you must forthwith remove to the Rivière aux Raisins, where you will be expected to reside in future; as your non-residence at the Port cannot, on any account, be permitted.

You will provide yourself with an office, at a moderate rent, suitably situated on, or convenient to, the wharf at the village; and I am to add, that you will not fail to report to me your arrival at the village, pointing out the office you select, and the accommodation it may afford to the Public.

I have, &amp;c.

(Signed,) J. W. DUNSCOMB.

JOHN CAMERON, Esq.  
Collector of Customs,  
Rivière aux Raisins.

—

(B.)

Port of Rivière aux Raisins,  
26th December, 1845.

Sir,

I had the honor of receiving your letter of the 19th ultimo, calling my attention to the General Regulations for the Collectors, and other Officers of Customs, under the authority of the Act 8 Vict., cap. 4, and instructing me forthwith to remove to the Rivière aux Raisins, and to provide myself with an office, at a moderate rent, suitably situated on, or convenient to, the wharf at the village.

I beg leave to state, in reply, that after the personal interview I have had lately with you, and at which I explained the present state of my family, I have complied with the spirit of your instructions, and hope to be able to discharge my duty to your satisfaction.

I have, &amp;c.

(Signed,) JOHN CAMERON,  
Collector of Customs.

J. W. DUNSCOMB, Esq.  
Commissioner of Customs,  
Montreal.

—

(C.)

Montreal, December 31st, 1845.

Sir,

In reply to that portion of your letter, dated 26th instant, purporting to be in reply to a communication I had occasion to address to you, on the 19th of last month, I am to acquaint you that your conversation in the personal interview with me, as I then stated

to you, cannot be received as an answer to the same; and I am further to request your prompt attention to the contents of my letter of the 19th November, and the transmission of the information therein required.

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I have, &amp;c.

(Signed,) J. W. DUNSCOMB.

Collector of Customs,  
Rivière aux Raisins.

—

(D.)

Custom House Office,  
Port of Rivière aux Raisins,  
12th January, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 19th of November last; and, in reply, I beg leave to inform you that I have opened an office in the village of Lancaster, where I shall attend to discharge the duties as Collector for this Port.

I beg further to state, that the place I have selected for an office, is convenient to the winter and summer travel, being where the old Post Office was kept by the Firm of William M'Intosh and Co. two years ago, (this situation is only for the meantime,) at the rent of 25s. currency per month, which I trust will meet your approbation.

I have, &amp;c.

(Signed,) JOHN CAMERON,  
Collector of Customs.

To J. W. DUNSCOMB, Esq.  
Commissioner of Customs,  
Montreal.

—

(E.)

Montreal, August 28th, 1846.

Sir,

It becomes my duty to acquaint you, that on visiting the Port of Rivière aux Raisins on Wednesday, the 26th instant, at 12 o'clock, A. M., there was no Officer of Customs in the Port; and further, Mr. M'Donald's store, where I was informed you sometimes transact the business of the Port, was shut. I, however, learnt from his clerk, who was on the wharf, that you were at your farm at Charlottenburg, and that the Landing Waiter and Searcher had gone for his family.

Before bringing this matter under the notice of the Governor General, I shall be glad to receive any explanations that you may wish to offer. You will please state if the Landing Waiter and Searcher had permission from you to absent himself from his duties; and if not, call upon Mr. Gwyn for an explanation of his conduct, in absenting himself from his duties.

Appendix  
(M. M. M.)  
27th July.

You will further acquaint me, for His Excellency's information, if it is your determination to reside on your farm at Charlottenburg, and not at your Port.

I have, &c.,

(Signed,) J. W. DUNSCOMB.

(F.)

Port of Rivière aux Raisins,  
31st August, 1846.

Sir,

Your communication No. 18, of the 28th instant, I beg leave to acknowledge, and, in reply thereto, I have the honor to inform you, that the day you called at my Port at Lancaster, I was then engaged in the duties of my office, in searching for smuggled property that I had information of, and also examining rafts; and expecting Mr. Gwyn that morning by the "Rob Roy" Steamer, who was to have returned some days previous, was the reasons that I did not attend that day at Lancaster, and not, as you were informed, that I was at my farm in Charlottenburg, which I can prove to your satisfaction that I have not spent a day at my farm since I opened an office in the village of Lancaster, but have been continually engaged in the duties belonging to my office, in some way or other. As soon as Mr. Gwyn returns, which should have been before this, as he was not to be absent longer than ten days or a fortnight, and which is now near three weeks, I shall do myself the honor of calling on you in Montreal, to give you a detailed statement of my official conduct for the last eight months. I am well aware that there is some few persons that are determined to have me removed to Lancaster; that is to say, stationed there day and night. If the Government are determined that I must reside in the village of Lancaster, and wholly leave the vicinity where I now reside open to the smuggler, I will do so sooner than resign, and would have done so last winter if I could have procured a suitable place to reside, rather than to have suffered the fatigue that I underwent in travelling back and forward all winter: I do not for a moment, Sir, harbour any hard feelings towards you for making the inquiry, as I am well aware it is your bounden duty to do so. I am an old servant of the Government, and have had very little remuneration for my services until the last three or four years. Trusting that you will take into consideration my situation, and think more favorably of it,

I have, &c.,  
(Signed,) JOHN CAMERON.

J. W. DUNSCOMB, Esquire,  
Commissioner of Customs,  
Montreal.

Appendix  
(M. M. M.)  
27th July.

(G.)

Montreal, September 22nd, 1846.

Sir,

I have the honor to acknowledge the receipt of your letter of the 31st ultimo, in reply to a communication addressed to you from this Department relative to your absence from your Port on the occasion of my late visit.

And am to draw your attention to the instructions conveyed to you on the 19th November, 1845, wherein you were directed to remove forthwith to the Rivière aux Raisins, where you would be for the future expected to reside, as your non-residence at your Port could not on any account be permitted.

Your letter would have been answered before, but as you informed me that you were coming to Montreal to offer explanations, it was hoped that the same would be more satisfactory.

I have, &c.,

(Signed,) J. W. DUNSCOMB.

Collector of Customs,  
Rivière aux Raisins.

(H.)

Secretary's Office,  
21st January, 1847.

Sir,

I have the honor, by command of the Governor General, to inform you that His Excellency in Council has had under consideration a Report from the Commissioner of Customs on the subject of your residence out of the limits of the Port of Rivière aux Raisins.

As it appears that, although repeatedly called upon to comply with the regulations requiring Officers of Customs to reside within the limits of their respective Ports, you have neglected to do so, His Excellency feels himself reluctantly called upon to remove you from your office of Collector of Customs at the Port of Rivière aux Raisins, and to appoint another person in your place.

I have, &c.,

(Signed,) D. DALY.

JOHN CAMERON, Esquire,  
Rivière aux Raisins, C. W.

**R E T U R N**

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated the 15th ultimo, praying His Excellency to cause the proper Officer to lay before the House, a Statement of the Amount Expended on each Public Work in Upper or Lower Canada, prior to the Union, for Debentures outstanding, and which form a portion of the Debt of United Canada.

Also, the Amount Expended on those Works which were commenced prior to the Union, out of the One and a Half Million Loan, for Debentures since issued, and from any other source.

Also, the Amount still to be Expended to complete those Works for which a further Grant from the Legislature is required; to be numbered "Class 1."

Also, a Statement of the Amount Expended on those Public Works for the completion of which the One and a Half Million Loan was obtained; and the Amount still to be Expended to complete those Works, for which a further Grant is required from the Legislature; to be numbered "Class 2."

Also, a Statement of the Amount Expended on all other Public Works in Canada; when authorized—when commenced—Amount Expended under the Loan of One and a Half Million, for Debentures Issued, Money Borrowed, or from any other source; and the Amount still to be Expended to complete those Works for which a further Grant is required; and naming those Works, not yet commenced, to be called "Class 3."

Also, a Statement of the Annual Interest due on the Debentures issued for the Construction of each of those Works, under each Class, and the Amount of Income received on each; to be made out in Tabular Form, and the difference shewn in two separate columns; and report, for the information of the House, which Works are likely to repay the Interest, and which are not; with any other information His Excellency may think it advisable to communicate; and append a Copy of the same to the Report of the Board of Works.

By Command.

D. DALY,

Secretary.

Secretary's Office,

Montreal, 27th July, 1847.

Appendix (N.N.N.)  
27th July.

A STATEMENT of the Amount expended on each Public Work in Upper or Lower Canada, prior to the Union, for which Debentures were issued, and forming a portion of the Debt of United Canada. Also, Amount expended on such Works out of the One and a half million Loan for which Debentures since issued, and from any other source, as required by an Address of the Honorable the Legislative Assembly, of 15th June, 1847. Also, the Amount still to be expended to complete the Works for which a further grant is required.

NAMES OF WORKS.	Expenditure prior to Union.		Average rate of Interest.	Expenditure under 4 and 5 Vict.		Average rate of Interest.	Expenditure under 9 Vic. chap. 66.		Average rate of Interest.	Estimated Expenditure to complete Public Works.		Average rate of Interest.	Total Expenditure.		Yearly Interest.		Revenue for 1846.	
	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.	£	s. d.	£	s. d.
Brockville and St. Francis Road.....	7431	19 3	5 per ct.	.....	.....	4 per ct.	.....	.....	5 per ct.	.....	.....	6 per ct.	7431	19 3	371	12 0	.....	.....
Cobourg Harbour Company, £3000 at 5½ per cent Interest.....	4002	13 7	"	.....	.....	"	.....	.....	"	.....	.....	"	4002	13 7	236	7 0	.....	.....
Cobourg Harbour Company, new Account.....	1000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	1000	0 0	50	7 0	.....	.....
Desjardins Canal Company, £17000 at 6 per cent Interest.....	21507	11 2	"	.....	.....	"	.....	.....	"	.....	.....	"	21507	11 2	1245	7 0	.....	.....
Dundas and Waterloo Road.....	27911	5 10	"	.....	.....	"	.....	.....	"	.....	.....	"	27911	5 10	1395	11 3	.....	.....
Erie and Ontario Railroad Company, £5000 at 6 per cent Interest	5246	19 7	"	.....	.....	"	.....	.....	"	.....	.....	"	5246	19 7	312	7 0	.....	.....
Grand River Navigation Company, £500 at 6 per cent Interest	562	2 8	"	.....	.....	"	.....	.....	"	.....	.....	"	562	2 8	33	2 1	.....	.....
Granham Academy.....	304	15 6	"	.....	.....	"	.....	.....	"	.....	.....	"	304	15 6	15	4 9	.....	.....
Hamilton and Brantford Road, £23,430 at 6 per cent Interest.....	43667	15 5	"	.....	.....	"	.....	.....	"	.....	.....	"	43667	15 5	2417	13 9	.....	.....
Kingston and Napanea Road, £4988 17s. 9d. at 6 per cent Intl.	39149	19 3	"	.....	.....	"	.....	.....	"	.....	.....	"	39149	19 3	2007	10 3	618	17 3
Oakville Harbour Company, £2500 at 6 per cent Interest.....	3590	5 5	"	.....	.....	"	.....	.....	"	.....	.....	"	3590	5 5	204	10 3	189	3 9
Port Hope Harbour Company, £2000 at 5½ per cent Interest.....	2970	15 8	"	.....	.....	"	.....	.....	"	.....	.....	"	2970	15 8	166	0 9	387	10 0
Queenston and Grimsby Road, £2000 at 6 per cent Interest.....	19626	3 10	"	.....	.....	"	.....	.....	"	.....	.....	"	19626	3 10	1001	6 2	.....	.....
Tay Navigation Company.....	1407	11 9	"	.....	.....	"	.....	.....	"	.....	.....	"	1407	11 9	70	7 6	.....	.....
East York Road Trust.....	24274	7 3	"	.....	.....	"	.....	.....	"	.....	.....	"	24274	7 3	1218	14 5	669	8 8
West York Road Trust.....	26232	0 5	"	.....	.....	"	.....	.....	"	.....	.....	"	26232	0 5	1311	12 0	140	0 0
Yonge Street Road Trust, £12,760 at 6 per cent Interest.....	42106	2 2	"	.....	.....	"	.....	.....	"	.....	.....	"	42106	2 2	2232	18 1	954	11 3
Montreal Turnpike Trust.....	47000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	47000	0 0	2350	0 0	No. 1	.....
Longueuil and Chambly Trust } For these Works the Public	15000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	15000	0 0	750	0 0	No. 2	.....
Quebec Turnpike Trust..... } Funds are only pledged	33850	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	33850	0 0	1692	10 0	No. 3	.....
Brantford Bridge, £1500 at 6 per cent Interest.....	2000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	2000	0 0	115	0 0	154	0 8
Chatham Bridge, £1859 at 6 per cent Interest.....	2000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	2000	0 0	118	11 9	.....	.....
Dunnville Bridge.....	1700	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	1700	0 0	85	0 0	45	15 0
Inland Waters Newcastle District, £2000 at 6 per cent Interest	21660	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	21660	0 0	1103	0 0	623	14 1
Kettle Creek Harbour, £5500 at 6 per cent Interest.....	7500	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	7500	0 0	480	0 0	.....	.....
Provincial Penitentiary.....	34207	15 1	"	.....	.....	"	.....	.....	"	.....	.....	"	34207	15 1	1710	7 9	.....	.....
Kingston Hospital.....	3000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	3000	0 0	150	0 0	.....	.....
Paris Bridge.....	2000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	2000	0 0	100	0 0	20	3 9
Parliament Buildings, Toronto.....	5000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	5000	0 0	250	0 0	.....	.....
Trent Navigation, £3050 at 6 per cent Interest.....	22738	9 1	"	.....	.....	"	.....	.....	"	.....	.....	"	22738	9 1	1285	11 4	1018	6 4
Trent Bridge, £2000 at 6 per cent Interest.....	4800	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	4800	0 0	280	0 0	77	12 0
Newcastle District Improvements.....	.....	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	55555	11 1	2222	4 5	.....	.....
Toronto Harbour.....	5200	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	5200	0 0	263	0 0	735	13 2
West Guiliamsburg Road and Bridge.....	1000	0 0	"	.....	.....	"	.....	.....	"	.....	.....	"	1000	0 0	50	0 0	68	5 0
.....	479748	12 11	5 per ct.	55555	11 1	4 per ct.	2422	17 0	5 per ct.	.....	.....	6 per ct.	537237	1 0	27215	7 11	6692	19 0

Carried forward.....£

No. 1.—The Revenues amounting to £7956, exceed the Interest which is paid by the Trustees.

No. 2.—The Revenues for 1845 amount to £101 8s. 5d.; but as repairs are necessary to the Road, the Revenue is applied to that expense, and the Public Funds called on for a portion of the Interest.

No. 3.—The Roads are not completed; the Revenue which amounted in 1845 to £2975 14s. 6d. is applied to their completion.

Appendix (N.N.N.)  
27th July.

Appendix (N.N.N.)  
27th July.

Appendix (N.N.N.)  
27th July.

Statement of the Amount expended on each Public Work in Upper or Lower Canada prior to the Union, &c.—Continued.

NAMES OF WORKS.	Expenditure prior to Union.		Average rate of Interest.		Expenditure under 4 and 5 Viet.		Average rate of Interest.		Expenditure under chap. 66.		Average rate of Interest.		Estimated Expenditure to complete Public Works.		Average rate of Interest.		Total Expenditure.		Yearly Interest.		Revenue for 1846.		
	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	£	D. s.	
<i>Brought forward.</i>	479748	12	5555	11	3222	17	0	179896	18	0	16	0	53727	1	0	27215	7	129204	2	0	62115	19	0
Welland Canal, £71,496 14s. at 6 per cent Interest.....	503024	6	50000	0	108219	17	8	98830	8	0	0	0	129204	2	9	62115	19	24689	2	0	62115	19	4
St. Lawrence Canals.....	440097	11	76835	1	98559	9	5	98830	8	0	0	0	1406023	2	9	63604	2	2366	2	0	63604	2	9
Chambly Canal.....	35000	0	0	0	0	0	0	0	0	0	0	0	35000	0	0	1750	0	0	0	0	1750	0	0
Harbour of Montreal.....	89425	0	0	0	0	0	0	0	0	0	0	0	89425	0	0	4471	5	0	0	0	4471	5	0
Steam Dredges, Montreal.....	1500	0	0	0	0	0	0	0	0	0	0	0	1500	0	0	75	0	0	0	0	75	0	0
River Richelieu.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Military Road, l'Original.....	.....	.....	10263	16	13809	19	6	10263	16	9	410	11	10263	16	9	66	13	66754	13	4	3244	19	1
River Ottawa.....	.....	.....	1666	13	.....	.....	.....	1666	13	5	6	4	1666	13	5	66	13	66754	13	4	3244	19	1
Main North Toronto Road.....	.....	.....	31111	2	.....	.....	.....	31111	2	5	6	4	66754	13	4	66	13	66754	13	4	3244	19	1
Burlington Bay Canal.....	.....	.....	22784	7	.....	.....	.....	40128	4	6	6	4	66754	13	4	66	13	66754	13	4	3244	19	1
Hamilton and Port Dover Road.....	.....	.....	47106	18	.....	.....	.....	6165	7	10	0	0	66754	13	4	66	13	66754	13	4	3244	19	1
London and Brantford Road.....	.....	.....	33333	6	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
London and Amherstburg Road.....	.....	.....	50206	15	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
London and Sarnia Road.....	.....	.....	40000	0	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Light Houses, and Harbours and Roads leading thereto.....	.....	.....	82222	4	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Lake St. Peter.....	.....	.....	65000	0	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Bridges between Montreal and Quebec.....	.....	.....	31543	10	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Gosford Road.....	.....	.....	10895	0	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Bay of Chaleur Road.....	.....	.....	16666	13	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Cascades Road.....	.....	.....	16666	13	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Gaspé Roads.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Arthabaska Road.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Grand River Swamp Road.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Lancaster Bridge, River Trent.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Rond Eau Harboure.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
St. Ann's Rapids.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Bayonne Bridge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Gannaque Bridge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Dover Road.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Rice Lake Road.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Caledonia Bridge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
London and Port Stanley Toll Houses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Rond Eau Road.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Chaudiere Bridge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Cascades Road, erection of Toll Houses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
Union and Delaware Bridges.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66754	13	4	66	13	66754	13	4	3244	19	1
<b>Total</b>	1549695	10	1800224	17	238896	18	9	470211	8	11	6	5	4039028	15	5	191250	14	48915	10	8	62115	19	4

No. 4.—The Revenues for 1846 amount to £11579 15s. 7d., out of which the Interest is paid, and the surplus applied to keeping up the Works and liquidating the Debt.  
 Total Estimated Expenditure on completion of Works..... £4059028 15 5—Liable to a yearly Interest of..... £191250 14 10  
 Less Expenditure on account of Work to be performed from 1st February, 1846..... 470211 8 11—Interest at 6 per cent..... 28212 13 1

Total present liability..... £588817 6 6  
 Expenditure on Works charged to the Consolidated Revenue Fund, and not applicable to the Public Debt, viz.:—Welland Canal, £79117 19s. 4d.; River Ottawa, £11504 1s. 8d.; Newcastle District Improvements, £13600 3s. 4d. And other Works provided for in like manner. See Public Accounts.



Statement of the amount expended by the late Board of Works, and the Department of Public Works, since the Union.

NAMES OF WORKS.	AMOUNT EXPENDED.										Amount		REMARKS.
	Under 4 and 5 Victoria, chap. 28.		Under 8 Vic. chap. 69.		Under 9 Vic. chap. 63.		Total to 15th May, 1847.		required to complete.				
	£	s. D.	£	s. D.	£	s. D.	£	s. D.	£	s. D.			
Welland Canal.....	500000	0 0	...	...	209960	11 5	709960	11 5	86551	12 9		This does not include the sum of £31343 3s., stated by the Engineer as required to complete the Work. This does not include the estimate for Basin, £3339 11s. 6d., on the Lachine Canal, now under consideration of His Excellency in Council, nor the sum of £37638 14s. 6d., stated by the Engineer as required to complete the Williamsburg Canals.	
St. Lawrence Canals.....	768535	11 1	15000	0 0	112865	4 5	896400	15 6	10064	0 0			
Lake St. Peter.....	65000	0 0	...	...	4873	16 3	69873	16 3	21908	3 5		To make a channel of 300 feet wide will require £38698 10s. additional.	
Burlington Bay Canal.....	47130	6 5	...	...	...	...	47130	6 5	3272	6 2		For Bout de l'Isle Bridge.	
Hamilton and Dover Road.....	33333	6 8	4378	15 9	6831	2 8	44543	5 1	...	...			
Newcastle District.....	55555	11 1	6000	0 0	17793	14 8	79354	5 9	...	...		Includes Rimouki Bridge.	
Harbours and Light Houses, &c.	82222	4 5	3000	0 0	12665	0 0	97887	4 5	15311	17 4			
Ottawa Improvements.....	31111	2 3	8500	0 0	27583	3 2	67194	5 5	10140	0 0			
Main North Toronto Road.....	28662	10 0	...	...	...	...	28662	10 0	23079	5 2			
Bridges, Montreal and Quebec	31662	8 9	...	...	...	...	31662	8 9	18224	7 5			
Brantford Road.....	49503	6 5	...	...	...	...	49503	6 5	...	...			
Chatham and Sandwich Road.....	40000	0 0	...	...	2973	1 4	42973	1 4	1648	18 1			
River Richelieu Improvements...	11200	0 9	...	...	...	...	11200	0 9	...	...			
Gaspé Road.....	16666	13 4	4000	0 0	3267	1 9	23933	15 1	2280	3 1			
Military Road.....	1666	13 4	...	...	1157	3 2	2823	16 6	...	...			
Gosford Road.....	10840	13 4	...	...	...	...	10840	13 4	...	...			
Sarnia Road.....	16666	13 4	...	...	3454	15 9	20121	9 1	...	...			
Owen's Sound Road.....	...	...	4025	1 3	...	...	4025	1 3	9691	1 3			
Scugog and Narrows Road.....	...	...	593	11 5	...	...	593	11 5	...	...			
Surveys, Canada West.....	...	...	952	8 11	...	...	952	8 11	500	0 0			
Surveys, Canada East.....	...	...	458	13 3	...	...	458	13 3	500	0 0			
Amherstburg and Sandwich Road	...	...	929	9 4	...	...	929	9 4	...	...			
Cornwall and L'Original Road...	...	...	599	9 9	...	...	599	9 9	...	...			
Toronto Custom House.....	...	...	2417	15 10	...	...	2417	15 10	60	0 0			
Cascades Road.....	16666	13 4	1200	0 0	2454	4 8	20320	18 0	...	...			
Kennebec Road.....	...	...	2926	12 4	...	...	2926	12 4	299	0 0			
Arthabaska Road.....	...	...	5000	0 0	2847	8 2	7847	8 2	3550	0 0			
Bridges South St. Lawrence.....	...	...	3489	4 8	...	...	3489	4 8	...	...			
Granby Road.....	...	...	1856	12 7	...	...	1856	12 7	...	...			
Grand River Swamp Road.....	...	...	9000	0 0	954	19 9	9954	19 9	...	...			
Rouge Hill Road and Bridge.....	...	...	5000	0 0	478	10 8	5478	10 8	1048	3 9			
L'Original and Bytown Road.....	...	...	544	6 6	...	...	544	6 6	...	...			
Belleville Bridge.....	...	...	1444	18 11	...	...	1444	18 11	...	...			
Chemin des Caps.....	...	...	961	0 7	...	...	961	0 7	2000	0 0			
Jacques Cartier Bridge.....	...	...	1360	9 11	...	...	1360	9 11	250	0 0			
Stanstead Road.....	...	...	1528	5 8	...	...	1528	5 8	...	...			
Chats Portage Road.....	...	...	49	7 2	...	...	49	7 2	...	...			
Grosse Isle Wharf.....	...	...	2047	18 1	...	...	2047	18 1	350	0 0			
Light Houses.....	...	...	2526	5 1	...	...	2526	5 1	...	...			
Grimsby Road.....	...	...	7954	6 8	...	...	7954	6 8	8261	10 7			
Road Eau Road.....	...	...	...	...	1593	11 11	1593	11 11	6251	18 9			
Queen's Wharf, Toronto.....	...	...	...	...	324	4 11	324	4 11	...	...			
Lancaster Bridge.....	...	...	...	...	170	0 0	170	0 0	...	...			

Appendix  
(N. N. N.)  
27th July.

General Statement of Expenditure at St. Ann's Lock and Dam, &c., from October, 1840, to 31st December, 1846.

	£	s.	D.
Plans ... ..	42	3	0
Engineers ... ..	781	16	0
Superintendent ... ..	818	0	0
Survey ... ..	85	16	6
Advertising ... ..	5	14	4
Land ... ..	1011	5	0
Day Labour ... ..	1157	18	6
Contractors ... ..	18192	0	10
Arbitration ... ..	11	5	0
Professional Services ... ..	6	16	8
Postages ... ..	17	3	4
Accounts ... ..	16	13	9
Repairs ... ..	185	12	0
Travelling ... ..	67	2	1
	£ 22399	7	0

General Statement of Expenditure on Port Burwell Harbour, June to December, 1842.

	£	s.	D.
Survey.....	136	10	0

General Statement of Expenditure on Cap Rouge Bridge, from October, 1839, to April, 1841.

	£	s.	D.
Surveys, Plan, &c. ... ..	16	3	8
Plan of Draw Bridge ... ..	7	10	0
Arbitration ... ..	3	10	0
Scow ... ..	16	0	0
Contract ... ..	626	0	0
Materials ... ..	46	6	9
Labour ... ..	27	7	6
Engineer ... ..	48	0	8
Superintendent ... ..	46	0	0
Travelling, &c. ... ..	4	10	6
	£841	9	1

General Statement of Expenditure on River à D' Lisle Bridge, from July, 1840, to August, 1841.

	£	s.	D.
Procès Verbal ... ..	16	5	0
Contract... ..	382	9	10
Superintendence ... ..	12	2	6
	£410	17	4

General Statement of Expenditure on Cobourg Harbour, from September, 1842, to June, 1845.

	£	s.	D.	£	s.	D.
Lumber ... ..	1015	19	7½			
Framing timber..	133	1	3			
Iron, &c. ... ..	98	8	2¼			
Stone ... ..	909	15	6			
Materials, Oakum, &c.	30	18	8			
Survey ... ..	4	4	1			
Blacksmith Work ... ..	53	14	10½			
Labour ... ..	702	9	7			
Stove and Pipes ... ..	9	7	6			
Office Furniture	2	10	0			
				2954	9	3¼
Lamps, &c. ... ..	5	9	2			
Stationery ... ..	7	15	11½			
Boat Hire ... ..	7	11	6			
Contractor ... ..	7716	11	7			
Advertising ... ..	11	14	0			
Postages ... ..	14	10	0			
Pier Light ... ..	112	4	3			
Teaming ... ..	32	14	7½			
Superintendence ... ..	103	0	0			
				8011	11	1
Deduct Timber, Tools, &c. ... ..				10966	0	4¼
				466	0	10
				£ 10499	19	6

Statement of Expenditure on Queen's Wharf, Toronto, December, 1845.

	£	s.	D.
Contractor / ... ..	318	16	5
Advertising, Stationery, &c...	1	6	0
Postages ... ..	4	2	6
	£324	4	11

Statement of Expenditure for lengthening Port Dalhousie Locks, June, 1846.

	£	s.	D.
Labour and Materials.....	1662	0	5

Statement of Expenditure on Lancaster Bridge, June, 1846.

	£	s.	D.
Contractor.....	170	0	0

General Statement of Expenditure on the Military Road, from August, 1841, to June, 1843.

	£	s.	D.
Contractors, Labour, &c. ... ..	2619	1	6
Preliminary Survey ... ..	66	11	3
Superintendence ... ..	132	15	0
Preparing documents, &c. ... ..	2	6	9
Postages ... ..	3	2	0
	2823	16	6

Appendix  
(N. N. N.)  
27th July.

Appendix  
(N. N. N.)  
27th July.

General Statement of Expenditure on Repairs Paris Bridge, from October, 1841, to June, 1842.

	£	s.	d.
Labour, Materials, &c.....	307	14	6
Travelling Expenses.....	6	2	3
	£313	16	9

General Statement of Expenditure on Memphremagog Bridge, from November, 1840, to August, 1841.

	£	s.	d.
Copying Plans.....	2	10	0
Contractor.....	257	10	0
	£260	0	0

General Statement of Expenditure on Tecumseth Road, from August, 1841, to December, 1842.

	£	s.	d.
Contractor .....	1000	0	0
Travelling Expenses.....	7	3	3
	£1007	3	3

General Statement of Expenditure on Gull Island Light House, from June, 1842, to January, 1844.

	£	s.	d.
Survey.....	8	9	11
Materials, Labour, &c.....	562	4	7
Advertising .....	0	19	1
	£571	13	7

General Statement of Expenditure on Queenston and Grimsby Road, December, 1842.

	£	s.	d.
Labour and Materials to complete certain parts.....	2613	16	0

General Statement of Expenditure on River Lights, within Port of Montreal, from June to December, 1842.

	£	s.	d.
Survey, Superintendence, &c.....	130	1	8
Contractors.....	816	13	11
Postages.....	3	0	0
	949	15	7
Deduct repaid by Trinity House, Montreal .....	60	0	0
	£889	15	7

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(N. N. N.)  
27th July.

General Statement of Expenditure on Bayonne Bridge, from June, 1842, to December, 1846.

	£	s.	d.
Perfecting Contract ...	1	17	6
Advertising ...	6	17	4
Land ...	30	0	0
Contractors ...	1050	0	0
Superintendence ...	91	0	0
Labour ...	35	0	0
Repairs ...	41	1	4
Iron for Repairs ...	21	11	10
	£1277	8	0

General Statement of Expenditure on Gaspé Roads, from June, 1842, to December, 1844.

	£	s.	d.
Establishment ...	2365	9	4
Pay of Men, and Provisions...	690	17	11½
Contractors ...	13788	16	9
Postages...	53	7	2
	16898	11	2½
Less discounts received...	214	4	6
	£16684	6	8½

General Statement of Expenditure on Gosford Road, from June, 1842, to December, 1843.

	£	s.	d.
Survey, &c. ...	318	16	11
Provisions, &c. ...	2008	19	7½
Day Labour ...	4038	15	11¼
Establishment ...	797	10	1
Tools, Oxen, Blankets, &c. ...	588	14	8
Materials ...	165	10	4
Transport ...	383	17	1
Contract Work ...	2814	0	11
Postages ...	21	1	2
	11137	6	8
Deduct Oxen, Tools, Blankets, &c., sold at Auction ...	296	13	4
	£10840	13	4

General Statement of Expenditure on Toronto and Saugune Road, from June, 1842.

	£	s.	d.
Survey.....	506	11	6
Postages.....	1	3	6
	507	15	0

Appendix  
(N.N.N.)  
27th July.

General Statement of Expenditure on London and Port Sarnia Road, from June, 1842, to June, 1845.

	£	s.	d.
Survey ... ..	65	17	6
Establishment ... ..	1456	18	8
Grubbing, &c... ..	215	16	5
Land and Damage... ..	323	13	7
Labour ... ..	71	3	2
Materials ... ..	56	7	1
London Bridge ... ..	162	2	6
Contractors ... ..	16257	12	9
Postages ... ..	29	14	3
Advertising ... ..	0	17	6
Contractors London Bridge ... ..	1481	5	8
	20121	9	1

Appendix  
(N.N.N.)  
27th July.

Statement of the Amount Expended by the late Board of Works, and the Department of Public Works since the Union.

	£	s.	d.
St. Ann's Lock and Dam ... ..	22399	7	0
Port Burwell Harbour ... ..	136	10	0
Cap Rouge Bridge ... ..	841	9	1
River à de Lisle Bridge ... ..	410	17	4
Military Road... ..	2823	16	6
Paris Bridge Repairs ... ..	313	16	9
Memphremagog Bridge ... ..	260	0	0
Tecumseth Road ... ..	1007	3	3
Gaspé Road ... ..	16684	6	8
Gosford Road ... ..	10840	13	4
Toronto and Sanguine Road ... ..	507	15	0
London and Port Sarnia Road ... ..	20121	9	1
Gull Island Light ... ..	571	13	7
Queenston and Grimsby Road ... ..	2613	16	0
River Lights, Port of Montreal ... ..	889	15	7
Bayonne Bridge ... ..	1277	8	0
Cobourg Harbour ... ..	10493	19	6
Queen's Wharf, Toronto ... ..	324	4	11
Lengthening Port Dalhousie Locks ... ..	1662	0	5
Lancaster Bridge ... ..	170	0	0

**R E T U R N**

To an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY the GOVERNOR GENERAL, dated 1st July, 1847, and praying that His Excellency would be pleased to lay before the House, copies of the Petition of the late Sir Isaac Coffin, dated 31st July, 1787, to Lord Dorchester, Captain General and Governor in Chief of the late Province of Quebec, pursuant to which the Letters Patent bearing date at Quebec, 24th April, 1798, granting him the Magdalen Islands, in the Gulf of St. Lawrence, were issued: and of any other Papers, Letters, or Correspondence, anterior to that date, which may have passed between the late Sir Isaac Coffin and the Governor for the time being, that may be in the possession of the Executive Government, or any Department thereof.

By command.

D. DALY,  
Secretary.

Secretary's Office,  
Montreal, 27th July, 1847.

(Copy.)

To His Excellency the Right Honorable Lord Dorchester, Commander in Chief of His Majesty's Forces in North America, and Governor General of the Provinces of Quebec, Nova Scotia, and New Brunswick, &c. &c. &c.

The Petition of Isaac Coffin, Esquire, a Captain in the Royal Navy,

Sheweth,

That your Petitioner served in America the greater part of the late war, and is now desirous of obtaining a grant of land, which he presumes his rank and services entitle him to; and wishing to prosecute a Fishery at the Magdalen Islands, which he understands are at present unappropriated, but much frequented by subjects of the United States; your Petitioner therefore prays to be indulged with the grant of the said Isles.

(Signed), ISAAC COFFIN.

Certified,

J. JOSEPH,  
C. E. C.

(Copy.)

At a meeting of the Committee of the Council to whom the petitions for lands are referred, Friday, 30th November, 1787,

Present:

The Chief Justice.  
Mr. Finlay.  
Colonel Caldwell.  
Mr. Grant.  
Mr. De St. Ours.  
Mr. De Lanaudiere.

The Petition of Captain Isaac Coffin for a grant of the Magdalen Islands, in the Gulf of St. Lawrence, was read in these words:—

“ To His Excellency the Right Honorable Lord  
“ Dorchester, Commander in Chief of His  
“ Majesty's Forces in North America, and  
“ Governor General of the Provinces of  
“ Quebec, Nova Scotia, and New Brunswick,  
“ &c. &c. &c.

“ The Petition of Isaac Coffin, Esquire, a Captain  
“ in the Royal Navy,

“ Sheweth,

“ That your Petitioner served in America the  
“ greater part of the late War, and is now desirous  
“ of obtaining a grant of Land, which he presumes  
“ his rank and services entitle him to; and wishing  
“ to prosecute a Fishery at the Magdalen Isles, which  
“ he understands are at present unappropriated, but  
“ much frequented by the subjects of the United  
“ States; your Petitioner therefore prays to be in-  
“ dulged with the grant of the said Isles.”

The Committee then read His Majesty's Proclamation of the 7th October, 1763; also the Royal Commission to Major General Murray to be Governor of this Province, dated the 21st November, 1763; also the Royal Commission to the Right Honorable Lord Dorchester, to be Governor of the said Province, dated the 22nd day of April, 1786; and the Statute of 14th year of His Majesty's Reign, chapter 83, commonly called the Quebec Act.

The Committee concluded that the Islands prayed for by Captain Coffin, heretofore within the Government of Newfoundland, are now within the Province of Quebec.

Captain Coffin being heard on the subject of his Petition, communicated a letter from Walter Berry,

Appendix  
(O. O. O.)  
27th July.

Esquire, of the Council of the Island of St. Johns, to Lieutenant Governor Fanning of that Island, dated the 30th of May last, of which the following is a copy :—

“ Charlotte Town, St. John’s Island,  
“ 30th May, 1787.

“ Sir,

“ In conformity to your request, I shall endeavor to render you every information relative to the “ Magdalen Islands, which, from their present situation, may require the immediate attention of Government, as well for the benefit of any of His Majesty’s subjects who may adventure in the Sea-cow, Seal, Cod, Herring, and Mackerel Fisheries, as to prevent some evils that will arise to His Majesty’s Revenue from their present neglected situation.

“ These Islands, after the reduction of Canada, and before the establishment of this Government, were annexed to the Government of Newfoundland; and prior to the late American war had a cruizer stationed there for regulating the Fisheries, particularly the Sea-cows, which at that time was very productive. The most approved method of taking these animals was in their retirement to the shores after their young were grown up, where they were occasionally found in great multitudes; and the process of securing them was wholly conducted by the French inhabitants of this Island, and was effected with much profit to the principal, as well as security from destruction to the breed, which, I am credibly informed, hath received much injury during the war.

“ There being no stationary vessel, and the remoteness of the Islands from the Government appointed to regulate them, induced the Americans regularly to send small vessels in the spring to fish for Sea-cows and Seals; and, as an established fishing post would have endangered their property, they made use of harpoons afloat.

“ This method was attended with two bad effects, viz., it has made the animals (particularly the males) exceedingly wild and shy of the shores, and by taking the females, (which, from their uncommon attachment to their young, is easily effected,) has caused a great diminution of them.

“ A third reason may also be given for the prevention of this practice: they are the least productive of oil at this season; when the calves are sucking, and of no use.

“ After the reduction of Canada, a Mr. Gridley and his family obtained a License, or some authority from General Amherst, to settle on these Islands, by whom, and some merchants in Great Britain, this and other Fisheries were prosecuted.

“ During the late contest Messieurs Gridleys were in the service of the States, but returned to the Islands at or before its conclusion: and as the Governor of Newfoundland, either from its remoteness or apparent insignificance, has not sent a stationed vessel, as was usual, I conceive it is become much more necessary, in consequence of the late pro-

“ hibitory Acts of Parliament with the Americans, that these Islands should be annexed to some one of His Majesty’s Governments; and as this is the nearest to which they can have recourse, I presume it will be found expedient to form as early a junction as may be, that the British Laws may be extended to these Islands, from whence frequent violations hath already taken place, and much greater may in future be apprehended; for as Messieurs Gridleys import their supplies from Boston and the American States, some of them do, and always will find a channel of consumption in this Colony, in exchange for oil and cod fish, to the great detriment of His Majesty’s commercial subjects, and likewise to the loss of the Revenue.

“ These circumstances, Sir, I have collected principally from my own knowledge; and where that has been defective, I believe my information will be found consistent with such authority as Government may rely on.

“ I sincerely wish it may be found beneficial, and in consequence that it may be attended with such regulations as I have no doubt will appear highly necessary.”

The Committee had recourse to the plans and maps published by Messieurs Desbarres & Holland, delineating the Magdalen Islands.

The question put to Captain Coffin for ascertaining the objects of his Petition, and he informs the Committee that he conceives the Magdalen Islands to comprehend, and he means to pray for accordingly, the said Magdalen Islands, and all those Islands in Desbarres’ map, distinguished under the names of Entry Island, Deadman’s Island, Shag Island, Bryon or Cross Island, and the Bird Islands.

The Committee then read His Majesty’s instructions to His Lordship, dated at St. James’s, the 23rd of August, 1786, relating to the Grant of the Waste Lands of the Crown, none of which inhibit the grant of the prayer of the Petitioner; and those respecting the Fisheries relating only to those on the Coast of Labrador and in the Bay of Chalears.

Upon consideration of the whole matter, the Committee humbly advise the grant of the Petition to Captain Coffin, conformable to His Majesty’s instructions. But conceiving that the Islands prayed for are not in the predicament of other Waste Lands of the Crown, and the declared policy of His Majesty’s instructions respecting the grant of them, it is with all due deference conceived by the Committee to be proper to recommend the Petitioner’s request to His Majesty’s wisdom, respecting the same.

Signed by order of the Committee.

(Signed,) W. SMITH,  
Chairman.

Quebec, 1st December, 1787.

Certified,

J. JOSEPH,  
C. E. C.

Appendix  
(O. O. O.)  
27th July.

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(P. P. P.)

27th July.

Appendix  
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27th July.

# RETURN

**T**O an ADDRESS from the LEGISLATIVE ASSEMBLY to HIS EXCELLENCY THE GOVERNOR GENERAL, dated the 16th July, 1847, and praying His Excellency to cause to be laid before the House, Copies of the Order in Council of the 20th November, 1835, revoking and annulling, in respect to the Vice-Admiralty Court of Lower Canada, the Tariff of Fees established by the Order in Council of the 27th June, 1832, for the Vice-Admiralty Courts abroad, under the authority of the Imperial Statute, 2 Will. IV., cap. 51, and of the Petition of the Bar of Quebec to Her Majesty, in relation to the said Tariff and the said Orders in Council, transmitted through His Excellency the late Lord Metcalfe in November, 1843; together with Copies of all Correspondence and Documents in His Excellency's possession, having reference to the establishment of a Tariff of Fees for the said Court.

By Command,

SECRETARY'S OFFICE,  
Montreal, 26th July, 1847. }

D. DALY,  
Secretary.

(Copy.)

CASTLE ST. LEWIS,  
Quebec, 2nd Feb., 1836.

The following communications having been addressed to His Excellency Lord Gosford, by order of the Lords Commissioners of the Admiralty, I have received His Excellency's commands to cause the same to be published in the Official Gazette, for the information and guidance of all concerned.

(Signed,) STEPHEN WOLCOTT,  
Civil Secretary.

ADMIRALTY, 25th Nov., 1835.

MY LORD,—His Majesty having been pleased, by His Order in Council, dated 20th instant, to revoke and annul so much of the Order in Council, of the 27th June, 1832, as established a Table of Fees to be taken by the several Officers of the Vice Admiralty Court at Quebec; I am recommended by My Lords Commissioners of the Admiralty, to transmit to Your Lordship herewith, for your information and guidance, a Copy of the said Order in Council of the 20th instant.

I am, my Lord,  
Your Lordship's  
Most humble Servant,

(Signed,) JOHN BARROW.

The Earl of Gosford,  
Vice Admiral, Quebec.

(Copy.)

L. S.

AT THE COURT AT BRIGHTON,  
The 20th of November, 1835.

PRESENT :

The King's Most Excellent Majesty in Council.

Whereas, there was, this day, read, at the Board, a Memorial of the Right Honorable the Lords Commissioners of the Admiralty, dated the 18th instant, in the words following, viz :—

Whereas Your Majesty, by Your Order in Council, of the 27th June, 1832, was pleased to establish certain

Rules, Regulations, and Fees for the the several Courts of Vice Admiralty in Your Majesty's Possessions abroad, under the authority of an Act passed in the second year of Your Majesty's Reign; And whereas the Lords Commissioners of Your Majesty's Treasury have lately represented to us, upon a communication from Your Majesty's Secretary of State for the Colonies, that it is expedient that so much of the said Order in Council as relates to the establishment of a Table of Fees to be taken by the several Officers of the Vice Admiralty Court at Quebec, be revoked: We do, therefore, most humbly submit to Your Majesty, that Your Majesty will be most graciously pleased, by Your Order in Council, to revoke and annul so much of the said Order in Council of the 27th of June, 1832, as relates to the establishment of a Table of Fees in the said Vice Admiralty Court at Quebec, accordingly.

His Majesty having taken the said Memorial into consideration, was pleased by and with the advice of His Privy Council, to approve thereof, and to order, as it is ordered, that so much of the said Order in Council of the 27th June, 1832, as relates to the establishment of a Table of Fees in the said Vice Admiralty Court at Quebec, be revoked and annulled; and the Right Honorable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

(Signed,) C. GREVILLE.

Certified to be True Copy of the Order in Council, published in the Quebec Official Gazette of the 4th of February, 1836.

E. PARENT,  
Assist. Secretary.

NOTE.—The Petition of the Bar of Quebec, referred to in the Address, was transmitted to the Colonial Secretary in the Original, and no Copy of it kept.

(Copy.)

No. 53.

GOVERNMENT HOUSE,  
Kingston, 5th March, 1842.

MY LORD,—With reference to Lord Seaton's Despatch of the 29th January, 1839, and to other Correspondence mentioned in the margin, I have the honor to transmit to Your Lordship, herewith, the copy of a further letter from Mr. Black, the Judge of the Vice

To C. O.  
4th Aug. 1837.  
4th Dec. do.  
25th August,  
1838.



Appendix  
(P. P. P.)

Admiralty Court at Quebec, repeating his solicitations for the establishment of a Tariff of Fees for that Court.

27th July.

The circumstances which led to the abrogation of the Tariff formerly in existence are so fully explained in the correspondence above referred to, and in that which took place in the year 1834 with Lord Aylmer, that it is unnecessary for me here to enter into any recapitulation of them.

In his Despatch of the 15th August 1838, Lord Glenelg announced to the Earl of Durham that it was the intention of Her Majesty's Government to send out a series of questions by which to elicit from the Judge of the Vice Admiralty Court, all the information necessary for their guidance in the preparation of a new Tariff. I cannot find that this intention was ever carried into effect, or that any answer was returned to Lord Seaton's Despatch of January, 1839. The matter, therefore, still remains in the same position in which it was left by the revocation of the Order in Council of the 27th June, 1832. But as the want of a proper Table of Fees is very injurious to the efficiency of this Court, and as the power of establishing such fees has been vested by the Imperial Parliament in the Queen in Council, I beg to request Your Lordship's early attention to the question with a view to its settlement on a permanent and satisfactory basis.

I have, &c.,

(Signed,) CHARLES BAGOT.

The Right Hon. Lord Stanley,  
&c. &c. &c.

(Copy.)

GOVERNMENT HOUSE,  
Kingston, 23rd March, 1843.

MY LORD,—Having received a further application from Mr. Black, the Judge of the Vice Admiralty Court at Quebec, respecting the necessity which exists for establishing a Tariff of Fees for that Court, I have the honor herewith to transmit a copy of his letter of 15th March to Your Lordship and to request Your Lordship's attention to this subject, in connexion with the Despatch which I addressed to Your Lordship on the 5th March 1842, (No. 53) referring to Mr. Black's former correspondence upon it.

I have, &c.,

(Signed,) CHARLES BAGOT.

The Right Hon. Lord Stanley,  
&c. &c. &c.

(Copy.)  
No. 88.

DOWNING STREET,  
16th September, 1843.

SIR,—I have to acknowledge the receipt of your Despatch No. 47, of the 23rd March, requesting the decision of Her Majesty's Government upon the Tariff of Fees which it would be proper to establish for the payment of the Officers of the Court of Vice Admiralty at Quebec.

The subject to which your Despatch relates, having been for some time under the consideration of the Lords Commissioners of the Treasury, I transmitted to that Board a copy of your Despatch, and of its inclosure,

Appendix  
(P. P. P.)

27th July.

accompanied by my request that a decision might be formed upon the question contained in it without further delay; and I have since received a letter from one of the Secretaries to their Lordships, inclosing the draft of a Table of Fees to be taken by the respective officers of the Court of Vice Admiralty at Quebec, of which and of the whole correspondence which has passed on the subject between this office and the Treasury, I now enclose you copies for your information.

You will observe that the Lords of the Treasury have no objection to the revision of the proposed Table of Fees by a Commission of Canadian lawyers or merchants, appointed by you for that purpose, or to the adoption of any other scale of fees that you, or the proposed Commission, may recommend; but they state that it will be necessary not only that the scale which shall eventually be adopted, should receive the sanction of the Queen in Council, but that, in consideration of the extensive nature of the jurisdiction of the Vice Admiralty Courts, and of the expediency of making the same scale of fees applicable to the Courts of Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island, it will be desirable that before any amended Table of Fees be sanctioned by the Queen in Council, it should be submitted for the opinion of Her Majesty's Advocate and the Advocate of the Admiralty.

Under these circumstances it is open to you to appoint a Commission, composed, according to my suggestion, of Canadian merchants and lawyers, or to nominate any other local authority which you may think more qualified for this duty. But I wish further to receive your opinion whether there would be any objection to the promulgation of the amended Tariff by an Order in Council to be issued in pursuance of the Act of Parliament, or whether there is any motive in favor of proceeding by local legislation sufficiently strong to overrule the reasons of the Board of Treasury in favor of adhering to the course of proceeding hitherto observed in such cases.

I have, &c.,

(Signed,) STANLEY.

Sir C. T. Metcalfe Bart.,  
&c. &c. &c.

TREASURY CHAMBERS,  
26th June, 1843.

SIR,—I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the inclosed copy of a Report from Mr. Rothery, dated the 19th instant, relative to the establishment of a Tariff of Fees for the Vice Admiralty Court at Quebec, in order that the same may be submitted for the information of Lord Stanley, with reference to your letter of the 25th April last, and to the previous communications from His Lordship's Department on the subject of the revision of the Tables of Fees in the Vice Admiralty Court in the North American Provinces.

I have, &c.,

(Signed,) C. E. TREVELYAN.

James Stephen, Esq.  
&c. &c. &c.

Appendix  
(P. P. P.)

27th July

To the Right Honorable the Lords Commissioners of Her Majesty's Treasury.

MAY IT PLEASE YOUR LORDSHIPS,

In obedience to Your Lordships' commands, I have perused and considered the letter herewith returned, from James Stephen, Esq., together with a copy of a Despatch from the Governor of Canada, and copy of a letter from the Judge of the Vice Admiralty Court at Quebec, in which he inquires whether Her Majesty's Government have yet decided on the establishment of a Tariff of Fees for that Court and Mr. Stephen in reference to his letter dated the 18th May 1842, as well as to the previous correspondence on the subject, states that Lord Stanley hopes that this question may be decided upon, without further delay.

I do most humbly report to Your Lordships that I have in conjunction with Mr. Swabey, the Registrar of the High Court of Admiralty, at various periods, endeavored to obtain from different sources the best information that could be procured to warrant us in making such alterations as appeared to be proper in the fees to be established in the Vice Admiralty Court in question, and we think that we have obtained sufficient information to enable us to conclude the same. At present, however, it is in the middle of the Term, but so soon as the present Term ends, every exertion shall be used to terminate the duties assigned to him.

All which is most humbly submitted to Your Lordships' Wisdom.

(Signed,) WM. ROTHERY.

Stratford Place,  
19th June, 1843.

DOWNING STREET,  
13th July, 1843.

SIR,—I am directed by Lord Stanley to acknowledge the receipt of your letter of the 26th ultimo, on the subject of the revision of the Tariff of Fees to be established for the Vice Admiralty Court at Quebec.

Lord Stanley would be very reluctant to address to the Governor General of British North America a Despatch communicating to that Officer the explanations which the Lords Commissioners of the Treasury have received of the causes which have so very long delayed the completion of this work. His Lordship fears that the Legislative and Judicial authorities of Canada would regard with serious discontent the apology that the gentlemen to whom this duty has been confided by the Lords Commissioners are too much occupied with the business of the Term at Westminster Hall to attend to so important a Provincial interest; especially as the reference to those Gentlemen has been pending before them for more than fourteen months.

The dissatisfaction of the Province would (as Lord Stanley fears) be increased by the statement of the difficulty (so tardily admitted) with which the referees of the Treasury have had to contend in obtaining the requisite information as to the material facts of the case, and by the further statement of the very imperfect means of knowledge now at their command.

It appears to Lord Stanley not to be really doubtful that the subject is beyond the competency of any persons in this country, and that there can be no sufficient reason why the arrangement of the Fees of the Court of Admiralty at Quebec should not be left to the local Authorities.

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His Lordship is fully convinced of the far superior qualifications of those Authorities for such a task, but even in the opposite hypothesis, he cannot doubt that a Tariff of Fees of local origin is much the most likely to be acceptable to the parties interested.

Lord Stanley would propose therefore, unless the Lords Commissioners of the Treasury perceive any very serious and decisive objection, to instruct Sir Charles Metcalfe to appoint a Commission of Canadian lawyers and merchants for the preparation of the Tariff and to submit it when so prepared to the Legislature of Canada for their sanction.

If there is any Act of Parliament or Order in Council which would interfere with the execution of this purpose, Lord Stanley would recommend the immediate repeal of it.

I have, &c.

(Signed,) JAMES STEPHEN.

C. E. Trevelyan, Esq.,  
&c. &c. &c.,

(Copy.)

TREASURY CHAMBERS,  
11th September, 1843.

SIR,—The Lords Commissioners of Her Majesty's Treasury having had under their consideration your letter of the 13th July last, relative to the revision of the Tariff of Fees for the Vice Admiralty Court at Quebec; I have it in command, with reference to the previous correspondence which has taken place upon this subject, to request that you will acquaint Lord Stanley that Mr. Rothery having now reported the steps that had been taken by him, in conjunction with the Registrar of the High Court of Admiralty, for the preparation of the Tariff in question, and for the necessary revision in connexion with any new Regulation that may be adopted in the Court at Quebec, of the fees chargeable in the other Vice Admiralty Courts in North America, My Lords have directed Extracts from such Report with the Table of Fees to which it refers, to be forwarded to you, in order that they may be laid before Lord Stanley; in doing which, you will observe to his Lordship that the report having been submitted by Mr. Rothery to Her Majesty's Advocate and the Advocate of the Admiralty, have been approved by those Officers.

You will further state to Lord Stanley that My Lords have not omitted, at the same time, to advert to the suggestions in the communication above mentioned, of the 13th of July last, "that the arrangement of the fees of the Court of Admiralty at Quebec should be left to the local Authorities, and that with this view Sir Charles Metcalfe should be instructed to appoint a Commission of Canadian lawyers and merchants for the preparation of the Tariff, and to submit it when so prepared to the Legislature of Canada for their sanction, and that any Act of the Imperial Parliament or Order in Council that would interfere with the execution of this purpose should be immediately repealed."

Referring to these suggestions you will observe to His Lordship that it is in the first place to be borne in mind that the charges in the Vice Admiralty Court at Quebec or other Vice Admiralty Courts in the Colonies are not confined to the locality of the Colony, as the fees may become payable by any class of Her Majesty's subjects whose vessels, from various accidental circumstances may become subject to the adjudication of the

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particular Vice Admiralty Court; and that in consequence it is to be presumed, of this extensive jurisdiction it is required by the Act 2nd Will. IV. chap. 51, specially passed for the regulation of the practice and for the establishment of fees to be taken in the Courts of Vice Admiralty throughout the Colonial Possessions of the Crown, that the Rules, Regulations, and Table of Fees of these Courts should only be established or altered by Order of Her Majesty in Council.

My Lords however, apprehend that there can be no objection to any revision of the proposed Table of Fees previous to the legalization of it in the manner pointed out by the Act, by any competent persons in Canada, or to the adoption and legalization by Her Majesty in Council of any other Scale of Fees that may be recommended by the Canadian Government or by the Commission that has been suggested; and referring to the strong opinion on this subject signified in your letter of the 13th July, you will apprise Lord Stanley that My Lords see no possible objection to any instructions His Lordship may seem fit to convey to the Governor of Canada in these respects, or to the transmission to the Canadian Government of the Table of Fees now forwarded to his Lordship, either in order to its revision, or for the information merely of any Commission His Lordship may direct the Governor to appoint. But you will at the same time point out to Lord Stanley's attention that it will not only be necessary that any Scale of Fees eventually to be adopted, shall receive the sanction of Her Majesty in Council, but likewise that the consideration before adverted to, connected with the extensive nature of the Jurisdiction of Vice Admiralty Courts, as well as the expediency suggested in Mr. Rothery's Report, of making the same Scale of Fees applicable to the Courts at Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island, will render it advisable, that previously to any revised or amended Table being laid before Her Majesty for such sanction, it should be submitted to Her Majesty's Advocate, and the Advocate of the Admiralty for their consideration and opinion thereon.

I am, &amp;c.

(Signed,) G. CLARK.

EXTRACT from Mr. Rothery's Report, dated the 31st August, 1843.

"In obedience to directions received from Your Lordships' Board, signified to me by Francis Thos. Baring, Esq. in his letter dated 12th November, 1838, I have perused and considered copies of a letter from Mr. Stephen, Under Secretary of State for the Colonial Department, dated the 24th October, 1838, and of its several inclosures, on the subject of the Rules, Regulations, and Fees of the Vice Admiralty Court at Quebec, and signifying the opinion of the Board that the same course which had been adopted in pursuance of their Lordships' Minute dated the 14th January, 1831, on the subject of the charges of the Vice Admiralty Courts in the Colonies, should be pursued for the purpose of ascertaining what Rules and Regulations it might be proper to establish for the Vice Admiralty Courts at Quebec and Halifax, as well as of forming a Scale of Fees for the officers of both those Courts, and desiring me to communicate with Mr. Swabey, the Registrar of the High Court of Admiralty, and with Mr. Fairbanks, then Judge of the Vice Admiralty Court at Halifax, and after consultation with Her Majesty's Advocate and the Advocate of the Admiralty, to submit to Your Lordships' Board such Regulations on this subject as might appear to be expedient.

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I have the honor to report that in the execution of these directions, I have, in addition to the preceding documents, perused and considered the following also transmitted to me by command of Your Lordships' Board, and communicated the same to Mr. Swabey likewise for his perusal.

Letter from F. T. Baring, Esq., dated the 29th December, 1838, with letter from Mr. Hy. Bliss dated 29th November, 1838, relative to the expediency of applying such Rules, Regulations and Scale of Fees, as might be recommended in the cases of Canada and Nova Scotia, to the Vice Admiralty Court of New-Brunswick.

Letter from Mr. Pennington, dated 4th April, 1839, with copies of two Despatches, from Sir John Colborne, dated from Montreal the 29th January in that year, transmitted by direction of your Lordships' Board, together with two letters from H. Black, Esq., Judge of the Vice Admiralty Court at Quebec, dated the 24th and 25th of the said month of January.

Letter from Mr. Stephen to Your Lordships' Secretary, dated the 20th November, 1839, with a copy of a letter from Sir Colin Campbell, the Lieutenant Governor of Nova Scotia, dated, Halifax, 19th October, 1839, together with a letter from Mr. Fairbanks then Judge of the Vice Admiralty Court at Halifax.

Letter from Mr. Stephen to Your Lordships' Secretary dated the 13th May, 1842, with copy of a letter from the late Sir Charles Bagot, Governor of Canada, dated the 5th of the previous month of March; as also copy of a further letter from Mr. Black, the Judge of the Vice Admiralty Court, at Quebec, dated the 12th February, 1842.

Further letter from Mr. Stephen to Your Lordships' Secretary with copy of a further letter from the late Sir Charles Bagot, dated the 23rd of the said month of March, with further letter from Mr. Black, dated the 15th of that month.

I have also attentively perused and considered the several other documents hereunder mentioned, more particularly relating to the Scale of Fees at the Vice Admiralty Court at Quebec, and communicated the same to Mr. Swabey, viz:

Copies of a letter from Sir George Grey, dated 16th May, 1835, and a Despatch from Lord Aylmer, the Governor of Quebec, as also my Report thereon, dated the 12th June, 1835.

Letter from the Honorable J. Stewart, dated the 5th December, 1835, with copy of a letter and its enclosure, from the Board of Admiralty, being a copy of an Order in Council dated the 20th November, 1835, revoking Table of Fees for the Vice Admiralty Court at Quebec.

Copy of a letter from J. Stephen Esq., dated the 3rd March, 1838, with copies of Despatches from the Earl of Gosford, and of the replies returned to them; also of a further letter from Mr. Stephen, dated the 8th of said March, with the copy of a Despatch from the Earl of Gosford, and my Report thereon, dated the 19th April, 1838.

Copy of Your Lordship's Minute dated 30th April, 1838.

Copy of a letter from A. G. Spearman, Esq., dated the 13th July 1838, with letter from Mr. Stephen, and copy of a Minute of Your Lordships' as well as the previous correspondence which had taken place on the

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subject of the establishment of a new Tariff of Fees, and copy of my letter to Mr. Spearman, in reply, dated the 26th October, 1838.

Letter from Mr. Stephen, dated the 13th July, last, stating, &c.

On the subject of this recommendation from Lord Stanley, I beg to refer Your Lordships to a separate Report of this day's date to Your Lordships, and shall proceed in this Report to state every thing which has been done for the purpose of framing a Table of Fees proper to be established in these Vice Admiralty Courts; and for this purpose, exclusive of the oral testimony received from the late Mr. Fairbanks, the Judge of the Vice Admiralty Court at Halifax, from Mr. Black, the Judge of the Vice Admiralty Court at Quebec—Mr. Archibald, the present Judge of the Vice Admiralty Court at Halifax—Mr. Young, a gentleman having considerable practice in that Court—and from a variety of other persons, from whom it was most likely the best information could be procured, Mr. Swabey and myself are of opinion that the Scale of Fees formerly established at Quebec, was too high and should be reduced, and we have prepared a Table of Fees, such as we consider would be proper to be received by the Judge, Officers and Practitioners of this Vice Admiralty Court of Quebec. I beg, however, to observe, that no Table of Fees can be regularly established for any Vice Admiralty Court, except by an Order of H. M. in Council, in conformity with the Act of the 2nd Will. the 4th, cap. 51.

I beg further to report that we are also of opinion that the same fees which are to be established at Quebec, should be made available to the two other Vice Admiralty Courts, to which, by direction of Your Lordships, our attention has been called, viz: Halifax and New Brunswick; and notwithstanding these are the only Vice Admiralty Courts for which we have been directed to prepare a Table of Fees, yet we are of opinion that similar Tables should be applied to the Vice Admiralty Courts established at Newfoundland and Prince Edward's Island.

In preparing this Scale of Fees, we have, in order to enable us to discharge more properly the duties confided to us, also found it necessary to have reference to the following documents, viz;—

The Reports of the Commissioners employed in preparing Tables of Fees in prize causes, for certain of the Vice Admiralty Courts, which Tables were afterwards established by His Majesty's Order in Council, dated the 15th July, 1813.

The Reports of the Commissioners for examining into the duties, salaries and emoluments of the Officers of the several Courts of Justice in England, particularly those relating to the High Court of Chancery and Exchequer.

The High Courts of Admiralty and Prize Appeals, and the principal Ecclesiastical Courts.

Also in the Act of the 2nd Will. the 4th, cap. 51, to regulate the practise and the fees in the Vice Admiralty Courts abroad, and to obviate doubts as to their jurisdiction, together with the Rules, Regulations, and Tables of Fees thereby ordained and established.

QUEBEC.

TABLE OF FEES.

BY THE JUDGE.

*Fees in the progress of a Suit or Cause.*

	STERLING MONEY.		
	£	s.	d.
For administering an oath to a witness or party in a cause, taking bail, whether by one or more persons, decreeing monition, commission, attachment, or any other instrument, or for any judicial act done before or after the hearing of a cause, and not otherwise mentioned herein,.....	0	2	0
The above fee of 2s. to be taken by the Surrogate whenever he performs the duty.			
On subduction of an action,.....	0	2	8
On pronouncing a party to be in default,...	0	6	8
On signing a decree pronouncing for the interest of a party proceeding in pœnam,	0	6	8
On a sentence or interlocutory decree,.....	1	0	0

*Fees upon the Sealing of Instruments.*

Warrant of arrest, monition, commission, decree, restitution or attachment,.....	0	4	4
Compulsory or subpoena, or any instrument not otherwise mentioned,.....	0	2	8
Exemplification of any document or proceeding,.....	0	6	8
Process transmitted to the Court of Appeal,.....	0	4	4

BY THE REGISTRAR.

1. Fees on instruments prepared by the Registrar.

For drawing and engrossing—			
Warrant to arrest ship, goods or person,...	0	3	6
Bail Bond,.....	0	3	6
Monition, commission or decree, whether of unlivery, appraisement or sale, or otherwise,.....	0	10	0
Writ or Instrument of restitution,.....	0	12	0
Compulsory or subpoena against witnesses,	0	5	0
Writ of Attachment,.....	0	12	0
If either of the preceding instruments exceed in length ten folios; for every *folio beyond ten,.....	0	1	0

\* The folio mentioned throughout this Table of Fees must contain ninety words, reckoning each figure as a word.

Should the Registrar be required to prepare any other document, instrument or matter whatsoever, not specified in this Table, he will be entitled to the same charge as a Proctor, viz:

For drawing every folio,.....	0	1	0
For fair copying or engrossing for every folio,.....	0	0	6

2. Fees on documents not prepared by the Registrar, but by the Proctor, Solicitor, or Advocate, in a cause.

On a decree pronouncing for the interest of a party, proceeding in pœnam, being signed by the Judge,.....	0	6	8
On filing affidavit or protest of a master or mariners, without reference to the number of persons making the same,.....	0	2	8

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	£	s.	d.
On filing libel, information, claim, proxy, or similar document,.....	0	4	0
On filing exhibit annexed thereto, or to any affidavit,.....	0	1	0
On entering (or engrossing) personal answers of a party in a suit, for each folio,.....	0	0	6
<b>3. Fees on taking the examination of witnesses.</b>			
In taking the *examination of every witness on an information, libel, interrogatories or plea, a fee of,.....	0	6	8
* Note.—It should be understood that the Registrar or whosoever acts as the Examiner for him, should take the depositions in chief of the witnesses, on the libel, information or plea itself, without interrogatories; putting such relevant questions, <i>visa voce</i> , as may suggest themselves, and care should be taken not to lead the witness; the libel, information or plea should therefore always be drawn sufficiently precise and full to enable the Examiner to take the examinations accordingly. The cross-examinations must, of course, be taken on written interrogatories.			
For each folio to which the examination shall extend, if in English,.....	0	1	0
If by interpretation, (interpreter included,).....	0	2	0
<b>4. Fees on office copies of papers or proceedings.</b>			
For office copy of sentence or interlocutory decree certified under seal,.....	0	9	0
For office copy of any affidavit, examination, answers of a party or other documents, or proceedings in a cause or extract therefrom, if under twelve folios,....	0	5	0
If exceeding twelve folios, for every folio beyond twelve,.....	0	0	6
Office copies of papers and proceedings to form a process to be transmitted to the Court of Appeal, or for any other purpose, for each folio contained therein,....	0	0	6
<b>5. Fees on translation of papers.</b>			
Where papers are translated, the Registrar should charge the disbursements actually made to the Translator, with an addition of one-fourth, to compensate himself for his trouble, advance, &c.			
<b>6. Incidental fees in the progress of a cause.</b>			
On subduction of an action,.....	0	5	0
For ordering every ordinary act of Court,...	0	1	0
On every default pronounced against parties in contempt in cases proceeding in <i>pœnam</i> ,.....	0	3	4
On every interlocutory decree or sentence, including drawing the act, to be paid by the party succeeding,.....	0	10	0
For every attendance before a Judge or Surrogate, at which any decree is made, other than an interlocutory or sentence,.....	0	3	6
For a receipt for original documents delivered out of the Registry,.....	0	1	4
On a *search or examination of the records by any person not being a party in the cause in which the search is made,.....	0	2	6
* Note.—No fee to be charged to a party in the cause, or to any seaman applying for search.			
For advertising an intermediate or extra Court day, in addition to the sum paid for, for advertisement,.....	0	5	0
<b>7. On paying out money.</b>			
For preparing Receipt for money to be paid out of the Registry,.....	0	1	0

	£	s.	d.
Poundage on money paid out of the Registry, for every pound sterling,.....	0	0	2
<b>8. Taxing costs.</b>			
For taxing a Bill of Costs if under six folios from each party who attends the taxation.....	0	3	4
If the Bill of Costs exceed six folios, for every additional folio (besides the Fees above mentioned) to be paid in equal proportions by each person who attends; and if but one party attend, to be paid by him solely,.....	0	4	
<b>9. References of accounts, &amp;c., by the Judge to the Registrar and Merchants.</b>			
To the Registrar,.....	3	3	0
To the Assistant Merchant,.....	3	3	0
If two merchants, three guineas each.			

BY THE MARSHALL.

For arresting a vessel, goods or person,....	1	1	0
For keeping possession of a vessel and cargo jointly, or either of them singly, when the same are not under the responsible charge and custody of the Officers of the Customs, for each day in which they remain in the Marshall's charge,.....	0	4	0
For enquiring into and certifying the sufficiency of persons proposed as sureties in any suit, for each surety,.....	0	4	0
For release of a vessel, goods or person from arrest,.....	0	5	0
For executing every monition or decree for answers of a party, or compulsory or other instrument not specified,.....	0	6	8
For every default or decree pronouncing for the interest of a party proceeding in <i>pœnam</i> ,.....	0	4	4
For every attendance in Court, when a sentence or interlocutory decree is pronounced,.....	0	8	8
For executing every decree or commission of appraisement, exclusive of the appraisers' fees, but including the making of the inventory, if the value should not exceed £500 sterling,.....	1	6	8
For the like duty when the value exceeds £500 sterling,.....	2	0	0
For executing every decree or commission of sale of ship or goods by public auction, when the gross proceeds are under £200 sterling,.....	1	0	0
And on every additional £100 sterling,....	0	10	0
On attending the execution of a decree or a commission of unlivery of cargo (when not done for the purpose of sale,) per day,.....	2	2	0
For taking a person in execution after sentence, if the sum due from such person does not exceed £20 sterling,.....	1	0	0
For the like duty when the sum is above £20 and under £50 sterling,.....	2	0	0
And on every additional pound sterling after fifty pounds,.....	0	0	6
NOTE. Should it be necessary for the Marshal to go any distance beyond two miles to execute any of the above duties, there should be paid to him for loss of time and travelling expenses, in addition to the preceding fees, for every mile so travelled in going to and returning from the place of service,.....			
	0	1	0

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BY THE ADVOCATES.

It is not easy to lay down any precise rules respecting fees to Counsel, inasmuch as the amount must depend upon the circumstances of each particular case, with reference to its length, importance and difficulty.

In all undefended cases, and in matters of no great difficulty, one Counsel ought to be considered sufficient.

Subject to these observations, the following suggestions are made for the guidance of the Proctor in fixing Counsel, upon matters which most frequently occur in the progress of a suit:

Retaining fee to an Advocate, .....	1	1	0
For perusing, settling and signing information or libel, claim and affidavit, act on petition, responsive plea (or replication) to libel, or information or act on petition, according to the length or difficulty, .....	0	10	6
For perusing, settling and signing *interrogatories, answers, &c., when the same do not exceed 12 folios in length, .....	2	2	0
For perusing, settling and signing *interrogatories, answers, &c., when the same do not exceed 12 folios in length, .....	0	10	6
For every additional fifteen folios to the extent of sixty, .....	0	10	6
For any motion necessarily made by Counsel before the Judge in the progress of a cause, .....	0	10	6
The fee for the final hearing must depend upon the length of the evidence and the importance and difficulties of the cause; but in cases of no great intricacy, the fee should be from two to five guineas, and should not exceed the latter sum, unless where the proceedings are voluminous or unusually important or difficult, .....	2	2	0
	5	5	0

BY THE PROCTORS.

Retaining fee, .....	0	5	0
For attending before the Judge or Judge Surrogate, either in Court or Chambers, .....	0	5	0
On extracting any warrant, monition, commission, writ, or other instrument, .....	0	6	8
Drawing libel, information, plea, claim, affidavit, act on petition, interrogatories, answers, or any other proceeding whatever, not herein specified, for every folio, .....	0	1	0
Fair copying or engrossing, for every folio, .....	0	0	6
For consultation with party for the purpose of taking instructions for the libel, information, plea, act on petition, or for any other important purpose during the dependence of a suit, .....	0	6	8

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£ s. d.

For consultation with Counsel, if any such should be found requisite, preparatory to the final hearing of a cause or otherwise, .....	0	6	8
Or if special, .....	0	13	4
And if for any great length of time and the case be important, the fee may be increased under the sanction of the Judge.			
For *attendance on Counsel to see him, to peruse, settle or sign any information, libel, replication or other plea, claim, affidavit, act on petition, answers, interrogatories or other matter, or upon any other occasion that may arise on delivering papers and seeing Council, .....	0	6	8
*Note.—Care should be taken not to increase the number of attendances or consultations with Counsel, which ought only to be resorted to when absolutely necessary.			
For any necessary attendance on the Registrar, or on the adverse Proctor, during the progress of a cause, to adjust any incidental point in the suit, or on the Marshall to instruct him as to the service of any instrument reporting bail, &c., .....	0	5	0
On all office copies of depositions, &c., obtained from the Registrar, one-third of the actual sum paid at the Registry, is to be added for trouble of collating and extracting the same.			
For perusing and considering any papers, exhibits or documents, furnished or introduced into a cause by the adverse party, or furnished by a party to his own Proctor for the purpose of being brought forward as evidence in the suit, if not exceeding 12 folios, .....	0	3	4
For every additional 12 folios, .....	0	2	0
For attending informations on the final hearing of a cause when it occupies only a short time, 6s. 8d., if a few hours, 13s. 4d., if a whole day, £1, ...	0	6	8
	0	13	4
	1	0	0

(Copy.)

No. 150.

GOVERNMENT HOUSE,  
Kingston, 28th Dec. 1843.

MY LORD,—At the request of Mr. Black, Judge of the Vice Admiralty Court, and M. P. P. for Quebec, on the part of the Bar of the City, I have the honor to submit a Petition to Her Majesty in Council, praying for a Tariff of Fees in the Vice Admiralty Court of Canada. The Report desired by Your Lordship's Despatch of the 16th September, No. 88, shall be hereafter submitted.

I have, &c

(Signed,) C. T. METCALFE.

The Right Honble.,  
The Lord Stanley,  
&c., &c., &c.

CIVIL SECRETARY'S OFFICE,  
Montreal, 2nd August, 1844.

SIR,—I am directed by the Governor General to request your attention to the subject of the Secretary of State's Despatch of the 16th September 1843, No. 88, which was transferred to you for the purpose of obtaining the Report called for by Her Majesty's Go-



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vernment, on the proposed new Tariff of Fees to be established for the Vice Admiralty Court at Quebec.

I have the honor to be,

Sir,

Your most obdt. servt.,

J. M. HIGGINSON.

The Honorable,  
The Provincial Secretary,  
&c., &c., &c.

SECRETARY'S OFFICE,  
Montreal, 17th August, 1844.

SIR,—I have the honor, by command of the Governor General, to inform you that His Excellency would be happy to avail himself of your services as a Commissioner, conjointly with the Honorable Messrs.

and

Esquires, to examine and report as to the establishment of a Tariff of Fees, for the payment of the Officers of the Vice Admiralty Court at Quebec, for the information of Her Majesty's Government. And I am to request that you will be pleased to inform me at your early convenience, whether or not you will be willing to act as such Commissioner.

I have the honor to be,

Sir,

Your most obdt. servt.,

D. DALY,  
Secretary.

NOTE:—A letter to the foregoing effect was addressed to the Honorable Wm. Walker, Honorable F. W. Primrose, Honorable George Pemberton, John Duval and Henry Lemesurier, Esquires; who accepted the appointment of Commissioners.

SECRETARY'S OFFICE,  
Montreal, 23rd August, 1844.

GENTLEMEN,—I have the honor, by command of the Governor General, to inform you that His Excellency is pleased hereby to name you to be Commissioners to report to His Excellency, for the information of Her Majesty's Government, on the subject of the establishment of a suitable Tariff of Fees, for the payment of the Officers of the Vice Admiralty Court at Quebec.

I enclose accordingly, for your perusal, the accompanying copy of a Despatch from Her Majesty's Principal Secretary of State for the Colonies, suggesting the appointment of a Commission for this object, and transmitting several documents to which your attention will, in the outset of your investigation, require to be given.

It will also be desirable that you should avail yourselves of the information and suggestions of the Honorable Judge of the Admiralty Court, who will, no doubt, be happy to render you every assistance in his power. Should you have occasion to call on any other Officer of the Court, you will understand that His Excellency has directed that every facility should be afforded you by them.

I have the honor to be,

Gentlemen,

Your most obdt. servt.,

D. DALY,  
Secretary.

Honorable Wm. Walker,  
Hon. F. W. Primrose,  
Hon. Geo. Pemberton,  
John Duval,  
Henry Lemesurier, Esquires,  
&c., &c., &c.,  
Quebec.

SECRETARY'S OFFICE,  
Montreal, 23rd August, 1844.

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27th July.

SIR,—I have the honor, by command of the Governor General, to inform you that His Excellency has been pleased to name the Honorable Messrs. W. Walker, F. W. Primrose and George Pemberton, and Messrs. Duval and Henry LeMesurier, to be Commissioners to report to His Excellency, for the information of Her Majesty's Government, on the subject of the establishment of a suitable Tariff of Fees, for the payment of the Officers of the Vice Admiralty Court at Quebec.

His Excellency does not doubt that they will be desirous to avail themselves of your information and suggestions, and that you will readily afford them every assistance in your power, in the prosecution of their inquiry.

Should they have occasion to call upon any other Officer of the Court, I am to request that you will be pleased to signify to such Officer His Excellency's desire that he should afford them any information they may seek.

I have the honor to be,

Gentlemen,

Your most obdt. servt.,

D. DALY,  
Secretary.

To His Excellency the Right Honorable SIR CHARLES THEOPHILUS METCALFE, Baronet, Knight Grand Cross of the Most Honorable Order of the Bath, One of Her Majesty's Most Honorable Privy Council, Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, New Brunswick, Nova Scotia and the Island of Prince Edward, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

WE, the undersigned Commissioners named to report to Your Excellency, for the information of Her Majesty's Government, on the subject of the establishment of a suitable Tariff of Fees for the payment of the Officers of the Vice Admiralty Court at Quebec, have the honor to lay before Your Excellency, a statement of our proceedings and the opinion we have formed on the subject referred to us by the Honorable Mr. Secretary Daly, dated the 23rd August last.

Having, in the first place, given a careful attention to the despatch from Her Majesty's Principal Secretary of State for the Colonies and the documents accompanying it, which had been transmitted to us, we conceived it to be our duty before proceeding further, to request the Honorable the Judge of the Vice Admiralty Court at Quebec, to communicate to us in such shape as might appear to him most convenient, his opinion as to the amount and scale of Fees to be inserted in such Tariff, with such observations and suggestions in reference to the subject as his experience might enable him to form. In compliance with this request, the Honorable Judge transmitted to us, on the 21st September last, a Tariff of Fees, such as he thought should be established for the Officers of the Vice Admiralty Court at Quebec, accompanied by a letter explanatory of his views upon the subject, both of which documents are attached to this Report. We afterwards thought it necessary to obtain the opinions of the Registrar and Marshall of the Court, on the subject, as also that of the Quebec Bar, more particularly of those gentlemen



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of the profession who most usually practise in the Vice Admiralty Court, and for this purpose we obtained the attendance of the Registrar and of several of the Advocates, whose evidence having been taken down in writing, will be found in an Appendix to this Report. The severe illness of the Marshall prevented his attendance before the Commissioners, and we have thus been deprived of the assistance to be derived from his information and experience.

Having in this manner obtained all the local information which was within our reach, connected with the subject matter referred to us, and having carefully compared the different Tariffs, namely, the one which was established in 1832 under the 2d William IV. c. 51, and which has since been abrogated; that now transmitted by Her Majesty's Principal Secretary of State for the Colonies, as proposed for adoption; and the one recommended by the Honble. the Judge of the Vice-Admiralty Court at Quebec; and having maturely considered the various documentary and oral evidence and information which we had obtained, together with what might be derived from our own knowledge and experience on the matters bearing upon this question, we have unanimously agreed upon the following Report, which we respectfully submit to Your Excellency.

We are decidedly of opinion that the Tariff which was established by an Order of His late Majesty in Council in 1832, before referred to, is much too high, and neither adapted to the means and circumstances of those upon whom it would operate in this Colony, nor to the class of cases which usually come before the Court of Vice Admiralty at Quebec.

We are also decidedly of opinion that the general objections acknowledged by all enlightened persons to the payment of Judicial Officers by fees apply in their fullest extent to the Judges of the Vice Admiralty Courts, and recommend that no fees to the Judge be inserted in the Tariff to be established agreeing completely with the view taken by the present Judge of the Vice Admiralty Court at Quebec on that subject. We would remark that at present, and ever since 1769, the Judge of that Court has received, in lieu of fees, a salary of £200, sterling, per annum, which is paid out of the Provincial funds; but there being no law prohibiting him from taking fees, if any such should be legally established, he would have an option to relinquish the salary and take the fees; this, in our opinion, ought to be avoided, by giving the Judge an adequate annual salary, which, we respectfully submit, considering his rank and station, the character and dignity of the Court over which he presides, and how desirable it is that the individual filling that office should be selected from among the most distinguished members of the profession, ought not to be less than £500, sterling, per annum. The present salary was fixed at a remote period, when the other Judicial Officers in the Colony were paid at the same rate: the salaries of all the other Judges have since been increased, whilst that of the Judge of the Vice Admiralty Court has remained the same.

We would further remark, that even if the proper authorities should ultimately decide upon inserting fees to the Judge in the Tariff to be established, the amount which might be received at Quebec, either upon the scale of the Tariff made in 1832, or of that transmitted by Her Majesty's Principal Secretary of State for the Colonies, would not in all probability be equal to the small salary the Judge at present receives.

We are of opinion that the fees proposed to be granted to the Registrar and Marshall in the Tariff transmitted by the Right Honorable Lord Stanley would not be

too high, if neither of those officers are to receive any salary in compensation for their services; but we are also clearly of opinion that, under the peculiar circumstances of this Colony, it is not desirable that these Officers should be paid wholly by fees. We agree with the Judge of the Vice Admiralty Court at Quebec, that it would be preferable that these Officers should have a moderate fixed salary as part of their emoluments, and that a reduced scale of fees should be established for them, to make up with such salaries a proper remuneration for their services. If this suggestion can be adopted, we recommend the establishment of the Table of Fees proposed by the Judge of the Vice Admiralty Court at Quebec for the Registrar and Marshall, with the exception of the item of 4s 6d to the Registrar for the examination of each witness, *vivâ voce*. This fee, in our opinion, should be confined to examinations taken in writing, and 1s. sterling, for each witness examined *vivâ voce* would be sufficient. In recommending these parts of the last mentioned Tariff, it is on the supposition that the Registrar shall receive, in addition, £100, sterling, fixed salary, and the Marshall £50, fixed salary, as recommended by the Judge, which we think reasonable allowances. We have come to these conclusions upon this part of the subject from the following considerations:

It is certain that since the Tariff of 1832 was abrogated, and the Registrar and Marshall have been allowed fixed compensation for their services, not paid by the suitors, the number of suits in the Vice Admiralty Court at Quebec has increased nearly threefold, owing, we have no doubt, chiefly to there being no check, in the shape of the necessity of incurring the expense of certain disbursements and the fear of ultimate costs, to the instituting of the most unfounded proceedings. We therefore think that such a check should exist by the establishment of a Tariff of Fees. On the other hand, as nine-tenths of the suits heretofore brought have been for Seamen's wages, which are usually commenced by the seizure of the Vessel to which they belong, whether we consider the interest of the Shipowners, who, even when successful, having to do with opponents generally unable to pay costs, have to sustain a very heavy and unjust burthen in all such cases, or if we look to the class of persons who seek redress upon whom a Tariff of Fees equal to the remuneration of the services of the Officers would operate nearly as a denial of justice, we think that by making that Tariff lower than what would be a proper compensation for the services of these Officers, and making up the difference by annual salaries, both these evils would be avoided as far as regulations can tend to do so. Another objection to these Officers being paid wholly by fixed salaries exists in the unnecessary trouble often given to them on the one hand, and in the want of a sufficient impulse towards the expeditious and correct discharge of their duty on the other.

We have made these observations and formed these conclusions from an experience of the past, and in connection with the provisions of the Merchant Seamen's Act now in force, not being aware at the time that the Imperial Legislature at its last Session had passed a new Merchant Seamen's Act to come into operation on the 1st January next, when having accidentally learned the fact, we procured the loan of a copy, with which we were kindly favoured by the Collector at this Port, and we have given to it our most serious consideration; but after having done so, we have not found any reason to alter our opinion either as to the Tariff or the salaries which we have recommended by this Report. We cannot refrain from expressing our regret that the jurisdiction in respect to Seamen's Wages in cases under £20 has been taken from the Admiralty Court and transferred to Magis-

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trates, being of opinion that it would be much for the interest of all parties concerned if a decision could be had on these as well as others of a like nature in the Vice Admiralty Court, without entailing a ruinous expense, and we would rather, therefore, see facilities afforded for a resort to that tribunal than otherwise, and if our views in this respect could be fully accomplished, we would contemplate with satisfaction the repeal of this part of the Merchant Seamen's Act.

We are induced to submit the foregoing observations, notwithstanding the changes introduced by the new Merchant Seamen's Act, from the necessity derived from experience of establishing a Tariff of Fees to operate as a check on the institution of unfounded proceedings, as previously observed by us in this Report.

With respect to the fees for Advocates and Proctors, we are of opinion that inasmuch as these professions are united in this Province, the Tariff proposed by the Honourable Judge of the Vice Admiralty Court at Quebec, as far as respects these Officers is to be preferred to that proposed by the Home Authorities, and being, in our opinion, reasonable in amount, we in all events, recommend its adoption.

We have not failed to advert to the desire which has been expressed that, if practicable, a Tariff should be formed applicable to all the Colonies in North America; but in the absence of information as to the practice and the relative position of the different Officers of the Vice Admiralty Courts of the other Colonies compared with that of Canada, we have felt that we have best discharged the duty imposed upon us, by confining ourselves to suggesting what we conceived to be most desirable for the Vice Admiralty Court of this Province. Before concluding, it may be proper for me to state, that in the recommendations we have made, we have had reference only to what in our judgment we thought to be advisable on general principles, without taking into consideration the hardships that the present Registrar and Marshal will necessarily sustain by the operation of the new Merchant Seamen's Act, which will have the effect of taking away the greater part of the fees proposed for them, deeming that to be a question wholly beyond the purview of the reference made to us.

We would likewise state that the Honourable George Pemberton, one of the Commissioners appointed by Your Excellency, having been unavoidably obliged to go to Europe before the labours of the Commission were completed he could not sign this Report, but we have reason to believe that if present, he would have concurred in its general import.

The whole, nevertheless, humbly submitted to Your Excellency, by

Your most obedient  
And very humble servants,  
(Signed,) WM. WALKER,  
F. W. PRIMROSE,  
J. DUVAL,  
H. LEMESURIER.

Quebec, 18th Dec., 1844.

APPENDIX.

MINUTES OF PROCEEDINGS.

A meeting of the Commissioners appointed by His Excellency the Governor General, to report to His Excellency, for the information of Her Majesty's Government, on the subject of a suitable Tariff of Fees for the payment of the Officers of the Vice Admiralty Court at Quebec, was held on the 19th September, 1844.

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Present:  
Hon. W. Walker,  
Hon. F. W. Primrose,  
Hon. Geo. Pemberton,  
John Duval, Esq., and  
Hy. LeMesurier, Esq.

Mr. George Irvine, was appointed Clerk—a letter was written to the Hon. H. Black, Judge of the Vice Admiralty Court, requesting him to communicate in such shape as might appear to him most convenient, as to the amount and scale of fees to be inserted in the Tariff, with such observations and suggestions in reference to the subject as his experience might enable him to form, or which might appear to him useful.

The documents transmitted to the Commissioners, by the Honorable Mr Secretary Daly, were read.

2nd December, 1844.

A meeting was held at the Office of Mr. Duval.

Present:  
Hon. Wm. Walker,  
Hon. F. W. Primrose,  
J. Duval, Esq. and  
Hy. LeMesurier, Esq.

A letter from the Hon. H. Black, dated 21st September, 1844, was read.

Letters were written to Messrs. Bradley, Parkyn, Ross and Macguire, requesting their attendance, on Wednesday the 4th instant, to give such information and make such suggestions in reference to the amount and scale of fees to be inserted in the Tariff as they might think expedient.

A letter was also written to Geo. Vanselson, Esq., for the information of the gentlemen of the Quebec Bar, stating that the Commissioners would be happy to avail themselves of any suggestions which might be made to them, by the gentlemen of the Bar.

4th December, 1844.

A meeting was held at Mr. Duval's Office,

Present:  
Hon. W. Walker,  
Hon. J. W. Primrose,  
John Duval, Esq. and  
Hy. LeMesurier, Esq.

Joseph P. Bradley, Esq., Registrar of the Vice Admiralty Court, Quebec, attended, and gave the following testimony:—

I have been Registrar of the Vice Admiralty Court, since 1st January, 1842, and I performed part of the duties of that Office for several years previous to that date.

The number of Actions issued in

Year.	No. of Actions.	Registrar's Fees. Amount.
1833,.....	86 .....	£277 8 2½
1834,.....	120 .....	301 17 9
1835,.....	101 .....	280 7 11

The above fees were received under the Tariff established by the King in Council, in 1832, abolished in 1836.

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The number of Actions issued since 1839, is as follows:—

1840,.....	133	1842,.....	283
1841,.....	187	1843,.....	417
		1844,.....	336

during which latter years the Registrar has had an annual salary of £150 sterling, in lieu of all fees. This was considered a temporary arrangement to provide for the Registrar until a Tariff was made. This annual salary, I consider inadequate as a remuneration for the services performed, as will appear by the amounts received by the Registrar, under the late Tariff, during the years 1833, 1834, 1835, and the number of actions issued during those years, compared with the number of actions issued during the subsequent years. This annual salary was granted on the recommendation of Lord Gosford, then Governor in Chief; and Lord Durham, Governor General of the Canadas, subsequently recommended an annual salary of £250 or £300, sterling,—I cannot be positive which sum. Lord Gosford's recommendation was acted upon before Lord Durham's Despatch was received in England.

Since January last up to the present time there have been forty-three cases finally disposed of on the merits. The great majority of cases brought before the Court of Vice Admiralty is for the recovery of Seamen's wages. The Court sits regularly twice a week during navigation season, that is, between the 1st of May and the end of November, and frequently on other days, on special application from the parties.

During the remainder of the season the Court sits occasionally as the business requires.

It appears that since the fees have been abolished the number of actions issued have greatly increased.

In the following years the number of Judgments pronounced were as follows:—

	Actions returned.	Judgment for Promoter.	Judgment against Promoter.
1833,.....	...	8	8
1834,.....	32	7	9*
1835,.....	28	8	4
1842,.....	127	24	49
1843,.....	158	27	70†
1844,.....	127	20	23

I attribute the increase of business in this Court to the absence of a Tariff.

I have attentively examined the Table of Fees proposed by the Worshipful Henry Black, Judge of the Vice Admiralty Court at Quebec. I consider the fees therein allowed to the Advocates both moderate and just. I am of opinion that it would be right to give the Court a discretionary power to tax Advocates' fees in a case of sufficient importance to require a second Advocate, say from three to ten guineas.

From the experience I have had in performing the duties of Registrar during the above period, I consider that an annual salary of £150, sterling, ought to be allowed in addition to the fees proposed by the Judge's Table, and £75, sterling, to the Marshall, in addition to the fees proposed.

I am averse to the payment of the Registrar and Marshall by an annual salary, exclusive of fees, because it enables suitors to harass the Officers unnecessarily, I would prefer a Tariff, however low, with a competent salary. Without an annual salary to the Officers, I am

\* During these years the Officers received fees in virtue of the Tariff since abolished.  
† During these years the Officers received no fees.

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of opinion that the Tariff of 1832 affords no more than an adequate remuneration to them for the services performed—with such a Tariff in force the number of cases would be greatly diminished.

I would suggest the necessity of providing in a suitable manner for a Crier, by a small fee from each party on every case returned into Court.

5th December, 1844.

Present:

Hon. Wm. Walker,  
Hon. F. W. Primrose,  
John Duval, Esq., and  
Henry LeMesurier, Esq.

Dunbar Ross, Esquire, Advocate, of Quebec, attended, and gave the following testimony:—

I have practised in the Vice Admiralty Court at Quebec for the last ten years. I am of opinion that the Tariff of 1832, established by the Order in Council, is too high for the general class of cases tried in that Court, which are for Seamen's wages, but not for cases of Salvage, Collision, and others of like importance.

I have had an opportunity of looking over the Tariff proposed by the present Judge, and I think it too low; and I do not approve of his proposal to do away with the distinction between the fees paid to a Proctor and an Advocate, being of opinion that the distinction which prevails in England between an Advocate and a Proctor ought to prevail in this and all other Colonies; at the same time that I think that in all Colonies where the professions are united the Proctor ought to be permitted to take all the ordinary and reasonable fees allowed by the Tariff to one Advocate or additional Counsel, without charging twice for the same service, and subject to the discretion of the Registrar and Judge in taxation.

I think it would be desirable in practice, though it would be a violation of principle, to make a separate tariff for suits for the recovery of Seamen's wages.

As to the Registrar and Marshall, I am of opinion that they should be paid by an annual salary only, with the exception of furnishing copies of documents and such like services, for which a fee should be allowed. I am, notwithstanding, also of opinion that the payment of these Officers by salaries, instead of fees, has a tendency to increase the number of unfounded suits: I am of opinion that £250, sterling, for the Registrar, and £150 sterling, for the Marshall, are proper salaries; and as to the Registrar I make this estimate more in consideration of the important functions to be performed by the Registrar of the Admiralty, than with regard to the amount of business in the Vice Admiralty at Quebec.

I am of opinion that the Table of Fees proposed by the present Judge would be excessive for the Registrar without any salary, as they would amount to about £400, per annum, and this, notwithstanding the reduction in the number of cases which the Tariff would occasion; the number of cases would then amount to about 300.

I am of opinion that the fees proposed by the same Tariff for the Marshall are upon too high a scale.

I am decidedly against any fees being allowed to the Judge: public opinion is opposed to it. The present salary of £200, sterling, is totally inadequate to the duties and dignity of a Judge.

Letters were directed to be addressed to Messrs. O. Stuart and Macguire, requesting their attendance on Friday, the 6th instant.

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Present :

Hon. Wm. Walker,  
Hon. F. W. Primrose,  
J. Duval, Esq.,  
Henry LeMesurier, Esq.

*John Macguire, Esq.*, of Quebec, Advocate, attended, and gave the following testimony :—

I have practised in the Vice Admiralty Court at Quebec for ten years : I have examined the Tariff of 1832 established by an Order in Council, and I have also witnessed its effect in the Vice Admiralty Court at Quebec. I am of opinion that it is too high for the ordinary class of cases there which are for Seamen's wages, but for cases of Salvage, Collision and others of like importance I do not consider it too high. I have examined the Table of Fees proposed by the present Judge of the Vice Admiralty Court at Quebec, and in my opinion the fees proposed for the Advocates and Proctors are reasonable. The great majority of cases brought before the Vice Admiralty Court at Quebec are instituted for the recovery of Seamen's wages ; I think that it would be desirable that there should be a separate Tariff for Seamen's wages, subject to the provisions contained in the Merchant Seaman's Act. As to the Registrar and Marshall, I am of opinion that they ought to be paid by a fixed annual salary, and not to be allowed fees on any proceeding whatever. I should consider £250, sterling, a year, an adequate remuneration for the services performed by the Registrar, and £150, sterling, for the Marshall, this latter sum in lieu of fees for all proceedings whatever, his disbursements not included ; the Registrar to be allowed also a moderate fee for copies of all documents that are asked for by the parties, not including copies of the proceedings served on either party during the prosecution of a suit.

I think that the payment of a fixed annual salary in lieu of all fees has a tendency to increase the number of suits, as it affords a greater facility to suitors. I am of opinion that the fees proposed by the present Judge to be paid to the Registrar without any fixed salary would afford an adequate remuneration for his services. As to the Marshall, I consider the fee of 18s for the execution of a Warrant to be excessive. I am of opinion that one-half, namely, 9s, would be sufficient, allowing him his disbursements. As to the Judge I am of opinion that he ought to be paid by a salary without fees : the same reasons that exist against allowing fees to the Judges of the Common Law Courts apply to the Judge of the Vice Admiralty Court.

I have seen the Tariff of Fees sent out by Lord Stanley to His Excellency the Governor General, and I prefer the modification of it, as proposed by the present Judge of the Vice Admiralty Court. In my opinion, if a Tariff were established the number of cases would be reduced to about two hundred annually.

*George Okill Stuart, Esq.*, of Quebec, Advocate, also attended, and gave the following testimony :—

I have practised several years in the Vice Admiralty Court at Quebec, and occasionally perform the duties of Deputy Judge, under a deputation which I now hold. The Tariff established by an Order in Council of 1832 I have always considered not at all adapted to this country, and the fees therein allowed by far too high for the generality of suitors : since that Tariff has been in disuse the Registrar and Marshall have been paid by annual salaries out of the Provincial Revenue ; and the business of the Court has greatly increased, which I attribute to the facility afforded to the obtaining of

6th December, 1844.

the process of the Court without paying for it,—this has led to a great deal of oppression and injustice to Shipowners ; a number of vexatious suits have been instituted, and vessels arrested, particularly when on the point of sailing, without a shadow of ground, and with the view of extorting money from the Shipowners. I am of opinion that it is preferable to pay the Officers of the Court by fees on each proceeding, and these fees adapted to different classes of suits. I would provide separately for Seamen's suits ; they comprise at least nine-tenths of the business of the Court, and they are almost invariably disposed of in a summary manner, giving little trouble either to the Officers or Proctors concerned. I am of opinion that £200, sterling, annually, would afford an adequate remuneration for the duties performed by the Registrar, and £75 for the Marshall, allowing him his disbursements ; and I think the duties ought to be performed by him in person, which I believe is not now the practice. In a Seaman's suit brought for the recovery of wages, and conducted to final judgment in a summary manner, the Registrar's fees altogether ought not to amount to more than 9s, sterling ; in the same cases the Marshall's fees ought not to amount to more than 7s, sterling, exclusive of disbursements ; and the Attorney, for each party, from £3 to £4. In other cases I should recommend the Tariff proposed by the present Judge.

I am decidedly opposed to the allowance of fees to the Judge ; it is as objectionable in the Admiralty Court as it is in the Common Law Courts. I would pay him by a fixed salary of £500 a year.

10th December, 1844.

Present :

Hon. W. Walker,  
Hon. F. W. Primrose,  
John Duval, Esq.,  
Henry LeMesurier, Esq.,

The Commissioners considered and agreed upon the different heads of their Report, a draught of which the Honorable Mr. Primrose was requested to prepare.

13th December, 1844.

Present :

Hon. W. Walker,  
Hon. F. W. Primrose,  
John Duval, Esq.,  
Henry LeMesurier, Esq.

The draught of the Report was read and finally agreed upon, and directed to be engrossed by the Clerk.

18th December, 1844.

Present :

Hon. W. Walker,  
Hon. F. W. Primrose,  
John Duval, Esq.,  
Henry LeMesurier, Esq.

The new Merchant Seamen's Act of the 7th and 8th Victoria, c. 112, was read and considered. The Report, with a slight alteration and addition, was concurred in.

(Signed,)

GEO. IRVINE,  
Clerk to the Commission.

The foregoing is a true copy of our proceedings.

(Signed,)

WM. WALKER,  
F. W. PRIMROSE,  
J. DUVAL,  
H. LEMESURIER.

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Quebec, 21st September, 1844.

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GENTLEMEN,—I have the honor to acknowledge the receipt of your letter of the 19th instant, requesting me to communicate to you my opinion as to the amount and scale of fees to be allowed to the Officers of the Vice Admiralty Court for Lower Canada, for the services which they perform, with such suggestions in reference to the subject as might appear to me useful towards the duty which has been cast upon you.

The subject is one which I have found to be of peculiar difficulty. Important as the functions of the Court are, as connected with the administration of one uniform system of Maritime Law throughout the Empire, and taking cognizance, as it does, of Revenue cases concurrently with the Courts of Supreme Jurisdiction within this Province, the majority of the cases tried before it involve, however, but small pecuniary amounts. A Table of Fees producing an income corresponding with the rank in life which the Registrar and Marshall of the Court must be, and affording to them an adequate remuneration for the services which they are called upon to perform, would press with undue weight upon the trade of the port. I would submit, therefore, the expediency of allowing the Registrar and Marshall a moderate salary each, in addition to the fees to be allowed them, those fees to be graduated on a scale not to be burthensome to the trade, and sufficient, with the addition of such salary, to afford them an adequate remuneration. In this view of the subject, I conceive that a salary of £100, sterling, to the Registrar, and £50, sterling, to the Marshall, per annum, would be reasonable. If this suggestion should meet the views of Her Majesty's Government, the draught of a Table of Fees, which I have the honor of submitting herewith, would, with these salaries, I should hope, attain the object contemplated.

It will be seen in the proposed Table that it differs from the preceding Tables, in allowing no fees to the Judge. This omission is made advisedly, and on the conviction, founded on past experience, that the Court cannot have that place in the confidence of suitors and of the public which it ought to possess, if the Judge receive fees.

I have the honor to be,  
Gentlemen,  
Your most obedient, humble servt.,

(Signed,) H. BLACK.

To The Honorable  
William Walker,  
Francis Ward Primrose,  
George Pemberton,  
John Duval, and  
Henry LeMesurier.

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PROPOSED TABLE OF FEES

TO BE TAKEN BY THE

OFFICERS AND PRACTITIONERS

OF THE

VICE ADMIRALTY COURT AT QUEBEC.

JUDGE.

No fees to be allowed to the Judge, his salary to be in lieu of all fees.

BY THE SURROGATE.

Fees in the progress of a suit or cause.

STERLING  
MONEY.  
£ S. D.

For administering an oath to a witness or party in a cause, taking bail, whether by one or more persons, decreeing monition, commission, attachment, or any other instrument, or for any judicial act done before or after the hearing of a cause, ... 0 1 6

BY THE REGISTRAR.

1. Fees on instruments prepared by the Registrar.

For drawing and engrossing:—

Warrant to arrest ship, goods or person, copy, and filing affidavit,.....	0	4	6
Bail bond,.....	0	4	6
Monition, commission or decree, whether of unlivory, apraisement or sale or otherwise, .....	0	9	0
Writ or instrument of restitution,.....	0	9	0
Compulsory or subpoena against witnesses, .....	0	3	0
Writ of attachment,.....	0	9	0
If either of the preceding instruments exceed in length ten folios, for every folio beyond ten, .....	0	1	0

NOTE.—The folio mentioned throughout this Table of Fees, must contain ninety words, reckoning each figure as a word.

Should the Registrar be required to prepare any other document, instrument or matter whatsoever not specified in this Table, he will be entitled to the same charge as a Proctor, viz:

For drawing, for every folio,.....	0	1	0
For fair copying or engrossing, for every folio, .....	0	0	6

2. Fees on documents prepared not by the Registrar, but by the Proctor, Solicitor or Advocate in a cause.

On a decree, pronouncing for the interest of a party proceeding in pœnam, being signed by the Judge, including drawing the act,.....	0	6	0
On filing affidavit or protest of a master or mariners, without reference to the number of persons making the same,.....	0	1	6

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	£	s.	d.
On filing libel, information, claim, proxy or similar document,.....	0	2	3
On filing exhibit annexed thereto, or to any affidavit,.....	0	0	6
On signing and filing personal answers of a party in a suit, including drawing the act,.....	0	3	0

3. Fees on taking the examination of witnesses.

On the examination of every witness on an information, libel, interrogatories or plea, (whether <i>visà voce</i> or otherwise,) a fee of.....	0	4	6
For each folio to which the examination shall extend, if in English,.....	0	1	0
If by interpretation, interpreter included,..	0	2	0

NOTE.—It should be understood that the Registrar, or whoever acts as examiner for him, should take the depositions in chief of the witnesses on the libel, information or plea itself, without written interrogatories, putting such relevant questions, *visà voce*, as may suggest themselves, and care should be taken not to lead the witness. The libel, information or plea, should therefore always be drawn sufficiently precise and full to enable the Examiner to take the examinations accordingly.

The cross-examinations must, of course, be taken in written interrogatories.

4. Fees on office copies of papers or proceedings.

For office copy of sentence or interlocutory decree, certified under seal,.....	0	6	0
For office copy of any affidavit, examination, answers of a party, or other document or proceedings in a cause, or extract therefrom, if under twelve folios,...	0	4	6
If exceeding twelve folios, for each folio beyond twelve,.....	0	0	6
Office copies of papers and proceedings to form a process, to be transmitted to the Court of Appeal, or for any other purposes, for each folio contained therein,...	0	0	6

5. Fees on translation of papers.

Where papers are translated, the Registrar should charge the disbursement actually made to the Translator, with an addition of one-fourth, to compensate himself for his trouble, advance, &c.

6. Incidental fees in the progress of a cause.

On subduction of an action,.....	0	4	6
For entering every ordinary act of Court not specified in this Table,.....	0	1	0
On every default pronounced against parties in contempt, in cases proceeding in <i>penam</i> ,.....	0	4	6
On every interlocutory decree or sentence, including drawing the act, to be paid by the party succeeding,.....	0	9	0
For every attendance before a Judge or Surrogate at which any decree is made other than an interlocutory or sentence including the act, drawing the act,.....	0	4	6
For a receipt for original documents delivered out of the Registry,.....	0	1	6

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(P. P. P.)  
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	£	s.	d.
On a search or examination of the records by any person not being a party in the cause in which the search is made,.....	0	2	6

NOTE. No fee to be charged to a party in the cause, or to any seaman applying for a search.

For advertising an intermediate Court day, in addition to the sum paid for the advertisement,.....	0	4	6
----------------------------------------------------------------------------------------------------	---	---	---

7. On paying out money.

For preparing receipt for money to be paid out of the Registry,.....	0	1	6
Poundage on money paid out of the Registry, for every pound sterling,.....	0	0	2

8. Taxing costs.

For taxing a bill of costs, if under six folios, from the party at whose instance the taxation takes place,.....	0	4	6
------------------------------------------------------------------------------------------------------------------	---	---	---

9. References on Accounts, &c., by the Judge to the Registrar and Merchants.

To the Registrar,.....	2	2	0
To the Assistant Merchant,.....	2	2	0

If two merchants, two guineas each.

BY THE MARSHALL.

For arresting a vessel, goods or person,.....	0	18	0
For keeping possession of a vessel and cargo jointly, or either of them separately, when the same are not under the responsible charge and custody of the Officers of the Customs, for each day they remain in the Marshall's charge, exclusive of the charge of keepers when necessary,.....	0	3	0

NOTE. This fee not to be chargeable in cases where the goods have been put in store, in which case he shall be entitled to a sum equal to one-third of the sum actually paid for storage for this duty.

For enquiry into, and certifying, the sufficiency of persons proposed as sureties in any suit,.....	0	2	3
For release of a vessel, goods or person from arrest,.....	0	2	3
For executing every monition or decree for answers of a party, or compulsory or other instrument not specified,.....	0	4	6
For every default or decree pronouncing for the interest of a party proceeding in <i>penam</i> ,.....	0	3	0
For every attendance in Court when a sentence or interlocutory decree is pronounced,.....	0	4	6
For executing every decree or commission of appraisement, exclusive of the Appraiser's fee, but including the making of the inventory, if the value should not exceed £500 sterling,.....	1	1	0
For the like duty when the value exceeds £500 sterling,.....	1	16	0
For executing every decree or commission of sale of ship or goods by public auction, when the gross proceeds are under £200 sterling,.....	1	1	0
And on every additional £100 sterling,.....	0	10	6



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	£	s.	d.
On attending the execution of a decree or commission of unlivery of cargo, (when not done for the purpose of sale,) per day,.....	0	16	0
For taking a person in execution after sentence, if the sum due from such person does not exceed £20 sterling,.....	0	18	0
For the like duty when the sum is above £20 and under £50 sterling,.....	1	16	0
For the like duty when the sum is above £50 and under £100 sterling, for every pound sterling due,.....	0	1	0
On every additional pound sterling after the first £100,.....	0	0	6

NOTE. Should it be necessary for the Marshall to go any distance to execute any of the above duties, there should be paid to him, for the loss of time and travelling expenses, in addition to the preceding fees, the following :

If the distance exceed four and be under six miles,..... 1 1 0

If the distance be still greater, the allowance to be increased by an addition of 2s. 3d. for each additional league and his reasonable disbursements.

BY THE ADVOCATES.

The professions of Advocate and Proctor not being separated in Lower Canada, the fees of both are inserted under the following head :

BY THE ADVOCATES AND PROCTORS.

Retaining fee, instructions to prosecute or defend,.....	0	10	6
For attending before the Judge or Judge Surrogate, either in Court or in Chambers,.....	0	6	0
For extracting any warrant, monition, commission, writ or other instrument,.....	0	6	0
Drawing libel, information, claim and affidavit, act on petition, responsive plea (or replication) to libel or information or act on petition,.....	0	18	0
Engrossing copies, each.....	0	9	0
Drawing interrogatories, answers, affidavits or any other proceeding whatever, not herein specified, for each folio,.....	0	1	0
Fair copying or engrossing, for every folio,.....	0	0	6

NOTE. It should be understood that in preparing interrogatories for the cross-examination of witnesses, they are not to be drawn separately for each witness to whom the same are to be administered, but that when practicable, (as in most instances will be the case,) one set of interrogatories should be prepared generally applicable to all the witnesses.

For consultation with a party for the purpose of taking instructions for the libel, information, plea, act on petition, or for any other important purpose during the dependance of a suit,..... 0 6 0

The fee for the final hearing must depend upon the length of the evidence and the importance and difficulties of the cause; but in cases of no great intricacy, the fee should

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(P. P. P.)

27th July.

be from two to three guineas, and not to exceed the latter sum, unless where the proceedings are voluminous or unusually important or difficult, and in this last case not to exceed five guineas.

For any necessary attendance on the Registrar or on the adverse Proctor during the progress of a cause, to adjust any incidental point in the suit, or on the Marshall, to instruct him as to the service of any instrument, reporting bail, &c.,... 0 4 6

On all office copies of depositions, &c., obtained from the Registrar, one-third of the actual sum paid at the Registry is to be added for the trouble of collating and extracting the same.

For perusing and considering any papers, exhibits or documents furnished or introduced into a cause by the adverse party, or furnished by a party to his own Proctor, for the purpose of being brought forward as evidence in the suit, if not exceeding twelve folios,..... 0 3 0

For every additional twelve folios,..... 0 1 6

For attending informations on the final hearing of a cause, when it occupies only a short time,..... 0 10 0

If a few hours,..... 0 16 8

If a whole day,..... 1 6 8

In some of the Vice Admiralty Courts, proceedings for the forfeiture of ships or goods, and for the recovery of penalties consequent thereon, have, in some instances, been carried on by two separate suits, one for the condemnation of the property, and the other for the penalties. This mode of proceeding should be discontinued, one suit being only necessary to accomplish both objects.

In all cases under £20 sterling, wherein the Judge shall see fit to order that the proceedings be summary and the evidence taken *viva voce*, the fees to be taken by the several Officers of the Court shall be one-half of the foregoing fees, and no more, save and except as to the fee for the warrant of arrest, arrest and bail bond, which shall remain as above.

So also as to cases under £20 sterling, settled before the return of the warrant.

SUPPLEMENTARY RULES.

The Rules and Regulations established by the King's Order in Council, of the 27th June, 1832, are not to be construed to have set aside the former practice in the Courts of Vice Admiralty, of allowing the defendant to require from the Promoter to libel with sureties, unless the Promoter should be admitted by the Court to his juratory caution.

From the shortness of the season of navigation at the Port of Quebec, and the danger and risk to ships towards the close of the navigation in the autumn, from even so short as twenty-four hours notice of bail to answer an action, this period for notice of bail as provided by the eleventh section of the above Rules and Regulations, shall not be required, but two hours shall be deemed sufficient if served on the adverse Proctor in person.



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(P. P. P.) (Copy.)  
No. 102.  
27th July.

GOVERNMENT HOUSE,  
Montreal, 25th July, 1846.

SIR,—I have the honor to acknowledge the receipt of your Despatch No. 54, of the 17th of April last, enclosing a letter from Mr. George Pemberton, on the subject of the delay in establishing a Table of Fees for the Vice Admiralty Court at Quebec, and instructing me, in the absence of the Report which Lord Metcalfe had intended to submit, to furnish you with my own Report on the subject.

I find that according to the suggestions contained in Lord Stanley's Despatch, No 88, of the 16th of Sept., 1843, my predecessor appointed a Commission to revise the draft of the Table of Fees transmitted in that Despatch, and to report to him on the subject. The Commissioners made their Report on the 21st of December, 1844, and on the 25th of January following Lord Metcalfe referred it for the consideration and Report of the Executive Council. At the time of His Lordship's departure from this Government, the subject was still

under the consideration of that Board, which prevented him from fulfilling his intention of reporting to you the result of the enquires that had been instituted in this Province. I have now the honor to submit a copy of the Commissioners' Report, together with copies of the papers which accompanied it, and a copy of an approved Report thereon of a Committee of the Executive Council, in order that they may be submitted to the proper Officers before the final enactment by Her Majesty in Council of a Tariff of Fees for the several Courts of Vice Admiralty in British North America.

I have, &c.,

(Signed,)

CATHCART.

The Right Honorable  
W. E. Gladstone,  
&c. &c. &c.

NOTE.—No reply to the foregoing Despatch has yet been received from Her Majesty's Government.

SECRETARY'S OFFICE,  
27th July, 1847.

Appendix  
(P. P. P.)  
27th July.

20th July,  
1846.

Montreal :

PRINTED BY LOVELL AND GIBSON,

SAINT NICHOLAS STREET.

# R E T U R N

TO AN ADDRESS from the Legislative Assembly of the 13th July, instant, to His Excellency the Governor General, praying he would be pleased to cause to be laid before this House, certain Statements relative to the Clergy Reserve Fund.

(By Command,)

D. DALY,  
Secretary.

SECRETARY'S OFFICE,  
Montreal, 27th July, 1847.

STATEMENT of the full amount of Clergy Reserve Fund of Canada East, appropriated by the Act of the Imperial Parliament, 3 and 4 Vic., cap. 78, at the period of the passing of that Act in 1840.

The amount of this Fund vested in England in December, 1840, the time when the above cited Act went into operation in this Province, was,.....Stg. £47,259 14 11

Amount since added to the said Fund from sales of Clergy Reserves or from other sources.  
In 1842, by Commissioner of Crown Lands, Cy. £561 9 1  
In 1844, by Commissioner of Crown Lands,.....Cy. 1,940 19 11

Out of which there was remitted for investment in England,.....Stg. 461 9 4

Total investment in England,.....Stg. £47,721 4 3  
In three per cent consols, producing annually, .....Stg. 1,437 12 7

Equal to.....Cy. £1,749 2 3

There has also been invested in Debentures, within the Province, in 1846, £1,900, at 5 per cent, yielding a yearly revenue of.....Cy. 95 0 0

Total revenue,..... £1,844 2 3

JOS. CARY,  
*Dep. Insp. General.*

Inspector General's Office,  
Montreal, 27th July, 1847.

STATEMENT of the Clergy Reserve Fund of Canada West, arising from sales of Reserved Lands, made under the authority of the Imperial Act, 3 and 4 Victoria, cap. 78.

Amount received from the Commissioner of Crown Lands in 1845 and 1846, for sales made,.....Cy. £43,724 16 11  
Received in 1847, from do.,.....Cy. 19,876 15 3

Total,.....Cy. £63,601 12 2

Of which there has been invested in Provincial Government Debentures bearing interest at 5 per cent per annum,..... 37,800 0 0

The interest on which is to be divided between the several Religious Denominations, as provided by the 4th section of the above cited Act.

JOS. CARY,  
*Dep. Insp. General.*

Inspector General's Office,  
Montreal, 27th July, 1847.

STATEMENT of the Clergy Reserve Fund of Canada East, arising from sales of Clergy Reserves, made under the Imperial Act, 3 and 4 Vic., cap. 78.

Amount received from the Commissioner of Crown Lands in 1846, for sales made,..... £780 0 0  
In 1847,..... 555 11 9  
£1,345 11 9

Of which there is invested in Provincial Government Debentures, bearing interest at 5 per cent per annum, £11,000, the interest on which is to be divided among the several Religious Denominations, as provided by the 4th section of the above cited Act.

JOS. CARY,  
*Dep. Insp. General.*

Inspector General's Office,  
Montreal, 27th July, 1847.

STATEMENT of the full amount of the Clergy Reserve Fund of Canada West, appropriated by the Act of the Imperial Parliament, 3 and 4 Victoria, cap. 78, at the period of the passing of that Act in 1840.

On account of sales made in virtue of the Act, 8 Geo. 4, cap.

The amount of the Fund invested in England in 3 per cent consols in December 1840, the time about which the Act above cited went into operation in this Province, was, Stg. £113,810 7 0

The amount since added to the said Fund from the sales of Clergy Reserve Lands or from other sources, viz:

1841, from Commissioner of Crown Lands, Cy., £2,854 19 3  
1842, do. do. 1,688 10 11  
1843, do. do. 5,501 6 11  
1844, do. do. 27,839 13 2  
1845, do. do. 14,894 4 7  
1846, do. do. 14,161 2 5

Total Cy.,..... £66,942 17 3

Out of which there was remitted for investment in England, per Bills of Exchange, in 1843,.....Stg. £7,819 17 4  
Do. 1844,.....Stg. 19,000 0 0  
Do. 1845,.....Stg. 4,089 2 10

Total amount invested in England, Stg. £144,709 7 2

Carried over,..... £144,709 7 2

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Brought forward,.....	£144,709	7	2
Of which there is re- turned as invest- ment in 3 per cent consols, .....	£23,060	2	2
And in Canada De- bentures, at 5 per cent.....	114,500	0	0
	<u>137,560</u>	<u>2</u>	<u>2</u>
Leaving loss sustained in transferring 3 per cent consols to 5 per cent Pro- vincial Debentures,.....Stg.	£7,159	5	0
Out of the above there was also invest- ed in Provincial Debentures within the Province, in 1846, this amount,.....	£28,364	11	1½
In 1847 Do.	2,750	0	0
	<u>£31,114</u>	<u>11</u>	<u>1½</u>
The above £23,060 2s. 2d., at 3 per cent for one year, yields a revenue of.....Stg.	£691	16	0
And £114,500 at 5 per cent for one year, yields a revenue of Stg.....	5,725	0	0
	<u>£6,416</u>	<u>16</u>	<u>0</u>
		<u>7,807</u>	<u>2</u>
Being the annual revenue in England, The annual revenue in Canada, say £31,114 11s. 1½d., at 5 per cent, ..	£7,807	2	1
	1,555	14	6
Total annual revenue from investment, Amount of revenue for interest on in- stalments on sales on credit and rents of leased lots, was in 1846,...	£9,362	16	7
	18,296	17	5
Total revenue, .....Cy.	<u>£27,659</u>	<u>14</u>	<u>0</u>

No. 1.

There remains invested on account of the Wes-  
leyan Methodist Fund, in Provincial Debentures, at 5  
per cent in currency, £3,880 0s. 0d.

JOS. CARY,  
Dep. Insp. General.

Inspector General's Office,  
27th July, 1847.

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27th July.

STATEMENT of the names of all persons who, since the  
passing of the Clergy Reserve Imperial Act, 3 and 4  
Victoria, chap. 78, have received any annuity or al-  
lowance of any kind from the Clergy Reserve Fund,  
the name of Church or Churches of which such per-  
sons respectively are ministers, together with the date  
or dates at which the annuities commenced, and the  
amount paid to each respectively;

Furnished pursuant to an address from the Honorable  
the Legislative Assembly of 13th July, 1847.

Church of England, Upper Canada, none.

N. B. The salaries of the following Missionaries, viz :  
Revd. P. G. Bartlett,..... £100 per annum.  
" W. H. Hobson..... 100 "  
" Matthew Ker,..... 100 "  
" R. J. C. Taylor,..... 100 "  
" Wm. Ritchie,..... 100 "

for the period of eighteen months ended 31st December,  
1844, were advanced from the Clergy Reserve Fund, but  
the amount was afterwards deducted from the surplus  
revenue appertaining to the Church of England.

Synod Church of Scotland, Upper Canada, none.

Late United Synod of the Presbyterian Church, none.

Roman Catholic Church, Upper Canada, expenditure  
of the allowance of £1000 stg. per annum for Priests,  
has not been regulated by Government.

Wesleyan Methodists, none.

Presbyterian Clergy, Lower Canada, none.

SYNOD of the Church of Scotland, Upper Canada.

NAMES.	Amount of Salary per annum. Currency.			REMARKS.
	£	s.	d.	
Revd. John Machin,.....	63	6	8	
" James Kitchan,.....	63	6	8	Resigned 1844.
" John M. Roger,....	63	6	8	Seceded 10th July, 1844.
" Peter McNaughton,...	63	6	8	Resigned do.
" John McKenzie,.....	63	6	8	
" Hugh Urquhart,.....	63	6	8	
" Robert McGill,.....	63	6	8	
" George Cheyne,.....	63	6	8	Seceded 10th July, 1844.
" James Smith,.....	63	6	8	Do. 6th Aug., do.
" M. Y. Stark,.....	63	6	8	Do. 10th July, do.
" Alex. Gale,.....	63	6	8	Do. do. do.
" John Bayne,.....	63	6	8	Do. do. do.
" John Cruikshank, ....	63	6	8	
" Thos. C. Wilson,.....	63	6	8	Resigned 11th March, 1845.
" Wm. McAlister,.....	63	6	8	Seceded 10th July, 1844.
" John Smith,.....	63	6	8	
" George Romanes,.....	63	6	8	
" Peter Fergusson,.....	63	6	8	
" Wm. Rintoul,.....	63	6	8	Seceded 10th July, 1844.
" John McIsaac, .....	63	6	8	Absence since June, 1845.
" Wm. McKittican,.....	63	6	8	
" John Tause,.....	31	13	4	} Omitted in lists furnished by the Moderator since June 30, 1843.
" I. T. Leach,.....	63	6	8	
" Wm. Ritchie,.....	63	6	8	} Deposed 27th and 28th December, 1842.
" John McLaurin,.....	63	6	8	
				Added per letter from Provincial Secretary, 26th February, 1844.

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(Q. Q. Q.)  
27th July.

STATEMENT of the Names of all Persons receiving Annuities or Allowances of any kind from the Clergy Reserve Fund at the time of the passing of the Act of the British Parliament, 3 and 4 Victoria, chap. 78.—Furnished pursuant to an Address from the Honorable the Legislative Assembly of the 13th July, 1847.

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27th July.

CHURCH OF ENGLAND, Upper Canada.

	NAMES.	Amount of Salary per annum. Sterling.				
		£	s.	d.		
Missionaries,.....	Revd. Archibald, George,.....	170	0	0	Died 13th October, 1840.	
	“ Anderson, John,.....	170	0	0		
	“ Armour, Samuel,.....	170	0	0		
	“ Atkinson, A. F.,.....	100	0	0		
	“ Bethune, A. N.,.....	170	0	0		
	“ Betteridge, William,.....	100	0	0		
	“ Blake, Dominic,.....	100	0	0		
	“ Blakely, Robert,.....	170	0	0		
	“ Boswell, Edward,.....	170	0	0		
	“ Burnham, Mark,.....	170	0	0		
	“ Creen, Thomas,.....	170	0	0		
	“ Cronyn, Benjamin,.....	170	0	0		
	“ Deacon, Job,.....	170	0	0		
	“ Denroche, Edward,.....	100	0	0		
	“ Evans, Francis,.....	170	0	0		
	“ Flood, Richard,.....	100	0	0		
	“ Flood, John,.....	100	0	0		
	“ Geddes, L. G.,.....	100	0	0		
	“ Givins, Saltern,.....	170	0	0		
	“ Grier, John,.....	170	0	0		
	“ Grout, G. R. F.,.....	170	0	0		
	“ Gunning, W. H.,.....	170	0	0		
	“ Harper, W. F. S.,.....	100	0	0		
	“ Harris, Michael,.....	170	0	0		
	“ Leeming, William,.....	170	0	0		
	“ Lindsay, J. G. B.,.....	170	0	0		Died 28th November, 1845.
	“ MacAuley, William,.....	170	0	0		
	“ Mack, Frederick,.....	100	0	0		
	“ Johnson, William,.....	100	0	0		Died 5th September, 1840.
	“ MacGrath, James,.....	127	10	0		
	“ Maynhoffer, V. P.,.....	100	0	0		
	“ McMurray, William,.....	100	0	0		
“ Mortimer, George,.....	100	0	0	Died 15th June, 1844.		
“ Mortimer, Arthur,.....	100	0	0			
“ Padfield, James,.....	100	0	0			
“ Palmer, Arthur,.....	170	0	0			
“ Patton, Henry,.....	170	0	0			
“ Philipps, Thomas,.....	140	0	0			
“ Rolph, Romaine,.....	170	0	0			
“ Short, Jonathan,.....	100	0	0			
“ Strachan, John,.....	233	15	0	Salary ceased 31st Dec., 1846.		
“ Stuart, George O.,.....	170	0	0			
“ Cockran, John,.....	100	0	0	Resigned October, 1840.		
Retired Missionaries,.....	“ Leeming, Ralph,.....	100	0	0		
	“ Paterson, John,.....	30	0	0		
	“ Thompson, Joseph,.....	100	0	0	Died 24th March, 1844.	
Widows receiving Pensions,.....	Mrs. Addison,.....	50	0	0	Died 28th March, 1844. { In receipt of Pension since 6th Sept., 1840, the Act not having then been in operation. Re-married 26th April, 1842.	
	“ Archibald,.....	50	0	0		
	“ Clarke,.....	50	0	0		
	“ Johnston,.....	50	0	0		
	“ Menzies, late Campbell,...	50	0	0		
	“ Morley,.....	50	0	0		
	“ Mountain,.....	50	0	0		
	“ Sampson,.....	50	0	0		
	“ Stoughton,.....	50	0	0		
“ Wengaut,.....	50	0	0	Died March, 1847. Last paid to 31st December, 1841.		
“ Miller,.....	50	0	0			
Arch-Deacon of York,.....	Strachan, John,.....	300	0	0	Allowance ceased 31st Dec., 1846.	
Arch-Deacon of Kingston,...	Stuart, G. O'Kill,.....	300	0	0		
As a Minister of the Church of England,...	Stuart, G. O'Kill,.....	100	0	0		

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(Q.Q.Q.)

Appendix  
(Q.Q.Q.)

PRESBYTERIAN CLERGY in Eastern Canada.

27th July.

27th July.

	£	s.	d.	
Rev. Henry Esson,.....	35	14	3½	Seceded 10th July, 1844.
“ Mathieson, Alex.,.....	35	14	3½	
“ Black, Edward,.....	35	14	3½	Died May, 1845.
“ Duncan Moody,.....	35	14	3½	
“ William Mair,.....	35	14	3½	
“ Walter Roach,.....	35	14	3½	
“ W. Montgomery Walker,.....	35	14	3½	Inducted to a charge in Scotland, 15th August, 1844.
“ John Taylor,.....	35	14	3½	Do. do. Dec., 1843.
“ James Anderson,.....	35	14	3½	
“ James C. Muir,.....	35	14	3½	
“ Thomas McPherson,.....	35	14	3½	
“ David Black,.....	35	14	3½	Seceded 10th July, 1844.
“ John Clugston,.....	35	14	3½	Do. 19th September, 1844.
“ John Cook,.....	35	14	3½	

ROMAN CATHOLIC CLERGY in Upper Canada.

	Per annum. Sterling.		
	£	s.	d.
The Right Reverend Bishop Remegius Gaulin,.....	500	0	0
Priests,.....	1000	0	0

Their allowances have been paid half-yearly by warrants, in favor of the Bishop.

The expenditure of the allowance of £1000 per annum for the Priests has not been regulated by the Government, but the amount paid over and above the allowance to incumbents of August, 1840, is to be hereafter deducted from the surplus revenue of the Clergy Reserve Fund, that may be appointed to the Roman Catholic Church of C. W.

WESLEYAN METHODISTS, Upper Canada.

The allowance of £700 sterling, has been in abeyance since 1840.

The names of the Clergy participating in the allowance in the year 1840, are not known to the Government up to that time, Warrants for the amount having issued half-yearly in favor of the Superintendent of Wesleyan Missions, and none since.

Returns have been recently called for.

JOS. CARY,  
*Dep. Insp. General.*

INSPECTOR GENERAL'S OFFICE,  
27th July, 1847.

Montreal:

PRINTED BY LOVELL AND GIBSON,

SAINT NICHOLAS STREET.

# R E P O R T

Of the SPECIAL COMMITTEE appointed to inquire into the management of the *Quarantine Station* at Grosse Isle; and to whom was referred the Petition of A. Lacroque, Esq., on behalf of the *Board of Health* of the City of Montreal.

## MEMBERS OF COMMITTEE:

Hon. Mr. AYLWIN, *Chairman* ;  
Hon. Mr. CAYLEY,  
Mr. CHABOT,  
Mr. CHAUVEAU,  
Mr. BOULTON,  
Mr. DEWITT,  
Mr. MURNEY,  
Hon. Mr. MOFFATT, and  
Mr. CHRISTIE.

## R E P O R T.

The Special Committee appointed to inquire into the management of the Quarantine Station at Grosse Isle,—have the honor to REPORT:

That the shortness of the Session must preclude such an examination of the all-important subject referred to them, as to authorize the adoption of any conclusions to be recommended to Your Honorable House. The accompanying papers are the evidence which they have collected, to which they pray reference.

The earnest attention of the Executive Government has been drawn to the management of the Quarantine Station, and Your Committee have reason to believe that efforts will be made to meet all the exigencies of the influx of emigration to be expected by the fall Fleet.

An examination of the Quarantine at New York, would enable the Government fully to test that at Grosse Isle; and Your Committee hope, that, in the Recess, steps will be taken to secure to the country the benefit of the experience and knowledge of our American neighbors in preventing the spread of contagious disease.

The whole nevertheless humbly submitted.

T. C. AYLWIN,  
Chairman.

## MINUTES OF EVIDENCE.

13th July, 1847.

The Reverend Mr. *Moylan*, Roman Catholic Priest, called in, and examined:—

1. I believe you have spent some time at the Quarantine Station at Grosse Isle?—I have.

2. At what times?—The first time was at the beginning of May last, and the second time was at the end of June.

3. Who was in charge of the Station when you went there first?—Dr. G. M. Douglas.

4. Was there any difference in the strength of the establishment then, from what it had been at any other year?—The first visit I found six or seven medical gentlemen, and the second visit about ten. On former years, when I visited the Island, Dr. Douglas was alone with a person of the name of Cullingford, formerly Hospital Sergeant in the Guards, and who is still there.

5. Has any addition been made to the buildings for the reception of the Emigrants, either sick or well, as compared with the previous year?—When first I arrived at the Island, no additional accommodation had been prepared for the Emigrants, with the exception of between 300 and 400 tents. During my stay there, an additional number of tents were erected at the other end of the Island for the healthy Emigrants.

6. How many sick were there when you first arrived?—About 1100 on the Island, and nearly the same number on board the ships, as I was informed by the clergymen there, Messrs. McGoran and Taschereau.

7. How were the 1100 sick on the Island accommodated?—In the old hospital, tents and sheds, formerly destined for the healthy Emigrants, and in the respective Protestant and Catholic Chapels. They were all under shelter, but greatly crowded. I cannot say how many nurses there were, but I know there was a great deficiency. I know that the sick were sadly neglected,—in one instance I supplied water to the sick in a tent, who had been there for the space of eighteen hours without any assistance.

8. Did you report this to Dr. Douglas, or any other Doctor?—No, I did not to Dr. Douglas, but I did to a Doctor passing by. I cannot recollect his name.

9. Was there a sufficient quantity of bedding and hospital furniture for the sick?—As far as the bedding is concerned, I think there was a sufficient quantity; but precautions were not taken to lay planks as a flooring to several of the tents, and the beds were soaked with water when it rained,—the buildings were generally water tight, with a slight exception.

10. Were the sleeping arrangements for the Emigrants such as you approved of?—In the old sheds there is a double tier of beds, the upper tier being only about three or four feet above the lower, and the planks of the upper tier not being close together, the consequence is, that the filth of the upper patients fell on the lower ones, who consequently could not breathe a pure air, being confined in so narrow a space. The upper patients had the greatest difficulty in getting in and out of their berths. At my second visit this inconvenience was being removed.

11. Was there a sufficiency of food provided for the use of the Emigrants, both sick and well?—I know that the supply appeared ample, but the manner of distribution very deficient. I know that there was great distress on board the ships, but no distress on shore, where the supply was ample. As to the sick on shore, they were too largely supplied, and sufficient care was not taken with regard to the diet, so that I have been compelled myself to take meat from patients, to whom it had been improperly supplied while in a state of fever.

12. Was cleanliness pretty well observed?—In the new buildings and hospital cleanliness was pretty well observed, but not so in the old sheds and tents, where filth was allowed to accumulate in the chamber vessels, and to create a most disagreeable stench. I have seen both in the tents and sheds, sick persons who have been lying a whole night, until late in the morning, in close proximity. There were often two, and sometimes three, in a bed; and in the old sheds such was almost invariably the case, and in the tents very often so, but not in the old hospital and new buildings. Corpses were allowed to remain all night in the places where death had occurred, even when they had a companion in the same bed. I, on one occasion, observed to Orderly Smith, that there was a corpse in the same bed with a patient, and his reply was, that in those cases they were left until the following morning. In the buildings, old sheds and tents, men and women were put into the same apartments without reference to sex.

13. What pains were taken, if any, to supply the fever patients with drinks?—In the old hospital, sufficient attention was shewn in this respect; elsewhere, especially in the tents and old sheds, there was the greatest neglect, insomuch that the clergymen themselves were often compelled to administer the drinks.

14. Are you aware that any representations, with reference to this subject, have been made to any authority out of Grosse Isle?—I am not aware of it; but we represented these circumstances to our Bishop at Quebec.

15. Did the Bishop take any steps in consequence of these representations, to make these deficiencies known to the Government?—I am not aware.

16. Is the Bishop in the habit of attending to the representations of his clergy, when he considers those representations deserving of notice?—He is, generally speaking.

17. To whom on the Island did you mention the want of attention you speak of?—The first time I went down the Revd. Mr. McGoran was head Chaplain; I am not aware whether he represented these things to Dr. Douglas, but myself and other brother clergymen, in conversation with the other medical gentlemen, often spoke of these things.

18. What was the treatment of the sick on board ship?—During my first visit, the patients on board ship were nearly equal in number to those on shore, amounting to 1100, and almost entirely without medical attendance. Some vessels with sick on board were four or five days without any visit from the medical gentlemen. The sick on board might have been sent on shore, and accommodated under tents, of which there was a sufficient quantity at the time; and if there had not been hands enough on shore to erect them, I was



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informed by several masters of vessels that they would have willingly lent their crews for the purpose. The sick would have been better ashore under tents, having medical attendance close at hand, and besides would not have affected the healthy emigrants confined in the holds of the vessels with them. The consequence of this was, as I and my brother clergymen observed, that the mortality on board was proportionably at least twice as great as on shore. The burials made by the clergymen on shore were a sufficient proof. The system of landing all the sick was put into complete operation only at the end of June.

19. Had any of the vessels medical attendance on board provided by the vessel?—Not to my knowledge. But I am aware of two medical gentlemen as passengers.

20. State the attention and treatment the passengers received from the Captains of the vessels and crew?—In many cases, I can venture to say, the passengers were very badly treated.

21. Did it appear to you that the wants of the passengers during the voyage had been properly attended to?—I think, in many cases where sickness had occurred, it arose from want of attention on the part of the master to keep the vessel in a clean condition, and also from the insufficient supply of food.

22. What circumstance that you saw led you to form that opinion?—Because, generally speaking, where the above causes did not exist, sickness, if it prevailed, never showed itself with the same intensity, and the opinions of medical gentlemen on the Island corroborate my own.

23. Was it customary to separate the sick from the healthy on the voyage?—I am not aware of any instances.

24. Are you aware of any instances where the dead bodies had been allowed to remain in the berths?—I believe they were generally immediately brought up on deck.

25. Did you visit any of the vessels immediately on their arrival at Grosse Isle; if so, state in what condition you found them?—I visited several, and a greater part were in a filthy condition. In the first place, the floor of the hold was covered with dirt, and in a few instances the chamber vessels had not been emptied for days. The beds were in a very dirty condition, and full of vermin, and the passengers were necessarily in a very dirty state.

26. How were the dead buried at Grosse Isle, and did any delay occur in burial?—As to delay, none occurred. During my first visit this year, the graves were not dug a sufficient depth; coffins were piled one over the other, and the ground covering the upper row, in some instances, was not more than a foot deep, and, generally speaking, about a foot and a half. At my second visit, things were a little improved.

27. What distance is the burial ground from the hospital?—About three arpents; and if infection does not arise, it will be a fortunate circumstance.

28. Is there not a sutler on the island, and do you know the price he charges for the articles he furnishes?—There is a sutler, and the prices he charges to the emigrants are considerably higher than in Quebec.

29. Do you know where the supply of milk for the island is got?—During the last two years it was got from Dr. Douglas' farm on the island. This year, it is taken from the farm and the opposite parish of St.

Thomas. I cannot say for what price the milk was sold to the emigrants.

30. How much of the island is occupied by Dr. Douglas for agricultural purposes?—By far the greater part of the level portion of the island; but enough is left for exercise for the emigrants, in my opinion.

31. What were the duties, during the present season, with which Dr. Douglas particularly occupied himself?—Principally the inspection of the vessels, and general control and superintendence.

32. In what way did he perform his duties?—Having so many to attend to, it was impossible to discharge them satisfactorily.

33. Did you hear any complaints on the island as to the management—state those complaints, and whether you consider them well or ill founded?—Many of the abuses existing this year might have been avoided, had there been a Medical Superintendent entrusted with the charge of the hospitals alone. Many of the complaints made this year, can be traced to this source alone.

34. Have you any other information to communicate respecting the management of the Quarantine Station, or any suggestion to make upon the subject? If so, will you be pleased to place them at the disposal of the Committee?—In the first place, the new hospitals have been constructed too close to each other, and to buildings already existing. Land contiguous to one of the old sheds, heretofore employed for agricultural purposes, might have been more appropriately, and more usefully, given up for the erection of some of the hospitals. The Catholic Chaplains residing near them, suffer some annoyance from this reason. *2ndly.* The old system of having a medical gentleman entrusted with the charge of the hospitals, and an Inspecting Physician to visit the vessels, with distinct duties clearly defined, should, in my opinion, and that of several gentlemen acquainted with the station, be again resorted to. In many cases, these two functions are entirely incompatible. During the last two years there has been but one medical gentleman on the island; and when he was indisposed or absent, the only person to inspect the arriving vessels, and to prescribe for the sick, was — Cullingsford, formerly Hospital Sergeant in the Army. *3rdly.* There should be constantly a detachment of troops on the island, as, during the first years of the establishment. Two very desirable ends would be attained thereby: *First*, Economy, as Dr. Parent, of Quebec, assures me; *Secondly*, Order, which has been repeatedly troubled during the last two years, to my own personal knowledge, there being no available force to preserve peace, except six policemen, who, besides their small number, were for the greater part, the first to give the bad example of drunkenness and immorality. *4thly.* A constant source of complaint from many gentlemen stationed during late years on the island, has been, the boats furnished by Government for the purpose of visiting vessels. When there have been no vessels in the harbour, when there has been no prospect or probability of any arriving, and the boatmen, paid by Government, have been employed by Dr. Douglas, without any apparent remuneration on his part, in working on his farm; these gentlemen, whether lay or clerical, whether Protestant or Catholic, have thought, and do still think, that the privilege possessed by Dr. Douglas should be also granted to them, of employing these boats for private purposes, such as visiting the opposite shore, to which there is no possible access, except by means of these boats. As to the money of the sick and dying emigrants, it is the general opinion of all the clergymen who have been employed on the island, that some nurses and orderlies

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are not over-scrupulous in appropriating to themselves this money. Besides, in a few cases, convalescents have robbed their sick brethren.

REMARKS AND OBSERVATIONS of Dr. G. M. Douglas, Medical Superintendent of the Quarantine Establishment, Grosse Isle, on certain evidence given before the Committee, by the Rev. Mr. Moylan, R. C. P., on the management of the Quarantine Station.

To Questions 1, 2, 3, 4, 5. No remark.

To Q. 6. Beg to state that the greatest number of sick at any one time, on board of vessels, was on the 11th of June, on which day there were 491 sick, not landed, being less than one-half the number which Mr. Moylan *heard say* to be on board vessels—this number was on board of nineteen vessels, whose names and the number on board each can be given if required.

To Q. 7. As to the manner in which the 1100 were accommodated, and the neglect of the nurses—have no doubt it was as stated by Mr. Moylan. The greatest difficulty was and is felt in procuring nurses. To one of the Reverend gentlemen, (Mr. McQuirk,) who complained of the want of nurses, I gave a *carte blanche* to hire as many from among the healthy passengers as he could find, and begged him to use his influence, as a Priest, to induce them to act, in addition to high wages. I met the same gentleman twelve hours afterwards and he told me he had not been able to engage one. The nearest relatives abandon each other whenever they can.

To Q. 8. I quite agree with the Reverend gentleman as to the insufficient accommodation in tents for sick people. I believe but few of the tents but what were floored with boards; since then, iron barrack beds have been obtained and used as far as possible. The upper tier of berths in the sheds, which were intended for healthy passengers, have been removed some time since.

To Q. 9. As to the too large supply of food to the sick, and Mr. Moylan having taken meat from a patient to whom it had been improperly supplied while in a state of fever. This case (and I understood it to be but one) was mentioned to me by Mr. Moylan. I made enquiry of the medical man in whose hospital it occurred, and found that the patient had been ordered the proper diet, but had contrived to steal from a convalescent patient in an adjoining bed some portion of his meat. Such cases have occurred more than once, from the craving which the lower order of Irish have for animal food, which they rarely taste, and which they falsely conceive will give them strength. The medical gentlemen in charge of the hospitals are all regularly licensed Practitioners, and I cannot believe any one of them so ignorant of their profession, or so neglectful of their duties, as not to know better than the Reverend gentleman, the particular diet necessary for their patients. Where 2,000 sick are congregated together, irregularities such as the one instanced must occur at times.

To Q. 10. The sick were crowded in the old sheds at first, and disorder and want of cleanliness existed; the filth was no doubt allowed to accumulate in the chamber vessels; members of families, chiefly children, or husband and wife, frequently occupied the same bed—but this arose from the impossibility of finding room, and the anxiety to get them out of the ships. Corpses are invariably removed to the dead house as soon as discovered; such are my strict orders, and except occasionally, in tents where children have died, have, I

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believe, been generally obeyed. I cannot understand how the case cited by Mr. Moylan can have occurred. The Orderly Smith is in the old hospital where the sick have never been placed two in a bed, (except extreme young children,) and where the sexes have always been kept in separate wards. Dr. Jaques, who has charge of this hospital, informs me that no such case could have occurred. From the difficulty in obtaining nurses, we have found it better to place families together, either in tents or new hospitals, as by this means one or other member is generally strong enough to assist the more weak.

To Q. 11. I have no doubt that patients may have occasionally suffered in the tents as well as sheds from want of drink; both barley water and lemonade is supplied in any quantity required to the nurses. The medical gentlemen in charge of the different hospitals have been strictly enjoined to see that their sick are well supplied with cooling drinks, and kept clean, as more essential to their recovery than medicine.

To Questions 12, 13, 14, 15. No observations required.

To Q. 16. As to the treatment of the sick on board, can positively declare that no vessel, having sick on board, was ever five days without being visited. Except during rough weather, I made a point of visiting every vessel myself at least once a day. *Drs. Jaques, Fenwick, Allen,* and others also took a turn of this duty in rotation in another boat. The sick could not be accommodated on shore as something more than tents was required. Nurses, cooks, cook-houses and attendants were required. Cannot but express surprise that the Rev. gentleman, after his answers to Questions 6 and 8, should state that 1100 more sick might be accommodated on shore, and would be better in tents. While in the vessel they were sure not to be neglected by their friends who could not desert them; they had cooking places and protection from the weather which was both rainy and stormy at the time. On board of more than one vessel the number of sick diminished where attention was paid to their comfort and cleanliness by the Captains. The mortality on board of vessels was large, but may in part be accounted for by the fact, that those who died for the two or three days preceding the arrival of the vessel at the Quarantine ground were kept to be buried on shore. Thus the "*Rose*," from Liverpool, buried thirteen the day of her arrival and seven the day following. The "*Erin's Queen*," now here, brought nine bodies on shore the day of her arrival.

To Questions 17, 18, 19, 20, 21. Concur with Mr. Moylan.

To Q. 22. It consists with my knowledge that bodies would be allowed to remain in the berths some time after death; have seen them myself and know instances, as on board the "*Sisters*," late Captain Christian, where both passengers and seamen refused to remove the dead, and the Captain himself had to go down and carry up the corpses on his back. This truly good and humane man has since died of fever. In the "*Erin's Queen*," now here, the Captain has had to bribe the seamen with a sovereign for each body brought out of the hold. In other instances have been told that the dead had to be dragged out with boat hooks, their nearest relatives refusing to touch them.

To Questions 24 and 25. As to the site of the burying ground and depth to which bodies were buried,—the present site is the only one at the west end of the Island where a sufficient depth of soil can be found—it is alluvial and has had a deep drain cut through it—it is a field of six

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acres; at first the dead brought from vessels were buried by the parties bringing them, but finding that the graves were not sufficiently deep, they are now interred in trenches dug from five to six feet deep. In evidence taken before a Sanatory Committee of the House of Commons, it was proved that six inches of soil was sufficient to prevent any effluvia from the dead. Mr. Moylan states that at first they were, generally speaking, one foot and a half; at his second visit things were a little improved. From the first I impressed upon both Catholic and Protestant Clergymen, that upon *them* would rest the responsibility of the dead being decently and properly interred, and that they should and would be justified in refusing to inter any one unless satisfied of these particulars, without reporting the circumstance to me. The Lord Bishop of Montreal, and several Protestant Clergymen, and some twenty Priests have been here on duty, and no complaints have been made to me on this subject. Six men are constantly employed digging large trenches from five to six feet deep, in which the dead are buried. Nothing offensive is perceived now, and after the hot weather of the last month, it ought to be perceived if at any time. I do not apprehend any danger from any infection exterior to the Hospital.

To Q. 26. The Suttler is allowed to charge passengers fifteen per cent above the Quebec price; such has been his contract since 1832; five or six lists of the retail prices of the different articles sold by grocers in Quebec are submitted to the Chief Agent of Emigrants in the spring, and he selects the lowest of these prices, to which the Suttler adds fifteen per cent; these bills are posted up near the shop where the articles are sold. All articles furnished to the Hospitals or persons employed on the Island are sold at the Quebec price.

To Q. 27. All the milk that can be obtained from the farm on the Island has hitherto been furnished to the sick in hospital at 3d. per quart. A contract for a further supply was made in June with a respectable habitant of St. Thomas, at 4½d. per quart. Since then the Commissariat Department have assumed the management of the expenditure and have made contracts, after advertizing for the various articles required for the hospital, milk as well as other articles. No milk whatever was allowed to be sold to Emigrants from the farm, either this year or last, except in the months of September and October; every drop was kept for the use of the sick, save and except a certain quantity which was given morning and evening to the Protestant and Catholic Clergymen, and for which no payment has been exacted.

To Q. 28. There is a small part of the west end of the Island used for agricultural purposes, being a piece of what was a swamp, and which has been cleared and drained, and got into meadow at the expense of Dr. Douglas, during a period of six years. It is now used for pitching marquees and tents, where Captains of vessels and cabin passengers, attacked with fever, are placed, and where the new contractor has had assigned a portion for his stores and ovens. The ground at the east end has been cleared, fenced and drained during the last six years and made into a farm; all the dry part is now occupied with the tents, where the healthy emigrants are placed.

To Questions 29, 30. Cannot be expected to offer an opinion.

To Q. 31. I do not think that a division of the duties of Medical Superintendent would have remedied the abuses this year. They arose from the impossibility of obtaining medical men and attendants for the sick; both fall ill from two to three weeks after their arrival, and just as they begin to understand the routine of duty.

It was always my intention to have given the work of boarding and inspecting vessels to Drs. Jaques and Fenwick, and to have confined myself more immediately to a general superintendence of the hospitals and establishments on shore. But the impossibility of retaining medical men at duty will be better understood when I state that the following twelve medical officers took ill with fever in five weeks:

Dr. McGrath,	Dr. Damours,
“ Johnstone,	“ Jamieson, Junr.,
“ Fenwick,	“ Dease,
“ Allen,	“ Soavé,
“ Malliot,	“ Jamieson, Senr.,
“ Dickenson,	“ Pinet.

And Drs. Robillard and Larocque left, one from a dread of being ill, and the other to visit a sick parent—thus leaving me constantly with fresh hands, ignorant of the routine, the only one, in fact, who, with myself, has thus far escaped, is Dr. Jaques; and having, within the last few days, secured the services of Mr. Aylwin, a senior student in medicine, who assists this gentleman in his hospital duty, I am enabled to send him to board and inspect vessels, while I superintend the hospitals as far as my broken health will admit. Had it not been for the very valuable aid I have derived from Mr. Cullingford, I would have had much difficulty in preserving anything like order in the hospitals. He has been four years connected with the Station, and having escaped from a severe attack of fever the first season, he has been unceasing, night and day, in providing places for the sick, and in keeping the *Records, Returns and Accounts*. Many years experience in one of the best Military Hospitals in the world, (the Guards,) has enabled him to acquire that influence and command over nurses and orderlies which I have never found any medical men to possess to the same extent. Previous to his joining this Establishment, and after leaving the Army, he was employed as Superintendent of the Exchange Reading Room at Quebec, and was recommended to me very highly by Doctors Robinson and Munro, of the Coldstream Guards, as a person who had by study and observation, acquired much practical knowledge of medicine. I am induced to allude at this length to Mr. Cullingford's good qualities and services, as I remark that in one or two parts of Mr. Moylan's evidence he seems to undervalue him.

To Q. 32. As to the unnecessary crowding of the New Hospital, I would remark that with the exception of one new building, there is not one nearer than forty feet to another. I do not know of any land contiguous to the old sheds heretofore used for agricultural purposes, which might have been given up for the erection of new Hospitals, except the field now being used for a burying ground, and as Mr. Moylan remarks, that in his opinion this is already too near the Hospitals, he surely cannot intend to have erected others on it. The only other cleared space is the swamp before alluded to. This is of all places the most unfit for Hospitals; it is low ground between two ridges of rock, inclosed on all sides, and it would be impossible to ventilate buildings placed in it; and it is at too great a distance from the present Hospitals to be within reach of cook-houses, surgery, or medical men. There is no cleared ground after leaving this, until arriving at the barrack, where reside—the military, the boatmen, policemen, and different officers. I cannot understand how the Catholic Chaplain can be annoyed by too close proximity to the new Hospitals, the residence of this gentleman being on a hill at a distance from both new and old Hospitals and quite separate from any other building. The site of the new Hospitals, as well as the old, is on a peninsula

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comprising several acres, including the burying ground upon this space. There is sufficient room to erect many buildings without crowding. The sites of the new Hospitals have been chosen by the Superintendent of the Board of Works, after consulting with me. I relied much on his judgment and knowledge in the matter.

The second observation of Mr. Moylan, has been already answered in question 31.

The third observation. I would remark that a Police Force of six men has been found sufficient to preserve order during the five years that they have been employed. I have had experience of both Military and Police, which I believe the Rev. Gentleman has not, and I have found less drunkenness and more order preserved with a few Police than fifty Soldiers. The men of the Police Force, on signing their agreement before coming down in the spring, bind themselves, under pain of losing their pay and allowance, to abstain from all intoxicating drink; during five years that they have been employed, I have had occasion to turn away but two for intemperance. For the last five weeks a detachment of Troops have been stationed on the Island, in addition to the Police Force, and a little enquiry would satisfy any unprejudiced person of the comparative sobriety and immorality of the two.

With respect to the fourth observation of Mr. Moylan, it really appears to me to be too frivolous to be mixed up with matters of such grave importance as precede it. I would merely remark in answer, that until a month since there has been but one boat's crew attached to the Station. These, when it was possible to spare them, have never been refused to any gentleman requiring their assistance, not only the Roman Catholic Clergymen of the Island, but the Priests of the adjoining Parishes of Beaumont, St. Thomas and Crane Island have arrived here in the Quarantine Steamer or small sailing vessel, and been forwarded to their Parishes by the boat of the Establishment; if they have been occasionally refused, it must have arisen from being unendowed with the faculty of my respected friend Mr. Moylan, who can pronounce with such certainty the non-arrival of vessels and unchangeable nature of the wind. As to my employment of the boatmen to work on the farm, without *apparent* remuneration, I conceive that to be a matter entirely between them and me; though I may remark that for the last two years I am not aware that their time has been much taken up in that way. The four boatmen have been with me ten years, and are, I believe, well satisfied with their lot. As to their receiving no apparent remuneration for services rendered to me, I would remark that two at least of the four, receive more from me than the whole amount of their Government pay.

With reference to the concluding observations of Mr. Moylan, I would remark that I have no doubt that notwithstanding all the care taken by the medical men and stewards, that the dead and dying are occasionally robbed by the nurses and attendants; such I have reason to know is the case in the M. and E. Hospital in Quebec and in the sheds in Montreal. The only persons who can be induced to take charge of the sick in times of pestilence are often the most abandoned of both sexes. All patients on admission are questioned by the head Steward as to the amount of money they possess, and, if possible, it is taken charge of by him and entered in a book kept expressly for the purpose; on their death a note is made of their friends, if they have none with them on the Island, and the money and effects left by them forwarded to Mr. Buchanan, Chief Agent, and on their recovery and discharge their receipt before witnesses is entered in the book opposite

their names. Some little confusion has occurred this season from the Clergymen, Protestant and Catholic, having taken charge of the money of patients, and having themselves left the Island ill; difficulty has been found in such cases in tracing the amount. The Hospital Steward, Mr. McKay, having in many instances made no other memorandum in his book than "so much money taken by the Priest or Minister."

Instances have also been brought under my notice of convalescents having robbed their sick brethren.

G. M. DOUGLAS, M. D.,  
Med. Supdt.

Grosse Isle,  
July 18th, 1847.

Saturday, July 17th, 1847.

Dr. Morin, of Quebec, called in, and examined—:

35. Are you acquainted with the Quarantine Station at Grosse Isle, and the regulations now in force?—I have not been at the Grosse Isle Station for some years. My knowledge of the regulations now in force has been derived from communications from other parties.

36. Are you acquainted with the regulations at Quebec, and is it the duty of the medical officer at Quebec to ascertain by examination the state of the health of the passengers and crew of vessels arriving at the port?—I have been made acquainted with them by information derived from other parties, and have always understood that it was, and believe it to be the duty of the Officer to examine into the state of health of the arrivals. I am aware that the Medical Officer is in the habit of visiting the vessels with the Harbour Master; calls the muster; the sick, if any, are examined, and, if it is found necessary, are sent to the Marine Hospital.

37. What is the average, in ordinary years, of sick sent to the Hospital?—In ordinary years the number is very small; very frequently no sick.

37. Can you state the number (average) for this year?—I cannot say; but I have known as many as six or seven from one vessel since the steamboats have been in the habit of proceeding direct to Grosse Isle. That number has been reduced, as they do not now touch at Quebec on the upward trip.

39. Have you any observation to make, or suggestions to offer with regard to the present arrangement at Quebec?—Nothing in addition to what I stated in my examination upon the Marine Hospital Committee.

40. What, in your opinion, has been the cause of the great sickness among the emigrants who have arrived this year?—I am of opinion that it has arisen in a great measure from the fact, that sufficient care has not been taken by the authorities across the water in the selection of emigrants fit to undertake the voyage. That the numbers crowded into each vessel have been too great, and that in many instances the food provided has been of very indifferent quality.

41. What are the regulations at Grosse Isle?—I am not acquainted with them beyond this part, that all requisitions are sent up from Grosse Isle, by Dr. Douglas, to Dr. Parent, who sees that they are carried out. These requisitions are generally referred to the Executive authorities, except in case of emergency, when Dr. Parent assumes the responsibility of carrying them through at once, in anticipation of receiving the neces-

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sary sanction from head-quarters. Up to this date, without any exception, every requisition has been immediately complied with by the Executive authorities. This part has been stated to me by Dr. Parent within a few days.

42. What was the state of public opinion at Quebec as to the character of the expected emigration from Ireland, prior to the opening of the navigation this season?—I was present at a public meeting called to make provision for the destitute Irish, at which meeting I observed that now was the time (seeing Dr. G. Douglas and Dr. Nault in the room, and Mr. Buchanan, the Emigrant Agent) to enquire what precautions were being taken to meet the expected influx of emigrants. Dr. G. Douglas replied that nothing extraordinary was done beyond placing the establishment in perfect order, and that, in his opinion, it had been so placed. Parties were, in his opinion, unnecessarily alarmed. I further observed that no one had any reason to expect the enormous number of sick who came in so short a time as eight days, but that it would have been better had increased accommodation been provided. The general feeling of the meeting was that greater accommodation than what was usually provided, would be required for the emigrants of the ensuing year. At the latter end of March, I met Dr. G. Douglas at the Honorable Mr. Aylwin's house, where the question of Emigration was fully discussed.

Tuesday, 20th July, 1847.

Captain *Boxer*, R. N., and Captain of the Port at Quebec, called in, and examined:—

43. Have you been down to the Quarantine Station this year?—Yes, about the 28th May, and inspected the establishment on the 1st June. Having occasion to go down to decide upon the site for a Light-house on Red Island, I was applied to by Dr. Parent, the Physician at Quebec, to take Dr. Fenwick with me and land him at Grosse Isle, on my way down. Before landing Dr. Fenwick, I requested him to inform Dr. Douglas that I would stop on my return, and render him any assistance that lay in my power. On my return and arrival at Grosse Isle, Dr. Douglas came off immediately to me, (and who appeared nearly worn out,) and requested me particularly to inspect the whole establishment and to proceed at once to Montreal, and report my opinion to the Governor General, and to offer such suggestions as I might think would improve the establishment, which I did, by letter, to the Provincial Secretary,—reporting at the same time to the Civil Secretary, the situation that the sick Emigrants were then placed at Grosse Isle.

44. If you have a copy of that letter, will you be pleased to furnish the Committee with one?—I have not a copy with me, but I will furnish the Committee with one.

45. How many sick were there in the hospital?—I think there must have been about 500 on shore, and about the same number on board ships. The hospitals were full, and the sheds also, with some few tents. At that time there were eight men employed by the Board of Works erecting tents.

46. How many medical men were there when you first went down?—Very few; about four or five. Dr. Douglas complained of the want of assistance.

47. Will you describe the condition you found them in?—The hospital appeared to me to be in very good

order, and the patients appeared clean and well attended; but in the sheds, nothing could have been more horrible. There were two tiers of berths, one over the other, and most of the patients being attacked with dysentery, the smell was dreadful, and the building not being intended for a hospital, there was not sufficient ventilation. I mentioned to Dr. Douglas the state the sick were in, and he answered me, that he could not help it, as they were forced ashore, and he was obliged to take them as they landed,—but that he had previous to this stopped any more coming on shore. I found also the greatest want of assistance and attendance upon the sick in the sheds, and Dr. Douglas informed me that he had made every effort to get attendance, but without effect. After having visited the sheds, I accompanied Dr. Douglas on board one of the ships where there was most sickness, which, I think, was the ship *George*, and I found her in a very dirty and filthy state, with some sick on board. I was satisfied, from the state of these vessels, and the reports the Captains made to me, that the Governor General should be immediately informed, and that steps should be taken for the landing of the sick. There appeared to be a difficulty in obtaining medical men and attendants for the sick; this struck me to arise from the insufficiency of the allowance offered. Dr. Fenwick particularly informed me that he was to receive only 17s. 6d. per diem.

48. Are you aware what allowance was offered to nurses?—I think about 3s per diem, which was not equal to the allowance of the nurses at Quebec. After that I represented to Dr. Parent the immediate necessity of assistance being sent down to Grosse Isle, in the shape of cooks, nurses and attendants. A placard was posted up, offering the small sum of 3s per diem for additional assistance.

49. Are you aware that the Rev. Mr. McQuirk had a *carte blanche* from Dr. Douglas to engage as many nurses as he thought proper?—I am not aware of it.

50. Have you any information to guide you, whether any clergyman was requested by Dr. Douglas to use his influence as a Priest, to induce nurses to act, in addition to the offer of high wages?—No, I am not; nor do I know whether the placard put out had the effect of procuring additional attendants.

51. Are you aware, from your own knowledge, whether the healthy relations of the sick were in the habit of attending upon them, or of abandoning them?—I heard that many did attend, and many deserted them.

52. Did you make any representations to any other authority?—I informed Mr. Buchanan, the Emigrant Agent at Quebec, the pressing want of accommodation for the sick at Grosse Isle, and at the same time mentioned to him, that I did not think there would be any difficulty, from the resources at Quebec and its vicinity, in having sheds made and sent down in a week or ten days. I also stated the necessity of a Harbour steam-boat, to be hired and sent down to remove the sick from the ships to the shore, and other purposes of the establishment. I also drew his attention to the want of good wholesome food. The Captains of vessels, and Dr. Douglas, both complained of this to me. Mr. Buchanan immediately contracted for one shed, and applied to the Army authorities for beds and bedding. I also mentioned to Mr. Buchanan, that it would be of great importance if a Police-boat could be sent down, with a Superintendent, to support the authority afloat, to enforce cleanliness and ventilation in the ships. We both made application to the Water Police at Quebec, but they had no power or authority to send them. I then came up to Montreal to the Governor General, and made a representation containing the suggestions I

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thought necessary. The suggestions were immediately taken up by the Governor and Council, and orders given accordingly. Sheds were ordered to be erected for 2000 sick, and food, which I found had previously been ordered by the Commissary General. A *curte blanche* was also given to the authorities below to provide every accommodation.

53. Do you attribute blame to any of the officers of Government, for the insufficient state of the establishment at Grosse Isle?—Although there was every reason to expect a large emigration this year, still the awful state in which they arrived could not have been anticipated; but I think, after the arrival of the first ship, which was about the middle of May, if proper representations had been made to the Government, preparations might have been made to receive the emigrants as they arrived, and in a measure prevent disease spreading in the manner it has done. I think also that if the intentions of the Government had been carried out with promptitude after the representations had been made, that Grosse Isle would have been, a fortnight or three weeks after, in a state to receive as many as might be expected; but without attaching any blame to Dr. Douglas, or Mr. Buchanan, who were energetic in doing what they conceived right. The responsibility and heavy expenses necessary, made them, in my opinion, too cautious.

54. Have you seen other Quarantine Stations, in other parts of the world?—Yes; I have seen them in all parts of the world on this side of the Tropics, and I am acquainted with their arrangements.

55. Is it usual to allow the sick and healthy to remain in the same place?—No; Hospitals for the sick are provided apart from the places for the healthy.

56. Did you see any such separation at Grosse Isle?—When I went down, none of the healthy were landed.

57. Are there means at Grosse Isle to separate the sick from the healthy?—Yes; I think Grosse Isle (which, in my opinion, has become absolutely necessary) should be the only Quarantine Station in the St. Lawrence, and I think there is sufficient room to make a large establishment for that purpose; but I would strongly recommend that application be made to the Home Government to send out two old Frigates or Store Ships, to be moored off the island, and fitted up as Lazarets, (and which could be safely moored during the winter at Quebec,) to receive a portion of the healthy from the ships detained in Quarantine, for it is of the greatest importance to the trade of the St. Lawrence that ships should remain as little time as possible in Quarantine, and, having cleared themselves of the emigrants, they should at once be cleansed and fumigated, and allowed to proceed on their voyage. The emigrants should be taken from the establishment to their place of destination when free from disease, by steamboats employed for that purpose.

58. What accommodation would these two ships give?—I think, properly fitted up, with three decks, they would accommodate about eighteen hundred.

59. Would it not be more advisable to provide accommodation for the healthy on shore, than to keep them afloat an additional time after a long voyage?—Yes; it appears to me of importance that they should be removed as soon as possible after their arrival,—that is, either landed, or removed to Lazaret ships provided for that purpose.

60. Do you know what the strength of the Quarantine Establishment was last year,—if so, state what

addition had been made to it when you visited it in May last?—I am not aware that any addition was made at the commencement of the season.

61. Do you know who the Medical Boarding Officer was when you visited Grosse Isle, and do you know whether any delay occurred in visiting and inspecting the sick on board ships?—I know of none but Dr. Douglas. There was no Marine Boarding Officer, as allowed by the Quarantine Proclamation, and which, in my opinion, is at all times necessary, and more particularly this year.

62. Have you any suggestions to offer as to the control and management of the Quarantine Establishment. Be pleased to state how, in your opinion, that establishment should be officered?—I am of opinion that a Superintendent afloat should at once be appointed, to perform the duties of Boarding Officer, and a Medical Officer to accompany him, and to visit the ships at least twice a day, to enforce cleanliness and ventilation; the Chief Medical Officer having quite sufficient duties on shore in superintending the hospital. I am also of opinion that if this establishment is to be increased, that a Civil Officer should be appointed as Governor, similar to the Naval and Military Hospitals and Quarantine Establishments in England. I am quite satisfied that it never can be worked well without such an appointment.

63. From your knowledge of Quarantine Establishments generally, are you of opinion that the regulations of Quarantine in Great Britain are sufficient for all the purposes of health and security?—Certainly.

64. Are you aware whether the separation of the sick from the healthy in the Quarantine Establishments in England is properly observed?—It is very rigidly observed.

65. What, as far as you are aware, are the precautions taken with reference to the sick in the Ports of England?—I am not so well aware of the management of the sick, as I am of the merchandize.

66. Do you know whether the sick remain on board, or are removed?—They are removed immediately on their arrival, on board the Lazaret ships appointed for that purpose, at Stangate Creek.

The following were laid before the Committee by the last witness:—

(Copy.)

SWORDS' HOTEL,  
Montreal, 1st June, 1847.

SIR,—Having yesterday visited the Quarantine Establishment at Grosse Isle, by the request of Dr. Douglas, Chief Medical Officer at that place, and to report to His Excellency the Governor General its present state; also to offer such suggestions for its immediate improvement which I might consider requisite for the accommodation of the numerous sick that unexpectedly have been thrown upon it.

I have therefore the honor to enclose a statement of what appears to me absolutely necessary should be adopted without a moment's delay.

I have, &c.,

(Signed,) EDWARD BOXER.

The Honble. D. Daly,  
Provincial Secretary.

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SUGGESTIONS BY CAPTAIN BOXER, to be adopted immediately for the improvement of the Quarantine Establishment at Grosse Isle:—

1. Hospital sheds to be immediately erected for the accommodation of at least 2,000 sick.

A sufficient number of Medical Officers to be immediately sent to that Establishment, two, at least, to be appointed to superintend the ships under detention, and a Superintendent afloat, to be appointed for the purpose of enforcing cleanliness and ventilation—and a police-boat also employed for that service. The whole of the ships to be inspected at least twice a day.

3. Bedsteads, blankets, &c., with the necessary medical comforts, to be sent immediately, with a sufficient quantity of chloride of lime.

4. A sufficient number of nurses and attendants for the Hospitals to be sent without delay, with stoves, cooking apparatus, and cooks.

5. A supply of sound wholesome food to be forwarded immediately for the use of the Emigrants while at Grosse Isle.

Soldiers acquainted with erecting tents to be sent down as soon as possible, and it would be very desirable if two or three Army Hospital Sergeants could be spared, to superintend the Hospital.

7. It appears to me, also, of importance, that the emigrants should be removed as soon as possible from those ships, free from disease, and conveyed at once in steamboats to the place of their destination, which will obviate their unnecessary detention at Quebec; after which, the ships to be immediately cleansed and fumigated, and then allowed to proceed on their voyage. A Custom House Officer, and a Deputy Emigrant Agent, to be appointed to reside at Grosse Isle to clear them for that purpose.

8. It appears to me also absolutely necessary, under the present circumstances, to hire a small Harbour steamboat, for the purpose of removing the sick from the ships to the Hospital, and for other purposes of the Establishment, to be placed under the orders of the Senior Medical Officer.

21st July, 1847.

A. C. Buchanan, Esq., Chief Emigrant Agent at Quebec, called in, and examined:—

67. At what time was the Quarantine Station at Grosse Isle opened this year?—On the first of May.

68. What was the numerical strength of the Establishment this year at the opening?—I cannot say, as I have nothing to do with the Establishment officially; I believe it is under the direction of the Provincial Secretary. Dr. Douglas informed me in April last, that seeing the accounts from home, he had applied for additional assistance, and had obtained it.

69. Have you been down to Grosse Isle this year, and how often?—I have been down to Grosse Isle three times this season; the first time was in the latter end of May, when the vessels with the sick Emigrants first began to arrive in numbers; the second time was in the early part of June, with the Medical Commissioners appointed by the Government, and the third time was last week, with the Hon. Mr. Cameron.

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70. What was the strength of the Establishment on your first visit in May?—I think there were four or five additional medical men.

71. How many sick were there, when you first visited Grosse Isle?—There were from 500 to 600 sick at that time on the Island.

72. What accommodation was there for the sick? They had the Hospital and the sheds formerly occupied by the healthy Emigrants, in addition to a number of tents that had been sent down. I cannot say how many nurses they had at that time, but I know the number was very deficient; bedding was also scarce, but they were supplying it as fast as it could be made up, in town. There was two tier of berths in one or two of the buildings.

73. What is the total number of Emigrants arrived at Grosse Isle and at Quebec up to this time, and what is the number of deaths?—The total number of Emigrants arrived may be stated at 56,000.

Deaths in Grosse Isle Hospital to 17th instant,	1269
Died at the Station or shortly before arrival, and buried from on board the ships,.....	600
Died during the passage as near as I can now state,...	3000
<b>Total,</b> ... ..	<b>5069</b>

74. Did you not anticipate previous to the opening of the navigation, increased sickness among the Emigrants, and did you make any representations upon the subject—state the date of any representations made by you on the subject?—I did anticipate very considerable increase in the amount of sickness among the Emigrants of this season, but I did not make any official representation to the Government, as it was a subject that did not come within the control of my Department.

75. Do you conceive the present Establishment at Grosse Isle to be sufficient for the purpose of a Quarantine—if so, state your reasons—if the contrary, be pleased to make such suggestions for its improvement as in your opinion may be necessary?—I do, and if additional sheds were erected at the east end of the Island in place of the tents now in use for the reception of the healthy Emigrants who may be landed from the ships, I conceive the present Establishment would be sufficient for all purposes for which it is intended. An additional wharf may be found necessary in order to facilitate the landing and embarkation of the healthy Emigrants, which is at present attended with great inconvenience, as they are obliged to be landed in small boats.

76. When you were last at Grosse Isle, was there a double tier of berths in any of the buildings or tents used for Hospital purposes?—I did not visit the Hospital Sheds on my last visit to Grosse Isle, and cannot state if the double tier of berths were removed.

77. Are you acquainted with the Quarantine Establishment at New York—if so, be pleased to state the arrangements pursued there?—I am not acquainted with the management of the Quarantine Station at New York.

78. Previous to the opening of the navigation, were you of opinion that additional regulations for the management of the Quarantine were required this season?—No; I considered that the regulations observed in former years would prove sufficient, but that an increase in the Medical Staff would be found necessary.



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The Reverend Mr. O'Reilly, Roman Catholic Priest, called in and examined:—

79. I believe you have spent some time at the Quarantine Station at Grosse Isle?—I have.

80. At what time?—I think I went down about the 6th July, and returned on Wednesday morning the 14th.

81. Who was in charge of the Station when you arrived there?—Dr. G. M. Douglas, who, I believe, was ill at the time, but still doing duty.

82. Was there a sufficient quantity of bedding and hospital furniture for the sick?—Certainly not; I have seen the Emigrants, both in the sheds and in the tents, lying on the bare boards and ground for whole nights and days, without either bed or bedding. When I remarked this to Dr. Fortin (who was in charge of the two new sheds) and the Steward, they informed me that no straw could be procured.

83. Were the sleeping arrangements for the Emigrants such as you approved of?—In many instances two and three persons were placed in one berth, and I regretted to see that no distinction was made with reference to sex, age, or the nature of the sickness. In one of the old sheds there are two tier of berths.

84. Was there a sufficiency of food provided for the use of the Emigrants, both sick and well?—I cannot speak positively, but it appeared to me and my brother Clergymen, that there was not a sufficiency of food, and that the food was distributed by the nurses with very little attention to the comfort or wants of the patient. The bread was not sufficiently baked.

85. Was cleanliness pretty well observed?—I believe that, considering the small number of nurses, there was a due regard to cleanliness; however, the state of things was far from what it might have been desired.

86. What pains were taken, if any, to supply the fever patients with drinks?—I believe they were supplied three times a day with either tea, gruel, or broth.

87. What was the treatment of the sick on board of ships?—I only visited two ships, the "Aeon" and the "Triton." The "Aeon" lost one hundred and thirty-six passengers on her voyage, and the "Triton" eighty-seven, according to the Master's statements. We administered the last rites of religion to about two hundred on board these two ships, and many others were in a state of great debility.

88. Did it appear to you that the wants of the passengers during the voyage had been properly attended to?—I had not time to enquire.

89. How were the dead buried at Grosse Isle, and did any delay occur in burials?—No delay occurred in the burials. The Rev. Mr. Harper, who usually buried the dead, informed me that the graves were only dug four feet deep, and that three tier of coffins laid in; consequently, there could not be sufficient quantity of earth over them.

90. What distance is the burial ground from the Hospital?—About two acres, and there are tents all round the burial ground.

91. Did you hear any complaints on the Island as to the management; state those complaints, and whether you consider them well, or ill founded?—I heard no complaints on the Island.

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92. Have you any other information to communicate respecting the management of the Quarantine Station at Grosse Isle, or any suggestions to make upon the subject; if so, will you be pleased to place them at the disposal of the Committee?—As to the management of the Quarantine Station, it struck me during my stay at the Island, (and this feeling was shared by my Reverend fellow laborers,) that there *was* mismanagement somewhere. The Medical Staff at Grosse Isle were inadequate to the multifold and unceasing duties they had to face. The means provided for the comfort of the sick and the restoration of their health were sadly deficient. In a word, without determining to whom blame is to attach, it cannot be denied that if the Station has been established to prevent the inroads of disease and pestilence, to preserve the lives of the famine and fever-sicken thousands, the tide of Emigration was to leave on our shores; it cannot be denied that the result has been quite contrary to the general hope and the general expectation. Fever has at the present hour found its way into town and country in the Upper and Lower Provinces; and Legislators and citizens must come to the conclusion that either the system established to prevent the ravages of sickness was in itself imperfect, or that some egregious deficiency must have taken place in the carrying out of the same. I was under the impression while at Quarantine, that the Provincial Government had provided very insufficient means for the reception and care of the sick Emigrants, for the attendance of the requisite number of Physicians, and, above all, for the obtaining of a necessary number of nurses. I left Grosse Isle with the belief that Dr. Douglas had only very limited powers; that if there were not Physicians enough, sick nurses enough, if both Physicians and nurses were not in possession of even a *scanty* supply of what was *absolutely necessary* for the proper discharge of their respective duties, it was because Dr. Douglas could *not* get the same, because his hands were tied. I saw the medical gentlemen indefatigable in their exertions, but I always heard them complain that, in the first place, they could not attend to the number of sick allotted to them; in the second, that they had not at their disposal medicines or diet to insure the cure of their patients, or attendants to see to their comforts. I here repeat what I have previously, though not so distinctly asserted: there was not a sufficient number of sheds erected. Moreover, those that are standing, have been got up without a proper regard to site and ventilation, to the recovery of the sick, the promoting of convalescence, and to the health of the persons whose duties compel them to visit these sheds. I have visited the sheds near the Lachine Canal this morning, and I feel quite sure they are better furnished with every comfort and attendance required by their unfortunate inmates, than the sheds and tents occupied by the sick at Grosse Isle. At the time of my departure from the latter place, there was not a bundle of straw to be had on the Island. There was no spring water, no lime juice; at least we saw none. At a time when there should be a steamboat chartered to make a daily trip to the Station, we were a whole week without seeing the St. George; and even then, although the boat was at a distance of two acres from the shore, the Captain left the Rev. Mr. Harper and myself behind, while his very crew only answered our request for a boat by laughing at us. Were it not that we prevailed by dint of entreaties on the crew of the "Jessie" to bring us on board of the steamer Quebec, we should have been compelled to remain another week at the Station. This is only one instance of the inconvenience to which the Clergymen in charge of the Station are exposed for want of a boat. Vessels came daily crowded with sick, and unless some person, through kindness, bring us on board, the wretched Emigrants are allowed to die in sight of their Clergy, without the supreme consolation of an Irish Catholic, the last rites of his Church. Finally, as to

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the management or mismanagement of matters at Grosse Isle, it is my conviction that Dr. Douglas is making superhuman exertions to meet every call made on him both by night and by day. It would be a hard task for three Physicians to face the round of fatigue this gentleman has to undergo. Things should be organized in quite a different manner from the present. It appears to me to be a point of the greatest urgency that distinct duties should be allotted to the Medical Superintendent and his assistants. Dr. Douglas cannot board all the vessels arriving at the Station, and effectually see to every other department on the Island. More stringent regulations should, without delay be enforced for the distribution of the various and important duties of the different officers, or things never will work well. There is *not* a sufficient police force near the hospitals; such, I am informed, did exist in former years, and such assuredly cannot be dispensed with, in the present state of things. Again, I would respectfully solicit the attention of the proper authorities, in order that every precaution may be taken to preserve the property and money of those who are landed at Grosse Isle, together with an exact record of deaths and discharges. I was eight days at Grosse Isle, and during that period I could convince myself that, if things continue as they now exist, very few of those who land on its rocky shores, shall ever leave them. Thousands have already found there a premature and unhonored grave—thousands must yet swell the present list of victims, if the Legislature and the Government do not immediately take the necessary steps, not indeed to repair the irreparable errors of the past, but to prevent, at least, their recurrence for the future. No sacrifice, no pains should be spared to remunerate the services of those physicians who imperil their lives in the hot-beds of pestilence, and no money should be refused to induce all those whom money might entice to attend the sick-bed of the homeless and friendless Emigrant. I must express my deep, deep sorrow that the suggestion of the Revd. Mr. Baillargeon, Curé of Quebec, about establishing sick sheds somewhere in the vicinity of Quebec, should have received so little attention. Had his plan been adopted, not only would Quebec have been preserved from contagion, but convalescent Emigrants coming from Grosse Isle in a debilitated state would have been safely and comfortably provided for until all danger of relapsing had disappeared. Thus the spectre-like wretches who daily come up from Quarantine, without health, home, friends or money, would, by proper care and diet, recruit their strength, and either settle in the vicinity or continue their journey upwards without danger to others, and with comfort to themselves. The authorities must sooner or later adopt some similar plan at Grosse Isle or near Quebec, if they do not choose to consent to the wholesale murder of thousands who are just now on the ocean, or preparing to leave home for Canada. These remarks are made with the sole intention of pointing out where the evil lies, and of enabling the competent authority to apply at once the proper remedy. I wish to blame none, for I know not who is to be blamed in this sad matter. I cannot, however, forbear from expressing my grief that so many thousands of my fellow-creatures, my fellow-countrymen, and subjects of this Empire, should have been sacrificed to *neglect* and *improvidence*. Nor is it to be imagined that the prospects before us can be much brighter, or that mortality can, to any extent decrease among the Emigrants. So long as they are sent away from the ports of Great Britain and Ireland crammed up by hundreds in the hold of a ship, without air, food or the necessary means of procuring cleanliness and ventilation, as on board the "*Avon*" and the "*Triton*," they must die by hundreds; disease must seize on the strongest frames and soon consume them. The fever-tainted remnant, on landing at Grosse Isle, will find a very slight change for the better in their

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condition. The greater number must sink under the united influence of fever and dysentery; those who are healthy, if sent up as hitherto to Montreal, must bring with them seeds of sickness, and become the inmates of the sheds in that City; while out of the numbers who can leave Montreal for a further destination, the large majority are pre-doomed to expire on the wharves of Kingston or Toronto, and to carry with them whithersoever they direct their steps, the dreadful malady that now hangs over the country like a funeral pall. I repeat it; let energetic steps be at once taken for the proper accommodation of the sick and the healthy on their landing and arrival; let more hospitals be erected at Grosse Isle, and in a more healthy situation; let the sick be carefully separated from the healthy, and proper lodgings prepared for the latter at Grosse Isle or some other place, while undergoing a quarantine, which experience must *now*, if ever, have taught us to be of indispensable necessity for all before they are sent up to Quebec or Montreal. I feel confident that the outlay required for this purpose, even were it not refunded by the Home Government, would be in a way repaid by the preservation of the public health, and the preservation too of many, many lives, precious to their own families and valuable to the Colony.

93. You state in your Report that more hospitals should be erected at Grosse Isle; will you state the present amount of accommodation, and what additions you would recommend?—That the number of Hospitals existing at the time I left Grosse Isle was insufficient, is quite evident from the fact, that almost the whole of the tents erected for the reception of the sick, were then occupied. I cannot precisely state what number might be accommodated in the hospital; and as to the additions to be made, I should think that about six new hospitals would be indispensably required, especially if the fall fleet is to bring us out a large emigration. Most certainly the new hospitals should be erected in a more proper site than the present; I also believe that there is sufficient accommodation for the nurses, &c.

94. You state in a part of your evidence, that "those who are healthy, if sent up as hitherto to Montreal, must bring with them the seeds of sickness and become inmates of the sheds, while out of the number who can leave Montreal for a further destination, the large majority are pre-doomed to expire on the wharves of Kingston and Toronto." Is the Committee to understand that if these, who are styled pre-doomed, were detained at Grosse Isle, their lives would probably be saved?—I do wish it to be understood that if proper means were taken to make the healthy as well as the sick undergo a delay at Quarantine, the lives of hundreds of them, perhaps of thousands, would be thereby preserved: And this will be the more apparent, when it is considered that ships casting anchor at Quarantine in the condition in which I saw the "*Avon*," and the "*Triton*," have scarcely a single truly healthy person on board; those who were very sick could not and were not landed when I left. Sickness, under these circumstances, must increase on board the ships; the healthier portion of the passengers cannot but get enfeebled by their being detained on board: their predisposition to typhus caused by the length of their sea voyage, the poor quality of their food, and the pestilential atmosphere they were constantly inhaling, as a matter of course, was increased, and they were placed in the most imminent danger of contracting the disease. When they left the station, they were *literally crammed* on board the steamers, exposed to the cold night air, or the burning summer's sun, and in this state, the most robust constitution must soon give way to an unbroken series of hardships.

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Montreal and the whole Province have learned the consequence of thus allowing Emigrants to leave Grosse Isle without a sufficient sanitary probation, as well as the effects of permitting 800, 900 or 1000 persons in a state of uncleanness and debility to be huddled for 48 hours together on the deck of a steamboat. I therefore contend that if any provision could be made to land all Emigrants *immediately* after their arrival, to afford them comfortable and healthy accommodation and diet, to make them attend to the rules of cleanliness; when it was found safe to permit them to depart, a great change might be observable in their condition, on arriving in our cities and country places.

95. Is the Committee to understand from your Report, that the sick at Grosse Isle are not separated from the healthy?—I visited the Camp erected for the reception of the healthy at the northwestern extremity of the Island, and in the course of the few hours my occupations permitted me to remain there, I administered the last rites of religion to upwards of fifty persons. There were doubtless many more who were equally in need of my ministry. These sick persons had no beds provided for them: being considered healthy, they had to look out for themselves, and were lying either in beds they had brought with them from home, on planks, or on the damp ground. They could not be removed to the hospitals immediately; the existing regulations proscribed they should previously be sent on board their respective ships, and *thence* to the hospitals. It was only *two days* after I had visited these tents, that the sick were landed in the new hospital, and there they lay for the whole of that night and the greater part of the succeeding day, without a bed under them or a covering over them, groaning under fever and dysentery, while the Rev. Messrs. Harper, Halley and myself were obliged to go down after our hard day's labour and bring them drink, and provide them with beds from the heaps of half-rotten straw lying around the hospital. The same occurred a day or two afterwards; but what I deemed most pernicious to the safety of the Emigrants, was the delay which took place in removing the sick from on board the newly arrived vessels: to my own knowledge, several days elapsed before this was attempted, and from the crowded state of some vessels, and the large number of sick on board, the consequences must have been fatal to many. Again it appeared to me that very many left the Station in a feeble state of health, with every danger of relapsing into fever on board the steamboat before they reached Montreal.

96. You state that it is not to be imagined that mortality can, to any great extent, decrease among the Emigrants so long as they are sent away from the ports of Great Britain and Ireland, crammed up by hundreds in the hold of a ship, without air, food, or the means of procuring cleanliness and ventilation,—are these facts within your knowledge?—This statement is based upon the reports I have read in the public papers, upon the belief which seems to prevail among all classes of the community, but more especially upon the deplorable state in which I saw two Emigrant ships, the "*Avon*" and the "*Triton*."

97. You state that your remarks are made with the intention of enabling the competent authority to apply at once the proper remedy; is this remedy to be applied in this Province or in Great Britain?—I should say that this remedy ought to be applied at home by the Imperial Authorities; and in this Province by those to whom is entrusted the public welfare.

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98. In your opinion, was it the duty of the authorities in this Province to assume, that the regulations laid down by Imperial Enactment for the shipping of Emigrants from the ports of Great Britain would not be adhered to, or were they warranted in assuming that the authorities who imposed the regulations would take the proper steps to ensure their being complied with?—My opinion as to the duty of the Imperial Authorities, or to that of the Provincial Government, is of very little importance. I have merely stated the evils I witnessed, and *suggested* what appeared to me the only remedy.

99. You express your regret that the suggestions of the Rev. Mr. Baillargeon, Curé of Quebec, have met with so little attention; are you aware whether any additional accommodation has been provided for the sick in that City, and to what extent?—The Rev. Mr. Baillargeon proposed his plan at a public meeting of the citizens of Quebec; I expressed my regret at its not having received from that meeting a greater share of attention. I am not aware to what exact extent additional accommodation has been provided for the sick in that city: I can only say that when I left Quebec on Friday, the 16th inst., the sick were lodged in the cellar of the Marine Hospital.

100. Are you aware whether Dr. Douglas, on any occasion, applied for an additional military or police force, and that it was refused to him, or that it was offered him, and that he considered it unnecessary?—I am not aware whether Dr. Douglas applied for such force, or that it was refused to him. I mentioned the circumstance of such force being deemed necessary, without a view of censuring Dr. Douglas for its not being there, or of throwing any blame on the authorities.

101. You state that Dr. Douglas could not board all the vessels arriving at the station; are you aware, from your own knowledge, that he omitted to do so, either personally or by deputy?—I know that Dr. Jaques boarded some vessels, but I understood it to belong exclusively to Dr. Douglas to do so, as Dr. Jaques had his own sick department on the Island. I should be very sorry to say a single word which might convey an erroneous impression as to Dr. Douglas' assiduity in the discharge of the duty in question. From every person who visited Grosse Isle since the opening of the navigation, I have heard the highest praise given to this gentleman for the indefatigable zeal he displayed in attending to the incessant calls made on him from ship and shore. It was a matter of wonder to all, as it was to me, that he could withstand the horrible fatigues he had to undergo, especially as he was latterly unable to walk. I know that ships have been for several days at anchor before the inspecting Physician had it in his power to visit them: I know too that after the first inspection, the sick on board have been for days without medical attendance,—this I heard from the Captains of the *Avon* and the *Triton*. With these facts before me, and the accounts I had read in the newspapers, I think I was right in concluding that Dr. Douglas must soon sink under the weight of his labours; that his duties, for his own sake, and for the sake of the Emigrants, should be shared by others.

102. Do you understand from authentic information which you may have obtained, that Dr. Douglas has been thwarted in his arrangements for the management of the sick, that his supplies have been stinted, or his requisitions neglected?—My impression, when I left Grosse Isle, was, that Dr. Douglas had not sufficient power and sufficient means; but

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since, I have obtained authentic information from the proper quarter, that the contrary is the true case.

103. Will you be good enough to state the particular instances to which you allude, when you say that Dr. Douglas' hands were tied, and which induced your belief that he was armed with very limited powers?—I did not say that *Dr. Douglas' hands were tied*. I stated such to be my *impression when I left Grosse Isle*. The medical gentlemen attending the Station, complained continually that they were badly supplied with everything. There was no straw, no spring water, no lime-juice: there was not, most certainly, a sufficient number of sick-nurses. The steamboat *St. George* only came once a week. These were the facts from which I drew my inference. Subsequently I have learned that unlimited powers had been given to the Inspecting Physicians. It is therefore quite easy to draw another conclusion from my statement, than that involved in the question just put to me.

The Reverend Messire *Jean Baptiste Antoine Farland*, Priest, Director of the College of Nicolet, called in, and examined:—

104. You have passed some time at the Quarantine Station of Grosse Isle?—I have been there.

105. At what time?—I went to Grosse Isle on the 29th June last, and passed a week there.

106. Who had the direction of the Quarantine Station at Grosse Isle when you went there?—Dr. Douglas.

107. How many sick were there when you arrived at Grosse Isle?—There were from 1800 to 2000.

108. How were they lodged?—Under tents, in the old sheds, in two sheds newly built, and in the Catholic and Protestant Chapels; in the tents in general, the sick were placed very near one another; in the old sheds the beds for the sick were placed in two ranges, one above the other; but since then, the upper tier has been taken away in some of the sheds; they have been retained, however, in one or two instances. It is desirable that the upper tier of these beds should be taken away altogether; it is almost impossible for a person, weak with sickness to descend from them without an assistance which is not at hand, and once down it is still more difficult for him to re-ascend. I saw an unfortunate invalid, who, after having thus descended from a bed about five feet in height above the ground, lay extended at full length, and imploringly appealed to the pity of the others to lift him in their arms and place him again in his bed; besides, the excrements arising from the dysentery of the sick frequently descend from the upper tier on the unfortunates in the lower tier. It is desirable that tents, as dwelling-places for the sick, should be altogether done away with, and that for many reasons: in the first place, in some of these tents, after a violent storm, those suffering from fever have passed a whole night on wet straw; in the second place, the air infected with feverish exhalations, rises to the top of these tents, and not finding any issue, remains there, becoming more and more corrupted, so that whether a person sits or stands, his head is plunged in this pestilential atmosphere, which would lead one to believe that it is here that those attending on the sick have caught the infection; and, in the third place, these tents being sometimes scattered without order, it is easy for the physician and his attendants to forget to visit some one of them. I found a tent which I had several times passed by without having remarked it; there were two sick

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persons there whom I thus discovered by accident; for nearly forty-eight hours, according to their own statement, they had not seen either physician or assistants, and consequently had been deprived during this time of all medical care, all kind of nourishment, and even water, which is so ardently longed for by those under the influence of fever. At my request, Dr. Damour had the kindness to have them conveyed to a neighboring shed, and to get the tent rolled up. During part of the time I passed at Grosse Isle, there were only seven or eight physicians in a condition to visit the sick; some of them found themselves burdened with 400 or 500 patients, and, according to them, 150 patients would have been enough to occupy all their time. The number of persons employed in the service of the sick is far from sufficient; in some parts there are hardly one or two assistants for 150 sick. Now 20 or 25 sick would suffice, if I am not mistaken, to occupy the whole attention of an assistant.

109. What are the results of this want of assistance?—The sick remain lying in their excrements for whole days; they complain frequently that they are condemned to go without drinking for ten or twelve hours. The assistants, if blamed, will tell you that with the best inclination in the world, it is impossible for them to carry water from the river to quench the thirst of so many persons, and at the same time to render them those services which their feebleness and sickness require.

110. Why are there not more assistants procured?—Because in spite of the high wages offered, no more are to be found, and those which have been hired are not very fit to acquit themselves properly of their important functions. Few respectable women would consent to become sick nurses in certain sheds on Grosse Isle. In effect, they are obliged to occupy a bed situate in the middle of those of the sick; they have not an apartment where they can retire to dress or change; their food is the same as that which is distributed to the Emigrants, and their meals have to be taken in haste amidst the effluvia of the shed, and thus they frequently are infected with the sickness; and when sick they are deprived of succour. A sick nurse named Garneau, from Quebec, being attacked by the fever, remained three days in a shed, not having any other aid than that which she received from the charity of Mr. Harper, one of the Missionaries; and thus this poor woman, like many others, paid with her life the kind offices she had bestowed on the Emigrants. The report of these melancholy events, magnified by rumour, circulates in the city of Quebec and its suburbs, to such an extent that very few persons are willing to expose themselves to the fate which seems to wait on those who have the care of the sick. The position of these useful individuals should be improved. An apartment should be allotted to each sick nurse; they should also be allowed a better and more strengthening nourishment to sustain them in their painful labors. To obtain more effective assistance in hospitals, including from 150 to 200 sick, it would require eight or ten sick nurses under the superintendance of a steward. It is to be regretted, for the comfort of the sick, as well as from motives of decency, that the two sexes cannot live apart, and that those who are not seriously ill cannot be kept at a distance from those who have contagious maladies. In the greater part of the sheds at Grosse Isle, men, women and children are found huddled together in the same apartment. An individual who was perhaps suffering from a few contusions only, was placed in a bed close to another person attacked with fever. Hence, many who have entered the shed without any serious illness, have died of the typhus, which they have caught from their neighbours; but what I would

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insist on most, is the circumstance of both sexes being crowded together in the same apartment. What respectable man would wish that his wife or his daughter should undergo a long sickness in the middle of persons of an opposite sex? However poor the Emigrant may be, he also has preserved this feeling of delicacy; and it is with the bitterest feelings of chagrin that he will see those who are dear to him exposed to insult. Many sheds have been built this year, but the number of sick requires still more; if new sheds are built, it would be well not to let them be too near the old sheds. The extent of Grosse Isle is sufficiently great to allow these new edifices to be placed in a more favorable situation. Privies should be joined to them, so that the sick might not be obliged to leave their fecal deposits in the brush-wood adjoining the Catholic Chapel and the residence of the Missioners. The dead are interred in long trenches, in which two or three tiers of coffins are placed one upon the other. The bank of earth heaped round these coffins is not always of sufficient thickness to hinder mephitic exhalations from rising: it would perhaps have been prudent to bury these coffins at a greater depth, or at least to let them be one tier only. There was some talk of laying quick lime on these masses of decomposition: I do not know whether this has been done. A long ditch dug out in the middle of the cemetery extends to a considerable distance in the middle of a row of tents, and receives the corrupted matter which flows from the trenches; and thus when a burning sun shines on this pestilential mud, there exhales therefrom an odour which is truly heart-sickening.

111. Was cleanliness observed?—It was observed to a certain point in the new sheds, a little better in an old shed, and elsewhere not at all.

112. Did you communicate these remarks to any of the authorities on Grosse Isle?—My companions and myself have often had occasion to speak of these matters with the physicians employed in the sheds.

113. What was the treatment of the sick on board the ships?—I do not recollect having seen any physician who had made the voyage with the Emigrants; but after their arrival they were visited by Dr. Douglas, who sent to the sheds those whom he found attacked by any sickness.

114. Describe the treatment which the passengers received from the Captain and crew on board some of the ships?—In two or three cases the passengers complained bitterly of the treatment which they had received both on the part of the Captain and crew; others related with the liveliest satisfaction all that they owed to the kind offices of their Captain.

115. Do you think that sufficient provision was made for the wants of the passengers during the voyage?—On board one or two ships which we visited the passengers complained of the bad quality of the nourishment, and of the water which was served out to them.

116. Were they in the habit of separating the sick from the healthy during the voyage?—I do not think so.

117. Is it to your knowledge that they sometimes left the bodies of the dead in their beds on board ship?—I am not aware.

118. Did you visit any of the ships immediately after their arrival at Grosse Isle, and if so, describe the state in which you found them?—I visited several ships about a day after their arrival at Grosse Isle,

and found them, in general, cleaner than those which arrived in the commencement of the season were represented to be.

119. At what distance is the cemetery from the sheds?—At about three arpents.

120. Is there not a huckster on the Island, and do you know the price he asks for the articles he furnishes?—I have no information to give on this subject.

121. Do you know from whence is obtained the supply of milk for the Island?—I have heard that Dr. Douglas' farm furnished a part, and that the rest was brought from St. Thomas.

122. What are the duties which have particularly occupied Dr. Douglas during this summer?—The time of Dr. Douglas appears to have been principally occupied in visiting the ships: this occupation did not prevent him from performing other offices. I cannot but eulogise the activity of Dr. Douglas in fulfilling his duties; but a superhuman charge had been imposed on him, a charge which ought to have been divided between two or three persons. Dr. Douglas had the charge of visiting the ships, another physician might have undertaken the general inspection of the medical division in the sheds, while a third individual might have had for his share the organization of the sheds; this latter, besides the superintendance of all the stewards and sick nurses, as well as of the food department, might have kept an office where a list of the sick might have been kept, as well as of the convalescent and of the dead. The want of such an office has been much felt this year; there has hardly passed a day that my companions and myself have not received letters asking us for information about certain persons who had landed at Grosse Isle, and we have very seldom been able to obtain such information.

123. Have you any other information to communicate to this Committee respecting the direction of the Quarantine Station, and can you suggest to us anything on this subject?—It is to be desired that the Grosse Isle Missionaries should visit the ships on their arrival: the most ardent wish of the Irish Catholic Emigrant when he falls sick is to have by his bedside a religious minister; he would bear the privation of everything else better than this, and thus, when we arrived on board ship our sacred office drew from these sincere Catholics the liveliest demonstrations of joy and gratitude: to deprive them of the advantage of seeing a Priest, when at the moment of dissolution, if one could be procured for them, would be a cruelty. The administration of the Grosse Isle Department could not better evince their benevolence towards these unfortunate beings than by procuring for the Missionaries the means of visiting the sick. Immediately after their arrival at Grosse Isle, one of the visiting physician's boats, or some other, could be employed for this object: for want of some means of transport for the Missionaries, many sick have died without having the consolations of religion in the hour of death, and for a Roman Catholic this is the heaviest affliction that can befall his last moments. One of Dr. Douglas' boats was offered; but sometimes at the moment of need it was not to be had. In fine, I think that the Grosse Isle Quarantine has not this year produced the result that was to be expected, that of preventing contagious maladies from being introduced into the country by the River St. Lawrence. Where does the fault lie? Certainly not with the officers employed by Government at Grosse Isle. Emigration came like a torrent, and overthrew all the dams opposed to it. It was at the time of the first announcement last winter of the preparations for an

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immense Emigration, that the evil might have been arrested by representations to the Imperial Government: these representations might have had the effect of preventing the hospitals and poor-houses of Ireland and England from being emptied, and the contents deposited on the shores of the St. Lawrence. The permission once given to transport without distinction the poor and sick of England and Ireland into this country, it is to be expected, that each year contagion, and perhaps famine, will come in their train, to ravage our towns and country villages.

LETTER received by the Chairman from His Lordship the Bishop of Montreal, and laid before the Committee, 25th July, 1847.

FRAMPTON, 20th July, 1847.

DEAR SIR,—Your letter, to the date of which I am unable to refer, was put into my hands yesterday, just as I was setting off upon an official visit to the missions in the tract of country where I now am. I sent it to Mr. Mackie, with a few hurried lines, requesting him to answer it immediately, and to explain that three of the Clergy who have attended the Quarantine Station are lying sick at Quebec, and that most severe inconvenience would follow to the Church by his being called away at such a conjuncture himself,—Mr. Chaderton having been removed by the stroke of death,—myself absent, and another of the Clergy of the Parish disabled by the prevailing malady. Mr. Mackie was also requested to explain particulars respecting the two Clergymen now in the District of Montreal, who have had charge this season at Grosse Isle. I sent him the blank printed summons.

With reference to my own impressions, which you call upon me to state, I have no remarks to make in a very extended form. I could very easily detail scenes of loathsomeness, suffering and horror, in the holds of the ships, and in the receptacles for the patients in use when I was upon the Island during the present season, not one of the new hospitals having been then completed. The accommodation for the sick, in many instances, was wretched in the extreme, and the attendance so deficient that their most crying wants were very often unsupplied—nor can it be doubted that an immense sacrifice of human life (such, at least, is the persuasion of my own mind,) has been caused by these circumstances. When we witness such things as these, and hear the vain appeals and complaints of the sufferers, we are apt, particularly when such feelings are freshly moved, to think that there must be blame somewhere, and this is, no doubt, so far true that, in minor details, there might have been an alleviation of the wants and woes of some-patients, if all the subordinate persons employed in different grades, had been conscientious and humane. But that it was possible, by any exertion or any wisdom of man, with the flood of misery and mortality pouring in, in an augmenting ratio, from day to day, upon the place, effectually to ameliorate the condition of the sufferers, or materially to alter the features of the calamity, by means of the resources which were actually at command, is, what I regard, as a perfectly chimerical supposition. I believe that the authorities upon the spot did the utmost that man could do; and with reference in particular to Dr. Geo. Douglas, who is at the head of the whole Establishment, I wish to take the opportunity of saying, that having, in former seasons, witnessed his execution of his charge, I had always considered him as highly skilful in his profession, and eminently efficient as a public Officer, but that he has certainly risen much in my estimation by the manner in which he met the overwhelming and overpowering emergencies of the present summer. Few men, very few men indeed, would have been found capable of manifesting the same

energy, collectedness, attention to a multiplicity of calls and power of methodical arrangement, in the face of accumulated and harassing difficulties such as those which attached to his position. Nor can I at all hesitate to express my conviction, that, by his extraordinary exertions, he incurred danger to his own life. No man having a great public responsibility, and an extensive control over the proceedings of others, can escape reflections; and I am aware that, in his case, there have been surmises and suspicions about his looking after his own interests, and gossiping stories about his making a trade of milk,—of all this I know nothing whatever, but that I do happen to know, in the article of *milk*, that there were instances in which he sent milk, as an act of charity, on board ship, for the use of infants at the breast, when they lost their mothers.

I will only add, with respect to Dr. Douglas, that in some cases, I troubled him with representations respecting particular distresses and hardships of poor patients in the sheds, and that I received authority and specific directions from him by which they were relieved.

The greatest of all the evils at the time of my being on the island, was the want of nurses,—and the effects of this want were such as it was indeed heart-rending to witness; but it was impossible to procure them in sufficient number, and I suppose that it is so still; certainly it is still at the Marine Hospital. I well remember the delight with which Dr. Douglas (I am led notwithstanding what I have said just above to mention him once more) received from Dr. Parent a nominal list of sixteen nurses sent down from Quebec; but, if my recollection does not deceive me, ten of that number, when they saw the scenes which the hospitals exhibited, refused to enter upon their task, and returned. Many of the nurses also sickened and died.

The number of medical gentlemen appeared to me to be sufficient; they were almost all strangers to me, but some whom I knew, were exceedingly respectable men. Many of them, it is well known, caught the fever. Of Dr. Johnson in particular, I heard much among the poor patients, in commendation of his humane and constant attention; but I am persuaded that he was far from being singular in this, although all, no doubt, were not alike.

Upon the whole, the impression produced upon my mind was that of the *hopelessness* of doing anything *effectual* to stay the consequences of such a visitation from the hand of God. A little abatement, a momentary breathing space, was followed by a thickening influx of squalid misery and fatal disease. Matters, however, have in some measure, since mended. The opening of the new hospitals, which, in the stage in which I saw them, appeared to be excellent buildings, must have afforded most sensible relief, and other new arrangements of a beneficial kind have, I believe, been carried into effect, besides the supply of various deficiencies.

The exertions of Mr. Symes, the Deputy Emigration Agent, are really wonderful, and he seemed ready to sacrifice himself in the cause. The Establishment has been very fortunate in having such a man as Mr. Cullingford in charge of the Surgery; a man remarkable for the order, system and correctness of his proceedings, and uniformly attentive and humane.

I remain,

Dear Sir,

Your very faithful humble servant,

G. J. MONTREAL.

The Honorable

T. C. Aylwin, M. P. P.

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## R E P O R T

OF the SELECT COMMITTEE appointed to "inquire into the management of the *Marine Hospital* at Quebec, and its adaptation to the purposes for which it was designed."

## MEMBERS OF COMMITTEE:

Hon. Mr. AYLWIN, Chairman,  
Mr. CHABOT,  
Mr. CHAUVEAU,  
Mr. NELSON, and  
Mr. BOUTILLIER.

## R E P O R T .

YOUR Committee, having seriously considered the important subject submitted to them, have come to the conclusion, that though the *Marine Hospital*, under its present management, has answered most of the purposes for which it was designed, that Institution is susceptible of great improvement, for which the public wants at this time loudly cry.

The buildings are as yet incomplete, and it is only since the commencement of the present season that mechanical means have been adopted to supply the institution with water.

Your Committee earnestly recommend that the wing which is required to complete the building be erected at once, as the united wants of the Mariners and Emigrants arriving at Quebec require larger accommodation.

Your Committee strongly disapprove of the use of the Institution as a Fever Hospital; its situation in a populous suburb, access to which is gained only by traversing a large and populous portion of the City of Quebec, renders it inexpedient so to employ it.

At the present time, more particularly, the public health requires that steps should be taken by the Executive Government to establish an Hospital for fever cases in some place not too far removed from the City, and affording an easy approach from the water.

Your Committee conceive that the Institution would be rendered more effective, if a Board of Management were appointed, to consist of the present Commissioners, and of Commissioners selected from the Corporation of Quebec and the Justices of the Peace for the City.

In conclusion, Your Committee hope that the value of the Institution, as affording facilities for the study and practice of surgery, unequalled in America, will be duly appreciated, and that it will be made available to students under a liberal and enlarged management.

Your Committee are convinced that under the provisions of the new Medical Bill, the Hospital, with due management, would become a flourishing School of Medical Science, and in this point of view, its utility and importance are greatly increased.

The whole nevertheless humbly submitted.

T. C. AYLWIN,  
Chairman.

## MINUTES OF EVIDENCE.

9th July, 1847.

Dr. *Morrin*, called in, and being interrogated, made the following statement:—

I am Commissioner and Treasurer for the *Marine Hospital* at Quebec,—Dr. Parent and Hammond Gowan are my fellow Commissioners. By an Act of Parliament of the 10th and 11th Geo. IV cap. 23, it was first opened for the admission of sick in 1834, when it was used as a Cholera Hospital. I think the year following it was opened for the admission of sailors, and continued ever since for the admission of emigrants and sailors.

During the summer months, the average number of patients is about 175, and seldom exceeding 200, in ordinary years, but in seasons like the present, large additions have been made to the number; and at this time, there are from 700 to 800 patients in the Hospital, Out-house and Sheds lately erected; although the building was originally destined for a *Marine Hospital* it has to a certain extent been used as a General Hospital for contagious diseases, and for cases of accident, that were not admissible in other institutions. The late Dr. William Hall was originally appointed Visiting Physician and Surgeon of the Institution by Lord Aylmer, with a salary of £200 a year and there was a



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House Surgeon and Apothecary under him, and a Steward and Matron. At the death of Dr. Hall, his office was given to Dr. Joseph Painchaud and Dr. James Douglass, who divided the duties between them, Dr. James Douglass taking chief part in the treatment of the surgical cases. Within the last month, two additional medical gentlemen have been appointed, viz: Drs. Racey and Fremont, without mention of salary. Under a regulation adopted by the Commissioners, the Hospital has been opened to all regular Students of Medicine upon payment of an annual contribution of 30s. or a round sum of £5; out of the fund produced by these fees, a Medical Library has been formed amounting now to over three hundred volumes, besides anatomical plates. The fee moreover, secures to the students the advantage of such Clinical Lectures or Observations as the medical gentlemen in the Hospital may think proper to deliver. For one or two years, Dr. Douglass delivered Lectures on Surgery, for which he was paid by the students, and Dr. Painchaud for several years past, until the present summer, has had a class of midwifery from which he also derived emolument. The medical gentlemen belonging to the Institution have the advantage of practising in one of the best Hospitals; the number of surgical cases during the season of navigation, is quite as great as in any Hospital on this continent. The Hospital consists of a centre building and one wing; another wing was originally contemplated, and the foundation laid, but never completed. The building altogether is inadequate to the number of cases which have occurred during the present season; it would barely suffice for the accommodation of sick mariners alone, and during the present season the large amount of sickness among the emigrants arriving at Quebec has made it necessary to erect sheds and to convert the out-house into temporary Hospitals. I should say that the number of sick mariners amount, from 150 to 200. The Hospital has been used both as a Fever Hospital as well as for surgical cases; within the last few days, temporary arrangements have been made to separate the fever wards from the surgical cases. I am not aware that any surgical case has been attacked with fever, supposed, to have been contracted in the Hospital.

1. With the increased emigration of the present year, and the emigration hereafter to be anticipated in years to come, is the Hospital sufficient for the wants of the Port of Quebec?—The Hospital, if completed according to the original plan, would be about sufficient to meet the exigencies of sick mariners and emigrants in ordinary years.

2. Do you consider the situation of the Hospital liable to any objection?—If I may judge from the return of the cases treated, I should say that the situation is unobjectionable; the success is greater than in similar Hospitals, in Paris, London or the United States.

3. Would you conceive it necessary for the wants of the Port of Quebec, to have a Fever Hospital entirely apart from surgical and other medical cases?—From past experience, I should say not, but, with reference to the present year, a separate institution for fever cases would be highly advantageous, and will be absolutely necessary for the safety of the citizens, in the event of the occurrence of fever similar to what has attended emigration the present year.

4. In what way is the Hospital supplied with water?—Up to the present year, the supply of water was derived by cartage from the river, but hydraulic works are now in progress to insure a sufficient supply to every part of the building. In April last, the Commissioners anticipated an increased demand upon the Hospital, in consequence of the emigration of the present year, and from the famine and disease prevailing

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in the Mother Country among the classes from whom the emigrants are taken, but we did not anticipate the extent of disease which we have actually experienced.

5. What steps, if any, were taken to meet the wants of the present season?—In April last, in a letter to the Provincial Secretary, we stated the propriety of having in readiness an increased quantity of bedding,—some eight or ten days after, we received an answer, authorizing the Commissioners to expend an amount not exceeding £250 for that purpose, which we did. I have not the correspondence between the Commissioners and the Government, with me, relating to the increased house accommodation above alluded to, but shall transmit it to the Committee from Quebec, as I am directed to do.

6. Were these arrangements adopted in time?—Very little delay occurred in making the necessary preparations.

7. How many deaths occurred the last three weeks?—The two previous weeks to the last were 18 or 19 each week, and the third week 41; many of them came in in a dying state, and did not live two hours. There have been 400 feet in length of sheds attached to the Hospital this season.

8. Was there any difficulty experienced in providing burial for the dead?—At the opening of the Hospital, a piece of ground attached to it was set apart for the burial of Catholics dying in the Hospital; this season, finding it filling up fast, we opened the spot where the first interments had been made, some fifteen years ago, and found the bodies in such a state of preservation (the ground being of an alluvial clay) as to prohibit the possibility of re-interring there; we immediately entered into a correspondence with the Ecclesiastical Authorities of the parishes of St. Roch and Quebec, which terminated in a refusal to allow us to bury them in either of the Parish Burying Grounds: copies of the correspondence were immediately forwarded to the Executive, when, in a few days, a Commission was issued, appointing the Honorable F. W. Primrose and the Honorable Louis Panet to acquire by purchase or grant, ground necessary for the burial of strangers, which they have not yet succeeded in obtaining. In the meantime a temporary arrangement has been made for the burial of Catholics in the Hospital Ground, without endangering the health of the inmates of the Institution.

9. Is there sufficient ground for the purposes of the Hospital, or does it require extension?—I believe that the ground belonging to the Hospital is sufficient; a portion of it which was not considered necessary for immediate use, was leased some years since upon condition that wharves which were required to protect the ground from the inroads of the river should be erected. This has been done, and a rent besides of £50 a year been obtained for it; the lease will fall in, in about three or four years, and the Hospital, I conceive, will then have abundance of room for all purposes.

10. What are the objections to the Quebec Medical School Bill?—The objection to the working of the Quebec Medical School Bill is, that the Professors are compelled to deliver two Courses of Lectures, one in the English and the other in the French language, making double the number of Courses given by any Medical Institution whatever, and besides being unnecessary and impracticable.

11. How are the pecuniary affairs of the Institution conducted?—Our accounts are regularly forwarded to the Inspector General's Department; every thing is done by contract as far as practicable, and requisitions upon

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Government are made for the sums necessary for the Institution; the expenses average from £1800 to £2000 a year in ordinary years.

12. Are the funds provided by law sufficient?—They were sufficient until the passing of a recent Act of Parliament by which a deduction was made for the relief of shipwrecked and destitute mariners during the winter, since which the funds have not been adequate from that source.

13. Might not the Marine Hospital be made more actively to serve the interest of medical science, and be used for the purpose of a Medical School or College,—if so, will you be pleased to offer any suggestion you may think necessary to carry out this purpose?—A Medical School in connection with the Marine Hospital in Quebec, would afford means of educating young men in the profession, equal, if not superior, to any on this continent, if it received for a few years an annual grant from the Legislature as is done to the Medical School in Montreal.

14. Do you not conceive that some change might be made in the management of the Hospital?—I am decidedly of opinion that the Government of the Institution should be placed upon a more popular basis, that no medical officer of the Hospital should be connected with the Government of the Institution, and that a selection should be made from among the merchants, the City Council and leading citizens of Quebec, to form a Board of Governors.

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*William King McCord, Esq.*, called in, and examined:—

15. Have you any suggestions to make as to the means of improving the Marine Hospital, and of rendering it more serviceable to the public?—The first improvement that I would suggest is that of building another wing to the Hospital, in which there should be a sufficiently large room for the delivering of Clinical Lectures, and that the whole building, as then formed, should be for patients requiring surgical aid, and for any seamen who would require medical treatment, but by no means to receive fever patients, as the room, even including the wing, is not more than sufficient for other diseases, and it is too populous a situation for a Fever Hospital. I would recommend that it should be put under the control of the Mayor for the time being, and other Magistrates. It would also be advisable that all Medical men appointed to attend the same, should be paid by salary, and not as was lately the case, where two out of the three attending Physicians only were paid; for is it likely that Medical men of the required talent and ability would submit to the toil and trouble of attending at the Hospital, one unpaid and the other two paid? I would suggest the erection of the new wing as soon as possible, as there is no doubt that we are likely to suffer more from fever this winter, owing to the confined rooms and houses the poor people are in.

Montreal:

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ST. NICHOLAS STREET.



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GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND BURIALS made in the DISTRICT OF MONTREAL.—(Continued.)

COUNTIES.	PARISHES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.	
		Males.	Females.		Males.	Females.						
OTTAWA.....	Petite Nation .....	103	93	38	19	9	168				No Return.	
	Ste. Anne du Grand Calumet et autres .....	26	23	14	8	2	41					
	Missions de St. Paul d'Aylmer et autres, Catholic .....	6	10	7	1		15					
	Hull, Aylmer, Church of England .....	9	12	10	4	3	14					
	Townships of Buckingham and Lochaber, Presbyterian.....	11	6	1	2	4	11				No Return.	
	do of Grenville.....	23	25	6	3	5	40					
	Missions St. Etienne, Chelsea, and St. Joseph de Wakefield.....	30	16	8	14	10	22					
	Visitation sur le Gatineau.....	210	185	84	51	33	311		311			
			80	61	25	32	33	76				
			83	119	39	28	35	6				
VAUDREUIL.....	Vaudreuil, Catholic .....	55	50	15	14	12	139					
	Isle Perrot.....	101	92	26	41	30	79					
	Rigault.....	110	133	39	35	47	122					
	Soulanges or Paroisse des Cedres .....	28	23	2	7	11	161					
	St. Ignace du Coteau du Lac, Catholic .....	5	2	2	1	1	33					
	St. Polycarpe.....	4	5	4	1	1	5					
	Ste. Marthe .....	475	495	159	165	177	628		628			
	Coteau du Lac, Episcopal Congregation .....											
	Vaudreuil, Protestant .....											
			25	26	7	20	24	7				
LAC DES DEUX MONTAGNES .....	Mission du Lac des Deux Montagnes .....	76	68	40	42	39	63					
	St. Eustache, Catholic.....	65	61	28	15	9	102					
	St. Andre d'Argenteuil .....	99	106	18	28	38	139					
	St. Benoit .....	59	64	16	18	19	86					
	St. Hermas .....	112	117	31	37	39	153					
	St. Scholastique .....	27	21	11	14	7	27				No Return.	
	St. Raphael .....											
	St. Eustache, Scotch Presbyterian.....	12	7	3	1	2	19				No Return.	
	Lachute, do .....	5	1	1	1		3				No Return.	
	St. Andrews, do .....										No Return.	
	Associate Synod of the Secession Church, St. Eustache.....										No Return.	
	Presbyterian Church of Canada.....	24	42	6	6	7	53				No Return.	
	Notre Dame de Fite de Grenville.....	48	57	32	10	4	91				No Return.	
	Grenville and Chatham, Presbyterian .....	1	2	1	1	1	1				No Return.	
	Gore Settlement, Church of England .....										No Return.	
Congregational Church, St. Andrews.....	553	572	194	192	189	744		744				

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GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND BURIALS made in the DISTRICT OF MONTREAL.—(Continued.)

COUNTIES.	PARISHES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.	
		Males.	Females.		Males.	Females.						
TERREBONNE	St. Colomban	15	20	2	6	5	24					
	St. Jerome	133	120	31	51	44	158					
	Terrebonne	50	55	15	37	32	36					
	Ste. Rose	50	53	17	35	34	34					
	St. Vincent de Paul	62	55	16	28	24	65					
	St. Martin, Catholique	96	82	27	40	47	91					
	St. Anne des Plaines	44	40	14	26	25	33					
	Ste. Therese de Blainville, Catholique	73	80	28	35	39	79					
	St. Augustin	53	51	23	28	23	53					
	St. Janvier du Pays fr	29	18	10	19	15	13					
	St. Therese, Scotch Presbyterian	10	1	1	1	2	7					
	do de Blainville Eglise Evangelique	2	1	5	1	1	3					
	United Associate Congregation of New Glasgow	6	6	1	4	1	7				No Return.	
	St. Martin, Church of England	623	531	190	310	291	608			608		
	LEINSTER	St. Jacques	140	151	56	72	83	136				
		L'Assomption	90	79	43	46	42	81				
		St. Sulpice	16	18	12	6	14	14				
Repentigny		37	36	10	22	15	36					
Lachenale		28	24	14	10	5	37					
St. Henry de Masouche		76	74	28	39	31	80					
St. Roch		78	63	24	33	29	79					
St. Lin		91	78	28	30	47	92					
St. Esprit		57	73	18	30	41	59				No Return.	
St. Gregoire de Rawdon											No Return.	
La Conception de Rawdon											No Return.	
St. Alphonse Rodriguez											No Return.	
Church of England, Rawdon											No Return.	
Wesleyan Methodist, Rawdon Circuit											No Return.	
Episcopal Congregation of Masouche		11	7	5	2	2	14					
Bien Heureux Alphonse de Liguori		20	15	9	9	7	19					
St. Patrick de Rawdon		35	25	22	17	10	33					
	679	643	260	316	326	680			680			

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GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND BURIALS made in the DISTRICT OF MONTREAL.—(Continued.)

COUNTIES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	* Decrease.	Total Increase.	Total Decrease.	Remarks.	
	Males.	Females.		Males.	Females.						
BERTHIER.	119	180	33	84	93	72					
	33	34	10	20	16	31					
	66	46	19	97	36	39					
	30	38	18	28	27	13					
	62	75	26	17	22	98					
	97	98	29	60	79	56					
	35	45	11	13	22	45					
	52	45	10	35	25	37					
	42	44	7	28	24	41					
	19	12	7	16	27	43					
	35	59	13	14	23	57					
	60	66	9	41	47	38					
	67	58	18	49	46	30					
	769	791	225	452	499	609		609		No Return.	
	RICHELIEU.	67	75	34	25	52	65				
79		76	28	34	38	88					
35		33	15	19	17	32					
150		185	57	98	106	131					
30		39	9	14	15	40					
6		9	5	6	8	1					
3		2				5					
370		419	148	196	231	362		362			
ST. HYACINTHE.		122	127	33	39	44	166				
		144	151	50	83	90	122				
	38	24	12	20	22	20					
	66	70	21	23	29	84					
	170	145	45	42	35	238					
	69	53	12	33	31	58					
	136	133	39	50	42	177					
	40	32	24	20	13	39					
	52	32	13	10	16	58					
	50	55	7	14	20	71					
	41	19	13	19	14	27					
	8	4	4	4	1	7					
	936	845	273	357	357	1067		1067			



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COUNTIES.	PARISHES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.
		Males.	Females.		Males.	Females.					
ROUVILLE	Ste. Marie de Monnoir	100	106	47	35	36	135				
	St. Jean Baptiste	48	62	29	15	19	76				
	St. Athanase	148	153	45	56	62	183				
	Presentation	47	36	21	22	15	46				
	St. Hilaire de Rouville	29	26	10	9	11	35				
	St. Brigitte	80	37	10	16	11	40				
	St. Gregoire le Grand	60	46	12	22	25	59				
	St. Mathias, Pointe Olivier	46	36	25	14	17	51				
	Caldwell and Christie Manors	17	11	8	7	5	16				No Return.
	Missisquoi Bay, Scotch Church	17	9	2	2	4	20				
	Episcopal Congregation of Christyville	10	12	6	4	4	14				
	Wesleyan Methodist, Clarenceville and parts adjacent	552	584	210	202	209	675			675	
	VERCHERES	Vercheres	70	59	21	40	30	59			
St. Antoine		46	82	14	13	13	52				
Varenes		103	95	44	56	47	95				
Contrecoeur		53	50	18	19	17	107				
Belzil		60	62	21	35	48	99				No Return.
St. Marc		392	298	118	163	155	312			312	
		438	454	157	208	209	475			475	
CHAMBLY	Chambly (St. Joseph de)	101	114	33	52	50	113				
	Longueuil	90	81	39	37	45	89				
	Boucherville	68	57	30	37	36	52				
	St. Luc	24	26	7	6	7	37				
	St. Luc, Catholic	111	103	39	40	42	132				
	Chambly, Church of England	11	12	1	13	7	3				
	St. Johns, do	12	20	3	16	15	1				
	St. Johns, Wesleyan Methodist	11	18	1	2	1	21				
	St. Bruno	10	28	4	5	6	27				
		438	454	157	208	209	475			475	



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COUNTIES.	PARISHES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.
		Males.	Females.		Males.	Females.					
HUNTINGDON.	St. Constant .....	56	52	28	30	36	42				
	Laprairie, Catholic .....	118	105	35	70	64	89				
	Sault St. Louis .....	36	31	18	20	20	27				
	St. Philomène .....	60	41	16	16	21	64				
	Chateauguay .....	48	43	21	15	16	60				
	St. Philippe .....	48	40	22	24	21	43				
	Blairfinche .....	46	43	29	28	24	37				
	St. Edouard .....	90	109	34	35	42	122				
	St. Cyprien .....	122	119	37	48	38	155				
	St. Valentine .....	78	73	37	32	25	94				
	St. Remi .....	90	96	22	35	43	108				
	St. George .....	127	118	28	14	12	219				
	St. Jacques le Mineur .....	44	39	15	16	21	46				
	Notre Dame des Anges de Stanbridge et de St. Croix de Dunham, (missions de) .....	110	109	32	39	30	150				
	Laprairie, Church of England .....	13	10	5	1	1	22				
	do Scotch Church .....	12	.....	2	4	.....	7				
	Odell Town, Wesleyan Methodist .....	19	22	10	7	7	27				
	French Protestant Congregational Church, Grande Ligne .....	.....	.....	.....	.....	.....	.....				
	Henrysburgh Circuit, Methodist .....	.....	.....	.....	.....	.....	.....				No Return.
	Episcopal Congregation, Lacolle and parts adjacent .....	.....	.....	.....	.....	.....	.....				No Return.
	Second Presbyterian Church, Huntingdon .....	.....	.....	.....	.....	.....	.....				No Return.
	Episcopal Congregation, do .....	.....	.....	.....	.....	.....	.....				No Return.
	Methodist New Connexion, Lacolle .....	.....	.....	.....	.....	.....	.....				No Return.
do do Henrysburgh .....	.....	.....	.....	.....	.....	.....				No Return.	
Protestante Grande Ligne de Lacadie .....	.....	.....	.....	.....	.....	.....				No Return.	
Congregational Church, Chateauguay .....	.....	.....	.....	.....	.....	.....				No Return.	
Episcopal Congregation, St. Remi .....	.....	.....	.....	.....	.....	.....				No Return.	
		1169	1088	381	444	432	1381		1381		
BEAUHARNOIS.	St. Clement .....	122	110	23	53	54	125				
	St. Timothé .....	86	107	33	35	24	134				
	Mission de St. Regis .....	23	28	10	8	9	34				
	St. Apicet .....	54	47	16	9	8	84				
	Townships de l'Est .....	247	207	63	20	11	423				
	St. Isidore .....	39	47	23	13	18	55				
	St. Marine .....	140	138	30	43	47	183				
	St. Jean Christosôme et autres .....	80	91	24	17	19	135				
	Hinchinbrooke, Church of England .....	.....	.....	.....	.....	.....	.....				No Return.
	Beauharnois, Church of Scotland .....	10	12	6	3	2	17				
	Ornstown .....	23	13	5	4	6	26				
	Protestant Episcopal Church, Chateauguay, Ornstown, &c .....	17	16	2	1	1	31				
	Scotch Presbyterian Church, North and South Georgetown .....	24	17	10	9	4	28				

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COUNTIES.	PARISHES.		BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.	
	Males.	Females.	Males.	Females.		Males.	Females.						
BEAUBARNOIS.---(Continued.)	Episcopal Congregation, Hemmingford, Sherrington, &c	18	17	10	6	1	7	25				No Return.	
	Presbyterian Church, do do Beech Ridge	14	19	3	1	3	1	27				No Return.	
	Scotch Church, Dundee	18	24	1	1	3	1	35				No Return.	
	Congregational Church, Seignory of Beauharnois		28			3						No Return.	
	Episcopal Congregation, Russell Town		1			3						No Return.	
	Methodist do do Circuit		31			1		3				No Return.	
	Huntingdon, Church of Scotland		26			7		51					No Return.
	Wesleyan Methodist, Durham and parts adjacent		977			207		232	1467		1467		
	Congregational Church, Russell Town		60			19		14	85				No Return.
	Church of Scotland, Godmanchester, Hinchinbrooke, &c		12			3		9	7				No Return.
			13			3		2	8				No Return.
			7			1		2	2	2			No Return.
		3			6		1					No Return.	
		2			13		4					No Return.	
		3			6		5	31				No Return.	
		2			2		2	12				No Return.	
		3			6		3	2				No Return.	
		4			4		6	1				No Return.	
		6			4		4	5				No Return.	
		4			4		1					No Return.	
		143			64		47	167	2	165			
		116			30		12	21	13	8			
MISSISQUOI	St. Bernard de Lacolle	53	12	14	3	14	3	85				No Return.	
	Mission du Township de Milton	13	12	3	3	3	3	7				No Return.	
	St. Armand, (East,) Church of England		7					3				No Return.	
	do do (West,)		3					2				No Return.	
	Dunham, (North) do do		3					2				No Return.	
	do do (South)		2					6				No Return.	
	do do Circuit, Methodist New Connexion		3					1				No Return.	
	Stanbridge, Baptist Church		20					6				No Return.	
	Granby, Congregational Church		13					2				No Return.	
	Stanbridge, Church of England		4					3				No Return.	
STANSTEAD	Granby and Milton, Episcopal Church	6	4	6	4	4	4	1				No Return.	
	St. Armand Circuit, Wesleyan Methodist	5	8	5	3	5	1	6				No Return.	
	Dunham Circuit, do do	4	15	4	12	4	7	11				No Return.	
	Philipsburg, Congregational Church	8	4	1	1	1	1	5				No Return.	
			143					47	167	2	165		
			116					12	21	13	8		
			30					7	12	8			
			64					47	167	2	165		
			3					1	4				No Return.
			4					2	7	9			No Return.
		3					2	1	3			No Return.	
		4					1	6				No Return.	
		8					2	11				No Return.	
		15					7	21	13	8			

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COUNTIES.	BAPTISMS.		MARRIAGES.		BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.
	Males.	Females.	Males.	Females.	Males.	Females.					
SHEFFORD .....	9	10	8		4	1	14				
do Wesleyan Methodist (Circuit of) .....	10	10	4		2	4	14				
do Methodist New Connexion .....	10	8	4		1	8	14				No Return.
do Episcopal Congregation .....	6	7	4		1	1	11	1			
do Congregational Church .....	1				2	3					
Protestant Episcopal Congregation .....	1				1	1					No Return.
the Gospel .....	1				1	1					
Abbotsford, Episcopal Congregation .....											
Stikely, Methodist New Connexion .....											
Presbyterian Church of Canada .....	37	36	24		12	13	53	5	48		

RECAPITULATION OF STATEMENT for the year 1846.

COUNTIES.	BAPTISMS.		MARRIAGES.		BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.
	Males.	Females.	Males.	Females.	Males.	Females.					
Montreal .....	2065	1887	1087	1423	1437	1398	1186	301			
Ottawa .....	210	165	84	51	311	33	311				
Vaudreuil .....	475	495	159	165	628	177	628				
Lac des Deux Montagnes .....	553	572	194	192	744	189	744				
Terrebonne .....	623	581	190	310	603	291	603				
Leinster .....	679	643	260	316	680	326	680				
Berthier .....	769	791	225	452	609	499	609				
Richelieu .....	370	419	148	196	362	231	362				
St. Hyacinthe .....	936	845	273	357	1067	857	1067				
Rouville .....	552	534	210	202	675	209	675				
Vercheres .....	332	298	118	155	312	155	312				
Chambly .....	488	454	157	208	475	209	475				
Huntingdon .....	1169	1088	381	444	1381	432	1381				
Beauharnois .....	977	998	267	232	1467	216	1467				
Missisquoi .....	143	116	64	47	167	47	165	2			
Stanstead .....	15	12	30	7	21	12	8	13			
Shefford .....	37	36	24	12	53	13	48	5			
	10849	9894	3871	4777	10992	4789	10671	321			

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**SUPPLEMENTARY STATEMENT OF BAPTISMS, MARRIAGES, AND BURIALS for the year 1845, taken from the Registers deposited in the Prothonotary's Office since the last Return for the year 1845.**

COUNTIES.	PARISHES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.
		Males.	Females.		Males.	Females.					
MONTREAL.....	Presbyterian Church, St. Lawrence Suburb, 1845.....	23	13	56	22	13	1				
	Free Church, Côte Street, 1845.....	3	5	1	.....	1	7				
	St. Paul's Church, 1845.....	5	8	3	2	6	5				
		31	26	60	24	20	13		13		
LAC DES DEUX MON-TAGNES.....	Presbyterian Church, Lachute, 1845.....	3	8	2	.....	2	9	.....	9		
ST. HYACINTHE.....	Eglise Evangelique, St. Pie, 1845.....	8	9	2	1	1	15	.....	15		
LEINSTER.....	Episcopal Congregation, Mascouche, 1845.....	12	14	3	1	2	23				
	do do Rawdon, 1845.....	39	19	7	4	7	47				
		51	33	10	5	9	70		70		
HUNTINGDON.....	Presbyterian Church, Beech Ridge, 1845.....	3	3	1	.....	1	5				
	Eglise Congregationelle, Lacadie, 1845.....	5	3	1	.....	.....	8				
	St. Jacques le Mineur, 1845.....	43	41	13	11	19	54				
	Methodist New Connexion, Canada East, 1845.....	13	16	3	2	1	26				
		64	63	18	13	21	93		93		
OTTAWA.....	Church of England, Clarendon, 1845.....	28	29	23	4	5	48				
	St. Paul d'Aylmer et autres Missions, 1845.....	72	80	26	10	6	136				
	St. Grégoire de Naziance, 1845.....	51	39	20	2	4	84				
		151	148	69	16	15	268		268		

MONK, COFFIN AND PAPINEAU,  
Prothonotary, Q. B.

PROTHONOTARY'S OFFICE,  
Montreal, 23rd March, 1847.

Appendix  
(T. T. T.)  
16th July.

Appendix  
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16th July.

PROVINCE OF CANADA, DISTRICT OF MONTREAL.

COUNTIES.	PARISHES.	Births.	Marriages.	Burials.	COUNTIES.	PARISHES.	Births.	Marriages.	Burials.
Montreal.....	Nine Parishes.....	3952	1087	2916	Rouville .....	Seven Parishes.....	1086	210	411
Ottawa.....	Five do .....	395	84	84	Vercheres .....	Six do .....	630	118	381
Vaudreuil.....	Seven do .....	970	159	342	Chambly .....	Five do .....	892	157	417
Two Mountains.....	Eight do .....	1125	194	381	Huntingdon.....	Thirteen do .....	2257	381	876
Terbonne.....	Eleven do .....	1204	190	601	Beauharnois.....	Thirteen do .....	1915	267	448
Lenster.....	Twelve do .....	1322	260	642	Missisquoi.....	Six do .....	259	64	94
Berthier.....	Twelve do .....	1560	225	951	Stanstead.....	Four do .....	27	30	19
Richelieu.....	Five do .....	789	148	427	Shefford .....	Two do .....	73	24	25
St. Hyacinthe.....	Twelve do .....	1781	273	714			20237	3871	9566

PROTHONOTARY'S OFFICE,  
Montreal, 23rd March, 1847.

MONK, COFFIN & PAPINEAU,  
Prothonotary, Q. B.

GENERAL STATEMENT AND RETURN OF BAPTISMS, MARRIAGES, AND BURIALS in the DISTRICT OF GASPE, for the year 1846.

Year.	COUNTIES.	BAPTISMS.		MARRIAGES.	BURIALS.		Increase of Popu- lation, ascertained by the difference between Bapisms and Burials.	Total per Counties, Increase of Population.	Remarks.
		Males.	Females.		Males.	Females.			
1846.	BONAVENTURE .....	PARISHES, SEIGNIORIES, TOWNSHIPS OR CITIES.							
		Risigouche, Church of Scotland .....	17	8	5	7	37	No Return.	
		do Roman Catholic.....	22	7	10	9	35		
		Carleton, do do .....	38	10	7	9	72		
		New Richmond, do do .....	13	4	1	1	24		
		Hamilton, do do .....	10	8	2	5	16		
		Cox, &c., Church of England.....	39	6	12	6	57		
		do Roman Catholic.....	47	10	10	11	66		
		Percé, &c., do do .....	61	33	21	12	115		
		do Church of England .....	16	7	0	3	21		
		Gaspé Basin, do do .....	9	11	6	1	18		
		Douglas Town, Roman Catholic.....							
		326	268	74	54	461			
				104					
								154	
								307	
								461	

WILKIE & TREMBLAY, P. Q. B.

NEW CARLISLE, 6th July, 1847.