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VOLUME 13

THIRD SESSION OF THE EIGHTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1898



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PARLIAMENT OF CANADA

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1. Report of the Auditor General for the year ended 30th June, 1897. Presented 10th February, 1898, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1897. Presented 8th February, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2a. Estimates of sums required for the service of the Dominion, for the year ending on the 30th June, 1899. Presented 28th March, 1898, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 2b. Supplementary Estimates for the year ending 30th June, 1898. Presented 17th May, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2c. Supplementary Estimates for the year ending 30th June, 1899. Presented 30th May, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2d. Further Supplementary Estimates for the year ending 30th June, 1899. Presented 7th June, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2e. Further Supplementary Estimates for the year ending 30th June, 1898. Presented 7th June, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
3. List of Shareholders of the Chartered Banks of Canada, as on the 31st December, 1897. Presented 10th June, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 3a. Report of dividends remaining unpaid, and unclaimed balances in the Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1897.
Printed for both distribution and sessional papers.

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4. Report of the Superintendent of Insurance, for the year ended 31st December, 1897.
Printed for both distribution and sessional papers.
- 4a. Preliminary statements of the business of Life Insurance Companies in Canada, for the year ended 31st December, 1897. Presented 9th June, 1898, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 4b. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1897. Presented 9th June, 1898, by Hon. W. S. Fielding .
Printed for both distribution and sessional papers.

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5. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1897. Presented 22nd February, 1898, by Sir Richard Cartwright.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

6. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1897. Presented 7th February, 1898, by Hon. W. Paterson.*Printed for both distribution and sessional papers.*

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7. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 30th June, 1897. Presented 7th February, 1898, by Sir Henri Joly de Lotbinière.
Printed for both distribution and sessional papers.
- 7a. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1897. Presented 7th February, 1898, by Sir Henri Joly de Lotbinière.
Printed for both distribution and sessional papers.
- 7b. Report on Adulteration of Food, for the fiscal year ended 30th June, 1897. Presented 16th February, 1898, by Sir Henri Joly de Lotbinière.*Printed for both distribution and sessional papers.*
8. Report of the Minister of Agriculture, for the calendar year 1897. Presented 9th March, 1898, by Hon. S. A. Fisher.*Printed for both distribution and sessional papers.*
- 8a. Report of the Director and Officers of the Experimental Farms, for the year 1897. Presented 7th June, 1898, by Hon. S. A. Fisher.*Printed for both distribution and sessional papers.*

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- 8b. Report on Canadian Archives, 1897.*Printed for both distribution and sessional papers.*
- 8c. Report of the Commissioner of Agriculture and Dairying.
Printed for both distribution and sessional papers.
- 8d. Criminal Statistics for the year 1897*Printed for both distribution and sessional papers.*

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9. Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1897. Presented 3rd May, 1898, by Hon. J. I. Tarte.*Printed for both distribution and sessional papers.*
10. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1897. Presented 7th March, 1898, by Hon. A. G. Blair.
Printed for both distribution and sessional papers.

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11. Annual Report of the Department of Marine and Fisheries (Marine) for the fiscal year ended 30th June, 1897. Presented 3rd February, 1898, by Sir Louis Davies.
Printed for both distribution and sessional papers.
- 11a. Annual Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1897. Presented 1st March, 1898, by Sir Louis Davies.
Printed for both distribution and sessional papers.
- 11b. Report of the expedition to Hudson Bay and Cumberland Gulf in the steamship "Diana," under the command of William Wakeham, Marine and Fisheries, Canada, 1897. Presented 21st April, 1898, by Sir Louis Davies.*Printed for both distribution and sessional papers.*
- 11c. Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1897.*Printed for both distribution and sessional papers.*

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12. Report of the Postmaster General, for the year ended 30th June, 1897. Presented 31st March, 1898, by Hon. W. Mulock.*Printed for both distribution and sessional papers.*
13. Annual Report of the Department of the Interior, for the year 1897. Presented 21st April, 1898, by Hon. C. Sifton*Printed for both distribution and sessional papers.*

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- 13a.** Summary Report of the Geological Survey Department, for the year 1897. Presented 20th May, 1898, by Hon. C. Sifton.....*Printed for both distribution and sessional papers.*
- 14.** Annual Report of the Department of Indian Affairs, for the year ended 30th June, 1897. Presented 9th March, 1898, by Hon. C. Sifton.*Printed for both distribution and sessional papers.*

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- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1897. Presented 14th April, 1898, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1897. Presented 24th March, 1898, by Sir Wilfrid Laurier..*Printed for both distribution and sessional papers.*
- 16a.** Reports of the Canadian members of the International Commission on the Deeper Waterways from the Great Lakes to the Atlantic. Presented 9th June, 1898, by Hon. A. G. Blair.
Printed for both distribution and sessional papers.
- 16b.** Civil Service List of Canada, 1897. Presented 7th February, 1898, by Hon. C. Fitzpatrick.
Printed for both distribution and sessional papers.
- 16c.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1897. Presented 26th April, 1898, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
- 16d.** Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1897. Presented 3rd June, 1898, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
- 17.** Report of the Joint Librarians of Parliament, for the year 1897. Presented 3rd February, 1898, by the Hon. The Speaker*Printed for sessional papers.*

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- 18.** Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1897. Presented 3rd June, 1898, by Hon. C. Fitzpatrick.
Printed for both distribution and sessional papers.
- 19.** Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1897. Presented 23rd March, 1898, by Hon. F. W. Borden.
Printed for both distribution and sessional papers.
- 20.** Copy of an order in council relative to the issue of licenses to United States fishing vessels. Presented 3rd February, 1898, by Sir Louis Davies *Not printed.*
- 20a.** Return to an order of the House of Commons, dated 12th April, 1897, for a return showing the number of fishing licenses granted to fish in Lake Erie, opposite East and West Elgin, and their location, whether pound net, gill net or seine license, and to whom granted during the years 1895 and 1896. Also the names of all applicants for licenses for the year 1897, giving the names of those applicants who were granted licenses and the amount paid by each of them. Also all telegrams, letters, reports and correspondence of every description in any way relating to the granting or refusal of such licenses. Presented 13th April, 1898.—*Mr. Ingram*..... *Not printed.*
- 21.** Return to an order of the House of Commons, dated 12th April, 1897, for a return showing all mail contracts that were cancelled and all that expired in East and West Elgin since 15th July, 1896; also all correspondence, reports, tenders received and entered into for carrying the mail since 15th July, 1896, giving names and amounts. Presented 4th February, 1898.—*Mr. Ingram*.
Not printed.
- 21a.** Return to an order of the House of Commons, dated 5th May, 1897, for copies of correspondence and papers cancelling the contract with Mr. Finkle for carrying the mail from Newburgh to Kingston by the way of Camden East, Wilton, Odessa, etc. Also copies of tenders for carrying the mail from Newburgh to Kingston by the way of Camden East, Wilton, Odessa, etc.; together with all correspondence, reports and papers in connection with this contract. Presented 4th February, 1898.—*Mr. Wilson*..... *Not printed.*
- 21b.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all papers and correspondence relating to tenders for the mail contract from Shubenacadie to Dean, in the province of Nova Scotia, including a statement of the tenders received and the reason for awarding the contract to one Guild. Presented 4th February, 1898.—*Sir C. Hibbert Tupper*. *Not printed.*

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- 21c.** Return to an order of the House of Commons, dated 3rd May, 1897, for a return showing: 1. Each contract for carrying the mails cancelled since 7th July, 1896, showing the locality covered by each contract and the county and province in which situated. 2. The name of each contractor. 3. The price of each contract at the time of cancellation. 4. If new contracts entered into, the contract price of each new contract. 5. The reason for the cancellation of each contract. Presented 4th February, 1898.—*Mr. Cameron*.....*Printed for sessional papers.*
- 21d.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all orders in council, correspondence, reports, tenders, if any, and papers relating to the carrying of the mail between Golden, B.C., and St. Eugene since July, 1896, the number of trips made by each courier and the amount paid to each. Presented 31st May, 1898.—*Mr. Foster*.....*Not printed.*
- 22.** Return of Treasury Board Over-rulings of Auditor General's decisions between the second session of the eighth parliament, 1897, and the session of 1898. Presented 7th February, 1898, by Hon. W. S. Fielding.....*Not printed.*
- 23.** General Rules and Orders of the Exchequer Court of Canada. Presented 7th February, 1898, by Hon. C. Fitzpatrick.....*Not printed.*
- 23a.** General Order No. 87 of the Supreme Court. Presented 25th March, 1898, by Hon. C. Fitzpatrick.
Not printed.
- 24.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all correspondence of record in the department of the interior in regard to the keeping of government horses by S. J. Donaldson, of Prince Albert, Saskatchewan, from October, 1894, until May, 1895, and referring in any way to the transferring of the keeping of said horses from Joseph Letellier de St. Just to the said S. J. Donaldson; together with all accounts received from S. J. Donaldson in connection with keeping of said horses and caring for other government property. Presented 7th February, 1898.—*Mr. Davis*.....*Not printed.*
- 25.** Copy of the order in council and the contract entered into between Her Majesty and Messrs. Mackenzie and Mann for the construction of a railway from the Stikine River to Teslin Lake. Presented 8th February, 1898, by Hon. A. G. Blair.....*See "Votes and Proceedings," page 37.*
- 26.** Statement of Governor General's Warrants issued since last session of parliament, on account of fiscal year 1897-98. Presented 8th February, 1898, by Hon. W. S. Fielding.....*Not printed.*
- 27.** Report of the Commissioner, Dominion Police Force, for the year 1897. Presented 8th February, 1898, by Hon. C. Fitzpatrick.....*Not printed.*
- 28.** Statement of expenditure on account of miscellaneous unforeseen expenses from 1st July, 1897, to 3rd February, 1898. Presented 10th February, 1898, by Hon. W. S. Fielding.....*Not printed.*
- 29.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of all papers, reports and correspondence respecting the illegal fishing by foreigners in the waters of British Columbia, and also all papers, reports and correspondence respecting smuggling on the coast of British Columbia. Presented 11th February, 1898.—*Mr. Prior*.....*Not printed.*
- 30.** Report of Mr. W. T. Jennings, C.E., on routes to the Yukon. Presented 11th February, 1898, by Hon. C. Sifton.....*Printed for both distribution and sessional papers.*
- 30a.** Return showing the approximate amount of gold taken out of the Yukon district from 1886 to 1897, inclusive. Presented 15th February, 1898, by Hon. C. Sifton.....*Printed for sessional papers.*
- 30b.** Copies of the following papers: 1. Particulars of the standard and gauge of the Kaslo and Slocan Railway. 2. Proposal of J. Wesley Allison representing a syndicate for construction of Skagway and Lake Bennett and Dawson City Railway. 3. Proposal from a syndicate represented by Lord Charles Montague, Mr. Clarence H. Mackay and Mr. H. Maitland Kersey for construction of a railway from Stikine River to Teslin Lake. 4. Letters to the minister of the interior from Mr. H. Maitland Kersey, bearing date the 22nd and 23rd January, 1898. Presented 15th February, 1898, by Hon. C. Sifton.....*Printed for sessional papers.*
- 30c.** Return to an order of the House of Commons, dated 22nd February, 1898, for copies of all papers respecting any proposal made by Mr. Hamilton Smith, for the construction of a railway towards the Yukon. Presented 22nd February, 1898, by Sir Wilfrid Laurier.
Printed for sessional papers.

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- 30d.** Return to an address of the Senate to his excellency the Governor General, dated 17th March, 1898, for a return showing all offers received by the government for building the Stikine-Teslin Railway or for building any railway or tramway to connect the head waters of the Yukon with the Pacific ocean, and all plans, specifications and other documents in connection therewith, and all correspondence upon this subject. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Wood.* . . . *Not printed.*
- 31.** Supplementary return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a statement showing for each department of the civil service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof; and of such persons not in the civil service employed by the government in any department, who, since the 13th July, 1896, and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, the grounds for such removal, and the length of notice given to the persons removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the civil service in the place of, or as a consequence of any such removal. Presented (Senate) 16th March, 1898.—*Hon. Mr. Kirchhoffer.*
Printed for sessional papers.
- 31a.** Partial return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a return showing: 1. The number of commissions issued, and the number and names of all commissioners appointed by order in council or otherwise, since the 11th July last, to inquire into and report upon charges preferred against any employee of the government, whether permanent or temporary, of offensive partisanship during the last Dominion election, or at any other time. 2. The number of commissions issued, and the number and names of all commissioners appointed to inquire into and report upon charges preferred, or upon the conduct of any officer or other employee of the government, permanent or temporary, other than those mentioned in the preceding paragraph. 3. The number and names of all commissioners appointed to investigate and report upon any claim or claims preferred against the government, and the finding of such commissioner or commissioners thereon. 4. The date of, and copy of each commission issued, and the date of the appointment of each commissioner, his name, residence and designation. 5. The time occupied in each investigation by each commissioner or commissioners. 6. The amount paid or to be paid to each commissioner, in fees, *per diem* allowance, salary, travelling expenses, and incidentals of all kinds. 7. The number of witnesses summoned in each case to appear before the investigating commissioner or commissioners. 8. The amount paid or to be paid, to each witness, in fees, *per diem* allowance, travelling expenses, or for any other services rendered. 9. The number of bailiffs and constables employed in each case, and the amount paid or to be paid to each for his services in any capacity. 10. The number and names of all lawyers retained or engaged in any way by the crown to conduct each case, the amount paid or to be paid to each lawyer or counsel so engaged. 11. A copy of all reports made to heads of departments, or to his excellency the governor general in council, by any commissioner or commissioners, together with his or their findings in each case; and a statement showing the action taken thereon by any head of a department, or by the governor general in council. 12. The name, age, office and salary of any and every person appointed to any office or employment under the government, in the place of, or in consequence of any person's removal or dismissal, as a result of the finding of any commissioner or commissioners. Presented (Senate) 16th March, 1898.—*Hon. Sir Mackenzie Bowell.* *Printed in abstract form.*
- 31b.** Supplementary return to No. 31a. Presented (Senate) 25th March, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 31c.** Supplementary return to No. 31a. Presented (Senate) 18th May, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 31d.** Supplementary return to No. 31a. Presented (Senate) 27th May, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 31e.** Supplementary return to No. 31a. Presented (Senate) 31st May, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 32.** Statement in reference to fishing bounty expenditure for 1896-97. Presented 15th February, 1898, by Sir Louis Davies. *Not printed.*
- 33.** Statement of all superannuations and retiring allowances in the civil service during year ended 31st December, 1897, giving name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 16th February, 1898, by Hon. W. S. Fielding. *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 34.** Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since the last return, 5th April, 1897, and submitted to parliament in accordance with section 23 of chapter 19 of the Revised Statutes of Canada. Presented 16th February, 1898, by Hon. C. Fitzpatrick *Not printed.*
- 35.** Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ended 30th June, 1897. Presented 18th February, 1898, by Hon. W. S. Fielding. *Not printed.*
- 36.** Return to an order of the House of Commons, dated 22nd February, 1898, for copies of all papers respecting the establishment of a line of vessels between Canada and France. Presented 22nd February, 1898, by Sir Wilfrid Laurier. *Printed for sessional papers.*
- 37.** Return to an address of the House of Commons to his excellency the Governor General, dated 17th May, 1897, for copies of all depositions, declarations, reports, orders in council, correspondence, etc., concerning the dismissal of M. P. Laberge, late deputy postmaster at the city of Quebec. Presented 2nd March, 1898. —*Mr. Cosgrain.* *Not printed.*
- 37a.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, charges, evidence and reports in connection with the case of Benjamin Palmer, formerly lighthouse keeper at Palmer's Point, King's county, N.B. Presented 3rd March, 1898. —*Mr. Foster.* *Not printed.*
- 37b.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of the report made to the government by Mr. Jean B. B. Prévost, who was appointed to inquire into the conduct of Mr. D. Desroches, collector of revenue for the excise division of Terrebonne. Presented 22nd March, 1898. —*Mr. Chauvin.* *Not printed.*
- 37c.** Supplementary return to an order of the House of Commons, dated 5th April, 1897, for a return giving the names of all commissioners appointed by the government or any of the ministers to hear charges and make investigations into the conduct of civil servants and employees of the government or any of the departments since July, 1896, together with the rate of pay and allowances of each and the length of time each has been employed, and the full amount paid; also copies of all reports made by them to the government, or any member thereof, and copies of the authorization and instructions under which they acted. Presented 25th March, 1898. —*Mr. Foster.* *Not printed.*
- 37d.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence and papers touching the appointment of R. S. Thompson to the position of postmaster in the town of Oxford, Cumberland county, Nova Scotia, and the dismissal of Henry Smith from said office, the applications for the said position and correspondence respecting the same; also copies of all reports or charges, if any, made against R. S. Thompson for selling liquor contrary to the provisions of the Scott Act, and for smuggling or other charges; and all papers showing what, if any, action has been taken on these complaints. Presented 28th March, 1898. —*Sir C. Hibbert Tupper.* *Not printed.*
- 37e.** Return to an order of the House of Commons, dated 14th March, 1898, for a return of all papers, correspondence and reports connected with the dismissal of S. R. Griffin, Isaac's Harbour, Nova Scotia, from his position of postmaster, including a petition signed by seven-eighths (more or less) of the electors of said district, in favour of the retention in the service of an officer who had served for twenty-two years and a half. Presented 12th April, 1898. —*Sir C. Hibbert Tupper.* *Not printed.*
- 37f.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all papers, letters, correspondence, depositions, reports, documents, etc., in relation to the suspension from office of Victor J. A. Venner, as Indian agent for the Restigouche band of Indians. Presented 12th April, 1898. —*Mr. McAlister.* *Not printed.*
- 37g.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all letters, papers and correspondence or reports between the minister of the interior or any of his departmental employees, and any Indian agent or agents regarding the dismissal of Dr. George T. Orton as medical superintendent of Indians in the province of Manitoba. Presented 27th April, 1898. —*Mr. Sproule.* *Not printed.*
- 37h.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all correspondence between any minister of the crown and other persons respecting the dispensing with the services of John Walker as caretaker of the Cave and Basin Baths at Banff, North-west Territories. Presented 27th April, 1898. —*Mr. Davin.* *Not printed.*

 CONTENTS OF VOLUME 13—*Continued.*

- 37i.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all papers, reports and official correspondence in any way connected with the dismissal of David Ross, fishery officer for N. E. Margaree, in the island of Cape Breton. Presented 28th April, 1898.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 37j.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of papers, correspondence and orders concerning the dismissal of François Corbeil, formerly wharfinger on the Lachine canal. Presented 4th May, 1898.—*Mr. Bergeron*..... *Not printed.*
- 37k.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of reports, correspondence and papers relating to the dismissal of Charles Hoar, an employee of the Intercolonial Railway at Pictou, Nova Scotia. Presented 4th May, 1898.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 37l.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for a return giving : (a.) The names of employees relieved from duty by the government by dismissal or otherwise upon the Welland canal and Welland canal feeder, from the 13th of July, 1896, to the 1st of March, 1898. (b.) The years of service of each employee so relieved of duty. (c.) The amount of retiring allowance, if any. (d.) The cause of dismissal in each case. (e.) The amount of pay per annum of which each employee had been in receipt. (f.) The names of new employees appointed, whether permanently or temporarily, between the same dates. (g.) The amount to be paid to each of such new temporary or permanent employee per month. Presented 5th May, 1898.—*Mr. Montague*..... *Not printed.*
- 37m.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, giving : (a.) The names of employees relieved from duty by the government by dismissal or otherwise upon the Lachine canal, from 13th July, 1896, to 1st March, 1898. (b.) The years of service of each employee so relieved of duty. (c.) The amount of retiring allowance, if any. (d.) The cause of dismissal in each case. (e.) The amount of pay per annum of each employee at date of dismissal. (f.) The names of new employees appointed, whether permanently or temporarily, from 13th July, 1896, to 1st March, 1898. (g.) The amount to be paid to each such new temporary or permanent employee per month. Presented 5th May, 1898.—*Mr. Quinn*..... *Not printed.*
- 37n.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all reports, correspondence and papers relating to the dismissal of R. H. Simmonds, an employee of the Intercolonial Railway, in the general offices at Moncton, N. B. Presented 5th May, 1898.—*Mr. Powell*..... *Not printed.*
- 37o.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all letters, telegrams and correspondence with respect to the dismissal of Thomas Walton, late Indian agent of the Parry Island band; also report of investigation regarding the same. Presented 6th May, 1898.—*Mr. McCormick*..... *Not printed.*
- 37p.** Return to an address of the Senate to his excellency the Governor General, dated 14th March, 1898, for : 1. Copies of all complaints, whether by affidavit or otherwise, made against Mr. John Taylor, late postmaster of the city of Belleville. 2. Copies of all orders in council authorizing the reducing of the post office in Belleville from that of a city to a town office. 3. The names of the employees of said office who were dismissed, their ages, length of time each was in the service of the government, the amount of gratuity paid to each who had not served ten years, over the amount of superannuation allowance allowed to each clerk who had served for ten years and over. 4. The names of those who were reappointed, and the salaries now paid them, in addition to their superannuation allowance. 5. The reasons why Miss I. M. Newberry and W. B. Walker were not re-employed, and two new and inexperienced clerks appointed in their stead. 6. And copies of all correspondence between members of the reform association of Belleville or any other person or persons, in relation to the reduction of said office from a city to a town office, the removal or dismissal of the postmaster or any of the clerks of said office, and copies of all records, if any, of the deputations which visited Ottawa in connection with the business of the said office. Presented (Senate) 3rd May, 1898.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*
- 37q.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of information, evidence of investigation and report, correspondence and papers relating to the dismissal of Thomas H. Miller from the office of shipping master for the port of Bear River, Annapolis county, N.S., and the appointment of Albert Harris. Presented 9th May, 1898.—*Mr. Mills*..... *Not printed.*

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- 37r.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence, evidence taken by commissioners, reports, recommendations and other papers relating to the dismissal of Joseph Steeves, late postmaster at Elgin, Albert county, New Brunswick, and to the appointment of his successor to that office. Presented 12th May, 1898.—*Mr. McInerney.*
Not printed.
- 37s.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1898, for copies of all orders in council, reports of the inspector or other officers of the post office department, and correspondence respecting the dismissal or retirement of Mr. M. G. McLeod from the postal mail service in Nova Scotia. Presented 13th May, 1898.—*Sir C. Hibbert Tupper.*
Not printed.
- 37t.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all papers, reports and correspondence referring to or connected with the dismissal of D. Bain, Esq., station agent at Port Mulgrave, Intercolonial Railway. Presented 17th May, 1898.—*Sir C. Hibbert Tupper.*
Not printed.
- 37u.** Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1898, for copies of all orders in council, complaints, depositions, reports, correspondence, papers and other documents in relation to the dismissal of Mr. Elzéar Lanouette, postmaster of Ste. Anne de la Pérade, and to the appointment of his successor. Presented 18th May, 1898.—*Mr. Marcotte.* *Not printed.*
- 37v.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence, reports of evidence, recommendations and other papers relating to the dismissal of Joshua L. Steeves, lately collector of customs at Hillsboro', Albert county, New Brunswick, and to the appointment of his successor. Presented 25th May, 1898.—*Mr. McInerney.* *Not printed.*
- 37w.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all orders in council, papers, correspondence, evidence and reports connected with the inquiry into the charges made against Mr. A. F. Cameron, of the customs service at Sherbrooke, Nova Scotia, and his dismissal from office. Presented 25th May, 1898.—*Sir C. Hibbert Tupper.* *Not printed.*
- 37x.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all correspondence, orders in council and petitions with the names attached thereto, relative to the dismissal of James M. Aitken, sub-collector of customs at the outport of Montague, Prince Edward Island, together with reasons for which he was dismissed. Presented 25th May, 1898.—*Mr. Macdonald (King's).* *Not printed.*
- 37y.** Return to an address of the House of Commons to his excellency the Governor General, dated 9th May, 1898, for copies of all papers in connection with the dismissal of John F. Tennant, late collector of customs at Gretna, Manitoba. Presented 30th May, 1898.—*Mr. Quinn.* *Not printed.*
- 37z.** Return to an order of the House of Commons, dated 25th April, 1898, for a return showing: 1. The names of all persons who, having been in the employ of the government in the North-west Territories, have ceased to be in that employ since June, 1896. 2. The date at which their services were dispensed with and the reasons for their dismissals in each case. Presented 2nd June, 1898.
Mr. Davin. *Not printed.*
- 37aa.** Return to an order of the House of Commons, dated 3rd June, 1898, showing all the changes that have been made in the officials and employees of the customs department in the county of Cape Breton since June, 1896, and giving copies of all letters, papers, petitions, telegrams, recommendations and correspondence relating to such changes. Presented 3rd June, 1898.—*Hon. W. Paterson.*
Not printed.
- 37bb.** Return to an address of the Senate to his excellency the Governor General, dated 17th June, 1897, for a copy of all correspondence exchanged between the different departments, or employees thereof, and Mr. Choquette, member of the house of commons for Montmagny, on the subject of the dismissal of the following persons: Charles Bouffard, postmaster at Berthier; Louis Lavoie, postmaster at l'Île aux Grues; Joseph Bossinotte, postmaster at Cap St. Ignace; Michel St. Pierre, postmaster at St. Paul du Buton; Mde. Cyp. Dionne, postmistress at St. Pierre, Rivière du Sud; Napoléon Dugal, postmaster at Beaubien; Cléophas Bélanger, postmaster at Landvilla; Mde. Ignace Mercier, postmistress at Mercier; Alfred Dubé, employee on the Intercolonial Railway; J. B. Proulx, employee on the Intercolonial Railway; Xavier Simoneau, employee on the Intercolonial Railway; Xavier Poitras, employee on the Intercolonial Railway; Sifroid Fortin, employee on the Intercolonial Railway; Téléphore Gendreau, harbour master at Montmagny; Maxime Dubé, customs officer (preventive officer); Téléphore Gendreau, guardian of the wharf at St. Thomas. Presented (Senate) 7th June, 1898.—*Hon. Mr. Landry.* *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 38.** Commission of Major Walsh as executive officer of the Yukon district. Presented 4th March, 1898, by Sir Wilfrid Laurier. *Printed for sessional papers.*
- 38a.** Copy of the orders in council of the 17th and 26th August, 1897, appointing James Morrow Walsh, Esquire, chief executive officer of the government in the Yukon territory. Presented 7th March, 1898, by Hon. C. Sifton. *Printed for sessional papers.*
- 38b.** Return to an address of the Senate to his excellency the Governor General, dated 17th March, 1898, for copies of all letters and reports received by the government or any department thereof, from Commissioner Walsh, while on his way to the Yukon district, or since his arrival there. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Ferguson.* *Printed for sessional papers.*
- 38c.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of orders in council, commission, instructions, correspondence and papers relating to the appointment and duties of Major Walsh, commissioner of the provisional district of Yukon, including any directions concerning his duties on the way to Dawson city as well as those after his arrival there. Presented 23rd May, 1898.—*Sir C. Hilbert Tupper.* *Printed for sessional papers.*
- 39.** Return to an address of the House of Commons to his excellency the Governor General, dated 7th March, 1898, for copies of the correspondence between Sir Wilfrid Laurier and Mr. Foster, of the United States of America, following the meeting of the experts on the Behring Sea seal question. Presented 7th March, 1898.—*Sir Wilfrid Laurier.* *Printed for both distribution and sessional papers.*
- 40.** Statement of the affairs of the British Canadian Loan and Investment Company, as on 31st December, 1897. Presented 7th March, 1898, by the Hon. The Speaker. *Not printed.*
- 41.** Copy of the order in council of 15th July, 1897, under which a lease of the right of subaqueous mining on the North Saskatchewan river was issued to Mr. G. A. Drolet, and in which are set forth the conditions of the said lease. Presented 7th March, 1898, by Hon. C. Sifton. *Printed for sessional papers.*
- 41a.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copy of the mining lease granted to Chevalier Drolet. Presented 27th April, 1898.—*Mr. Davin.* *Not printed.*
- 42.** Return showing reductions and remissions made during the fiscal year ended 30th June, 1897, under section 141 as added to the Indian Act by section 8, chapter 35, 58-59 Victoria. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 43.** Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1896, to the 1st October, 1897. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 43a.** Return of correspondence, etc., respecting the affairs of the Canadian Pacific Railway Company, which the department of the interior has had since the previous return was presented to parliament under the resolution of the 20th February, 1882. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 44.** Return of orders in council which have been published in the *Canada Gazette*, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada, and its amendments. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 44a.** Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, in accordance with the provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 45.** Return of orders in council which have been published in the *Canada Gazette*, in accordance with the provisions of the North-west Irrigation Act, being 57-58 Victoria, chapter 30, etc. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 46.** Return of the names and salaries of all persons appointed to, or promoted in the civil service during the calendar year 1897, specifying the office to which each has been appointed or promoted. Presented 10th March, 1898, by Sir Henri Joly de Lotbinière. *Printed for sessional papers.*
- 47.** Correspondence, etc., relative to the establishment of an agency or agencies of the Canadian Bank of Commerce in the Yukon district. Presented 10th March, 1898, by Hon. W. S. Fielding. *Printed for distribution.*
- 48.** Return to an address of the House of Commons to his excellency the Governor General, dated 17th May, 1897, for copies of all correspondence, tenders asked for and received, orders in council and papers in connection with the fast Atlantic service. Presented 14th March, 1898.—*Sir Adolphe Caron.* *Not printed.*

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49. Return to an order of the House of Commons, dated 14th March, 1898, for a return of the number of acres seeded, the nature of the seed sown, and the amount of crops grown in each Indian reserve in the North-west Territories. Presented 24th March, 1898.—*Mr. Davin* *Not printed.*
- 49a. Return to an order of the House of Commons, dated 14th March, 1898, for a return showing the number of acres reserved for settlement in the North-west Territories; the number thus reserved in Manitoba; the number of acres in the North-west Territories sold to railways; the number reserved for railways; the number reserved for the government; the number of acres settled on; the number of acres in Manitoba sold to railways; the number reserved for railways in Manitoba; the number reserved for the government in Manitoba, and the number of acres in Manitoba settled on. Presented 27th April, 1898.—*Mr. Davin* *Not printed.*
50. Return to an order of the House of Commons, dated 14th February, 1898, for reports, recommendations, etc., of the council of the Montreal bar, addressed to the minister of justice, concerning the judges of the province of Quebec. Presented 24th March, 1898.—*Mr. Bergeron* *Not printed.*
51. Return to an address of the Senate to his excellency the Governor General, dated 18th February, 1898, for the number of permits that have been granted to persons for the purpose of taking spirituous and intoxicating liquors into the Yukon district, the date of such permits, together with the name of the person to whom the permit has been granted, and the number of gallons covered by such permit, and the fee charged by the government per gallon. Presented (Senate) 29th March, 1898.—*Hon. Mr. Perley* *Not printed.*
- 51a. Return to an address of the Senate to his excellency the Governor General, dated 11th March, 1898, for all correspondence by letters or telegrams between the federal government, at Ottawa, and his honour the lieutenant-governor of the North-west Territories, in reference to the granting of liquor permits or the introduction of liquor into the Yukon district during the last six months; also any correspondence with the government of the North-west Territories regarding the rights of the North-west Territories in regard to issuing liquor permits for the taking of intoxicating liquor into the Yukon district. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Perley*.
Printed for sessional papers.
52. Return to an order of the House of Commons, dated 7th June, 1897, for a return of the number of tons of bituminous steam coal and of bituminous slack coal imported from the United States in 1896, at several ports of entry, and amount of duty collected at such ports, and duty paid by Grand Trunk and Canadian Pacific Railways. Presented 31st March, 1898.—*Mr. Roche* *Not printed.*
53. Return to an address of the House of Commons to his excellency the Governor General, dated 3rd May, 1897, for a copy of Schedule B, showing recommendations of the treasury board as submitted by report of council to his excellency the governor general on the 6th and 7th July, 1896, and intended to be approved by him, laid upon the table of the house last session, with a statement of the action taken by the government on each of these appointments as made by the said order in council approved by his excellency, or, where no action has been taken, the reason for such a course. Presented 13th April, 1898.—*Sir Charles Tupper* *Printed for sessional papers.*
54. Return to an address of the House of Commons to his excellency the Governor General, dated 17th May, 1897, for copies of all correspondence, etc., not already brought down, between the government of Canada and the government of Newfoundland, in reference to the admission of Newfoundland into the union with Canada; also copies of all correspondence between the government of Canada and that of Newfoundland in reference to the establishment of freer trade relations between Newfoundland and Canada. Presented 13th April, 1898.—*Mr. Martin*.
Printed for sessional papers.
55. Return to an order of the House of Commons, dated 30th March, 1898, for a return showing the number of bushels of wheat graded into elevators at Fort William from 15th September, 1897, to 15th January, 1898, and the grades of the same as allowed by the government grain inspector at that point; also the number of bushels of wheat graded out of the above mentioned elevators during the same period, and the grades of the same as allowed by the said government inspector. Presented 13th April, 1898.—*Mr. Richardson* *Not printed.*
- 55a. Return to the Senate, dated 11th March, 1898, for a statement showing the quantity of wheat imported into the Dominion since 30th June last, the quantity exported during the same period, and the quantity exported from Manitoba during the like period. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Wark* *Not printed.*
56. Correspondence on the subject of Japanese immigration. Presented 13th April, 1898, by Sir Wilfrid Laurier *Not printed.*

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- 57.** Return of copies of all agreements, not hitherto laid upon the table of the house, entered into by the department of railways with the Grand Trunk Railway Company in connection with the Montreal extension of the Intercolonial Railway. Presented 19th April, 1898, by Hon. A. G. Blair.
Printed for both distribution and sessional papers.
- 58.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of all correspondence between the British government and the government of Canada, in reference to the conference of colonial premiers held in London in June, 1897, in accordance with Mr. Chamberlain's invitation of January 28th preceding, with the report of the proceedings of the same. Presented 20th April, 1898.—*Mr. Foster*... *Printed for sessional papers.*
- 59.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of all depositions and papers in connection with the case of the Queen against H. B. Cameron for libel, either before the police magistrate or the court of queen's bench at Montreal, including a copy of the judgment of Hon. Mr. Justice Wurtel upon the motion for the discharge of the bail bond. Presented 20th April, 1898.—*Mr. Bostock*..... *Not printed.*
- 60.** Return to an order of the House of Commons, dated 14th February, 1898, showing the cost of "Hansard" for each year from and including 1890 to 1897—the return to cover the cost of reporting, transcribing, translating, printing, binding, circulating through the post office or express offices and all other expense connected with the present system of reporting and publishing the debates of the house. Presented 21st April, 1898.—*Mr. Ellis*..... *Not printed.*
- 61.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all applications or recommendations for positions as mail carriers in the city of Brantford, in connection with the free postal delivery by the postmaster general. Presented 21st April, 1898.—*Mr. Clancy*... *Not printed.*
- 62.** Return to an order of the House of Commons, dated 30th March, 1898, for a return showing: (a) The names and appointments of members of the staff and employees of the royal military college of Canada who have been struck off the strength between the 30th June, 1896, and 31st December, 1897. (b) The corresponding dates. (c) The respective conditions of engagement as regards duration. (d) The respective lengths of service completed. (e) The respective retiring allowances, if any, granted. (f) The grounds upon which the respective grants were made, and the principles regulating them, with explanation of variation, if any. (g) The appointments which having been vacated, have since been refilled, with dates thereof. (h) The extra public expenditure involved by the respective new appointments other than those caused by deaths, including travelling, lodging and all other charges met or to be met on this account. (i) In cases of vacancies caused by death, the amounts granted to the families of deceased employees. Presented 21st April, 1898.—*Mr. Tyrwhitt*..... *Not printed.*
- 62a.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all correspondence and reports, direct or indirect, and of minutes of verbal communications between Imperial government authorities, Canadian government authorities, and the commandant royal military college of Canada, relating to the granting in the years 1898 and 1899 of commissions in her majesty's regular forces, to cadets of the royal military college of Canada. Presented 21st April, 1898.—*Mr. Tyrwhitt*..... *Not printed.*
- 63.** Return to an address of the House of Commons to his excellency the Governor General, dated 5th April, 1897, for copies of all memorials, statements and other documents from the government of the province of Manitoba in relation to an unsettled claim resulting from that province being charged with the cost of the erection of public buildings; with copies of all correspondence in connection therewith. Presented 21st April, 1898.—*Mr. LaRivière*..... *Printed for sessional papers.*
- 64.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all orders in council, reports, correspondence and papers in any way relating to the claim of E. J. Walsh, Esq., against the government of the Leeward Islands. Presented 25th April, 1898.—*Sir U. Hibbert Tupper*..... *Not printed.*
- 65.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all papers connected with the discharge from the mounted police of William J. Spencer, who, on May 14, 1885, was wounded while patrolling through the Eagle Hills with a party attached to Col. Otter's column; the report of the board which sat on his case, and its recommendation. Presented 25th April, 1898.—*Mr. Davin*..... *Not printed.*

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66. Report of the commissioners appointed to investigate, inquire into and report upon the state and management of the St. Vincent de Paul Penitentiary. Presented 26th April, 1898, by Hon. C. Fitzpatrick. *Not printed.*
67. Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, estimates, tenders, reports and petitions addressed to the government concerning the yearly flooding of farm land at Ste. Geneviève, in the county of Jacques Cartier, consequent upon public works in the Ottawa river. Presented 26th April, 1898.—*Mr. Monk*. *Not printed.*
68. Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, estimates, tenders, reports and petitions addressed to the government in regard to the construction of a wharf at Point Claire in the county of Jacques Cartier. Presented 26th April, 1898.—*Mr. Monk*. *Not printed.*
- 68a. Return to an order of the House of Commons, dated 30th March, 1898, for correspondence between the department of public works and Mr. L. H. Masson, of St. Anicet, concerning the government wharf at that place. Also correspondence between the same department and citizens of St. Anicet regarding the building of a pier at said wharf. Presented 28th April, 1898.—*Mr. Bergeron*. *Not printed.*
69. Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of all correspondence, reports, orders in council and papers relating to the giving the work of printing the Klondike Official Guide to Mr. Daniel Rose of Toronto. Presented 27th April, 1898.—*Mr. Foster*. *Printed for sessional papers.*
70. Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of the following documents and papers: (a.) The commission issued to Mr. Rothwell, law clerk in the department of the interior, Ottawa, authorizing him to investigate the grievances of certain settlers residing within the Esquimalt and Nanaimo Railway Company's land belt on Vancouver Island. (b.) All evidence taken under the said commission at Nanaimo, Victoria, or elsewhere. (c.) All reports made by the said Mr. Rothwell on all matters inquired into by him under the said commission. Presented 27th April, 1898.—*Mr. McInnes*. *Not printed.*
71. Return to an order of the House of Commons, dated 14th March, 1898, for a return of copies of all papers connected with the letting of the contract for the construction of the railway bridge at Edmonton, including advertisements, specifications, the tenders, the contract; any subsequent modifications of the same; correspondence; and return respecting forfeitures connected with the said contract and the action of the government thereon, and a further return stating the conditions of the work at present. Presented 28th April, 1898.—*Mr. Davin*. *Not printed.*
72. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all papers and correspondence (such as can be properly brought down) between the Imperial government and the government of Canada, in relation to the improvement of the defences of Canada. Presented 2nd May, 1898.—*Mr. Casgrain*. *Not printed.*
73. Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence between the mayor and corporation of Gananoque, or any other person, with the government in reference to the removal of the drill shed at Gananoque. Also all correspondence in reference to the sale or purchase of a new site. Also all offers made by the president of the agricultural society of Gananoque, or any other person, offering to rent or sell a suitable building in which to store the arms and clothing; and also all other correspondence with the government, dealing with this question. Presented 4th May, 1898.—*Mr. Taylor*. *Not printed.*
- 73a. Supplementary return to No. 73. Presented 11th May, 1898.—*Mr. Taylor*. *Not printed.*
- 73b. Return to an order of the House of Commons, dated 14th March, 1898, for a return showing: (a) What works or repairs have been executed on the drill shed at Montreal since the 1st of September, 1896. (b) The estimated cost of said works. (c) The names of those who executed said works, and the amounts paid to each by the government. (d) The mode of calling for tenders in reference to the execution of said works. Presented 11th May, 1898.—*Mr. Monk*. *Not printed.*
74. Return to an address of the Senate to his excellency the Governor General, dated 31st March, 1898, for copies of all correspondence, memoranda, papers and orders in council relating to the Manitoba school question, since the 1st of July, 1896, up to this date. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Bernier*. *Printed for both distribution and sessional papers.*

 CONTENTS OF VOLUME 13—*Continued.*

- 74a.** Return to an address of the Senate to his excellency the Governor General, dated 31st March, 1898, for a statement of the quantity of lands allotted for school purposes in Manitoba: the quantity of said lands sold, and the prices at which they have been sold; the amount received on that account the amounts still due to the government; the manner in which this fund is invested and administered; the amount already paid to the province of Manitoba, how much on the capital, if any, and how much on the interest; the amount still at the credit of the province, whether on the capital or on the interest; the dates of payment in each case, and the amount of each payment; and also all the correspondence, papers, memoranda and orders in council relating thereto, up to date. Presented (Senate) 31st May, 1898.—*Hon. Mr. Bernier.*
Printed for both distribution and sessional papers.
- 75.** Return to an address of the Senate to his excellency the Governor General, dated 25th March, 1898, for copies of all correspondence between J. A. J. McKenna, the representative of the department of the interior, and any member of the British Columbia government in respect to the proposed removal of the Indians from the Songhees reserve in the city of Victoria, British Columbia. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Templeman.*.....*Not printed.*
- 76.** Return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a return showing the number of railway tickets sold during the year 1896 by the various railway companies of the Dominion, those under the rate of two cents per mile, and those over the rate of two cents per mile. Also the number of life insurance policies in force, dividing them as follows: \$500.00 and upwards, \$1,000.00, \$2,000.00, \$5,000.00, \$10,000.00, \$25,000.00, \$50,000.00. And also the number of infantile insurance and amount. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Boulton.*.....*Not printed.*
- 77.** Return to an address of the Senate to his excellency the Governor General, dated 28th March, 1898, for copies of all papers, letters, telegrams, reports, recommendations, contracts, payments and correspondence, between the department of militia and any person or persons whatsoever, and also all reports and orders in council in connection with the equipment of the militia force, referring to the Oliver, the Lewis and the Merrian patents. Presented (Senate) 4th May, 1898.—*Hon. Mr. Landry.*.....*Not printed.*
- 77a.** Supplementary return to No. 77. Presented (Senate) 30th May, 1898.—*Hon. Mr. Landry.*
Not printed.
- 78.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all tariffs of every kind, supplementary, regular and special, in force from time to time on the Intercolonial Railway since the appointment of Mr. Harris. Presented 5th May, 1898.—*Mr. Foster.*.....*Not printed.*
- 78a.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all papers and correspondence, including copy of advertisement, connected with the letting of Intercolonial Railway contract for farm gates in the winter of 1896-97, Intercolonial Railway contract with one McNeil, of New Glasgow, Nova Scotia, and copies of tenders and deposits by the different parties tendering for the same. Presented 5th May, 1898.—*Sir C. Hibbert Tupper.*.....*Not printed.*
- 79.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all papers and correspondence respecting a fire claim of D. Connors, Esq., Bayfield, Antigonish, between officers of the department of railways and canals and other departments, as well as between the claimant and others and the department. Presented 5th May, 1898.—*Sir C. Hibbert Tupper.*.....*Not printed.*
- 80.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for a copy of the report forwarded to the government by Mr. Wilfrid Mercier, appointed to hold an investigation into the conduct of employees on the St. Ann lock on the Ottawa river. Presented 5th May, 1898.—*Mr. Monk.*.....*Not printed.*
- 81.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of accounts of Mr. H. H. Robertson, registrar of the election court in the election trial held at the city of London in the fall of 1897, contesting the right of Thomas Beattie, Esq., to sit as member for the city of London, in connection with the said trial, with vouchers and certificates, and all correspondence relating thereto. Presented 10th May, 1898.—*Mr. Calvert.*.....*Not printed.*
- 82.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of all petitions, reports, applications, letters, telegrams, evidence, depositions, arguments, papers, writings, correspondence, judge's charge, judge's report, orders in council, and other documents of every kind relating to the commutation of the sentence pronounced

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- by Mr. Justice Ritchie of the supreme court of Nova Scotia, upon Lyman Dart, or to the pardoning of the said Lyman Dart, or to any application for such commutation or pardoning, and including all documents which were taken into consideration by the minister of justice or by the solicitor general, or by his excellency the governor general in council in connection with such commutation or pardon. Presented 10th May, 1898.—*Mr. Borden (Halifax)*..... *Not printed.*
- 83.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, advertisements for tenders and answers thereto, reports and orders in council, and a list of all permits, licenses or leases granted, containing names of the grantees and extent of territory given and conditions attached to each, the amount paid and to be paid therefor in respect of gold placer mining or gold dredging areas in the North-west Territories and the Yukon district. Presented 11th May, 1898.—*Mr. Foster.*
Printed for both distribution and sessional papers.
- 83a.** Return to an address of the Senate to his excellency the Governor General, dated 18th March, 1898, for a return of all dredging leases made by the government during the last eighteen months on the Saskatchewan river and its branches, also particulars of the parties to whom made, the rental to be paid and the amount paid, the extent of work, if any, done under same, together with the official reports, if any, which induced the government to grant said leases upon the terms contained therein. Presented (Senate) 18th May, 1898.—*Hon. Mr. Loughheed.*
Printed for sessional papers.
- 84.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of orders in council, correspondence, claims, memoranda, statements, memorials, etc., in connection with the government of Prince Edward Island and a delegation, consisting of Mr. Warburton, premier of the province, Mr. H. C. Macdonald, attorney-general of the province and others in regard to questions at issue between the government of Prince Edward Island and the dominion of Canada. Presented 12th May, 1898.—*Mr. Martin.*
Printed for sessional papers.
- 85.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all petitions, letters and documents respecting the claims made by the veterans of the rebellion of 1837-8 for pensions or other compensation, and for all departmental replies thereto and all other papers connected therewith. Presented 12th May, 1898.—*Mr. Cameron*..... *Not printed.*
- 86.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all petitions, reports, letters, correspondence and papers, including all letters, communications or correspondence between the different departments of the government, particularly the letter from the minister of marine and fisheries, under the late government, to the then minister of public works, and the letter of the Hon. Mr. Dickey, in said letter referred to, referring to the removal of the remains of piers of the old bridge at the mouth of Bear river, N.S. Presented 13th May, 1898.
Mr. Mills..... *Not printed.*
- 87.** Return to an order of the House of Commons, dated 18th April, 1898, for a copy of the report of W. L. M. King respecting the manufacture of militia clothing in Canada. Presented 16th May, 1898.—*Mr. Belcourt*..... *Printed for distribution.*
- 87a.** Return to an order of the House of Commons, dated 14th March, 1898, for a return showing: (1.) All contracts for military clothing entered into by the government of Canada since the 1st of September, 1896. (2.) The name of each contractor and the amount of his contract. (3.) The mode of calling for tenders in each case, and the names and amounts mentioned by each tenderer. Presented 6th June, 1898.—*Mr. Monk*..... *Not printed.*
- 88.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all correspondence, telegrams and replies thereto, between the minister of agriculture or any member of the government and any person in reference to the withdrawal, or proposed withdrawal of government aid or control from cheese and butter factories in Prince Edward Island. Also all correspondence, etc., between any member or official of the government and any person, representing or on behalf of any cheese or butter factory proposed to be erected and operated in Prince Edward Island. Presented 16th May, 1898.—*Mr. Martin*..... *Not printed.*
- 89.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all letters, papers and correspondence relating to the closing in March last of the post office at Oak Bay Mills, Quebec. Presented 17th May, 1898.—*Mr. McAlister*..... *Not printed.*
- 89a.** Return to an order of the House of Commons, dated 25th April, 1898, for copies of all correspondence, papers, telegrams, etc., in possession of the government, or any member or official of the government, in reference to closing the post office at St. Mary's Road East, in Prince Edward Island. Presented 18th May, 1898.—*Mr. Martin*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 90.** Return to an order of the House of Commons, dated 18th April, 1898, for a return of all correspondence, letters, or telegrams, reports in possession of the government in connection with the death from diphtheria of Macdonald and Fraser, who contracted the disease when employed on the construction of the Crow's Nest Pass Railway; also with the holding of an inquest on bodies of said Macdonald and Fraser, and the adjournment of said inquest, and issuing of an injunction to prevent Coroner Mead, of Pincher Creek, from proceeding with such adjourned inquest. Presented 17th May, 1898.—*Mr. Bell (Pictou)*.....*See 90a.*
- 90a.** Report of the commissioners appointed to inquire into complaints respecting the treatment of labourers on the Crow's Nest Pass Railway. Presented 2nd June, 1898, by Hon. C. Sifton.
Printed for both distribution and sessional papers.
- 91.** Return to an order of the House of Commons, dated 18th April, 1898, for a return showing names of parties from whom lands were purchased for new improvements on Iroquois section of Galops canal, and amounts paid to each person for property so purchased from them, also quantity of land purchased from each person. Also a similar statement for the lands purchased for the Cardinal section of the Galops canal. Presented 17th May, 1898.—*Mr. Broder*.....*Not printed.*
- 92.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all reports to his excellency, orders in council, papers and correspondence, record of the judgment of the supreme court of Canada referring to the condemnation and release of the United States fishing vessel "Frederick J. Gerring." Presented 18th May, 1898.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 93.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, calls for tenders, tenders received, reports and orders in council, contracts entered into and all related papers in respect to the winter steamship service from St. John and Halifax to Great Britain since 1st July, 1897. Presented 26th May, 1898.—*Mr. Foster*.....*Not printed.*
- 94.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for a copy of the report of the committee appointed by the Imperial government in 1896 to consider the question of a telegraph cable between Canada and Australasia; also of any reports or correspondence to the Canadian government from the Canadian representatives on said committee, or Sir Sandford Fleming in regard to the same subject. Presented 25th May, 1898.—*Mr. Casey*.....*Printed for both distribution and sessional papers.*
- 95.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of all petitions, papers, correspondence, orders in council, commission, instructions, evidence, reports and documents relating to the inquiry into the conduct of Judge Spinks, judge of the county court of Yale, by the Honourable Mr. Justice McColl of the supreme court of British Columbia. Presented 25th May, 1898.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 96.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all papers and correspondence respecting the enforcement of coasting laws of Canada on the Pacific or Atlantic coasts. Presented 26th May, 1898.—*Sir C. Hibbert Tupper*.....*Printed for distribution.*
- 97.** Return to an order of the House of Commons, dated 14th March, 1898, for a return showing: (a) What contracts for military harness or saddlery have been given by the government of Canada since the 1st September, 1896. (b) To whom such contracts were awarded and where they were executed. (c) What amounts were paid for the execution of such contracts. (d) For which of the said contracts tenders were called publicly, and the amount of tender in each case, and all correspondence had by the department of militia in reference to the execution of said contracts. Presented 8th June, 1898.—*Mr. Monk*.....*Not printed.*
- 98.** Return to an address of the Senate to his excellency the Governor General, dated 15th March, 1898, for copies of all correspondence and telegrams between the minister of agriculture or any other member of the administration, or any officer of the government, with the owners or agents of steamers or the board of trade, Charlottetown, relating to the establishment of a cold storage service on steamers between Charlottetown and ports in Great Britain or the West Indies, and in reference to the erection of cold storage premises in Charlottetown. Presented (Senate) 12th May, 1898.—*Hon. Mr. Ferguson*.....*Not printed.*
- 99.** Regulations concerning the Stikine river and its connecting rivers and lakes. Presented (Senate) 18th May, 1898, by Hon. R. W. Scott.....*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 100.** Return to an address of the Senate to his excellency the Governor General, dated 4th June, 1897, for a copy of all correspondence exchanged between the Imperial government and that of the Dominion on the subject of the French treaty. Presented (Senate) 25th May, 1898.—*Hon. Mr. Landry* *Not printed.*
- 101.** Return to an address of the Senate to his excellency the Governor General, dated 17th March, 1898, for a detailed account by the department of the interior of the items of the expenses allowed to W. H. Sowden during the period of his employment as immigration agent, and also the names of all or any persons, who, in consequence of Mr. Sowden's work in the Midland Counties, went to the Canadian North-west, and who, as stated by the leader of the government in the senate, it is believed by the government would otherwise have gone to the United States, and the residences of such persons prior to their departure to the North-west, and the places where they settled in the North-west. Presented (Senate) 25th May, 1898.—*Hon. Mr. Kirchhoffer* *Not printed.*
- 102.** Return to an address of the Senate to his excellency the Governor General, dated 5th May, 1898, for copies of all correspondence and orders in council in respect to the occupancy of a portion of the Songhees Indian reserve at Victoria, British Columbia, by the Esquimalt and Nanaimo Railway Company. Presented 26th May, 1898.—*Hon. Mr. Templeman* *Not printed.*
- 103.** Return to an address of the Senate to his excellency the Governor General, dated 18th March, 1898, for any correspondence that has taken place between the government and the home authorities re repatriation of the 100th Royal Canadian Regiment. Presented (Senate) 26th April, 1898.—*Hon. Mr. Boulton* *Not printed.*
- 104.** Return to an order of the House of Commons, dated 14th March, 1898, for a copy of all entries and clearances of Canadian ports by United States steamship "Yantic" on her voyage up the river St. Lawrence in 1897; also a copy of any papers or correspondence respecting her passage through the said river or St. Lawrence canals. Presented 30th May, 1898.—*Sir C. Hibbert Tupper* *Not printed.*
- 105.** Return to an order of the House of Commons, dated 30th May, 1898, for a copy of a letter from Major General Gascoigne, relating to certain statements made in parliament, reflecting upon him as commanding officer of the Canadian militia. Presented 30th May, 1898.—*Sir Wilfrid Laurier*.
Printed for both distribution and sessional papers.
- 106.** Return to an order of the House of Commons, dated 25th April, 1898, for a return of all papers, receipts and documents in possession of the government relating in any way to a claim presented to the government by Hugh Richardson, Esq., the justice of the supreme court, North-west Territories, for losses sustained at Battleford during the North-west rebellion of 1885. Presented 31st May, 1898.—*Mr. Davis* *Not printed.*
- 107.** Return to an order of the House of Commons, dated 9th May, 1898, for copies of all reports and plans respecting or in any way relating to a route through and from the North-west Territories to the Yukon district *via* Prince Albert, Saskatchewan, Green Lake, Isle La Crosse and the Clear-water river and Fort McMurray on the Athabasca. Presented 31st May, 1898.—*Mr. Davis*.
Not printed.
- 108.** Return to an address of the Senate to his excellency the Governor General, dated 15th March, 1898, for copies of all reports made to the department of marine and fisheries by the officers in charge of the steamer "Petrel" having reference to the service performed by that steamer during the winter of 1896-97, and also detailed statements of the expenditure incurred for that service and receipts for freight and passengers. Presented (Senate) 30th May, 1898.—*Hon. Mr. Ferguson* *Not printed.*
- 109.** Return to an order of the House of Commons, dated 2nd May, 1898, for copies of correspondence and reports addressed to the militia department concerning accidental shooting at Côte St. Luc ranges, of a farmer named Larose of the parish of St. Laurent, in Jacques Cartier county. Presented 1st June, 1898.—*Mr. Monk* *Not printed.*
- 110.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, calls for tenders, tenders received, reports and orders in council, permits, licenses or leases, with the names of the parties receiving them and the conditions attached thereto, and generally all papers in connection with the disposal of timber berths or areas in the North-west Territories, including the Yukon, since 1st July, 1897. Presented 3rd June, 1898.—*Mr. Foster* *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 111.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all reports, correspondence, documents and papers in relation to a claim by one Amable Frigon, of Montreal, for an indemnity for an injury received by him at the military camp of Laprairie in September, 1891. Presented 3rd June, 1898.—*Mr. Casgrain*..... *Not printed.*
- 112.** Return to an order of the House of Commons, dated 4th June, 1898, for copies of all correspondence relating to the transportation of supplies for 1898-9, for the North-west mounted police and the officials of the department of the interior to the Yukon district. Presented 4th June, 1898.—*Hon. C. Sifton* *Not printed.*
- 113.** Return to an address of the Senate to his excellency the Governor General, dated 26th May, 1898, for a copy of the contract between the government and the Beaver Line Company for the carriage of the mails across the Atlantic, together with all memorials, letters, correspondence whatsoever connected with the said contract or its execution, or bearing upon the refusal of the company to allow its boats to stop at Quebec. Presented (Senate) 1st June, 1898.—*Hon. Mr. Landry*.
Not printed.
- 114.** Return to an address of the Senate to his excellency the Governor General, dated 11th May, 1898, for copies of all the correspondence which took place in relation to the permission first refused and afterwards given to Captain and Brevet Major P. Belanger, of the 61st Battalion, to resign his commission and to retain the rank of major on retirement, as shown by the Militia General Orders, No. 55, of the year 1894, and by the *Canada Gazette* of 18th December, 1897; together with all papers, reports and orders in connection with such matter. Presented (Senate) 1st June, 1898.—*Hon. Mr. Landry*..... *Not printed.*
- 115.** Return to an address of the Senate to his excellency the Governor General, dated 25th May, 1898, for a statement of the tenders received by the department of militia and defence for the work on the rifle range on the Ottawa river, east of the city of Ottawa, and a statement of the estimated quantities on which tenders were figured out; a statement of the date and amount of each cheque sent in with each tender. A copy of the tender of J. Lyons, and a copy of the cheque which accompanied the same, showing date of acceptance by the bank. Presented (Senate) 3rd June, 1898.—*Hon. Mr. Macdonald (Victoria)*..... *Not printed.*
- 116.** Statement concerning prices paid to the Bate Co. for articles of food supplies for the military force sent to the Yukon district last month. Presented (Senate) 3rd June, 1898, by Hon. D. Mills.
Printed for sessional papers.
- 117.** Return to an order of the House of Commons, dated 25th April, 1898, for copies of all reports, papers and correspondence relating to the removal of postal mail clerks from their former places of residence in the province of Nova Scotia in 1897 and 1898. Presented 7th June, 1898.—*Sir C. Hibbert Tupper* *Not printed.*
- 118.** Return to an order of the House of Commons, dated 14th March, 1898, for a return showing the names of all parties furnishing supplies for the military camp at Aldershot, King's county, Nova Scotia, since July, 1896, the rate of allowance or payment of each class of articles supplied, the names of the tenderers, the amount asked by each tenderer, and the amount allowed. Also a schedule of prices paid for each class of supplies for the camp at Aldershot, from 1888 to 1897, inclusive, and the names of the parties supplying each class of articles. Presented 9th June, 1898.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 119.** Return to an address of the Senate to his excellency the Governor General, dated 22nd April, 1898, for copies of all correspondence between the departments of militia, public works, agriculture and any person or persons whatsoever, in connection with the Quebec exhibition of 1894, and with the forthcoming exhibition of 1898. Presented (Senate) 7th June, 1898.—*Hon. Mr. Bernier*.
Not printed.
- 120.** Return to an address of the Senate to his excellency the Governor General, dated 12th May, 1898, for a copy of each of the following documents relating to the reletting of contracts for the construction of sections 1, 2, 4, 5, 6 and 7 of the Soulanges canal: 1. Copy of notice calling for tenders for the reletting of sections 4, 5, 6 and 7 of the Soulanges canal. 2. Copy of the specifications for the reletting of sections 4, 5, 6 and 7, Soulanges canal. 3. Copy of the tender of J. M. Hogan. 4. Copy of the tender of Andrew Onderdonk. 5. Copy of the order in council or report of the minister of railways and canals, or chief engineer of railways and canals, shortening the time for the completion of sections 4, 5, 6 and 7 from the end of October, 1899, to the end of October, 1898. 6. Minute or memorandum of the agreement or conversation had with Andrew Onderdonk, con-

 CONTENTS OF VOLUME 13—*Concluded.*

tractor for sections 4, 5, 6 and 7 of the Soulanges canal by the minister of railways and canals or chief engineer, between the dates 17th March, 1897, and 20th March, 1897, both days inclusive, or at a subsequent date to the effect that if J. M. Hogan, the lowest tenderer for sections 4, 5, 6 and 7, refused to sign the contract that A. Onderdonk would take it at the prices named in his (Onderdonk's) tender and agree to complete the work by the end of October, 1898. 7. Copy of letter or telegram to J. M. Hogan between dates 17th March, 1897, and 22nd March, 1897, both days inclusive, notifying him that he was the lowest tenderer for sections 4, 5, 6 and 7. 8. Letter from J. M. Hogan to the department of railways and canals between the dates 17th March, 1897, and 22nd March, 1897, both days inclusive, refusing to sign the contract for sections 4, 5, 6 and 7 for which he was the lowest tenderer. 9. Copy of contract of A. Onderdonk for sections 4, 5, 6 and 7, Soulanges canal. 10. Copy of the order in council cancelling the contract of Archibald Stewart for sections 1 and 2, Soulanges canal. 11. Copy of order in council about reletting of sections 1 and 2, Soulanges canal. 12. Copy of public advertisement or other printed notice calling for tenders for the reletting of sections 1 and 2, Soulanges canal. 13. Copy of notice sent to Hugh Ryan asking him to tender for reletting of sections 1 and 2, Soulanges canal. 14. Copy of notice sent to John Ryan asking him to tender for reletting of sections 1 and 2, Soulanges canal. 15. Copy of notice sent to Allan R. McDonnell asking him to tender for reletting of sections 1 and 2, Soulanges canal. 16. Copy of notice sent to W. J. Poupore asking him to tender for reletting of sections 1 and 2, Soulanges canal. 17. Copy of notice sent to one Cleveland asking him to tender for reletting of sections 1 and 2, Soulanges canal. 18. Copy of notice sent to M. P. Davis, or Wm. Davis & Sons, asking him or them to tender for reletting of sections 1 and 2, Soulanges canal. 19. Copy of notices sent to other contractors asking them to tender for reletting of sections 1 and 2, Soulanges canal. 20. Copy of specification and form of tender for reletting of sections 1 and 2, Soulanges canal. 21. Copies of all tenders *verbatim et literatim* for reletting sections 1 and 2, Soulanges canal. 22. Copy *verbatim et literatim* of the contract of Ryan & Macdonell for sections 1 and 2, Soulanges canal. 23. Copy of notice or information furnished to tenderers of sections 1 and 2, Soulanges canal, as to the plant which tenderers would have the use of and the terms on which they would have such use. 24. Statement of the amount and nature of the security given by Ryan & Macdonell for the completion of their contract for sections 1 and 2, Soulanges canal. 25. Copy of notice to tenderers for reletting of sections 1 and 2, Soulanges canal, that the government would furnish a quarry for the use of contractors. 26. Copy of the agreement with Ryan & Macdonell as to the quarry at Rockland. 27. Statement of the royalty to be paid by Ryan & Macdonell to the department on stone to be quarried at Rockland quarry. 28. Copy of the order in council dated between the dates 15th May, 1897, and 29th May, 1897 (both dates inclusive), for the payment of \$10,000 to Archibald Stewart. 29. Copy of letter or telegram from the department of railways and canals to one C. W. Ross, a clerk in the department of railways and canals, in the month of December, 1897, or January, 1898, instructing him to break into the office of Archibald Stewart, at his quarry in Rockland. 30. Copies of letters or telegrams to one Middleton, government inspector at Rockland, from the department of railways and canals, during the month of December, 1897, and up to 13th of January, 1898. Presented (Senate) 11th June, 1898.—*Hon. Mr. Loughheed* *Not printed.*

REPORT
OF THE
MINISTER OF JUSTICE

AS TO
PENITENTIARIES OF CANADA

FOR THE
YEAR ENDED 30th JUNE
1897

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY
1898

Department of Justice.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, P. C., LL.D., Earl of Aberdeen, Viscount Formentine; Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom; Governor General of Canada and Vice-Admiral of the same, etc.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency, the Annual Report of the Inspector of Penitentiaries for the year ended 30th June, 1897.

I have the honour to be,

Your Excellency's most obedient servant,

DAVID MILLS,
Minister of Justice.

DEPARTMENT OF JUSTICE,
OTTAWA, 31st January, 1898.

Department of Justice.

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Department of Justice.

REPORT

OF THE

INSPECTOR OF PENITENTIARIES

FOR THE

FISCAL YEAR 1896-97.

To the Honourable
DAVID MILLS, Q.C.,
Minister of Justice.

SIR,—I have the honour to submit herewith the reports and statistics in connection with the Penitentiaries of Canada for the fiscal year ended 30th June, 1897. Those referring to Regina Jail will be found in Appendix "M," and are not included in the summary tables of statistics.

PRISON POPULATION.

The following table shows the movements of the convict population during the year :—

Penitentiary.	In custody 1st July, 1896.	Received.		Total.	Released.					In custody 30th June, 1897.	
		From Jail.	By Transfer.		Expiry of Sentence.	Pardon.	Escapes.	Transfer.	Death.		By order of the court.
Kingston..	605	186	9	800	149	25	2	2	9	2	611
St. Vincent de Paul....	383	153	2	538	114	17	.....	9	2	.....	396
Dorchester.....	192	78	.....	270	62	6	.....	.....	4	.....	198
Manitoba.....	80	25	.....	105	25	2	.....	.....	1	.....	77
British Columbia.....	101	36	.....	137	31	6	.....	.....	.....	.....	100
	1,361	478	11	1,850	381	56	2	11	16	2	1,382

Increase of Population.—It will be observed that the increase, which has characterized the last few years, still continues. The average daily population for the past four years has been as follows:—

1893-94.....	1,179
1894-95.....	1,250
1895-96.....	1,314
1896-97.....	1,353

Releases.—The number released, apart from those whose sentences expired, during the same period is shown in the following table:—

Fiscal Year.	Pardons.	Deaths.	Escapes.
1893-94.....	49	18	1
1894-95.....	73	18	2
1895-96.....	52	8	1
1896-97.....	56	16	2

One of those who escaped during the past year has since been recaptured and returned to the penitentiary, with an additional sentence imposed upon him.

The death rate, although greater than that of the preceding year, is not above the normal, being considerably less than 1 per cent of those in custody during the year. Of the 16 deaths, 2 were caused by suicide. In both cases the unfortunates were insane. For the purposes for which a penalty of hard labour is imposed, the sentences in these cases are just as effective since the death of the convicts as they were previously.

GENERAL STATISTICS.

The following tables refer to convicts in custody on the 30th June last. Details will be found in Appendix "G":—

Ages :

Convicts under 20 years of age.....	1896.	1897.
" from 20 to 30 years of age.....	126	131
" " 30 to 40 " 	625	637
" " 40 to 50 " 	348	339
" " 50 to 60 " 	161	168
" over 60 years of age.....	81	85
	20	22
	<hr/>	<hr/>
	1,361	1,382

Department of Justice.

Duration of Sentences :—

Under 2 years (military prisoner).....	1
2 years	230
Over 2 but under 3 years	44
3 years	289
Over 3 but under 4 years.....	12
4 years	122
Over 4 but under 5 years.....	6
5 years	271
Over 5 but under 6 years.....	2
6 years	26
6½ "	1
7 "	105
8 "	15
9 "	5
10 "	84
12 "	21
13 "	3
14 "	34
15 "	26
16 "	2
17 "	1
20 "	18
21 "	1
24 "	1
25 "	4
30 "	1
Life	57
	1,382

Racial.—The racial divisions, as compared with previous years, are as follows :—

	1895.	1896.	1897.
White.....	1,167	1,258	1,287
Coloured.....	55	56	55
Indian.....	33	25	23
Half-breed.....	4	8	7
Mongolian.....	18	14	10
Totals.....	1,277	1,361	1,382

Civil Condition :—

Single	893
Married	482
Widowed	7
Total.....	1,382

Social Habits :—

Abstainers.....	124
Temperate.....	783
Intemperate.....	475
Total.....	1,382

Education :—

Cannot read.....	233
Can read, only.....	141
Can read and write.....	1,008
Total	1,382

Origin :—

British.	Canada.....	957	
	England.....	137	
	Scotland.....	34	
	Ireland.....	55	
	Wales.....	2	
	Newfoundland.....	4	
	Bermuda.....	1	
	Australia.....	1	
	West Indies.....	2	
	Honduras.....	1	
	<hr/>	1,194	
Foreign.	United States.....	133	
	Mexico.....	2	
	France.....	8	
	Germany.....	11	
	Italy.....	6	
	Austria.....	2	
	Norway.....	2	
	Sweden.....	8	
	Denmark.....	1	
	Belgium.....	1	
	Finland.....	3	
	Greece.....	1	
	China.....	10	
	<hr/>	188	
		<hr/> <hr/>	1,382

Religious creeds.

Roman Catholic.....	656	
Church of England.....	292	
Methodists.....	187	
Presbyterians.....	120	
Baptists.....	80	
Lutheran.....	16	
Buddhists.....	9	
Jews.....	5	
Salvation Army.....	3	
Congregational.....	1	
Reformed Episcopal.....	1	
French Protestant.....	1	
Adventist.....	1	
Christian Scientist.....	1	
Quaker.....	1	
Disciple.....	1	
Mennonite.....	1	
Unitarian.....	1	
Universalist.....	1	
Not given.....	4	
	<hr/> <hr/>	1,382

Department of Justice.

At this period of the decade it is impossible to show accurately the relative proportion of convicts to the denominational population, but by taking the last decennial census as a basis the following is the result as regards bodies representing one per cent and upwards of the prison population :—

	Number of convicts.	Percentage of prison population.	No. to each 10,000 of pop. as per last census.
Church of England.....	292	21·1	4·56
Roman Catholic.....	656	47·4	3·25
Baptists.....	80	5·7	2·66
Lutheran.....	16	1·1	2·66
Methodists.....	187	13·5	2·22
Presbyterians.....	120	8·7	1·6

FINANCIAL.

The following tables include the expenditure under the Department of Public Works as well as that made under authority of the Department of Justice, but do not include the cost of special investigations.

Gross Expenditure.

1893-94.....	\$464,066 76
1894-95.....	468,750 42
1895-96.....	389,284 83
1896-97.....	396,002 40

The following table shows the gross and net expenditure for the year 1896-97 :—

	Gross Expenditure.	Revenue.	Net Expenditure.
	\$ cts.	\$ cts.	\$ cts.
Kingston.....	182,152 96	75,419 83	106,733 13
St. Vincent de Paul.....	90,576 86	2,917 06	87,659 80
Dorchester.....	46,160 80	3,110 16	43,050 64
Manitoba.....	37,192 35	1,832 80	35,359 55
British Columbia.....	39,919 43	897 42	39,022 01
	396,002 40	84,177 27	311,825 13

Net Expenditure.—The net expenditure during each of the past four years, and the aggregate average daily population for the same periods are shown below.

	1893-94.	1894-95.	1895-96.	1896-97.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kingston.....	211,036 41	204,630 19	126,687 48	106,733 13
St. Vincent de Paul.....	119,163 42	113,879 98	95,855 61	87,659 80
Dorchester.....	41,930 98	43,492 27	42,635 48	43,050 64
Manitoba.....	37,731 10	36,691 01	43,828 33	35,359 55
British Columbia.....	43,042 67	42,729 11	36,122 88	39,022 01
Totals.....	452,904 58	441,422 56	345,129 78	311,825 13
Average daily population.....	1,179	1,250	1,314	1,353

Actual Cost.—

Value of supplies on hand, 1st July, 1896..... \$156,404
 Expenditure, 1896-97..... 396,002

\$552,406

Deduct—Supplies on hand 30th June, 1897.... \$128,994

Approximate value of prison labour
 employed in the production of
 revenue and capital..... 75,000

203,994

Net cost..... \$348,412

Cost per capita..... \$ 257 51
 do diem..... 0 70

COMPARATIVE Statement of cost per capita under each general head of expenditure :—

	Kingston.	St. Vincent de Paul.	Dorchester.	Manitoba.	British Columbia.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff.....	111 95	130 41	160 20	301 73	241 92
Maintenance of convicts.....	45 62	46 17	42 78	73 75	62 98
Discharge expenses.....	5 46	5 96	4 79	13 31	11 79
Working expenses.....	44 52	32 02	26 18	103 59	61 19
Prison equipment.....	5 09	2 99	2 30	10 26	8 51
Industries.....	132 06	6 86	28 70	29 12	17 10
Lands, walls, buildings, etc.....	8 40	19 10	9 31	13 22	51
Miscellaneous.....	76	1 50	89	1 94	1 20
Gross cost per capita.....	353 85	245 01	275 15	546 92	405 20
Deduct—Revenue, etc.....	124 32	7 63	16 52	62 32	9 16
Net cost, per capita.....	229 53	237 38	258 63	484 60	396 04

Department of Justice.

Summary.

	1894-95.	1895-96	1896-97.
	\$ cts.	\$ cts.	\$ cts.
Gross expenditure.....	468,750 42	389,284 88	396,002 40
Net expenditure.....	441,422 56	345,129 78	311,825 13
Actual cost.....	344,559 00	292,286 00	348,412 00
Cost per capita.....	269 82	222 44	257 51
do diem.....	0 74	0 61	0 70

REGINA JAIL.

From the statistics in appendix "M" it will be seen that the expenditure in connection with the jail has been materially reduced.

The following table shows the average daily population, net expenditure, and cost per capita for the past four years :--

	Average daily population.	Expenditure	Cost per capita per annum.
		\$	\$
1893-94.....	19 $\frac{3}{4}$	10,835	548
1894-95.....	23 $\frac{1}{4}$	9,548	410
1895-96.....	22 $\frac{3}{4}$	9,055	402
1896-97.....	21 $\frac{1}{2}$	8,151	379

MATERIAL CONDITION.

KINGSTON.—Several visits of inspection have been made during the year. Owing to exceptional circumstances the works in progress have not been carried forward as rapidly as could be desired. The change of warden, which occurred in June, 1896, was almost immediately followed by a protracted special investigation, which resulted in several changes in the personnel of the staff.

The natural result of these circumstances was uncertainty and temporary demoralization of the discipline, as well as delay in connection with the works as originally carried on by ex-warden Lavell and his officers.

Since the close of the year under review the staff has been reorganized and the structural improvements and other works have been resumed. The new officers have taken hold of their duties with an intelligence and interest which is extremely satisfactory and encouraging.

The reconstruction of the cell wings which has been in progress for several years, and which is the most urgent and essential improvement in connection with the institution, has suffered very severely by the delay, but the first wing is now approaching completion and the changes in the second wing are already in progress. In addition to the advantages which will accrue as regards sanitation, security and facilities for oversight, the reconstruction of the west wing will afford an opportunity to centralize and improve the heating system of the prison and thereby reduce the hitherto excessive working expenses.

The new water system has been completed and tested under the supervision of Engineer Derry, and it is satisfactory to know that as regards the pressure and consequent utility for fire purposes the results have dissipated all doubts as to efficiency or the practical feasibility of the system as originally designed.

The sewage system has been examined by the surgeon, chief trade instructor and engineer, and all necessary changes and improvements will be effected at a fraction of the cost estimated.

The present warden has given special attention to the farm, and as a result that important adjunct of the institution has yielded better returns than formerly. In a previous report I called attention to the special advantages of agriculture as a means of employment for convicts. This view was unanimously endorsed at the recent warden's convention, and the reference contained in Warden Metcalfe's report is respectfully submitted for your consideration.

The binder twine industry has been carried on with a fair measure of success. The cost of technical supervision and other incidental expenses would be materially reduced in proportion to the cost of the manufactured article if additional plant were installed.

The prison of isolation, which is the only institution of the kind in Canada, has fully demonstrated the superiority of the Belgian system as regards the treatment of incorrigibles and criminal cranks. Much of the success is due to the superior tact and intelligence of the officer in charge, but it is evident that the extension of the system to the other penitentiaries will enable the authorities to dispense with the "triangle" and other relics of semi-civilization, and at the same time prevent well behaved convicts from contact with the more vicious and depraved. In all such prisons there are usually convicts who cannot be entrusted with tools and material for work, and also some who are physically incapable of labour, but who cannot with safety be allowed hospital privileges. All those who are willing and physically competent are kept constantly and usefully employed.

ST. VINCENT DE PAUL.—During the year the quarries hitherto operated under the direction of the Department of Public Works, have been taken over by the prison authorities and worked by convict labour. This is in accordance with the policy adopted some years ago in connection with the other penitentiaries, and removes the last instance of the dual control which in former years caused much friction and misunderstanding between the Department of Public Works and the Department of Justice.

The prison walls have been completed, with the exception of the front gate as to which it is proposed to alter the plans in order to afford additional room for prison stores.

Department of Justice.

Since the close of the year several important improvements have been made, which will add materially to the security and convenience of the prison.

The warden's residence, which is located at too great a distance from the prison, has fallen into decay and will soon become uninhabitable. There is ample room in the administration building for commodious and comfortable quarters for both the warden and the deputy warden, and I respectfully recommend that the necessary changes be made for that purpose. The warden's residence and the arbor in front, might then be placed on the market, the prison retaining the grounds in rear of the house to the river front.

The question of the disposal of the sewage has arisen through the action of a neighbouring land owner who claims a large sum for alleged damages sustained. At present about 75 per cent of the sewage is carried directly to the farm and utilized for fertilizing purposes; the remainder is carried through a sewer to a small stream about a quarter of a mile from the prison. Plans and estimates for a general sewage system are now in course of preparation.

Plans and estimates are also being prepared for the enlargement of the hospital and dispensary, by the transfer of the Protestant Chapel to another part of the building.

An urgently needed improvement at this institution is the adoption of electric light to replace the oil lamps now in use. The engineer reports that there is ample and suitable accommodation for the installation of the plant, and it is hoped that the necessary outlay may ere long be authorized.

The completion of the front gate, the erection of a prison stable for which stone is already prepared, the extension of the trades building, and the reconstruction of the north wing will afford abundance of labour for several years.

DORCHESTER.—The lack of building material in the vicinity is felt with increasing force as the requirements of the institution become yearly more pressing. The wooden stockade cannot be replaced and it is essential that walls should be constructed before the wooden structure becomes unsafe.

There are indications that the clay in some portions of the reserve is suitable for brickmaking, and I recommend the employment of an expert to test and report upon this matter with a view to the manufacture of brick for the construction of the walls.

The farm, which is the most important industry at this prison, is being extended and improved as rapidly as existing facilities will admit. An additional barn has been erected since the date of my last report. A large portion of the arable land on the reserve is on the southern slope, out of view of the prison, and it seems desirable that a prison barn should be erected there with an adjacent cottage in which an officer could be quartered, and thus afford an oversight of that portion of the crops and prison property which is at present exposed to the depredations of unconvicted thieves and tramps.

The auxilliary reservoir has been completed and connected, with highly satisfactory results. The feasibility of reconstructing the old reservoir, which was originally designed and erected on very primitive plans, is a matter which will require early attention.

The warden's residence, which is an old wooden building and at an unreasonable distance from the prison, seems to have been erected on plans for a summer hotel. The cost of heating is enormous and it is never comfortable during the winter season. It should be replaced by a neat and comfortable brick structure, in closer proximity to the prison ; or by the rearrangement and utilization of the right wing of the administration building, which is now occupied by the matrons.

There are on the reserve more than thirty officers' cottages, with stables and outbuildings, which have been erected and maintained at an unreasonable and unnecessary expense, and which it seems desirable to sell and remove as soon as possible. I respectfully submit the opinion that penitentiary reserves were not purchased or intended for colonization purposes, and that it is not reasonable to require a warden, in addition to the onerous and responsible duties of his office, to act as landlord for scores of exacting tenants, or an arbitrator in connection with the family jealousies and disputes which from time to time arise. The presence of such a large number of women and children in the immediate vicinity of the prison is for obvious reasons undesirable, and their removal would enhance their safety, freedom and independence, and at the same time relieve the prison of much friction and expense.

The additions and improvements most urgently needed at this institution are :—

(1.) The erection of a fire proof trades building to replace the wooden shops now scattered throughout the inclosure.

(2.) The introduction of an electric light plant, for which adequate power is already available.

(3.) The installation of a proper cooking apparatus to replace the antiquated system now in use.

4. The construction of proper laundry and bathing facilities.

5. The construction of several isolated cells, for the detention of incorrigibles.

MANITOBA, BRITISH COLUMBIA, REGINA.	}	These institutions have not been inspected since 1895, and I am therefore not in a position to give any definite information as to their condition or requirements.
---	---	---

WARDENS' CONVENTION.

The suggestion, contained in my last annual report, that an annual convention of the penitentiary wardens and other officials interested in the treatment of criminals would be of advantage, has already materialized. The inaugural meeting was held at Ottawa during the first week of January, 1898, and the consensus of opinion among those who participated, is that it marks an important epoch in the history of Canadian penitentiary reform.

Officers of diversified training, temperament and experience were able to bring to the consideration of the various questions an amount of practical knowledge and practicable suggestions of the greatest possible value. The convention had the advantage of the presence of the Commissioner of Dominion Police, whose successful administrative

Department of Justice.

experience and knowledge of criminal character enabled him to afford material assistance in matters in which these points were involved.

The greater portion of the time of this inaugural meeting was devoted to the discussion of, and suggested revision of the rules governing the internal administration of the penitentiaries, but as to the more general questions considered the following suggestions were made :—

(a.) *Classification of Convicts*.—That provision should be made for the classification of convicts and the separation of such as seem amenable to reform from the incorrigible and habitual offenders. The feasibility of the suggestion is strengthened by the success which has attended the recently adopted “Star System” in the English prisons. The adoption of the system would involve the structural rearrangement of some of the prisons.

(b.) *Restriction of Convicts' Privileges*.—The extent of these privileges as regards visits by alleged friends and relatives, and also as to the mass of correspondence to and from convicts, has become a serious menace to discipline, and in the larger prisons, the necessary supervision absorbs too large a portion of the time of officers who have more important duties to perform. In nearly all cases the letters and visits are many times more frequent than they would be if the men were free, while the general tenor of the conversation and correspondence is not by any means elevating or reformatory in its character. It is recommended that these privileges be restricted within more reasonable limits.

(c.) *The exclusion of Sight-seers*.—The admission of those who from mere idle curiosity, desire to see the interior workings of a prison, is a source of much official embarrassment and inconvenience, and in some cases is undoubtedly dangerous. Strangers of respectable appearance are admitted in large numbers, and despite the most vigilant supervision, it is too frequently discovered, subsequently, that contraband articles have been dropped in places to which convicts have access. As an illustration, it may be mentioned that an ex-convict, by means of an intermediary, supplied a newly arrived convict with a sketch plan of the prison, in which certain points of possible escape were indicated. The convention recommended that, aside from such as are by statute entitled to admission, no visitor be admitted except by special leave of the department; and that in no case should any male visitor have access to the female ward or female visitor have access to the male ward of the prison.

(d.) *Increased facilities for Labour*.—The restrictions which, by statute and public policy, have been placed upon prison labour, make it impossible to provide a sufficiency of suitable employment for the convicts.

The convention recommended that the prisons be furnished with more ample facilities for agriculture; and also heartily endorsed the suggestions contained in my last annual report as to the necessity for securing the active coöperation of other departments of the service with regard to articles which can be furnished by the prison, but which are now purchased by the Government from outside contractors.

(e.) *Indeterminate sentences*.—The legalization of indeterminate sentences for habitual criminals was strongly recommended.

(f.) *Identification of Criminals.*—The convention urged the establishment of a Bureau of Crime Records, under the control of the Commissioner of Dominion Police, and assurance was given that the prison authorities will afford all possible facilities for the operation of the Bertillon System as an attachment to the bureau.

(g.) *Increased Inspection.*—Complaints were made as to the infrequent visits of the Inspector, and the Accountant of Penitentiaries. The convention was aware of the reasons which made it necessary for the Inspector to be in Ottawa during the greater part of the year; and also as to the special duties which have prevented the Accountant of Penitentiaries from performing his ordinary official duties, but the attention of the department was called to the urgent necessity for more frequent and thorough inspection.

GENERAL SYSTEM OF CONTROL.

Previous to 1875 the management of penitentiaries was vested in a board of directors. At that date the Board was abolished and the direct control was vested in the Minister of Justice.

The change has been the subject of a considerable amount of adverse criticism, and although it involves a question of public policy yet in view of comments which recent investigations have evoked, it seems appropriate that the general system should be considered in connection with any defects in the details of administration which may have occurred. The trend of opinion among those most closely identified with the prisons has been adverse to direct departmental control, and the case from that point of view is forcibly set out by Messrs. Taché and Miall in their report in connection with the management of the penitentiaries, dated 23rd December, 1879. In closing their report the commissioners state:—

“In dealing with the difficulties which have given rise to the present inquiry, we doubt not the idea must have been suggested to your mind, as it has certainly most forcibly impressed itself on ours, that prison management is not a fit subject for departmental control, and we feel bound to refer, before closing this report, to the radical change inaugurated by the legislation now in force in relation thereto.

“The study of the subject of prison management, if pursued free from the influence of preconceived ideas, must lead an unbiased mind to the conviction that such institutions should be governed and directed by an organization or body of men free from political or other extraneous influences.

“Such organized bodies exist in every civilized country, whether under the name of inspectors, superintendents, directors or commissioners, and are generally constituted into boards, whose relation to the executive officers of each establishment are somewhat analogous to the relation subsisting between Parliament and Cabinet, under a constitutional form of government. Their duties are consultative, deliberative, and in a measure, legislative. They decide upon what general principles the prisons shall be governed, and their decrees, when approved by the Minister of State, are carried into effect by the local executive.

“Such was the condition of the question in Canada before the passage of the Act in 1875, which we are bound to call an unfortunate deviation from the usual course pursued in almost every country aiming at the reform of its criminal population.

“The reasons to be urged in favour of the appointment of a board of directors are obvious, and almost equally self-evident are the reasons why a department, having

Department of Justice.

other and onerous duties, must be unfit to direct from a distance the detailed administration of institutions of such a special and complicated nature.

"The government of penal institutions in Christian countries has become a distinctive science—a science too demanding for its attainment a continuity of practice and experience acting upon a diversity of minds. A combination of mental and moral qualities seldom centralized in one person (and of which some important elements are almost sure to be lacking in a department whose main duties are of an entirely different character) is essential to the judicious control of a mixed criminal population, especially if the object aimed at be reformatory as well as punitive.

"The avowed object with us is to reform the convicts, and to educate them to honest occupations, as well as to see that they are adequately punished without being crushed.

"A Government Department might almost as well undertake to treat, at a distance the patients of our public hospitals, as direct, by correspondence, the life and conduct of a penitentiary. The officers and clerks of a department can hardly be considered as *ex officio* authorities on prison matters, and if directors or inspectors are made under-officers of a department, they lose, by the very fact of occupying such a position, the freedom, the status, the immunities which are necessary to the proper discharge of their important and often delicate functions, at the same time the feeling or sense of responsibility on account of their trust is materially lessened.

"The board of inspectors, commissioners or directors (by whatever name they may be called) should (subject only to supreme authority) have sufficient liberty of action to permit each unit of their body to develop, in his own chosen or assigned sphere of action, that individuality of mind and heart which could not be expected to govern any departmental action, while by frequent consultations at the board, the attrition of mind with mind would, through that breadth and diversity of thought, which, perhaps alone, makes consultative bodies useful, prevent that individuality losing its freshness and usefulness by growing with eccentricity. The warden should carry into execution the matured decisions of that board, he, too, being allowed that latitude which is essential to the proper exercise of executive power whether vested in one man or a body of men. The history of prisons proclaim that every real reform, great or small, has been wrought by men so circumstanced, in strange and striking contrast with the result of departmental management historically recorded.

"There is, perhaps, no sphere of action in the administration of the duties of which officers of all grades require so much liberty of action, combined with docility and amenability, so much breadth of view and sympathy, combined with decision of character and promptitude of action, and where such liberty of action is demanded by the exigencies of the service, it can only be yielded by those having the power to yield, suspend, or withhold it, and who can, from time to time witness on the spot the use that is made of it.

"A further reason why a board, and not a single individual, should govern institutions of this nature is that a continuity of practice and experience is required, and the death or removal of one of the body from time to time does not involve the loss of the collective knowledge and practical experience possessed by the Board as a body.

"All these principles consecrated by the grand test of time, approved and endorsed by the entire civilized and Christianized world, have been set aside by the Penitentiary Act of 1875. By its provisions all the benefits from diversity of thought, breadth of mental and moral culture, are swept away as useless. One single inspector is provided for, who is expected (it may be assumed) to combine in his person all the breadth and diversity of a board, both breadth and diversity being neutralized, however, by the provisions that he shall be an officer of the department.

"These remarks must be understood to have no force against the Department of Justice, *per se*; if they have any force they are intended to apply to the principle and spirit of bureaucracy, not to any special department or individual.

"The outflow of the legislation has been such as might have been anticipated—misunderstandings as to the jurisdiction of officers, unfortunate appointments, indefensible contracts, and worse than all, perhaps, a lurking feeling which, sooner or later, invades

all such extraneous departmental trusts, that individuality and earnestness are not recognized servants of the state. It is, therefore, with full confidence in the rectitude of our view, that we recommend to your consideration the advisability, nay, we may say the necessity of abrogating the Act of 1875 and its amendments, and the restoration of a board of directors of penitentiaries, constituted after the manner, and possessing the powers of that which existed prior to the recent unfortunate innovation."

The ability and successful administrative experience of the commissioners entitle their views to the greatest possible respect. It is necessary to remember, however, that they do not speak from knowledge gained in the practical management of penal institutions, but from the standpoint of general theoretical principles. The objections urged against direct departmental control of the penitentiaries will apply with equal force in the case of other branches of the public service. The Minister of Justice is held responsible to Parliament for every item of expenditure in connection with the prisons, and his responsibility could not reasonably be continued if his control should be limited by the intermediary authority of a board of directors. I respectfully submit the opinion that the weakness does not lie in the system, but in the manner in which it has been administered. The system vests the control of all penitentiaries in the Minister of Justice, but as a matter of fact succeeding ministers have been harassed and embarrassed to such an extent by the persistent interference of local political organizations that the control of the patronage, including the selection of officials, has been virtually delegated to local and irresponsible organizations, whose chief aim has been the potency of the institution as a political factor in the constituency in which it is situated.

It is quite apparent that so long as this *de jure* departmental control, but *de facto* local control continues, the whitewash brush of departmental officials and the tar brush of special commissioners will be alike ineffectual in removing the stains which are occasionally exhibited to public gaze. What is required is such action as will relieve the prisons from the grasp of the tentacles of the local political octopoda. The burden of maintaining the institutions is imposed upon the whole of Canada, and it is but reasonable that the privileges which attach to the patronage should be equally extensive.

I am, sir,

Your obedient servant,

DOUGLAS STEWART,

Inspector of Penitentiaries.

OTTAWA, 31st January, 1898.

Department of Justice.

APPENDIX A

WARDENS' REPORTS

Department of Justice.

KINGSTON PENITENTIARY.

PORTSMOUTH, ONT., 1st July, 1897.

SIR,—I have the honour to submit my second annual report, accompanied with the usual returns of Kingston Penitentiary, for the fiscal year ended 30th June, 1897.

The vote of the Dominion Parliament for the maintenance of Kingston Penitentiary, during the fiscal year just terminated, was \$211,300. Of this sum \$182,612.35 was expended; leaving a balance in the hands of the Government, unexpended, of \$28,687.65. The average prison population during the previous fiscal year was 550 $\frac{20}{100}$. The amount of cash remitted to the Receiver General during the year for binder twine, convict labour, &c., was \$75,395.76, and for refund of current expenditure \$758.18, making a total of \$76,143.94.

There remained in Kingston Penitentiary on 30th June, 1896, 579 male and 26 female convicts. Total 605.

Received since:—From common jails, 186. From other penitentiaries, 9. Total received during the year 195.

These added to the number in the penitentiary on the 30th June, made the total 800.

Discharged during the year:—By expiration of sentence, 149; by pardon, 25; by death, 9; by escape, 2; transferred to St. Vincent de Paul, 2; removed by order of court, 2; making a total of 189 disposed of in these ways. Ten female convicts were discharged and 12 received during year. Leaving the total prison population on 30th June, 1897, 583 men and 28 women,—total 611,—being 6 convicts more than we held at the beginning of the fiscal year.

The daily average number of convicts in Kingston Penitentiary during the year was 612 $\frac{1}{3}$.

The *per capita* cost of maintenance under the various heads of service is as follows:—

Staff.....	\$ 111 95
Maintenance of convicts.....	45 62
Discharge expenses.....	5 46
Working expenses.....	44 52
Prison equipment.....	5 09
Industries.....	132 05
Capital.....	8 40
Miscellaneous.....	0 76

Making a total of.....\$ 353 85

If the per capita revenue, \$230.75, and refund of expenditure, \$1.22 be deducted, it leaves the actual cost \$229.53, or 62.08c. per diem per man.

Two prisoners escaped during the year, details regarding the same were reported to the department at the time.

The usefulness of the prison of isolation has been tested sufficiently to warrant the assertion that it is a most useful disciplinary adjunct to the penitentiary.

The binder twine industry has been well managed and the output yielded a fair profit.

The main walls of the penitentiary, the dome and towers, are being repaired. The roads adjacent to the prison property have been considerably improved, and I hope to be able to further improve them during next year.

The farm fences have been partially renewed, and further attention will be bestowed in this direction at the earliest opportunity.

The farm has yielded quite enough hay to feed our horses for the year, and the oats and other grain give prospect of a good yield. The root crops also give evidence of a satisfactory return.

The conduct and industry of most of the prisoners during the year have been good. Several discharged convicts secured work, are doing well, earning good wages, and are making excellent use of the several trades taught them during the terms of their imprisonment. I have secured work for several of these men, and their grateful letters fully repay me for any little effort put forth to secure them the desired employment.

The small number of recidivists among the prisoners sent here during the past year gives evidence that an improvement has taken place in the conduct of discharged prisoners.

I am much indebted to the Protestant and Roman Catholic chaplains for their untiring efforts in vigorously promoting the moral improvement of the prisoners under their charge. The choirs of both chapels have been of much service in aiding the chaplains to perform effectively the noble work of their divine calling among the prisoners.

The bored well has proved a great boon to the penitentiary. The water from it is pure and cool. The increased good health of the convicts is in large measure due to the supply of drinking water from this source being free from all impurities. Water from it has been supplied to prisoners for night and day use.

The disappearance of typhoid from the prison, I am quite satisfied, has been brought about by the use of this pure water.

The new waterworks system is very near completion. I am sure this will be of greatest utility to the penitentiary.

The disciplinary officers of the penitentiary, generally speaking, have zealously performed their duties. They have been regularly drilled. Rifle practice has received due attention. Much benefit has ensued from the drill and target practice. The chief trade instructor and his assistants have very efficiently discharged their arduous duties with fidelity, and their zealous oversight and tuition, have produced much benefit to the prisoners and the penitentiary.

The rules governing the prison have been more strictly enforced; and the reformation of the convicts has been made by me a special study, which I am pleased to say has been productive of real and abiding good. These happy results manifested themselves in many cases while prisoners remained here; and the reformed conduct of many since being discharged attests the genuineness of their reformation. I know of no industrial pursuit more adapted to enable convicts to earn a good living after discharge, than farming. I therefore trust that you will use your best endeavours to secure more arable land instead of selling that which we now possess.

Since I assumed the duties of warden, I have earnestly endeavoured to promote the economy and discipline of the penitentiary. I have striven to utilize the labour of the prisoners to the best advantage.

The matron and assistant matron have most diligently and satisfactorily attended to the duties of their respective positions; and I heartily thank them for their efficient and praiseworthy services. The excellent order and cleanly appearance of the female prison at all times, bear ample testimony to the faithful performance of their onerous duties, by both of these deserving officers.

The schoolmaster and his assistant have worked most faithfully to effect improvement in the minds and morals of the uneducated portion of the prisoners, and have succeeded remarkably well.

The late engineer has been asked by me for a report, which will be duly appended to my own.

Department of Justice.

The warden's residence has received a thorough renovation, and is now in a good sanitary condition.

A great saving has been effected in the amount of fuel consumed by several changes in the heating apparatus made at a very small cost.

The library has proven a great assistance to the good conduct of the prisoners. We have a bookbinding establishment in connection with it, worked entirely by two prisoners, who have given no trouble. The books, generally speaking, have been well taken care of.

The hospital has been exceedingly well looked after, and will compare most favourably in efficiency with any establishment of its kind in any part of America.

The quarries of the penitentiary continue to furnish sufficient and good stone for the many requirements of this most essential material.

The south wing is being completed as rapidly as possible. The surgeon has given strict attention to the sanitary condition of the penitentiary.

I subjoin herewith the usual reports and statistics, containing the necessary information regarding the penitentiary and its operations for the past year

I desire to convey to you my thanks for your assistance and co-operation, always extended, to enable me to satisfactorily perform the arduous duties of my office.

I have the honour to be, sir,

Your obedient servant,

J. H. METCALFE,

Warden.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

APPENDIX TO WARDEN METCALFE'S REPORT.

KINGSTON, 18th June, 1897.

To the Warden.

SIR,—Pursuant to instructions I have the honour to report on the condition of the plant and the works under my charge which have been carried out during the year preceding this date.

The 100 H. P. binder twine engine was overhauled during the stoppage of the twine factory for repairs. New engine for blacksmith and machine shop built in the prison by convict labour under my directions, gives every satisfaction. Improvements were made to the steam cooking apparatus. The new boiler for electric light and binder twine engines 16' x 5' 6" has been connected and with the extension of chimney stack gives every satisfaction. Much has been done to improve the heating system throughout the main building due to the enlargement of pipe ducts and provision being made for heating the new south wing extension. The widening of the pipe ducts will enable an ordinary sized man to get through them and have repairs to pipes made without the great difficulty hitherto experienced. The connection of the hot water duplex receiver pump has been most conducive to economy and better efficiency of the heating service generally. Comment by those without the technical qualifications which would enable them to judge, renders it necessary for me to refer to the new sewerage pump put in to replace an obsolete water pump which had been temporarily used for sewerage disposal. The water works system was well thought out and is best suited to the requirements of the institution. Hydraulic engineers approve the system in its entirety, consisting of a storage tank 30' x 16' with two pipes 7" and 6" respectively. The tank is at an elevation which permits of a gravitation system suitable not only for ordinary domestic and mechanical purposes but giving sufficient pressure for fire and irrigating purposes. The two-pipe system was so arranged for connection that the full pressure from the pump direct could, by the opening or closing of a valve, be placed on

either pipe. Speaking of the two-pipe system it will be remembered that there is only one pipe from the pump to a certain point where the entrance is made into the prison yard, thence to the lake, but one pipe. The value of the 2" tell-tale pipe laid in same trench is of great importance as an infallible alarm at the pump house when the tank is full, also it is so connected to the tank at the bottom that a pressure gauge could be attached to it and the height of water in the tank ascertained. I considered this tell-tale pipe highly essential from my experience of convict labour, which it is presumed, of course, shall manipulate the pump. Electric and other alarms could be interfered with, but the direct tell-tale cannot.

The work of construction of this water works system covered considerable time, but it must be remembered that, with the exception of a few weeks work on the tank which was done by a boilermaker, all else was done by convict labour. Peculiar difficulties had to be surmounted owing to the distance from the prison, and the contracted space in the attic where the tank had to be built. Moreover, a greater portion of this distance was rock excavation. I therefore have no hesitation in stating that the work was carried on as expeditiously as the facilities given would permit. Everything has been done with a due regard both to economy and efficiency.

The new south wing reconstruction and extension called for much of my attention in keeping up with the builders, placing all necessary soil and sanitary pipes and fittings, water pipe connections, &c., &c. This will be understood from the fact that each cell (144) is fitted with a cistern, closet and basin. Provision was also made in the changes of steam pipes due to enlargement of ducts for the heating of this building.

Considerable sanitary work was done during the year in improvements at the warden's residence. The sewage therefrom formerly delivered into a pit immediately in rear of the residence was changed and a tile sewer pipe laid down to connect with the prison sewers. Eave conductor pipes and all other waste pipes were connected thereto, new and improved closets were placed in the house, and the heating and plumbing work was generally overhauled.

The electrical department has been conducted with economy. Armatures which had been discarded were re-wired by Convict Howland, an exceptionally industrious convict, whose labour should be rewarded as an incentive to interestedness in the work by convicts in other branches. One new armature had to be procured.

You are aware of the amount of labour, by way of returns asked for and other extra labour entailed upon me, by the late Penitentiary Commissioners, and at a time when the foregoing important works were being carried out.

I thank you very much for your continued confidence and the desire you have shown at all times to improve and increase the efficiency of the plant.

I have the honour to be,
Your obedient servant,

JAMES DEVLIN,
Engineer.

ST. VINCENT DE PAUL PENITENTIARY.

ST. VINCENT DE PAUL, 22nd November, 1897.

SIR,—I have the honour to transmit herewith the financial statements and statistical tables of this institution for the fiscal year ended the 30th June, 1897.

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

GEO. L. FOSTER,
Warden.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

DORCHESTER PENITENTIARY.

DORCHESTER, 1st July, 1897.

SIR,—I have the honour to submit my annual report, with the usual returns, for the fiscal year ended 30th June, 1897.

On the 30th June, 1896, there remained 192 convicts; received since 76 males and 2 females, total 78; discharged during the year 67 males, 1 female, and 4 deaths, total 72, which left remaining at midnight on the 30th June, 1897, 193 males and 5 females, total 198 prisoners, being an increase of 6.

The total expenditure for the year just closed was \$46,157.80 as against \$46,953.24 for the previous year—a decrease of \$795.44. The statutory increases for the past year amounted to \$310.98. There was also included in last year's expenditure chargeable to capital account, \$422.13 paid for water pipe; \$74 for fire hose; \$490.41 for plumbing, &c., in female prison; \$1,752.50 for marsh lands purchased; \$1,000 erecting buildings for the staff. Had the above amounts been charged to capital account our per capita would not have exceeded \$241.

The per capita cost is \$258.63 as against \$259.20 for the previous year—a decrease of 57 cents.

We have during the year erected for the staff, 6 kitchens, 3 semi-detached wood-sheds, and 6 cow-stables.

We have brought under cultivation the usual acreage of bush land the past year.

With your approval I had the stone prepared and will build this summer a stone reservoir of 15,000 gallons capacity, as part of the water system to supply the barns, piggery and officers' cottages with water. I purchased out of last year's appropriation 1,800 feet of 4-inch cast iron water pipe to connect the new reservoir with our present water system to the officers' cottages. The capacity of the spring to supply the cottages with water showed 6,000 gallons per 24 hours, when tested last summer during the driest time.

On account of the scarcity of suitable pine, and the very low price of water pails, the department has decided to discontinue the pail-making industry. We only made about 260 dozens of pails during the past year, which partially accounts for the decrease in our revenue.

Our revenue for the year was \$3,110.16 as against \$4,317.70 for the previous year. Although a decrease in the revenue, there was not an actual loss, for had we made our usual quantity of pails the cost of the material would have been larger than the revenue derived from the sale of them, which would have made our expenditure that much more.

The agency for our woodenware in St. John has been transferred from W. H. Thorne & Co. to T. McAvity & Sons.

With the approval of the Minister of Justice I purchased 30 acres of marsh land, from Mr. Alpheus Palmer, at \$57.50 per acre.

We planted this spring 200 ornamental maple trees in rear of the officers' cottages, along the main road, and on either side of the lane leading to the warden's house.

On account of the very wet weather this spring and summer, I fear that our corn and root crops will be a failure.

We have had very little serious sickness in the prison during the past year. There were four deaths. One old man (coloured) was ill and insane when admitted. The surgeon's report gives the particulars of the different cases.

The only change in the staff was the resignation of Philip Melanson, teamster, and the appointment of Thomas Walsh to take his place.

The conduct of the prisoners has been, with a few exceptions, good.

I have much pleasure in again being able to report the same good feeling as formerly, existing among all the members of the staff.

Thanking you for your prompt and courteous attention to all matters referred to you.

I remain, your obedient servant,

JOHN B. FORSTER,

Warden.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

MANITOBA PENITENTIARY.

STONY MOUNTAIN, 1st September, 1897.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1897.

The movements of convicts during the year were as follows:—

Remaining 30th June, 1896.....	80
Received since.....	25
	—105
Discharged by expiry of sentence.....	25
Death (suicide).....	1
Pardon.....	2
	— 28
	—
Remaining 30th June, 1897.....	77

The daily average during the year was 75.15 as against 89 in the previous year. The per capita cost is higher this year and is to be accounted for entirely by the decrease of population, but it will be seen by the accountant's comparative statement of expenditure that there is a decrease in the expenditure of \$7,901.14, and that there is an increase in the revenue (principally from the farm) of \$386.40. With the population of previous year (daily average 89), the per capita would have been \$372.83, or \$1.02 per diem instead of \$1.25 as it now stands with our decreased population. For instance, without any increase of staff or expense for heating (the two largest items) 32, or if necessary 48 more convicts could be maintained. The cost of heating swells per capita cost greatly, and unduly so in comparison with other institutions owing to our severe and long winter and the excessive cost of fuel. The extra cost alone in contrast to the cost of the same article in some other penitentiaries, increases our expenditure by \$1,739.93 and still burn the same amount of fuel as has been consumed during the year. The following table clearly illustrates this point:

Articles.	Dorchester.	Kingston.	Manitoba.	Difference in Price.	Amount Used.	Extra Cost due to Price.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Tons.	\$ cts.
Soft coal.....	2 50	.....	4 00	1 50	615	922 50
Hard coal.....	4 70	.....	8 80	4 10	59	241 90
Hardwood.....	.....	3 23	4 99	1 76	327	575 53

Saving on cost of fuel if price uniform..... \$1,739 93

Department of Justice.

I may add here that I do not notice in the blue book any charge at Dorchester for wood consumed. This I believe is due to that penitentiary having a wood limit of its own, but, in fairness they should be charged yearly for the wood they burn, in the same manner as Manitoba is debited with all farm produce used from our farm. There are other similar points where the annual statements do not give to the outside public a clear understanding of the comparative cost of the five institutions.

Our system of heating might be much improved, lessening the cost and adding to the convenience. This is the time to have this fully considered and decided upon, as the present heating apparatus is worn out, having been placed in some 18 years ago and the pipes have become honeycombed with water-rust, entailing constant repairs and renewals. At present we have three boiler rooms, one for the prison (under the cells, a position I consider unsafe), a second for the hospital and chapels, and a third for the laundry. One heating centre, in my opinion, should answer, and as I have just stated this is the time to consider it.

In considering the yearly expenditure it must be further borne in mind that we have as large a staff of senior officers as Kingston; with an average population of not quite one-seventh of that prison. Rations, and in fact all supplies obtained from Winnipeg (13 miles) entails cost of carriage. It must also be remembered that this is the only penitentiary in the Dominion that is not on the outskirts of a town.

Convict clothing is more expensive here owing to the severity of the winter. Many convicts have to be furnished with overcoats, which I suppose are not used at any of the other institutions. I might mention that in my last annual report I called attention to the fact that the material furnished for the convict underclothing was too expensive and recommended a more suitable class of goods.

The discharge allowances are necessarily heavier here on account of the long distances for which prisoners have to be furnished with transport on discharge.

From all the foregoing our expenditure should be viewed in a considerate spirit when comparing us with the other institutions, especially the eastern ones.

We have 25 officers' quarters in addition to the warden's quarters to keep in repair, which year after year entail expenditure which I think is unfair to charge to per capita.

The whole group of prison buildings requires to be re-roofed with fire-proof material; new eave troughs and spouts are also necessary, the present roof being not only not fire-proof but it leaks very badly, and some of the upper cells are thereby rendered too damp for occupation. The hospital roof is also in a very leaky condition.

The whole of the floor of the basement should be laid with concrete, and in order to render the prison as fire-proof as possible, I strongly recommend that the present wooden staircases be replaced with iron ones. The bread-room wall, in the bakery, which abuts on the staircase from the basement to the main hall, should be rebuilt of brick instead of lath and plaster, as it now is.

Most of the quarters require a thorough overhauling and repairing.

Another well is required at the cottages, and another with a windmill in the stock yard. The windmill could be utilized for crushing grain, &c.

The whole system of disposal of sewerage should be submitted to an expert. In a hot dry season the overflow of liquid sewage on the flat, west of the prison, is apt to induce an epidemic.

In regard to officers' uniform, I would call your attention to the fact that we have no approved pattern, and I recommend that something be adopted at once. A good, smart uniform tends greatly to the promotion of discipline.

I cannot refrain from bringing to your notice, from my experience here, that too much care cannot be taken in the selection of men for employment as officers in an institution of this sort. Their characters should be exemplary; they should be physically fit; and they should have had previous training in the use of arms and in discipline. Such men as have served a term or more in the North-west Mounted Police, for instance, who have not only been trained in discipline, but have had some experience in the treatment and care of criminals. To secure and retain such men I would most respectfully recommend that the present schedule of pay be reconsidered, and that a

guard commence at \$500 per annum, and be granted a yearly increase of \$30 until he reaches a maximum of \$600, and that a keeper commence at \$600, and go up to \$700. There would then be more inducement for a good man to remain in the service. The heating in this country is a great drain upon a man's income. Seventy-five dollars or \$100 out of \$500 leaves but a small margin for other household expenses.

Our farm, under the management of Mr. Grahame, who takes a great interest in his work, is still proving satisfactory. We had under crop this year:

	Acres.
Wheat	70
Oats	57
Barley	27
Fallow and potatoes	25
	<hr/>
Crop	179
Breaking	35
	<hr/>
Total acres	<u>214</u>

Our wall is progressing slowly owing to our small prison population, but the portion done is of first-class workmanship, and reflects great credit on the mason instructor, Mr. Farquhar.

The buildings recommended in connection with the farm in my last annual report are urgently required.

The conduct and industry of the convicts has been very good, and I am happy to say that there has been no escape.

I inclose the usual reports and statements.

I have the honour to be, sir,

Your obedient servant,

A. G. IRVINE,
Warden.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

BRITISH COLUMBIA PENITENTIARY.

NEW WESTMINSTER, B.C., 1st October, 1897.

SIR,—I have much pleasure in submitting my first annual report, for the year ended 30th June, 1897.

The number of convicts remaining 30th June, 1896, was	101
Received during the year 1896-97	36
	<hr/>
Total	137
Discharged during the year 1896-97	37
	<hr/>
Remaining at midnight June 30th, 1897	100

I am pleased to say there has been no death or escape during the year.

I am very sorry to report that one of our convicts has been pronounced insane and still remains in the institution and it is unnecessary for me to draw your attention to the unwise manner of keeping insane convicts in the same wing as sane, and until other

Department of Justice.

means are adopted by the addition of separate wings for this class of criminals the discipline will be very hard to maintain.

I would also respectfully draw your attention to the immediate necessity of adding additional prison accommodation. Our population is steadily increasing and with the rush of emigration to our mining centres we are certain to have a large increase in the coming year, and the question arises how can we carry out the regulations as to separate cells for each.

We have been using the hospital for the purpose of housing the surplus, but in the event of a convict being ordered to the hospital we will be in rather a difficult situation.

I have since my appointment, and with the able assistance of the deputy warden and other officers of the institution, tried to the best of my ability to carry out the improvements inaugurated by the late Warden Moresby.

I am pleased to say on assuming duty on the 23rd of December, I found everything going on in first class condition, and continued to carry out the contemplated improvements and works as started by the late warden, and have much pleasure in being able to say that for a very slight expenditure I bought a horse power brick machine and necessaries, and with the assistance of guards and working convicts we are now turning out first class brick at the rate of about 3,000 per day, which can be increased if necessary without any additional outlay, by this we have added to the institution another industry without the necessity of employing any more officers and making more work for our convicts.

I see by Warden Irvine's report for 1895-96 at Manitoba penitentiary that they have more land than the number of convicts they have can work, while we have the opposite, and I respectfully suggest that some of our convicts be transferred to Stony Mountain, as we have a limited quantity of land and not sufficient accommodation for our present prison population.

In taking charge of this institution shortly after the death of the late Warden Moresby I realized that hard work and continual study and supervision was necessary to fill the place left vacant by one of the best officers and highly respected man in British Columbia.

If the government decide to carry out the suggestion in your last annual report in reference to prison manufacture of articles required for government, I trust that on account of our location on transcontinental route the repairing and making of mail bags will be allotted to this penitentiary.

I also trust that wardens' conventions will become one of the established institutions of the penitentiary service, and as you say help to eradicate the localism that is certain to creep into penitentiaries when the officials' only means of keeping pace with the times, is newspaper reports, and the meager information gleaned from blue books of the different penitentiaries in other countries.

I have also to thank you for your valuable advice and continued assistance in carrying out any improvements that I had the honour to suggest.

I cannot close this report without again thanking all the officers for their valuable assistance in maintaining the discipline and economy of the institution.

I have the honour to be, sir,
Your obedient servant,

J. C. WHYTE,
Warden.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

APPENDIX B

COST PER CAPITA

Department of Justice.

KINGSTON PENITENTIARY.

(Daily average, 612½).

	Supplies on hand July 1st, 1896.	Expenditure, 1896-97	Prison products used.	Total.	Less supplies on hand June 30th, 1897.	Net cost.	Per capita cost.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff	1,432 74	69,178 32		70,611 06	2,046 92	68,564 14	111 95
Maintenance of convicts	6,416 81	24,489 90	2,640 11	33,546 82	5,608 19	27,938 83	45 62
Discharge expenses	887 90	3,024 30		3,912 20	567 34	3,344 86	5 46
Working expenses	14,491 23	20,330 31	241 72	35,063 26	7,797 59	27,265 67	44 52
Prison equipment	819 22	2,707 75	115 33	3,642 30	524 41	3,117 89	5 09
Industries	89,670 05	57,767 40	483 45	147,920 90	67,090 69	80,830 21	132 05
Capital	3,938 85	4,646 87		8,585 72	3,442 56	5,143 16	8 40
Miscellaneous		467 50		467 50		467 50	0 76
	117,656 80	182,612 35	3,480 61	303,749 76	87,077 70	216,672 26	353 85

Per capita cost

Deduct for revenue

\$ 230 75

Deduct for refund of expenditure

1 22

\$ 229 53

Per diem per man

\$0.62 8.

ROBT. R. CREIGHTON,
Accountant.

ST. VINCENT DE PAUL PENITENTIARY.

(Daily average, 379).

	Supplies on hand 1st July, 1896.	Expenditure, 1896-97	Prison products used.	Total.	Less supplies on hand and refund of ex- penditure.	Net cost.	Per capita cost.
	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Staff	654 06	48,964 30	82 44	49,700 80	275 56	49,425 24	130 41
Maintenance of convicts	12,802 65	14,346 78	2,119 01	29,268 44	11,768 89	17,499 55	46 17
Discharge expenses	596 32	2,300 08	.....	2,896 40	638 12	2,258 28	5 96
Working expenses	2,627 76	13,348 44	427 56	16,403 76	4,268 78	12,134 98	32 02
Prison equipment	1,134 52	919 62	.....	2,054 14	919 76	1,134 38	2 99
Industries	659 68	1,605 23	1,264 64	3,529 55	929 30	2,600 25	6 86
Capital .....	.....	4,125 55	.....	4,125 55	1,651 91	2,473 64	6 53
Miscellaneous .....	.....	568 20	.....	568 20	.....	568 20	1 50
	18,474 99	86,178 20	3,893 65	108,546 84	20,452 32	88,094 52	.....

Refund of expenditure..... § 393 61Amount of revenue for the year..... §2,892 21Per capita cost..... § 232 44Deduct for revenue..... 7 63Actual cost per capita..... § 224 81G. S. MALÉPART,
*Accountant*GEO. L. FOSTER,
Warden.

Department of Justice.

DORCHESTER PENITENTIARY.

(Daily average, 188½.)

	Supplies on hand, 1st July, 1886.	Expenditure, 1886 87.	Prison products used.	Total.	Less Supplies on hand, 30th June, 1887.	Net cost.	Per capita cost.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff	265 62	30,028 23	121 78	30,415 63	256 91	30,158 72	160 20
Maintenance of convicts	969 34	6,869 00	1,325 09	9,163 43	1,109 85	8,053 58	42 78
Discharge expenses	170 39	854 19	.....	1,024 58	121 72	902 86	4 79
Working expenses	596 15	4,674 76	328 00	5,598 91	669 04	4,929 87	26 18
Prison equipment	13 70	679 94	.....	693 64	263 29	430 35	2 30
Industries	4,782 66	1,132 70	3,631 23	9,546 59	4,142 73	5,403 86	28 70
Capital .....	.....	1,752 50	.....	1,752 50	.....	1,752 50	9 31
Miscellaneous .....	.....	166 48	.....	166 48	.....	166 48	0 89
Total...	6,797 86	46,157 80	5,406 10	58,361 76	6,563 54	51,798 22	

Amount of revenue for year ended 30th June, 1887. \$ 3,110 16

Per capita cost..... 275 15
 Deduct for revenue..... 16 52
 Actual per capita cost..... \$ 258 63

JOHN A. GRAY,
Accountant.

JOHN B. FORSTER,
Warden.

MANITOBA PENITENTIARY.

(Daily average, 75½.)

	Supplies on hand, 1st July, 1896.	Expenditure, 1896-97.	Prison products used.	Total.	Less Supplies on hand, 30th June, 1897.	Net cost.	Per capita cost.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff	265 66	22,722 09	15 00	23,003 65	330 48	22,673 17	301 73
Maintenance of convicts.....	1,416 29	5,278 68	633 18	7,328 15	1,786 05	5,542 10	73 75
Discharge expenses.....	113 06	1,013 11		1,126 17	126 53	999 64	13 31
Working expenses.....	1,240 13	8,158 23		9,398 36	1,614 14	7,784 22	103 59
Prison equipment.....	275 51	653 87		929 38	158 47	770 91	10 26
Industries.....	648 63	1,075 38	868 95	2,592 96	404 71	2,188 25	29 12
Capital.....	33 05	983 60		1,016 65	23 56	993 09	13 22
Miscellaneous.....		146 04		146 04		146 04	1 94
	3,992 33	40,031 90	1,517 13	45,541 36	4,443 94	41,097 42	546 92

Per capita cost.....	\$ 546 92
Deduct for revenue refund of expenditure, and amount expended for walls.....	88 73
Net per capita cost per annum.....	458 19
Net per capita cost per day.....	1 25

JOHN MUSTARD,
Accountant

A. G. IRVINE,
Warden.

Department of Justice.

BRITISH COLUMBIA PENITENTIARY.

(Average population, 99.)

Heads of Expenditure.	Supplies on hand, 30th June, 1886.	Supplies purchased, 1886-97.	Prison products used.	Totals.	Supplies on hand, 30th June, 1887.	Net cost.	Per capita cost per annum.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff	1,326 52	23,706 98		25,033 50	1,083 52	23,949 98	241 92
Maintenance of convicts.....	3,015 67	5,518 30	434 50	8,968 47	2,733 51	6,234 96	62 98
Discharge expenses.....	215 63	1,118 82		1,334 45	167 53	1,166 92	11 79
Working do	986 17	6,943 42		7,929 59	1,871 26	6,058 33	61 19
Prison equipment.....	2,687 53	1,316 75		4,004 28	3,161 16	843 12	8 51
Industries.....	1,242 76	1,213 11	677 21	3,133 08	1,440 24	1,692 84	17 10
Capital.....		50 50		50 50		50 50	0 51
Miscellaneous.....	8 50	110 31		118 81		118 81	1 20
	9,482 78	39,978 19	1,111 71	50,572 68	10,457 22	40,115 46	405 20

Amount of revenue.....	\$907 42
Per capita cost on net expenditure.....	\$405 20
Deduct for revenue.....	9 16
Net per capita cost per annum.....	\$396 04
do do	1 08½

J. W. HARVEY,
Accountant.

J. C. WHYTE,
Warden.

Department of Justice.

APPENDIX C

SURGEONS' REPORTS

Department of Justice.

KINGSTON PENITENTIARY.

PORTSMOUTH, ONT., 1st July, 1897.

SIR,—I beg to submit my report for the year just ended, viz., 30th June, 1897. The health of the convicts during the past twelve months has, on the whole, been good, although for reasons stated in my last report, the admissions to the hospital have been many, fewer, however, than in the previous year. The deaths, numbering nine, have not been altogether due to natural causes, one convict having died from the effects of a gunshot wound, caused by the chief keeper in self defence having used his revolver, the ball from which penetrated said convict's brain, causing death in a few hours, and a prisoner in the insane ward committed suicide. A full report of both cases was forwarded to you at the time. Of those who died from the effects of disease, only five were of the ordinary population, two of those having succumbed to that fatal malady—pulmonary consumption.

At my recommendation and highly approved of by the present efficient warden, a well was bored in the yard from which water of the purest quality was obtained. This certainly has proved a great boon to the inmates here who are not only furnished with a pure drinking water, but all chances of impurities finding their way into the water from sewerage, &c., has been removed. I also at last succeeded, thanks to the warden, in having a trap placed at the mouth of the main drain, in order to prevent, when the wind blows from the south-west, foul air, should any be in the sewer, being forced back into the workshops, dormitory, &c., should there be a defect in the plumbing in connection with these places, and at the same time I had the man-hole near the mouth of said drain opened, so that all vitiated air could escape therefrom, if any were there. These have proved beneficial.

A closet was to have been placed at the north gate, at my suggestion, some years ago, which is very much needed there, and which I believe was ordered by the late inspector, J. G. Moylan, Esq., but his order and my recommendation were never acted on, for reasons best known to those who must have thrown obstacles in the way of its being placed there; this year, however, the present warden always desirous of carrying out any suggestions to improve the hygienic condition of this prison, I made, gave orders to have it attended to, and I suppose were it not owing to the trouble which one of the officials was in, would ere now have been constructed. I also recommended that the walls of the cells in the hospital ward upstairs be painted. This also was sanctioned by the present warden, and probably will be attended to next year. The late inspector ordered this to be done some years ago, but the late warden I fancy from my conversation with him on the subject, not agreeing with me as to the necessity of it, the walls of the cells were never painted.

New closets were to have been placed in the bakery. I have succeeded in having one of the old ones removed, the bowl of which was of cast iron, and a glazed earthenware one placed in its stead. I believe the other one will be attended to shortly. A number of the closets in the different workshops do not flush properly, and should be made to do so at once. I have frequently called the attention of Mr. Devlin, the late engineer, to the fact. An improvement could be made in the ventilation of the dormitory if the recommendations I suggested some ten or eleven years ago are acted on. In conversation with the present warden, he highly approved of my recommendations, and I think it is his intention to have them carried out. The double windows in the prison of isolation should be altered, so as to allow more fresh air to enter the building.

There were in the hospital at the close of the year, six. Three of them will likely remain there during their term of imprisonment.

La grippe, I am pleased to say, is the only epidemic by which we have been visited in 1896-97.

Typhoid fever appears to be on the decline, only two cases having occurred during the year just ended. Can this be owing to the pure water supply, and the trap placed at the mouth of the sewer?

The sewage system is a very defective one. My report on it some time since to the warden I believe has been forwarded to you. I am of the opinion if the suggestions there made by me were carried out, a more perfect system would be obtained than that at present in use, if not a complete one.

INSANE WARD.

There remained in this ward on the 30th June, 1897, 18. The majority of these will in my opinion, never be restored to health, mentally. There were discharged from this asylum as cured 3, improved sufficient to resume work 9, transferred to provincial asylum on expiration of sentence 3, died 3, one of these committed suicide. Mr. Evans the keeper, discharges his duties to my satisfaction. New closets are required here. A beginning was made to construct them but for reasons, principally, owing to the investigation held by the commissioners held last fall and this spring, the engineer's time being so much occupied with them, little progress was made towards their completion.

FEMALE DEPARTMENT.

The matron and deputy matron have as usual, discharged their duties to the sick in a very satisfactory manner. The two insane women confined here, and upon whose cases I have reported several times, have not, as I had hoped they would have, been removed to a provincial lunatic asylum. Can nothing be done to have them placed in one? As you will observe by looking over the annual report of sick treated in the hospital, there have been two children born here since July last. The usual returns are hereto appended. Mr. Gunn discharges his duties as hospital overseer in an efficient manner.

In conclusion I beg to return my sincere thanks to the warden J. H. Metcalfe, Esq., for his kindness to me, since he became warden, and for the great desire he has always shown to assist me in every way possible, to render this prison second to none in the Dominion in a hygienic point of view.

I have the honour to be, sir,
Your obedient servant

O. S. STRANGE, M.D.,
Surgeon.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

ANNUAL RETURN of Sick treated in Hospital from 1st July, 1896, to 30th June, 1897.

Disease.	Remained.	Admitted.	Total.	Died.	Discharged.	Remaining.	Disease.	Remained.	Admitted.	Total.	Died.	Discharged.	Remaining.
Abcess		1	1		1		Hemorrhoids.....		1	1		1	
Asthma		2	2		2		Indigestion.....		2	2		2	
Angina limp		5	5		5		Injury to back.....		1	1		1	
Anthrax		1	1		1		Injury to eye.....		2	2		2	
Bronchitis.....		19	19	1	17	1	Insomnia.....		1	1		1	
Burns.....		1	1		1		Intestinal obstruction.....		5	5	1	4	
Biliousness.....		5	5		5		La grippe.....		38	38		38	
Colic.....		14	14		14		Malingering.....		14	14		14	
Contusion.....		9	9		9		Marasmees.....		1	1		1	
Cerebites.....		1	1		1		Neuralgia.....		8	8		8	
Confinement.....		2	2		2		Nervous excitement.....		1	1		1	
Debility.....	1	4	5		4	1	Ophthalmia.....		9	9		9	
Diarrhoea.....		6	6		6		Odontalgia.....		1	1		1	
Dysentery.....		22	22		22		Phthisis.....	1	6	7	2	5	
Dementia.....		2	2		2		Pneumonia.....		4	4		4	
Diarrhoea chronic.....		2	2	1	1		Parulis.....	1	4	5		5	
Epistaxis.....		2	2		2		Pain on side.....		1	1		1	
Epilepsy.....		2	2		2		Parotites.....		1	1		1	
Erysipelas.....		1	1		1		Rheumatism.....	1	15	16		15	
Effects, vaccination.....		1	1		1		Retention of urine.....		7	7		7	
Elongated uvula.....		1	1		1		Sciatica.....		1	1		1	
Emesis.....		1	1		1		Strain.....		2	2		2	
Febricula.....		34	34		34		Syncope.....		1	1		1	
Fever, typhoid.....	2	2	4		4		Syphilis.....		2	2		2	
Fever, malarial.....		1	1		1		Tonsillitis.....		1	1		1	
Furunculus.....		1	1		1		Wounds.....	1	7	8		8	
Gastritis.....		2	2		2		Wounds, gunshot.....		1	1	1		
Heart disease.....		5	5		5								
Hemoptysis.....		3	3		2	1	Total	8	290	298	6	286	6
Hemiplegia.....	1		1			1							
Herpes.....		1	1		1								

ANNUAL RETURN of Deaths in the Hospital, Kingston Penitentiary, from July 1st, 1896, to June 30th, 1897,

Number.	Names.	Age.	Disease.	When admitted.	Died.	Country.	No. of days in Hospital.
C 260	*Amyot, Alfred.....	36	Paresis.....	.....	13th July, 1896..	Canada.....	.....
C 312	Hanna, Robt.....	68	Ch. diarrhoea.....	19th Sept, 1896..	29th Sept., 1896.	Ireland.....	10
X 157	Hewell, George.....	40	Gunshot wound.....	8th Oct., 1896..	8th Oct., 1896..	U.S.A.....	†
C 378	Kelly, John.....	23	Phthisis.....	31st July, 1896..	30th Oct., 1896..	England.....	91
C 142	Therault, L.....	61	Bronchitis.....	11th Nov., 1896..	24th Nov., 1896.	Canada.....	13
C 415	*Stack, Thomas.....	35	Epilepsy.....	.....	8th Feb., 1897..	do.....	.....
B 522	McLeod, Donald.....	36	Intest. obstruct.....	30th Mar., 1897..	4th April, 1897..	do.....	5
B 644	*Singer, Adam.....	44	Suicide.....	.....	17th April, 1897.	Germany.....	†
C 582	Woolway, Walter.....	22	Phthisis.....	19th April, 1897.	22nd June, 1897.	Canada.....	64

* Insane. † Five hours. ‡ Vide obituary.

STATEMENT of Accidents to Convicts in Kingston Penitentiary, from July 1st, 1896,
to 30th June, 1897.

No accident of a serious nature occurred since my last report.

ANNUAL Return of Criminal Insane Convicts in the Insane Ward from 1st July, 1896,
to 30th June, 1897.

Distribution.	Male.	Female.	Total.
Remained under treatment on July 1st, 1896.	24		24
Since admitted—			
Kingston Penitentiary.....	8		8
St. Vincent de Paul Penitentiary	3		3
Dorchester Penitentiary			
Manitoba Penitentiary			
British Columbia Penitentiary.....			
On arrival.	1		1
Total number under treatment during the above period.	36		36
Discharged—			
Cured.....	3		3
Improved sufficiently to resume work	9		9
Transferred to provincial asylum on expiration of sentence.....	3		3
Died.....	3		3
Remaining under treatment on 30th June, 1897.....	18		18

OBITUARY.

No.	Reg. No.	Age.	Date of Death.	Duration of Insanity.	Proximate cause of Death.
1	C 260	36	July 13, 1896	1 year 3 months.....	Paresis.
2	C 415	35	Feb. 8, 1897	1 year 3 days.....	Epilepsy.
3	B 644	44	Apr. 17, 1897	1 year 3 months.....	Suicide by cutting with a piece of glass some of the vessels at the bend of the elbow.

Department of Justice

NOMINAL ROLL of Convicts admitted into the Insane Ward between 1st July, 1896,
and 30th June, 1897.

Number.	Name.	Date of Admission.	From whence Received.			How Disposed of.		Remaining under treatment 30th June, 1897.	Remarks as to present state of those still under treatment.
			Kingston Penitentiary.	St. Vincent de Paul Penitentiary.	On arrival.	Discharged cured.	Improved to resume work		
1	Collins, Henry.....	July 3, 1896	1				1	Incurable.	
2	Latraverse, Joseph..	do 29, 1896		1			1		
3	Murphy, Wellington	Aug. 2, 1896	1				1		
4	Johnston, Peter.....	do 4, 1896	1				1	No improvement.	
5	Murphy, William....	do 2, 1896	1				1		
6	Hanson, Christien...	Oct. 15, 1896			1		1	do	
7	Murphy, Wellington	do 22, 1896	1				1	do	
8	Laframboise, Chas.	Dec. 22, 1896		1			1	do	
9	Pendergast, Jas....	do 22, 1896		1		1			
10	Delaney, Edward....	Jan. 16, 1897	1				1		
11	Hardy, John.....	Feb. 16, 1897	1				1		
12	Mullen, John.	April 1, 1897	1			1			
			8	3	1	3	4	5	

NOMINAL ROLL of Convicts admitted into the Insane Ward from Kingston Penitentiary
between the 1st July, 1896, and 30th June, 1897. •

Number.	Name.	Date of Admission.	Discharged cured.	Improved to resume work	Remaining under treatment, 30th June, 1897.	Remarks as to present state of those still under treatment.
2	Murphy, Wellington.....	Aug. 2, 1896		1		
3	Johnston, Peter.....	do 4, 1896			1	No improvement.
4	Murphy, William.....	do 6, 1896		1		
5	Hanson, Christien.....	Oct. 15, 1896			1	do
6	Murphy, Wellington.....	do 22, 1896			1	do
7	Delaney, Edward.....	Jan. 16, 1897	1			
8	Hardy, John.....	Feb. 16, 1897		1		
9	Mullen, John.....	April 1, 1897	1			
			2	3	4	

O. S. STRANGE, M.D.,
Surgeon.

ST. VINCENT DE PAUL PENITENTIARY.

ST. VINCENT DE PAUL, 1st July, 1897.

SIR,—I have the honour to present you my report for the year expired 30th June.

The hygienic state of the prison, as usual, has been in a good condition, and the health of the convicts in general has been good.

The number of admissions to the hospital has been less than the preceding year. Although I have two deaths to register among the convicts you will remark that one died of pulmonary phthisis and the other of tuberculosis.

In my report of last year I called your attention to the advantage we would derive by enlarging the hospital. In my humble opinion it is a change much required. For the want of accommodation I am obliged to keep convalescents who could be discharged if we had a place elsewhere to put them. Not having such a place, I am forced to keep them in hospital for a longer period so as not to expose them to the cold in a weak condition. It is my opinion that by enlarging the cells of the north wing and using them for convalescents, and keep the hospital for bad cases, it would be a great advantage.

During the year three insane convicts were transferred to the asylum at Kingston.

Annexed are the tables showing the number of cases treated in cells and those sent to hospital.

Mr. O'Shea, the hospital overseer, continues to discharge his duties to my entire satisfaction.

I am thankful to the warden and other officers for the aid they render me in the discharge of my duties.

I have the honour to be, sir,
Your obedient servant,

M. H. E. GAUDET, M. D.,
Surgeon.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries.
Ottawa.

Department of Justice.

RETURN of Sick treated in Hospital and Cells during the year ended 30th June, 1897.

Disease.	Remaining.	Admitted.	Discharged.	Died.	Remaining.	Disease.	Remaining.	Admitted.	Discharged.	Died.	Remaining.
Abscess		10	10			Hernia		6	6		
Amydalite		40	40			Haryngitis		6	6		
Asthma		4	4			Hemorrhoids		30	30		
Brain fever		1			1	Heart disease		10	10		
Bronchitis		16	16			Hypertrophis de cœur		1	1		
Bilious fever		20	20			Influenza		12	12		
Bubo		15	15			Insomnia		50	50		
Blepharitis		1	1			Inflammation of glands		2	2		
Cholera, sporadis		25	25			Insane		6	6		
Catarrh, nasal		50	50			Lumbago		20	20		
Contusions		15	15			Liver complaint		6	5		1
Chronic bronchitis		40	40			Laryngitis		20	20		
Cystitis		1	1			Neuralgia		20	20		
do chronic		10	10			Otitis		10	10		
Constipation		80	80			Otorrhœa		40	40		
Continued fever		6	6			Orchitis		8	8		
Cough (colds)		50	50			Pneumonia		4	4		
Dermatitis		1	1			Phthisis, pulmonary		3	2	1	
Diabetes		1	1			Palpitation of heart		8	8		
Dysentery		40	40			Rheumatism		20	19		1
Diarrhœa		115	115			Scrofula		5	5		
Debility		12	12			Stricture		4	4		
Dyspepsia		15	14		1	Syphilis		20	20		
Embarras gastric		50	50			Tuberculosis		1		1	
Enteritis		40	40			Ulcers, syphilitic		5	5		
Fever, ague		10	10			Wounds		20	20		
Gastritis		40	40			Epileptics		8	8		
Gonorrhœa		30	30								

RETURN of Insane Convicts transferred to the Insane Asylum at Kingston during the year.

Name.	Date of Transfer.	Remarks.
Joseph Latraverse	July 28, 1896	
James Prendergast	Dec. 22, 1896	
Charles Lefebvre	do 22, 1896	

RETURN of Deaths during the year.

Name.	Age.	Disease.	When Admitted.	Died.	Country.	No. of Days in Hospital.
Henri St. Germaine	26	Phthisis pulmonary.	August 11	September 15.	Canada	34
George Wilson	24	Tuberculosis	December 24.	January 7	do	14

M. H. E. GAUDET, M.D.,

Surg. in.

DORCHESTER PENITENTIARY.

DORCHESTER PENITENTIARY, 15th September, 1897.

SIR,—I have the honour to submit my report for the year ended June 30th, 1897.

In most respects the experience of one year is so like that of another as to supply scanty material for a report.

I have much satisfaction in stating that the sanitary condition of the prison is very good. The heating and ventilation continue as it has been for years, all that is necessary to promote good health and comfort. The sewerage is in a good state and only requires occasional flushing to keep the drains in good condition by washing out any deleterious matter that may accumulate in them.

The water supply continues sufficient for all prison purposes, and of the very best quality. The piping of the spring, spoken of in my last report, is now engaging the attention of the warden, and a number of men are at work on the tank and preparing the line for pipe laying. When finished, this spring will relieve our prison waterworks of a large demand.

The physical condition of the convicts admitted this year has been, generally, good. I am sorry to say that we still continue to receive from time to time men of a very limited mental calibre, some of whom are semi-idiotic and, in my opinion, should not be sent to an institution of this kind where it is almost impossible to treat them satisfactorily. In cases of this kind repeated admonition only produces momentary repentance which is soon forgotten, and you cannot severely punish a man of whose entire responsibility you entertain grave doubts.

It is satisfactory to know that the number of lads is less than former years; the great bulk of our admissions are between twenty and forty years of age.

The number admitted this year was 77 males and 2 females. Lads under sixteen, 4; sixteen to twenty, 11; twenty to forty, 55; forty to sixty, 7; above sixty, 2.

The general health of the prisoners during last year was good. They present a cheerful, robust and healthy appearance, that to an ordinary observer gives sufficient assurance that their inner man is amply sustained, and their personal external requirements duly attended to.

Almost all the more serious cases of illness that occur here are from diseases of a constitutional or hereditary type, occurring in persons debilitated by abuse and vicious habits; habits, some of which I know in many cases, do not cease even when they are subjected to the strictest discipline of prison life.

The prisoner that has become, so to speak, acclimated suffers only from diseases that are incident to prisons generally.

Taking the convicts as a whole I find that the predominating tendency is to pulmonary disease of a tubercular character. This is more especially observable in the coloured men, and quite a number of our men who are now at work every day require to take, almost constantly, such remedies as are found efficacious in arresting its development. In this way the major part of our most expensive medicines are used in this prison.

We have had no severe accidents, and I am thankful to say we have not been visited by any severe epidemic diseases. There was one case of typhoid. We have had four deaths. The first case was sent to hospital suffering from asthma, he died rather suddenly. A post mortem revealed perforation of the bowel. The next was a feeble old man. He was insane on admission. Seventy-six years of age. Died from congestion of the lungs thirty-seven days after admission to prison. The other two died from disease of the lung, tubercular, both of long standing.

Department of Justice.

There were eighteen cases sent to hospital. The number of days in hospital was 795. The number of applications for advice and treatment for minor complaints was 1,238.

Annexed are the tables showing cases sent to hospital and those treated in the prison.

I have the honour to be, sir,
Your obedient servant,

R. MITCHELL, M.D., L.R.C.S.E.,
Surgeon.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

CASES treated in the Hospital during the year.

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remarks.
Accidents		1	1		
Asthma		2	1	1	Died suddenly. Post mortem examination showed perforation of the bowel.
Congestion of the lung		1		1	
Debility	1	1	2		
Diarrhoea		2	2		
Dysentery		4	4		
Gall stones		1	1		
Hemoptysis		1	1		
Herpes		1	1		
Iritis	1		1		
Indigestion		1	1		
Influenza		1	1		
Tuberculosis		1		1	
Typhoid fever		1	1		
Scrofula	1			1	

CASES treated in the prison during the year.

Diseases.	Remained.	Admitted.	Discharged.	Remaining.
Abcesses.....		10	10	
Asthma.....		2	1	1
Boils.....		5	5	
Bronchitis.....		8	8	
Carbuncle.....		1	1	
Catarrh.....		3	3	
Costiveness.....		17	17	
Contusions.....		6	6	
Colds.....		16	16	
Colic.....		9	9	
Diarrhœa.....		37	37	
Dysentery.....		13	13	
Eczema.....		5	5	
Febricula.....		2	2	
Gonorrhœa.....		1	1	
Heart disease.....		1	1	
Herpes.....		2	2	
Hemorrhoids.....		3	3	
Hernia.....		2	1	1
Hemoptysis.....		3	3	
Indigestion.....		10	10	
Incontinence.....		1	1	
Insane.....		1	1	
Influenza.....		5	5	
Insomnia.....		1	1	
Malingers.....		3	1	2
Neuralgia.....		2	2	
Ophthalmia.....		11	11	
Otitis.....		3	3	
Pleuritis.....		3	3	
Phthisis.....	1	8	7	2
Pharyngitis.....		1	1	
Polypus.....		1	1	
Paralysis.....		1	1	
Pyrosis.....		5	5	
Pericarditis.....		1	1	
Rheumatism.....		7	7	
Scalds.....		1	1	
Scrofula.....	2	8	6	4
Sprains.....		5	5	
Synovitis.....		1	1	
Sore throat.....		29	29	
Syphilis.....	1	4	3	2
Tuberculosis.....		4	4	
Tonsilitis.....		1	1	
Teeth extracted.....		59	59	
Varicocele.....	1	1	1	1
Wounds.....		13	13	

R. MITCHELL, M.D.,
Surgeon.

Department of Justice.

MANITOBA PENITENTIARY.

STONY MOUNTAIN, 1st July, 1897.

SIR,—I have the honour to submit my annual report for the year just ended.

In my department everything has gone on in about the usual way. I have given attention to the drainage and general sanitary condition of the prison, and find every thing satisfactory.

One insane convict committed suicide by hanging in his cell in the hospital. A full report of the case was made at the time, and the coronor's jury, asked for by the warden, found in their verdict no blame attaching to the prison officials.

Four insane patients still remain in hospital. I am doing all I can for them, but their mental condition does not improve.

There has been very little sickness amongst the officers and their families, and much less than usual amongst the convicts. Their complaints have been of a minor character. This will account for the material reduction this year in the net cost of drugs, as shown by the statement attached to this report.

The whole prison is kept in a most perfect state of cleanliness. The warden's unremitting attention to this results most satisfactory.

The hospital overseer, Mr. Beaupré, gives me every satisfaction in his work.

I will close this short report with thanks to the warden and his officers for their continued kindness and courtesy.

I have the honour to be, sir,
Your obedient servant,

DOUGLAS STEWART, Esq,
Inspector of Penitentiaries,
Ottawa.

W. R. D. SUTHERLAND, M.D.,
Surgeon.

Number of prescriptions.....	3,350
Number of officers sick.....	14
Number of days off duty.....	122½

EXPENDITURE FOR DRUGS.

Stock on hand 30th June, 1896.....	\$ 208 23
Drugs received during the year.....	450 37
Total.....	\$ 658 60
On hand 30th June, 1897.....	351 88
Expended.....	\$ 306 72
Drugs dispensed on repayment.....	64 10
Net expenditure.....	\$ 242 62.

Average cost of convicts, 75·15. Per capita—\$3.23 nearly.

CASES treated in Cells during the year.

Disease.	Number of Cases.	Disease.	Number of Cases.
Abscess	3	Hemorrhoids	18
Acne	1	Insomnia	2
Anorexia	4	Indigestion	1
Anarmia	2	Laryngitis	7
Apthae	1	Lumbago	9
Arthristis	1	Melancholia	2
Biliousness	54	Necrosis	3
Boils	17	Neurasthenia	20
Bruise	11	Neuralgia	6
Bubo	1	Nephritis	6
Catarrh	15	Otitis	8
Chapped hands	1	Ophthalmia	7
Cold	82	Orchitis	1
Cough	2	Palpitation of the heart	6
Colic	10	Pemphegus	1
Costiveness	28	Plethoria	1
Congestion of the lungs	3	Polyruxia	1
Debility	17	Psychosis	1
Diarrhoea	29	Rheumatism	25
Dropsy	2	Scrofula	3
Dyspepsia	73	Sprain	10
Eczema	14	Stricture	4
Erythema	8	Syphilis	9
Gonorrhoea	3	Toothache	4
Hernia	7	Ulcers	3
Headache	3	Worms	2

LIST of Insane Convicts on 30th June, 1897.

No.	Name.	Sentence.	Crime.
8	Archeouse	3 years	Horse-stealing.
12	Jackson, Fred	5 do	Arson.
18	Moreau, Joseph	5 do	Larceny.
92	Brown, Harry	15 do	Stopping the mail.

Department of Justice.

CASES treated in Hospital during the year.

Disease.	Remained.	Admitted.	Discharged.	Died.	Remaining.	Number of days in Hospital.
Abscess		1	1			43
Aphasia		1	1			306
Boils		1			1	1
Bruise		1	1			12
Bubo		1	1			96
Cold		1	1			7
Debility		1	1		1	17
Erysipelas	1					177
Hyperaesthesia	1		1			196
Melancholia	3				3	1,095
Mania		1		1		144
Nervousness		1			1	9
Neurasthenia	1		1			40
Rheumatism	1		1			365
Syphilis		1	1			158
Total	7	10	10	1	7	2,666

ANNUAL RETURN of Deaths in Hospital.

No.	Name.	Age.	Country.	Disease.	Admitted.	Died.	Number of days in Hospital.
10	*Jones, E. L.....	27	United States.....	Mania.....	Sept. 15, 1896.	Feb. 7, 1897..	144

* Hung himself in his cell.

W. R. D. SUTHERLAND, M.D.,
Surgeon.

BRITISH COLUMBIA PENITENTIARY.

NEW WESTMINSTER, B.C., 1st July, 1897.

SIR,—I have the honour to submit my annual report as surgeon of this Penitentiary.

I am glad to be able to report that as a general thing the health of the staff and of the convicts has been good. No serious illness and no deaths occurred among the convicts during the year, nor among the staff, with the exception of the illness and death of Warden Moresby, which occurred towards the end of 1896, and which deprived the service of a most efficient officer.

The number of patients treated in hospital remains about the same as last year, but the number of days spent in hospital is materially less. The number of patients treated in hospital was 22 and the number of days spent in hospital was 387, an average of 17.5 days for each patient. A large number of convicts have been treated for minor ailments in their cells, the number of prescriptions made up for those not in hospital being 1,491.

Two insane convicts were removed during the year to the provincial insane asylum, and one became insane during the year. At times he is noisy and violent, and is very difficult to deal with.

We are still heavily handicapped in this prison by the lack of a suitable hospital. The place at present used as such has many defects, to which attention has been directed in several of my former reports.

The privilege extended to the officers of purchasing drugs and medicines from the hospital, has been largely taken advantage of, the revenue from the sale of drugs and medicines being \$40.10

The usual tables are appended.

I have received much assistance from the warden and other officers, for which I beg to express my thanks. The hospital overseer, Mr. Carroll, continues to discharge his duties in an efficient manner.

I have the honour to be, sir,
Your obedient servant,

W. A. DEWOLF SMITH, M.D., L.C.P. & S., Que.,

Surgeon.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

RETURN of Sick treated in Hospital.

Disease.	Remaining.	Admitted.	Total.	Died.	Discharged.	Remaining.	Remarks.
Accidents—							
Bruised finger.....		1	1		1		
Scalded finger.....		1	1		1		
Angina.....		1	1		1		
Colic (intestinal).....		1	1		1		
Conjunctivitis.....		1	1		1		
Coryza.....		6	6		6		
Diarrhoea.....		1	1		1		
Insane.....	2	1	3		2	1	
Pharyngitis.....		1	1		1		
Phthisis.....		1	1		1		
Rheumatism.....		2	2		2		
Salivation.....		1	1		1		
Vaccination.....		4	4		4		
	2	22	24	...	23	1	

CASES treated in Cells during the year.

Disease.	No. of Cases.	Disease.	No. of Cases.
Acne.....	3	Indigestion.....	28
Adenitis.....	1	Insomnia.....	7
Angina.....	1	Laryngitis.....	2
Arthritis.....	1	Lumbago.....	10
Anorexia.....	4	Mitral disease.....	1
Alveolar abscess.....	2	Myalgia.....	1
Blepharitis.....	1	Myopia.....	1
Catarrh.....	7	Neuralgia.....	9
Cephalalgia.....	25	Orchitis.....	1
Colds.....	58	Otalgia.....	1
Colic.....	20	Pain in back.....	24
Conjunctivitis.....	4	Pediculi pubis.....	1
Constipation.....	397	Pharyngitis.....	2
Corns.....	3	Pleurodynia.....	10
Coryza.....	5	Psoriasis.....	2
Coughs.....	51	Rheumatism.....	23
Cystitis.....	1	Rupture.....	2
Diarrhoea.....	12	Salivation.....	1
Eczema.....	3	Sciatica.....	1
Enuresis.....	1	Sprained wrist.....	3
Epistaxis.....	1	Stomatitis.....	1
Furunculus.....	4	Teeth extracted.....	25
Ganglion.....	1	Tinea.....	1
Gingivitis.....	1	Toothache.....	27
Gleet.....	1	Torticollis.....	4
Hæmorrhoids.....	2	Ulcer of leg.....	1
Hay fever.....	1	Ulcer of penis.....	1
Helminthiasis.....	1	Urticaria.....	4
Impetigo.....	1	Varicose veins.....	2

W. A. DEWOLF SMITH, M.D., L.C.P. & S., Que.,
Surgeon.

Department of Justice.

APPENDIX D

CHAPLAINS' REPORTS

Department of Justice.

KINGSTON PENITENTIARY.

PORTSMOUTH, Ont., 30th June, 1897.

SIR,—I have the honour to present my report for the past year.

The number of visits paid to men in the hospital ward was 1,679; to those in the isolation ward, 1,285. Men seen in the vestry either individually or in classes amounted to 2,828 men and women (in female prison). There were also the debating classes of which 30 were held, averaging about fifty at each attendance.

Owing to the change of system that did away with the dining hall, I have been obliged to discontinue the voluntary Bible classes, and instead call the men up by ranges.

I still think that the admission of selected newspapers, mailed from the office of publication, would be of advantage to the men by keeping them in touch with the outside world, and by giving them subjects for thought of a wholesome nature.

Believing that St. Paul has given the soundest advice for the reformation of the thief, when he says, "let him that stole steal no more, but rather let him labour working with his hands, &c.," I should be glad to see some encouragement given, to induce a good day's work from each man. The popular craving for tobacco might be utilized into a stimulant to exertion, if properly used.

I hope before long to have a portion of the present school-room partitioned off for holding the Bible classes in, as it would save them from traversing the church three or four times a week to the vestry.

If I may believe the prisoners, it is no uncommon thing for their goods to be stolen and their property destroyed or embezzled by their relatives and neighbours, and it seems to me that the constituting some existing official, such as the sheriff or county judge, as receiver in chancery for such properties during the convict's imprisonment, would be a desirable measure.

During my visits to the men in the ward of isolation, I have noticed that while, when the men have work, they are good humoured and sensible, that if they have had no work for two or three days they become restless, irritable and full of fancies. I believe if steady work were provided for them there would be far fewer reports and punishments:

I have the honour to be,
Yours respectfully,

C. E. CARTWRIGHT,
Protestant Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

PORTSMOUTH, 30th June, 1897.

SIR,—I beg to forward you my annual report as Roman Catholic chaplain of this penitentiary for the year ended 30th June, 1897.

Apart from the ordinary routine of a chaplain's duty, I find little to report. All facilities are given the chaplains in their work, and the officers from the warden down are not only civil and courteous, but recognizing the importance and utility of the work

in which we are engaged, co-operate with us most cordially in our endeavours to reform those placed in our charge. Improvements are almost continually going on in our chapel, making it look more and more sacred and more worthy of the service to which it has been consecrated. The floor alone remains untouched, and is now in even a worse condition than it was when I called your attention to it a year ago. This, I dare say, is owing to the number of necessary repairs going on in other parts of the building. I simply mention the matter now that when less busy times come, you may be mindful of it. The services are more than ever solemn and attractive on account of high class music rendered by the choir under the able management of Mr. George Sullivan. During the years of my chaplaincy the music was never of such high character as it is at the present time. This, together with the appearance of the chapel, has its effect upon the minds and hearts of the convicts, and their demeanour is more solemn and their attention more rapt than ever before.

I have the honour to be, sir,
Your obedient servant,

JAMES VINCENT NEVILLE,
Roman Catholic Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

ST. VINCENT DE PAUL PENITENTIARY.

St. VINCENT DE PAUL, 30th June, 1897.

SIR,—I beg to present you my annual report relating to what concerns the Roman Catholic chapel, school and library.

There are now 316 men in our chapel.

During the fiscal year ending to-day, 113 have come from the courts of justice, 91 have been released after sentence expired, 1 died, 3 were transferred to Kingston, 18 have received pardon or commutation of sentence.

The conduct of all in the chapel is excellent. The most part discharge their religious duties in the most exemplary manner and help the others joining them in the good way.

The school is as successful as last year and the schoolmaster is quite satisfied with his pupils.

The library is supplied with a large quantity of books. The readers take a better care of them and cause thus a great economy.

We have all painfully felt the death of the late Right Reverend Edouard Charles Fabre, Archbishop of Montreal, who ever proved so kind and so much interested to the convicts that he seized every opportunity to visit, address and encourage them. Our mourning however found a great relief when so worthy a successor was at last elected in the person of the Reverend Canon Paul Bruchési, who, just after his election, promised a special visit to the prisoners of St. Vincent de Paul.

As in the previous years I profit by the present occasion to express my sincere thanks to you, sir, and all the officials of the institution for the kind feelings and generous help I have constantly received.

I subscribe, sir,
With respect and gratitude,
Your humble servant,

L. O. HAREL, Priest,
R. C. Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

ST. VINCENT DE PAUL, 2nd August, 1897.

SIR,—I have the honour to submit my second annual report as Protestant chaplain of this penitentiary for the fiscal year ending 30th June, 1897.

Convicts remaining 30th June, 1896.....	65
do received during the year ..	32
Total for the year.....	<u>97</u>

Movement during the year—

Discharged	17
Pardoned.....	4
Died.....	1
Remaining 30th June, 1897.....	<u>75</u>

Religious creeds—

Church of England.....	52
Methodist.....	9
Presbyterian.....	6
Lutheran.....	2
Baptist.....	1
Congregationalist.....	1
French Protestant.....	1
Unitarian.....	1
Universalist.....	1
No religion.....	1
	<u>75</u>

NATIONALITY.

<i>British.</i>		<i>Alien.</i>	
Canada.....	37	United States.....	13
England.....	13	France.....	1
Scotland.....	4	Germany.....	1
Ireland.....	3	Belgium.....	1
Australia.....	1	Sweden.....	1
Total.....	<u>58</u>	Total.....	<u>17</u>

The number of convicts under my charge who have attended school this year shows a considerable increase, being twenty-six, or eleven more than last year. Of these, seventeen have taken up French in addition to the usual subjects, reading, writing, arithmetic, spelling and geography. While in some cases attendance at school may have been prompted by questionable motives, yet, the attention and assiduity displayed by the majority of the pupils lead to the hope that they are desirous of improving the opportunity, which the school affords, of preparing themselves for the effort to make an honest living after the expiration of their sentence.

The library has been augmented by over 50 volumes of carefully selected works, and has been well patronized by the prisoners. A few manuscript catalogues have been prepared for the benefit of those who may wish to choose their own reading matter. It seems, however, almost lost labour to spend much time and care in selecting good wholesome books for the library while a large supply of light literature, much of it of an extremely sensational character, is furnished by friends of the prisoners.

Our little chapel has been much improved in appearance by having the seats painted, and by the new carpet for the chancel. It has been a source of deep regret to me, and

of disappointment to the prisoners, that for nearly the whole year our beautiful and expensive organ has been silent. Owing to the music I find it very difficult to keep up an interest in the singing, or to keep the choir together. The behaviour of the men in chapel continues, on the whole, to be good, though there are a few exceptions. I may, however, say, that when these are spoken to privately they generally show an improvement for a season. Two of the prisoners have been baptized; and on the occasion of the visit of the Lord Bishop of Montreal, in February last, five were confirmed. Fourteen of the prisoners have partaken of the Holy Communion during the year, the average attendance at each celebration being eleven.

Trusting that these "outward signs" may be indeed tokens of inward spiritual growth,

I remain, sir,
Your obedient servant,

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

J. ROLLIT,
Protestant Chaplain.

ST. VINCENT DE PAUL, 30th June, 1897.

SIR,—I have the honour to submit my report as Jewish chaplain for the year ending to-day.

Number on register, 1st July, 1896.....	2
Admitted during the year.....	1
Transferred from Kingston.....	2
	<hr/>
Total.....	5

I regret that the number of prisoners under my charge has increased. This is partly owing to the moral condition of the unhappy individuals having been neglected in early youth. But with the work which they have to do now, I hope their future will be well disciplined.

I am pleased to report that one of my charges applied to be admitted to the school, through which he has already derived great benefit.

On each occasion of my visits I have held service with my congregation in the room specially set apart for that purpose, allowing those who so desired to lead the exercises, as an encouragement in the endeavour to reform.

During the recent passover my charges were able to observe the 8 days of this important feast with all the necessary requirements, every facility having been given them to do so. On one day I held the "Domestic Passover Service," assembling my men around the table according to the Jewish ritual laws. Such a service has never been held in any prison in the Dominion before, although quite common of late years in prisons of other countries in which Jews are unfortunately confined. My charges showed their gratitude by sending a letter of thanks, the contents of which are already known to you.

The health of my men has been good, only one of those under my charge having been in the hospital for a few days, when I paid a special visit to him.

The conference of wardens as suggested by you in your last report would do a great deal of good. But if held would it not be possible to invite the chaplains as well, so as to unify the discipline of the institutions under your charge.

I cannot conclude this report without the following:—

One of my charges entered prison under an alias, as he did not wish his friends to know that he had got into trouble. As soon as he was brought before me I recog-

Department of Justice.

nized him. Asked if he desired to see his parents, he replied yes. The warden gave him permission to communicate with them, but he received no reply from home. I called upon his family, and am happy to say, that the unfortunate man and his unhappy parents, are reconciled to each other. It is thus seen that through the department, this young man has been saved from becoming discouraged and hardened.

Permit me to thank the warden and officers for their uniform kindness.

I have the honour to remain, sir,
Your obedient servant,

H. VELD,
Rabbi and Jewish Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

DORCHESTER PENITENTIARY.

DORCHESTER, 1st July, 1897.

SIR,—I have the honour to submit my annual report as Protestant chaplain of the Dorchester Penitentiary, for the year ended 30th June, 1897. On that day there were 114 convicts under my charge, as against 117 on the corresponding day of the preceding year. Of those 114, three are females.

Two of the male prisoners under my charge, died during the year; and their bodies were reverently entered in the prison burying ground.

Last year, I reported the restoration of the female convict department to this prison, with Mrs. Bartlett as matron. In addition to the usual Sunday service, I have given these women under the immediate eye of the matron weekly catechetical and Bible instruction.

I am glad to say that the "Dorchester Penitentiary Devotional Society" continues to be well attended. And, although, like all else earthly, there must be tares as well as wheat as to the motives that actuate the attendance of 33 per centum of all the men under my care, I have no doubt as to the general beneficial effect; and the same may be said of the bible class.

With regard to the Lord's day services, I have ministered without any intermission throughout the year to unflinchingly reverent and attentive hearers, who seem to drink in every word that is spoken, and that is much more than can be affirmed of most congregations.

I am free to admit, sir, that the suggestion you made as to a freer use of such music as accompanies Moody and Sankeys "gospel songs," has resulted in the congregation joining more generally and heartily than was the case with music of the character that accompanies "Hymns Ancient and Modern." And as our object is to enlist greater interest and warmth in public worship we must be pleased with the result.

The library, which stands in need of replenishing, continues to be managed satisfactorily to my brother chaplain and myself.

I had occasion to refer in my last report to the receipt of parcels of soiled unserviceable denominational literature from some well meaning friends of the prisoners. I am very glad to say that this year, we have been more fortunate. For Mrs. J. Brydone Jack, of Fredericton, has sent us a parcel of new and useful tracts and leaflets. There is room for more such gifts. In the desire for such literature we think that we see instances of men who are earnestly trying to cease to do evil and to learn to do well.

I am glad to be able to report that I receive the kindest co-operation of the whole staff in the discharge of the duties of my office.

And I have the honour to be, sir,
Your obedient servant,

J. ROY CAMPBELL,
Protestant Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

DORCHESTER, 1st August, 1897.

SIR,—I have the honour to submit to you my report as Roman Catholic chaplain of this penitentiary for the year ended 30th June, 1897.

At the close of the fiscal year, I had inscribed on my register the names of 82 male and 2 female convicts, a total of 84, as against 75 figuring thereon twelve months previously. This is the largest number ever reported before by the Roman Catholic chaplain. Of this number, two died during the year.

With very few exceptions, the general conduct of the prisoners during the celebration of Holy Mass, has been very good.

I was surprised to learn from the authorities here that it had been decided that henceforth the department would not procure any more catechisms for the prisoners under my spiritual care. I cannot let this fact pass unnoticed, as the small stipend attached to my ministrations here, does not warrant the expenditure on my part, that such a step on the part of the department entails.

I find that the catechism class is a powerful adjunct to the Sunday services towards reforming the character and morals of the prisoners. During a Sunday service and sermon, we can only address ourselves to them in general whilst during catechism class, we have occasion to appeal more directly to each individual, and to apply various means of spiritual instruction which is not practicable in the course of a Sunday sermon.

These catechism classes have always been well attended, and genuine interest has been shown in them by the prisoners. For this reason, though deprived of the allowance for text books, I feel bound to continue the classes at my own expense until such time as the department shall see the justness of my remarks on this subject.

I also regret the change introduced in the libraries. Heretofore, the prisoners had always enjoyed the privilege of denominational reading matter, but now a general library, with no reference to any religion, has been substituted, which I also consider as a change for the worse in the work of reforming the character of the poor unfortunates under my spiritual charge. I most cordially endorse the following statement from the Rev. Herbert H. Gowen, Protestant chaplain of New Westminster Penitentiary, in his report dated July 10th, 1896:—"The old plan of having two separate libraries, Protestant and Roman Catholic, has been abandoned during the year in favour of a general library, excluding books with any ecclesiastical bias. This plan has many advantages, but seems likely to deprive the chaplains of the power of placing in the hands of the convicts books inculcating definite religious truth, inasmuch as few religious books of any value are written from a neutral standpoint."

In concluding, I beg to tender my sincere thanks to the warden and officers of the institution for their uniform kindness, and the valuable assistance they have rendered me in the discharge of my duties.

I have the honour to be, sir,
Your obedient servant,

A. D. CORMIER,
R. C. Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

MANITOBA PENITENTIARY.

STONY MOUNTAIN, 8th July, 1897.

SIR,—I have the honour to submit herewith my annual report for the year ending 30th June, 1897.

The number of convicts remaining July 1st, 1896, were.....	63
Added during the year.....	15
	—
Total from all sources.....	78

Eighteen (18) of these were discharged during the year by expiration of sentence, one (1) suicide, and one (1) pardoned, 20 in all—thus leaving on the 30th June, 58 enrolled in the register, or a decrease of 5 from the number of those under my care during the preceding year.

The following table gives their religious belief according to their own statements at their entrance :—

Church of England.....	26
Methodist.....	14
Adventist.....	1
Salvation Army.....	1
Lutherans.....	2
Presbyterians.....	14
	—
	58

The services have been held during the year and as many visits paid as opportunity offered. It is a matter of regret to myself that arrangements cannot be made for holding a second Sunday service, or in lieu thereof, a Bible study. One adult baptism took place during the year and was a most impressive ceremony. The Holy Communion was celebrated 8 times during the year with an average attendance of 6 convict communicants. His Grace the Archbishop of Rupert's Land and Primate of all Canada, paid an official visit last May for confirmation purposes. Eight candidates were presented to His Grace and received the holy rite by the imposition of hands. The service was hearty and the addresses listened to with rapt attention.

In connection with our chapel services, our music will bear favourable mention. It would undoubtedly be much improved if choir practices could be held more frequently than at present. An hour given for this purpose once a week, would be of incalculable benefit to the men, and greatly enhance the beauties of our service.

I am also fully impressed of the need of more direct and personal effort among the convicts by which they might have the advantage of individual instruction in Christian ethics founded on the Holy Scripture. With this end in view, I sincerely trust the old rule of long standing may be renewed, by which the chaplains may see convicts for this purpose as often as they wish in their respective cells.

The school continues with unabated interest, its good work of imparting primary instruction to those convicts standing most in need of it. Mr. Beaupré continues to receive valuable assistance cheerfully rendered from competent and faithful convicts as monitors; and no school could excel in order and attention to study.

There was one death from violence, viz., suicide, during the year. This unfortunate man together with three others at present in hospital, were afflicted with mental trouble. It is sincerely to be hoped steps will soon be taken to have them sent to the provincial asylum or elsewhere.

I would desire to thank all my brother officers for their kindly assistance in the discharge of my duties.

I have the honour to be, sir,

Your obedient servant,

ARTHUR W. GOULDING,

Protestant Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

BRITISH COLUMBIA PENITENTIARY.

NEW WESTMINSTER, B.C., July, 1897.

SIR,—I have the honour to submit my report as Protestant chaplain for the year ending 30th June, 1897.

Having assumed the duties of chaplain on the 1st of January of the present year, I have to crave your indulgence if the report be less replete with information than my predecessors. I have under my care at the present time 67 convicts, of these 3 are Indian, 4 are Half-breeds, 3 are coloured, 9 are Chinese, and the rest are white men. Special services are held for the Chinese, conducted by accredited missionaries who speak their own language.

The services held on Sabbath and week days are highly appreciated by most of the convicts. The attention at these services is all that could be desired. A devout reverent spirit seems to prevail through all the exercises of worship. The music is led by instructor Disney on the organ, and keeper McKee on the clarinet. I am greatly indebted to these officers for the valued help rendered, not only on Sabbath, but for their time given on Saturday at noon in practice, and teaching the choir.

We have unfortunately some very young convicts in the penitentiary at present, one just over 15 years of age. For these I am meditating forming a class for religious instruction on Sabbath afternoon. This new service meets with the approval of the warden. I have met with every convict under my care separately in the chapel on Sabbath after the regular service, in this way we can get much closer to the men than in the congregation. I believe much good will be accomplished by these earnest conversations, some of the convicts seem burdened and longing for an opportunity to speak with me of their difficulties.

The fine library which has been replenished this year with some excellent works is greatly appreciated by the more intelligent convicts. A general library may have its advantages, still it might be well if the chaplains had the power and the means of placing in the hands of the convicts books of a more definite religious character than can well be placed in the general library. The school under Mr. Carroll is doing good work, a number of Indians and Chinese are obtaining a rudimentary education, and a few of the white men are becoming fairly well advanced in arithmetic.

I have to express my appreciation of the help I have obtained at all times from the warden and all the officers in my work. I believe that many of the convicts have been made better men through the firm but kindly discipline of the institution, as well as by the religious instruction which they receive, several on leaving the penitentiary have so expressed themselves to me.

I have the honour to be, sir,

Your obedient servant,

THOMAS SCOULER,

Protestant Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

NEW WESTMINSTER, B.C., 1st July, 1897.

SIR,—I have the honour to submit my report for the fiscal year ended 30th June, 1897.

On the 1st day of July, 1896, there were 33 convicts under the charge of the Roman Catholic chaplain, since 13 of these were discharged, 11 new convicts were admitted, those at the present date, I have to minister to 31 prisoners.

When beginning my office as chaplain my first care was to become acquainted with the men and as much as possible, to learn the inside as well as the outside of their case, in order to be able to apply remedies according to their needs. It took no long time to find out that it was the vice of drunkenness that led many of them into trouble and that ignorance in religious matters is the most universal cause of crime and of drunkenness itself.

In consequence my endeavours are to impart religious instruction, to keep before the minds of the men the general notions of good and evil, of right and wrong, of punishment and reward.

I find that the best means to succeed in the work of my ministry is, after the instructions given in common to all are over to take the men separately in order to advice, console and encourage them; in a word, to work upon their better nature and thus bring them to understand that they are rational beings and christians and that consequently they should behave as such.

As similar instruction brings the higher faculties of man into operation and paves the way to moral and religious training. The school under the direction of Mr. W. Carroll does good work towards the improvement of the prisoners.

In reference to the new system adopted for the library, I fully agree with the late Protestant chaplain Rev. Mr. Gowen, who in his report of last year says "this plan has many advantages but seems likely to deprive the chaplains of the power of placing in the hands of the convicts books inculcating definite religious truth, inasmuch as few religious books of any value are written from a neutral stand point." As stated before in religious matters ignorance is the chief factor of criminality, therefore definite religious truth is the proper remedy to be applied.

Under my care are some Indians, many of whom can speak and read English, yet as for them in particular there is no vehicle more suited to convey truth to their minds than their own language. I am glad that permission was given to purchase for them prayer books in their native tongues.

I need not say much of the advisability to separate juvenile from old offenders, in your general report you show very well what wrong is done to young people when they are condemned to pass years side by side with men devoid of all moral principles.

Considering the class of men who are the inmates of a penitentiary, I am pleased with those under my care, with the exception of a few whose conduct is externally correct, but who are not willing to yield to my entreaties, I can say that all are desirous to be good and avoid a relapse.

I have nothing but words of praise for the officials with whom I have been in contact. I tender my best thanks to the warden and the deputy warden, also to all the other officers of the institution.

I have the honour to be, sir,
Your obedient servant,

J. M. FAYARD, O.M.I.,
Roman Catholic Chaplain.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries
Ottawa.

RELIGIOUS CREEDS.

KINGSTON.

	Number.		Number.
Roman Catholics.....	204	Quaker.....	1
Church of England.....	153	Disciples.....	1
Methodists.....	135	Salvation Army.....	1
Presbyterians.....	70	Mennonite.....	1
Baptists.....	36	Not given.....	2
Lutherans.....	6		
Christian Science.....	1	Total.....	611

ST. VINCENT DE PAUL.

Roman Catholic.....	316	Congregationalist.....	1
Church of England.....	52	Unitarian.....	1
Methodists.....	9	Universalist.....	1
Presbyterians.....	6	French Protestant.....	1
Jews.....	5	No religion.....	1
Lutherans.....	2		
Baptist.....	1	Total.....	396

DORCHESTER.

Roman Catholic.....	84	Methodist.....	16
Baptist.....	40	Not given.....	1
Church of England.....	38		
Presbyterian.....	19	Total.....	198

MANITOBA.

Roman Catholics.....	19	Lutherans.....	2
Church of England.....	26	Presbyterians.....	14
Methodists.....	14		
Adventist.....	1	Total.....	77
Salvation Army.....	1		

BRITISH COLUMBIA.

Roman Catholics.....	33	Reformed Episcopal.....	1
Episcopalian.....	23	Salvation Army.....	1
Presbyterian.....	11	Buddhists.....	9
Methodist.....	13		
Baptist.....	3	Total.....	100
Lutheran.....	6		

Department of Justice.

APPENDIX E.

SCHOOLMASTERS' REPORTS

Department of Justice

KINGSTON PENITENTIARY.

PORTSMOUTH, ONT., 1st July, 1897.

SIR,—I have the honour to submit my second annual report of the school in this penitentiary for the year ended 30th June, 1897.

When the dining hall was abolished and the system of serving meals in cells commenced, the attendance at school during the noon hour was limited to twenty.

Ten of these are instructed daily in writing and arithmetic, and ten of the most illiterate in reading and spelling, while at night twenty-five more are taught in their cells—at the same time the studies of the noon pupils, who sleep on the same range are supervised.

A steady improvement is noticed each month, and the pupils seem keenly alive to the advantages of even an elementary education.

The privilege of attending school insures good conduct, and discipline is strictly observed.

The total number on the register is forty-five, and daily average attendance about the same.

Mr. Thompson, assistant, has been most attentive to his duties during the past year.

I have the honour to be, sir,
Your obedient servant,

W. A. GUNN,
Schoolmaster.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

ST. VINCENT DE PAUL.

ST. VINCENT DE PAUL, 30th June, 1897.

SIR,—I have the honour to transmit to you my fifteenth annual report on the school, Catholic library and book-binding departments for the year ended 30th June, 1897.

The number of convicts admitted to school during the past year was 63, and the average daily attendance 40.

The school has been attended during the year by 104 pupils, distributed as follows :—

French pupils having learned	French	49	
do	do	English	21
English pupils	do	do	11
do	do	French	23

The out door works, such as masonry and quarry, explain the decrease of 18 on previous report.

I have not to complain of the pupils' conduct at school. Some considerable progress has been achieved by a good many, especially by beginners who seem to take more interest in the school.

The Catholic library is in good shape and highly appreciated by the convicts.
The book-bindery department is also in good working order.

I beg to express my sincere thanks to the chaplain and superior officers for their valuable assistance in the discharge of my duties.

I remain, dear sir,

Your obedient servant,

J. T. DORAIS,
Schoolmaster.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

DORCHESTER PENITENTIARY.

DORCHESTER, N.B., 25th August, 1897.

SIR,—I have the honour to submit my annual report as schoolmaster of this institution for the year ended 30th June, 1897.

The average daily attendance for the year just closed was 54.25, being very nearly thirty per cent of the average prison population. The highest number of pupils enrolled during any one month was 71. There were during the year, 110 of the prisoners in custody who, at one time or another, availed themselves of the privilege of attending the school.

I believe the large majority of these came with the one object of improving their education; and I am persuaded that in every case where they manifest this desire, there is marked improvement after a few weeks' or months' attendance.

While I endeavour, as far as possible, to make all the pupils study the three branches prescribed, viz., reading, writing and arithmetic, I frequently come across those who seem to have no aptitude for one or other of the studies, and who desire to devote all their time to one or two of them, instead of to the whole three. This is especially the case as regards the study of arithmetic. Many of them become quite proficient both in reading and writing, who have very indifferent success in wrestling with the multiplication table. After helping them as far as possible to overcome this difficulty, if they are unsuccessful, I allow them to take up the subjects that are more congenial.

While this is calculated to give some additional trouble in the matter of arranging the different classes, I believe that better results are obtained than if they were kept at studies for which they had no liking.

The conduct of the prisoners during the school hour is generally all I could wish for. They sometimes forfeit the privilege of attending for a season, by misconduct at other times and places, but I rarely am obliged to dismiss a pupil for bad behaviour in the schoolroom.

I have the honour to be, sir,

Your obedient servant,

JOHN A. GRAY,
Schoolmaster.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

Department of Justice.

MANITOBA PENITENTIARY.

STONY MOUNTAIN, 4th August, 1897.

SIR,—I have the honour to present you my annual report as schoolmaster and librarian of this institution, for the year ended the 30th June, 1897.

Twenty-three convicts were admitted to school during the year, and the average daily attendance was nearly 14.

I am well satisfied with the progress made by most of them, and their deportment while at school, was, as in the past, very, very good.

The libraries are in fair order just now, but many of the books are so worn out that they will not stand repairing any more.

I have the honour to be, sir,
Your obedient servant,

J. O. BEAUPRÉ,
Schoolmaster.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

BRITISH COLUMBIA PENITENTIARY.

NEW WESTMINSTER, 1st July, 1897.

SIR,—I have the honour to submit my second annual report of the school of this penitentiary for the fiscal year ended 30th June, 1897.

Eighteen convicts were admitted to the school during the year, and the daily average attendance, 26·28.

Race of those attending: White, 13; Indians, 11; Half-breeds, 2; Chinese, 2; Negro, 1.

I am pleased to be able to state that most of the pupils who attended school during the past year have made good progress. All take every opportunity to improve themselves by careful attention while at school as well as by studying in their cells.

In concluding I must thank the warden and chaplains for the kindness shown me in the discharge of my duty.

I have the honour to be, sir,
Your obedient servant,

W. J. CARROLL,
Schoolmaster.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

EDUCATION.

KINGSTON.

	Number.		Number.
Can read and write.....	426	Cannot read or write.....	100
Can read only.....	85	Total.....	611

ST. VINCENT DE PAUL.

Can read and write.....	292	Can read only.....	21
Cannot read.....	83	Total.....	396

DORCHESTER.

Cannot read or write.....	16	Can read and write.....	157
Can read only.....	25	Total.....	198

MANITOBA.

Can read and write.....	63	Cannot read or write.....	5
Can read only.....	9	Total.....	77

BRITISH COLUMBIA.

Can read and write.....	69	Can read and write Italian only.....	1
Cannot read or write.....	29	Total.....	100
Can read only.....	1		

LIBRARIES.

KINGSTON.

Return showing the number of volumes in general library, the number of convicts who have used books, the number of volumes issued during the year, and the number added :—

Number of volumes at beginning of year.....	3,850
do do added since.....	196
Total.....	<u>4,046</u>
Number of convicts using library.....	498
Number of volumes issued.....	19,780
Number of volumes issued (fiction).....	14,862
Number of volumes issued (miscellaneous).....	4,918
Total.....	<u>19,780</u>

Department of Justice.

ST. VINCENT DE PAUL.

STATEMENT OF THE ROMAN CATHOLIC LIBRARY FOR FISCAL YEAR 1896-97.

Number of volumes in library.....	1,984
do added during the year.....	22
Total outlay for the year.....	\$30
Number of volumes kept in stock out of purchase of 1895-96, 120 volumes.....	\$60
Number of convicts who have used books.....	240
do books issued during the year.....	24,960

STATEMENT OF PROTESTANT LIBRARY, YEAR 1896-97.

Number of volumes in library.....	1,147
do added during the year.....	58
Total outlay for the year.....	\$27.80
Number of convicts who have used books.....	70
do books issued during the year.....	5,460

J. T. DORAIS,
Librarian.

DORCHESTER.

LIBRARY Return, Year ended 30th June, 1897.

	Total Number of Volumes in Library.	Number added during year.	Average number of convicts who used books.	Total number of issues during year.
General library.....	594	10	137	7,124
Protestant library.....	115	...	30	780
Roman Catholic library.....	289	2	42	1,092
	995	12	209	8,996

JOHN A. GRAY,
Librarian.

MANITOBA.

RETURN showing the number and value of Books in the Protestant, Catholic and General Libraries, respectively; the number taken away and added; also the number of Convicts who have used books from each Library, and the number issued.

	Protestant.		Roman Catholic.		General.		Total.	
	Number of volumes.	Value.	Number of volumes.	Value.	Number of volumes.	Value.	Number of volumes.	Value.
		\$ c.		\$ c.		\$ c.		\$ c.
Number of volumes at the beginning of the year...	426	454 15	249	373 50	114	118 45	789	946 10
do taken away during the year...	2	2 10					2	2 10
do added do					2	1 50	2	1 50
do on 1st July, 1897	414	452 05		373 50	116	119 95	789	945 50
Number of convicts who have used books	71		18		89		178	
do volumes issued	2,933		291		947		4,171	

J. O. BEAUPRÉ,
Librarian.

BRITISH COLUMBIA.

LIBRARY Returns for the Year ended June 30, 1897.

	Number of Books in Library.	Number of Books added during year.	Number of convicts using library.	Circulation.
General library	640	207	88	6,760
Protestant library	354		4	140
Roman Catholic library	166		31	411

H. MCKEE,
Librarian.

Department of Justice.

APPENDIX F

MATRONS' REPORTS

Department of Justice.

KINGSTON.

PORTSMOUTH, 30th June, 1897.

SIR,—In presenting my annual report for the year just closed, I am pleased to state that everything under my jurisdiction has worked satisfactorily if I may except the conduct of the insane women, who are constantly annoying every one in the institution. At the beginning of the year there were 26 women, 10 of whom were discharged and 12 more received ; leaving 28 women at present.

I remain very respectfully,
Yours truly,

R. A. FAHEY,
Matron.

DOUGLAS STEWART, Esq.
Inspector of Penitentiaries,
Ottawa.

RETURN of Work done in Female Prison, year ended 30th June, 1897.

No. of Articles.	Work Done.	Equal to Days.	Rate per Day.	Amount.	Total.
	<i>For Male Prison.</i>		\$ cts.	\$ cts.	\$ cts.
156	White shirts	156	0 30	46 80	
441	Flannel "	441		132 50	
442	Night "	442		132 60	
2,382	Towels	238		71 40	
165	Handkerchiefs	16		4 80	
669	Pillowslips	111		33 30	
480	Pairs drawers	480		144 00	
438	Sheets	109		32 70	
297	Pairs woollen socks	297		89 10	
200	do do mitts	200		60 00	
306	do do mattresses	102		30 60	
140	do do sleeves	13		3 90	
11	Barber's cloths	2		0 60	
10,425	Socks repaired for male prison at 12 cts. per doz.			104 28	
	<i>Female Prison.</i>			886 38	
10	Sewing, knitting, washing, cooking	3,130	0 30	939 00	
	<i>Government Contract.</i>				
175	Shirts	175	0 30	52 50	
	Work done female prison			34 20	
					1,912 08

RETURN of Work done for Female Prison for year ended 30th June, 1897.

No. of Articles.	Work Done.	Equal to Days.	Rate per Day.		Amount.		Total.
			\$	cts.	\$	cts.		$	cts.
11	Pairs stockings.....	11	0	30	3	30	
33	Chemises.....	33	0	30	9	90	
16	Drawers.....	16	0	30	4	80	
9	Sheets.....	2	0	30	0	60	
19	Pillowslips.....	3	0	30	0	90	
26	Towels.....	3	0	30	0	90	
12	Dresses.....	12	0	30	3	60	
12	Caps.....	3	0	30	0	90	
29	Coloured aprons.....	9	0	30	2	70	
13	White do.....	4	0	30	1	20	
3	Jackets.....	2	0	30	0	60	
10	Waists.....	10	0	30	3	00	
5	Sleeves.....	2	0	30	0	60	
18	Handkerchiefs.....	3	0	30	0	90	
4	Pockets.....	1	0	30	0	30	
							34 20

Department of Justice.

DORCHESTER.

DORCHESTER, 30th June, 1897.

DEAR SIR,—I have the honour to submit my annual report on the work done in my department during the past year.

The industry of the women has been very good.

During the year two females were received and one discharged.

I remain, dear sir,

Your obedient servant,

C. A. BARTLETT,
Matron.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

RETURN of Work done in Female Prison, year ended 30th June, 1897.

No. of Articles.	Work Done.	Equal to Days.	Rate per Day.	Amount.	Total.
<i>For Male Prison.</i>					
			\$ cts.	\$ cts.	\$ cts.
839	Mending shirts.....	156	0 30	46 80	
941	do drawers.....	160	0 30	48 00	
2,038	do socks.....	340	0 30	102 00	
					196 80
<i>For Female Prison.</i>					
6	Dresses.....	6	0 30	1 80	
18	Aprons.....	9	0 30	2 70	
9	Skirts.....	7	0 30	2 10	
8	Pairs drawers.....	4	0 30	1 20	
10	Handkerchiefs.....	1	0 30	0 30	
8	Chemises.....	8	0 30	2 40	
18	Pairs stockings.....	18	0 30	5 40	
9	Sheets.....	2	0 30	0 60	
8	Pillow cases.....	4	0 30	1 20	
12	Towels.....	1	0 30	0 30	
					18 00
.....	Washing and housework.....	730	0 30	219 00	
					219 00
					433 80

Department of Justice.

APPENDIX G

CRIME STATISTICS.

Department of Justice.

KINGSTON.

MOVEMENTS of Convicts from midnight of the 30th June, 1896, to 30th June, 1897.

Remaining 30th June, 1896.....	605
Received since from—	
Jails.....	186
By transfer.....	9
	800
Discharged by—	
Expiring of sentence.....	149
Pardon.....	25
Suicide.....	1
Death.....	8
Escape.....	2
Transfer to St. Vincent de Paul.....	2
Removed by order of court.....	2
	189
Remaining on 30th June, 1897 (28 of these are females).	611

ST. VINCENT DE PAUL.

MOVEMENTS of Convicts.

	Male.	Female.	Total.	Male.	Female.	Total.
Remaining at midnight, 30th June, 1896.....				383		383
Received since, from common jails.....	147	6	153			
do do Kingston penitentiary.....	2		2	149	6	155
				532	6	538
Discharged since—						
By expiration of sentence.....	114		114			
Pardon.....	17		17			
Transfer to Kingston penitentiary.....	3	6	9			
Death.....	2		2			
				136	6	142
Remaining at midnight, 30th June, 1897.....				396		396

DORCHESTER.

MOVEMENTS of Convicts.

	Male.	Female.	Total.	Male.	Female.	Total.
Remaining on 30th June, 1896	188	4	192			
Received since, from common jails.....	71	2	73			
do military prison	5		5			
				264	6	270
Discharged—						
By expiry of sentence.....	61	1	62			
Pardon	6		6			
Death.....	4		4			
				71	1	72
Remaining on 30th June, 1897.....				193	5	198

MANITOBA.

MOVEMENTS of Convicts.

Remaining 30th June, 1896	80
Received since.....	25
	— 105
Discharged by—	
Expiration of sentence.....	25
Death.....	1
Pardon.....	2
	— 28
Remaining 30th June, 1897.....	<u>77</u>

BRITISH COLUMBIA.

MOVEMENTS of Convicts.

Remaining at midnight, 30th June, 1896.....	101
Received from common jails.....	36
	— 137
Discharged by expiration of sentence.....	31
do pardon.....	6
	— 37
Remaining at midnight, 30th June, 1897.....	<u>100</u>

Department of Justice.

KINGSTON.

COMPARATIVE STATEMENT of the Movements of Convicts for ten years preceding the 30th June, 1897.

YEARS.	ADMISSIONS.						DISCHARGES.										Remaining at end of year.			Daily average.														
	Common jails.		Other penitentiaries.		Recaptured.		Total.		Expiry of Sentence.		Pardon.		Sent to asylum.		Suicide.		Deaths.		Escapes.		Other penitentiaries.		Removed by order of court.		Total.									
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.		Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Total.				
1887-88.....	145	10	4	.....	.....	.....	149	10	159	143	13	22	.....	2	.....	1	4	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	174	13	187	501	25	526	558,888
1888-89.....	176	7	3	3	.....	.....	179	10	189	126	4	17	1	1	.....	.....	6	1	1	.....	.....	.....	.....	.....	.....	.....	.....	151	6	157	530	24	554	552
1889-90.....	175	4	5	4	.....	.....	180	8	188	113	6	17	5	3	.....	.....	7	1	6	.....	.....	.....	.....	.....	.....	.....	.....	146	12	158	565	21	586	577,888
1890-91.....	154	10	1	4	1	.....	156	14	170	126	9	17	1	5	.....	.....	8	1	2	.....	.....	.....	.....	.....	.....	.....	.....	158	11	169	562	24	586	577
1891-92.....	108	2	.....	6	.....	.....	108	8	116	121	2	32	2	1	1	.....	8	1	2	.....	.....	.....	.....	.....	.....	.....	.....	164	6	170	506	26	532	552,888
1892-93.....	101	1	6	10	.....	.....	107	11	118	137	3	17	1	3	.....	1	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	165	4	169	448	33	481	518,888
1893-94.....	165	4	1	3	.....	.....	166	7	173	121	7	14	.....	3	1	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	152	8	160	462	32	494	472,888
1894-95.....	153	5	7	5	.....	.....	160	10	170	95	12	19	3	6	.....	.....	6	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	129	15	144	498	27	520	510,888
1895-96.....	218	4	3	5	.....	.....	221	9	230	104	10	25	.....	.....	.....	.....	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	135	10	145	579	26	605	550,888
1896-97.....	180	6	3	6	.....	.....	183	12	195	139	10	25	.....	.....	.....	.....	8	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	179	10	189	583	28	611	612,888

Department of Justice.

DORCHESTER.

COMPARATIVE STATEMENT of the Movement of Convicts for ten years preceding the 30th June, 1897.

YEARS.	ADMISSIONS.			DISCHARGES.								Remaining at end of year.			Daily Average.	
	Male.	Female.	Total.	Expiry of Sentence.	Pardon.	Death.	Escape.	Kingston Penitentiary.		Total.		Male.	Female.	Total.		
								Male.	Female.	Male.	Female.					
1887-88	50	3	53	28	14	2	2	1	2	47	2	49	156	1	157	154
1888-89	51	1	53	33	8	4	.....	.....	2	45	2	47	162	.....	162	149½
1889-90	70	2	72	33	22	1	1	1	2	58	2	60	174	.....	174	173
1890-91	46	2	48	41	9	1	.....	.....	2	51	2	53	169	.....	169	175
1891-92	72	4	76	54	13	1	1	.....	4	69	4	73	172	.....	172	170
1892-93	66	4	70	40	20	.....	.....	1	3	61	3	64	177	1	178	175
1893-94	62	1	63	37	16	1	.....	.....	1	54	1	55	185	1	186	179
1894-95	75	3	78	50	29	8	.....	7	3	94	3	97	166	1	167	180
1895-96	77	3	80	37	16	2	.....	.....	.....	55	.....	55	188	4	192	181
1896-97	76	2	78	61	6	4	.....	.....	.....	71	1	72	193	5	198	189½

MANITOBA.

MOVEMENTS of Convicts for ten years ended 30th June, 1897.

DATE.	REMAINING AT MIDNIGHT.			ADMITTED.			REMOVED TO KINGSTON.					DISCHARGED.					REMARKS.
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	PARDON.			Escapes.	Total Discharged.	Total Remaining.		
										Male.	Female.	Total.					
June 30, 1887.....	83	15	98	28	2	30	1	1	2	1	1	1	1	31	67		
do 30, 1888.....	67	18	85	14	4	18	1	1	2	1	1	1	1	19	66		
do 30, 1889.....	66	34	100	23	2	25	1	1	2	1	1	1	1	27	73		
do 30, 1890.....	73	27	101	13	12	25	1	1	2	1	1	1	1	30	71	*One female.	
do 30, 1891.....	71	34	107	28	1	29	1	1	2	1	1	1	1	32	75	+ A female.	
do 30, 1892.....	75	20	95	20	1	21	1	1	2	1	1	1	1	24	71	†One was captured a year later and sent to Kingston Penitentiary.	
do 30, 1893.....	71	32	103	22	5	27	1	1	2	1	1	1	1	27	76	‡Captured 50 days later.	
do 30, 1894.....	76	42	118	20	2	22	1	1	2	1	1	1	1	22	96	¶12 convicts received from British Columbia.	
do 30, 1895.....	96	14	110	28	2	30	1	1	2	1	1	1	1	30	80		
do 30, 1896.....	80	25	105	25	2	27	1	1	2	1	1	1	1	28	77	|| Suicide by hanging.	
do 30, 1897.....	77																

Department of Justice.

BRITISH COLUMBIA.

COMPARATIVE MOVEMENT of Convicts for ten years to June 30th, 1897.

Admissions.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
On bail by order of Court.....			1							
From common jails.....	24	44	18	33	20	38	39	37	33	36
Recaptures.....						1				
Total.....	24	45	18	33	20	39	39	37	33	36
DISCHARGES.										
By expiration of sentence.....	30	18	25	33	15	20	13	29	28	31
By pardon.....	6	2	8	2	1	2	2	5	2	6
By having sentence reduced.....	1									
By death.....	3			1		1	1	1		
Bail, order of Court.....	1									
Sent to Kingston Penitentiary.....	4					1				
Escapes.....		2			2		1			
Transfers to Provincial Insane Asylum.....							4			
Transfers to Stony Mountain Penitentiary.....								12		
Total.....	45	22	33	36	18	24	21	47	30	37
Remaining at midnight, 30th June. each year.....	68	91	76	73	75	90	108	98	101	100
Average daily.....	73½	72½	86½	68¾	73	84	99¼	102	97·3	99

KINGSTON PENITENTIARY.

LIST OF CONVICTS received during the Year 1896-97, giving the Civil State, Age, Trade, Education, Moral Habits, Religion, Where sent from, Crime, Term of Sentence, &c., &c.

Table with columns: When received, Name, Civil State, Age, Commitments, Read, Write, Total abstainings, Temperate, Intemperate, Occupation, Where Born, Religion, From where sent, Crime, Date of Sentence, Term, By whom sentenced, Court. Rows list individual convicts from 1896 to 1897.

ST. VINCENT DE PAUL PENITENTIARY.

LIST OF CONVICTS received during the Year 1896-97, giving Civil State, Age, Trade, Education, Moral Habits, Religion, from where sent, Crime, when sentenced, Term, by whom sentenced, and at what Court.

Table with columns: When received, Name, Civil State, Age, Occupation, Read, Write, Temperate, Intemperate, Where Born, Religion, From where sent, Crime, When sentenced, Term, By whom sentenced, At what Court. Rows list individual convicts from 1896 to 1897.

Department of Justice.

DORCHESTER PENITENTIARY.

List of Convicts received during the year ended 30th June, 1897.

Name.	Term.	When received.	Nationality.	Religion.	Married or Single.	Where Sentenced.	Age	Occupation.	Crime.
Henry Pemberton	6 mos.	1896. July 7.	English.	Church of England.	Single.	Halifax, N.S.	21	Soldier.	Drunkenness and losing clothing.
Robt. Wilson	56 days.	" 13.	Scotch.	"	Married.	St. John, N.B.	35	"	Forgery.
Joseph Denaco	5 years	" 14.	Canadian.	Roman Catholic.	Single.	Charlottetown, P.E.I.	31	Barber	Breaking, entering and stealing.
John Cummings	7 "	" 16.	"	Church of England.	"	Guystboro, N.S.	26	Sailor	"
Alex. McLellan	3 "	" 18.	English.	"	"	Windsor, N.S.	56	None.	Stealing.
George Brown	7 "	" 18.	English.	Baptist.	"	Digby, N.S.	40	"	Killing cow, &c.
John Whitman	7 "	Aug. 4.	Canadian.	Roman Catholic.	Married.	Dorchester, N.B.	35	"	Theft.
John McDonald	2 "	" 28.	"	Presbyterian.	"	Westmorland, N.B.	26	"	"
Alex. Campbell	2 "	" 31.	"	Roman Catholic.	"	Halifax, N.S.	25	"	"
Agnes Murphy	2 1/2	Sept. 7.	Irish.	Baptist.	Single.	"	19	"	Burglary and larceny.
David Nelson	2 "	" 7.	Canadian.	Roman Catholic.	"	St. John, N.B.	25	"	Stealing.
Bernard Devine	2 "	" 17.	"	"	"	St. John, N.B.	25	"	"
Michael Moore	2 "	" 17.	"	"	"	Amherst, N.S.	29	"	"
Henry Dee	2 "	" 21.	U. States.	Methodist.	"	Oromocto, N.B.	34	"	"
Frederick Bean	2 "	" 25.	"	Baptist.	"	Andover, N.B.	25	"	"
James Holmes	56 days.	" 28.	English.	Church of England.	"	Halifax, N.S.	22	Soldier.	Assault and causing bodily harm.
William Johnston	3 years.	Oct. 12.	U. States.	"	"	Truro, N.S.	23	Painter	Being out of bounds.
Redmond Joyce	2 "	" 15.	Canadian.	Church of England.	"	Halifax, N.S.	26	Baker.	Burglary.
Thomas Turbett	2 "	" 25.	Irish.	Roman Catholic.	Married.	Halifax, N.S.	81	None.	Assault.
William Glencross	4 "	" 29.	Canadian.	Presbyterian.	Single.	Lunenburg, N.S.	32	"	Larceny.
Kenneth B. Munro	2 "	" 29.	"	"	"	Pictou, N.S.	42	"	Stealing horse.
Robert Grant	2 "	" 30.	"	Baptist.	Widower.	"	"	"	Assault with intent, &c.
Frank Drake	2 "	" 30.	"	Roman Catholic.	Single.	Halifax, N.S.	76	Stevedore.	Larceny.
Lucy Byers	2 "	" 30.	"	Baptist.	Single.	"	27	"	"
William Wright	2 1/2	Nov. 5.	"	Presbyterian.	Married.	Newcastle, N.B.	27	"	Escape from jail, carrying pistol, &c.
John Nicholson	2 1/2	" 9.	"	Church of England.	"	Cape Breton, N.S.	27	"	Stealing.
John Woody	3 "	" 16.	"	Roman Catholic.	Single.	Fredericton, N.B.	47	"	"
Harry Bennett	2 "	" 17.	U. States.	Church of England.	Married.	Sydney, N.S.	38	"	"
George Renner	2 1/2	" 25.	Canadian.	Church of England.	Single.	Halifax, N.S.	14	Printer	Burglary and larceny.
Charles Corkum	2 1/2	" 25.	"	Roman Catholic.	Single.	"	16	None.	"
Joseph H. Dunn	2 "	Dec. 28.	"	"	Married.	"	23	"	Breaking, entering and larceny.
Michael Walker	4 "	" 28.	"	"	"	"	35	Baker	Larceny.
David Campbell	7 "	1897. Jan. 22.	"	Church of England.	"	Amherst, N.S.	23	Sailor	Burglary.
Frank Ellworth	5 "	" 23.	"	Roman Catholic.	Single.	Charlottetown, P.E.I.	21	None.	Larceny.
John McCallum	5 "	" 23.	"	Presbyterian.	"	"	20	"	"
Newman Hall	5 "	" 23.	"	"	"	"	25	Telegrapher.	"
Bernard Murphy	4 "	" 23.	"	Roman Catholic.	"	"	18	None.	House breaking and larceny.
William Doyle	4 "	" 23.	"	"	"	"	20	"	"

DORCHESTER PENITENTIARY—*Concluded.*
List of Convicts received during the year ended 30th June, 1897.

Name.	Term.	When received.	Nationality.	Religion.	Married or Single.	Where Sentenced.	Age.	Occupation.	Crime.
Norman Beals.....	3 years	1897. Jan. 26	Canadian.	Baptist.	Single	Yarmouth, N.S.	24	None.	Stealing ox.
William H. Jarvis.....	3 "	" 26	"	"	"	"	18	"	"
James Jarvis.....	3 "	" 26	"	Church of England.	Married	Halifax, N.S.	24	Carpenter.	Larceny.
Nathan Griswold.....	2½ "	Feb. 3	"	Roman Catholic.	Single	"	27	None.	"
John Donovan.....	2 "	" 3	Irish	"	"	"	42	None.	"
James McCarthy.....	2 "	" 11	"	Church of England.	"	St. John, N.B.	45	Soldier.	Receiving stolen goods.
Harry Hames.....	84 days	" 12	English.	Roman Catholic.	"	Halifax, N.S.	23	None.	Assault.
Thomas Berrigan.....	2 years	Mar. 11	Canadian.	"	"	"	30	None.	Larceny.
Michael McCarthy.....	2 "	" 11	Newfound.	"	"	"	22	"	Breaking, entering and stealing.
Vitel Bourgeois.....	2 "	" 11	Canadian.	"	"	Barrington, N.S.	23	"	Arson.
John Hopkins.....	7 "	" 20	"	Baptist.	"	"	28	"	" and larceny.
Horace Nickerson.....	15 "	" 20	"	"	Married	"	28	Butcher.	Stealing.
John Maher.....	3 "	" 22	"	Church of England.	"	St. John, N.B.	29	None.	"
John Reedy.....	3 "	" 22	"	Roman Catholic.	Single	"	17	None.	Receiving stolen goods.
Robt. Dixon.....	4 "	" 22	"	Methodist.	Married	"	28	"	"
Robt. Williams.....	4 "	" 22	"	"	"	"	19	"	"
Joseph Handley.....	10 "	" 22	"	Roman Catholic.	Single	Halifax, N.S.	26	Painter.	Wounding with intent, &c.
William Collins.....	112 days	" 29	Irish	"	"	"	21	Soldier.	Stealing.
Joseph Hanlon.....	7 years	" 31	Canadian.	"	"	"	25	None.	"
John McGee.....	4 "	" 31	"	Church of England.	"	St. John, N.B.	35	"	"
Frederick Webb.....	4 "	April 3	"	Baptist.	Married	Halifax, N.S.	27	Cooper.	Bigamy.
Simeon Pace.....	2 "	" 3	"	"	Single	"	28	None.	Wounding with knife.
William Coleman.....	4 "	" 5	English.	Methodist.	"	Liverpool, N.S.	16	None.	Theft.
Charles Reynolds.....	3 "	" 12	Canadian.	Church of England.	"	St. John, N.B.	46	"	Breaking, entering and stealing.
George McLeod.....	2½ "	" 20	"	Presbyterian.	"	Moncton, N.B.	16	"	Theft.
George Watson.....	2 "	" 20	"	Baptist.	"	"	18	"	Receiving stolen goods.
John Fraser.....	4 "	May 7	"	Presbyterian.	"	Halifax, N.S.	42	"	Larceny.
Charles Brennan.....	2 "	" 7	English.	Roman Catholic.	"	"	25	Cooper.	Breaking, entering and stealing.
John Batfield.....	24 "	" 7	Canadian.	"	Married	"	34	None.	"
Stephen Keefe.....	5 "	" 12	"	Church of England.	Single	St. John, N.B.	22	None.	Stealing.
Bert Williams.....	4 "	" 31	English.	Roman Catholic.	"	Hampton, N.B.	16	"	"
George McNulty.....	4 "	" 31	Canadian.	Church of England.	Married	Halifax, N.S.	15	Mason.	Assault.
Andrew Griswold.....	2 "	June 2	"	Church of England.	"	"	36	None.	Burglary and larceny.
Stephen Tobin.....	2 "	" 2	"	Roman Catholic.	Single	"	24	None.	Unlawfully knowing girl under age.
James Inman.....	3 "	" 2	"	Church of England.	"	"	33	Barber.	Committing indecent act.
Simon White.....	2 "	" 2	"	Roman Catholic.	"	"	32	None.	Theft.
Edward Steeves.....	2 "	" 3	"	"	"	Moncton, N.B.	27	None.	Breaking and stealing.
Charles Bouchie.....	2 "	" 3	"	"	Married	Arichat, N.S.	26	Cooper.	"
John McNamara.....	2 "	" 3	"	"	"	"	27	None.	"
Joseph A. Wentzel.....	2 "	" 24	"	Baptist.	"	Bridgetown, N.S.	26	None.	Bigamy.

MANITOBA.

CONVICTS received during fiscal year ended 30th June, 1897.

Department of Justice.

Number.	Name.	Occupation.	Single.	Married.	Widower.	Nationality.	Religion.	Crime.	Term.	Date of Sentence.	Where Sentenced.
3	Charles LaLonde.	None.	1			Canadian.	Roman Catholic	Horse stealing	2 years	July 13, 1896	Moosomin.
8	"Archeouse"	do	1			do	do	do and shop-breaking	3 do	do 20, 1896	do
31	"Kamakawegat"	do	1			do	do	Manslaughter	10 do	Nov. 4, 1896	Edmonton.
29	Charles Josephin.	do	1			do	do	do	10 do	do 4, 1896	do
33	Arthur Gerhold.	do	1			English.	Protestant	do	20 do	do 20, 1896	Brandon.
37	Anthony Egan.	Contractor	1			American.	Roman Catholic	Receiving stolen goods.	2 do	do 28, 1896	Winnipeg.
36	Michael Egan.	Clerk.	1			do	do	do	2 do	do 28, 1896	do
2	Michael Joyce.	None.	1			Irish.	Protestant	Robbery	10 do	Dec. 30, 1896	do
11	Nicholas Chapman.	Blacksmith	1			English.	do	do	10 do	do 30, 1896	do
30	Georgs Colby.	Farmer	1			Canadian.	do	Cattle stealing.	5 do	Jan. 15, 1897	Calgary.
38	Percy Watlyn.	Clerk	1			English.	do	Forgery	2 do	do 23, 1897	Winnipeg.
42	Joseph Cowley.	Labourer.	1			do	do	do	2 do	do 27, 1897	Grenfell.
41	George Simpson.	Baker	1			Canadian.	do	Wounding a horse.	2 do	do 23, 1897	Winnipeg.
40	Wm. Simpson.	Tailor and baker	1			do	do	Theft.	2 do	do 23, 1897	do
10	Wm. Stewar-t.	None.	1			German.	do	do	5 do	Feb. 10, 1897	do
44	Edward Dillon.	Sailor.	1			English.	Roman Catholic	Shop-breaking and theft.	4 do	do 10, 1897	do
45	Henry Turner.	Labourer.	1			do	Protestant	do	4 do	do 10, 1897	do
47	Charles Bennett.	do	1			do	do	do	4 do	do 10, 1897	do
1	James J. Hepburn.	Farmer	1			Canadian.	do	Carnally knowing a girl under age.	2 do	Mar. 2, 1897	Brandon.
48	John Wallace.	Fireman.	1			do	do	Forgery	2 do	do 29, 1897	Winnipeg.
9	William Johnson.	Watchmaker.	1			American.	do	Carnally knowing a girl under age.	3 do	do 10, 1897	do
23	George Greiner.	Printer.	1			Canadian.	Roman Catholic	Warehouse breaking, theft and previous convictions.	5 do	do 14, 1897	do
32	Wm. Mulligan.	Pelt dresser.	1			do	do	House-breaking and larceny.	2 do	do 17, 1897	Moosomin.
46	George Taylor.	None.	1			English.	Protestant	Larceny	2 do	do 19, 1897	do
53	Richard Phillips	do	1			do	Roman Catholic	Horse stealing	5 do	do 23, 1897	Portage laPrairie

BRITISH COLUMBIA PENITENTIARY.

List of Convicts received during Fiscal Year ended 30th June, 1897.

Name.	Occupation.	Nationality.	Married.	Single.	Religion.	Age.	Crime.	Term.	Date of Sentence.	Where Sentenced.	Remarks.
Paul Newman.	Teacher of Languages.	Prussian.	1	1	Rom. Catholic.	45	Burglary.	3 years.	1896.	Victoria.	
John Langford.	Labourer.	American.	1	1	Methodist.	27	Shooting with intent.	2 "	May 26.	Nelson.	Sentence to commence Nov. 15, '95
Alfred Smith.	Carpenter.	Norwegian.	1	1	Lutheran.	33	Stealing of a horse.	5 "	Aug. 5.	Midway.	
Thos. Campbell.	Labourer.	Canadian.	1	1	Methodist.	28	Unlawfully in possession of stolen property.	4 "	" 6.	Revelstoke.	
Morris Everett.	Miner.	"	1	1	Episcopalian.	36	Robbery.	3 "	" 18.	Nelson.	
Thos. Chatterton.	Labourer.	"	1	1	"	26	"	3 "	" 18.	"	
John Thompson.	Cook.	American.	1	1	Rom. Catholic.	28	"	3 "	" 18.	"	
Peter Callan.	Labourer.	"	1	1	"	23	"	3 "	" 18.	"	
Chas. Peterson.	"	Swede.	1	1	Lutheran.	37	Horse stealing.	3 "	Sept. 24.	New West'r.	
Frank St. Amour.	"	Canadian.	1	1	Rom. Catholic.	16	Carnal knowledge of a girl under 14 years of age.	5 "	Oct. 5.	Kamloops.	
Wm. Robertson.	Cook.	American.	1	1	Presbyterian.	31	Breaking and entering.	5 "	Nov. 9.	Vancouver.	
Frank Perdue.	Labourer.	English.	1	1	Episcopalian.	22	House breaking.	2 "	" 3.	New West'r.	
Ah Chue.	Cook.	Chinese.	1	1	Methodist.	18	Theft from dwelling.	5 "	" 3.	"	
John Peterson.	Fisherman.	Swede.	1	1	Lutheran.	36	Breaking shop.	2 "	" 3.	"	
Ah Kin.	Labourer.	Chinese.	1	1	No religion.	39	Theft in dwelling.	3 "	" 3.	"	
Chung Die.	"	"	1	1	Baptist.	52	"	2 "	" 3.	"	
R. G. H. Carter.	Saddler.	English.	1	1	Episcopalian.	50	Uttering counterfeit money.	5 "	" 24.	Nanaimo.	Concurrent.
Edward Piero.	Labourer.	Canadian.	1	1	"	50	Possessing "	2 "	" 24.	"	
John Jones.	Sailor.	English.	1	1	Rom. Catholic.	23	Cattle stealing.	3 "	Dec. 14.	Vernon.	
Arthur S. Appleby.	Labourer.	"	1	1	Episcopalian.	21	Breaking and theft from dwelling.	3 "	" 30.	Nanaimo.	
"	"	"	1	1	"	37	Unlawfully receiving stolen property.	3 "	" 30.	"	Concurrent.
"	"	"	1	1	"	37	"	3 "	" 30.	"	Concurrent.
Vincent Capobianco.	Musician.	Italian.	1	1	Rom. Catholic.	43	Assault.	2 "	1897.	Rosland.	
David Campbell.	Labourer.	Canadian.	1	1	Presbyterian.	40	"	2 "	Jan. 22.	"	
"	"	"	1	1	"	40	"	3 months.	" 22.	"	Concurrent.
B. M. Cockle.	Shoemaker.	American.	1	1	Methodist.	31	Breaking shop.	4 years.	Feb. 19.	New West'r.	
Harry Mackay.	Labourer.	Canadian.	1	1	Rom. Catholic.	19	Aggravated assault.	3 "	" 2.	"	
Young E. Hicks.	"	"	1	1	Episcopalian.	27	Breaking shop.	3 1/2 "	" 9.	"	
Bert Scriven.	Clerk.	"	1	1	Methodist.	35	Forgery.	2 "	" 18.	Rosland.	

Department of Justice.

Name	Occupation	Nationality	Religion	Age	Term	Month	Year	Place	Notes
John Anderson	Cook	Canadian	1 Rom. Catholic	22	Theft.	Feb.	18.	Rosland	
John Cameron	Miner	Scotch	1 Presbyterian	23	Breaking and entering dwelling and stealing	April 14		Victoria	Concurrent.
Leonard Hargraves	Labourer	English	1 Rom. Catholic	14	Burglary	May 1		Kamloops	
Andrew H. Bayntun	"	"	1 " "	14	"	"	"	"	Concurrent.
Jas. Rice, alias Hailley, alias Bruce Clayton	"	"	1 " "	15	"	"	"	"	
Jas. Morrison	"	American	1 Presbyterian	44	Bringing stolen goods into the country.	"	18.	Vancouver	
Robt. G. Hill	Sawyer	"	1 Rom. Catholic	24	Theft.	"	10.	Ashcroft	
Chas. Moore	Labourer	Canadian	1 " "	40	Assault	"	18.	Vancouver	
A. M. Leitch	Barber	Norwegian	1 Lutheran	31	Manslaughter	"	31.	Clinton	
Wm. Pearce	Labourer	Canadian	1 Presbyterian	36	Stealing post letter bag	June 7		Kamloops	
		"	1 Methodist	36	Assault with intent.	"	14.	Vernon	
					Shooting " "				
					Aggravated assault.				

RECOMMITMENTS.

KINGSTON.

RETURN of Convicts recommitted during the year.

Number.	Name.	1st Recommi- ment.	2nd Recommi- ment.	3rd Recommi- ment.	7th Recommi- ment.
1	Franklin Carns.....		1		
2	Patrick Wright.....	1			
3	Humphrey Guest.....				1
4	Howard Butch.....		1		
5	James Anderson.....	1			
6	Thomas McDonald.....	1			
7	Matthew Crowley <i>alias</i> F. M. Carroll.....	1			
8	John Bottrell.....	1			
9	Alex. Watson <i>alias</i> J. R. Johnston.....		1		
10	Wm. McDonald <i>alias</i> Angus McDonald.....		1		
11	Wm. J. Spellman.....	1			
12	Wm. Clark.....	1			
13	Edward Fountain.....	1			
14	Bernard O'Connell.....			1	
15	Henry Weaver.....	1			
16	Peter Blakely.....	1			
17	Joseph Lyner.....	1			
18	William Mulligan.....	1			
19	W. H. Wilkinson.....			1	
20	Melleville McNabb.....	1			
21	Peter Harrison.....	1			
22	Henry Rivington <i>alias</i> Geo. Upper.....	1			
23	Chas. Leonard <i>alias</i> Jarvis.....		1		
24	Wm. Harris <i>alias</i> G. Johnston <i>alias</i> Sam Jarvis.....		1		

Department of Justice

ST. VINCENT DE PAUL.

Number.	Name.	1st Re-commit- ment.	2nd Re-commit- ment.	3rd Re-commit- ment.	4th Re-commit- ment.
1	Ismaël Thérien.....	1			
2	Régis Blanchette.....		1		
3	Henry Lepage <i>alias</i> Masson.....			1	
4	Jacob Rudolph.....	1			
5	William Beaubien.....			1	
6	Michel Marchetière.....	1			
7	Frank Rivers <i>alias</i> David Bernstein.....	1			
8	Joseph Forest.....			1	
9	Ludger <i>alias</i> Joseph Thibault.....		1		
10	Isaac Bastien.....	1			
11	Georges Godérre.....	1			
12	Aldamar Martineau.....	1			
13	Frank Allen.....	1			
14	Francesco Taranto.....	1			
15	William Oliver <i>alias</i> Wilton.....		1		
16	Alfred Auclair.....	1			
17	Thomas Allan.....	1			
18	Herménégilde Paquette.....				1
19	Henri Giroux.....	1			
20	Alphonse Cayé.....	1			
21	Alfred Meloche.....		1		
22	Oscar St. Pierre.....	1			
23	Horatio Paracelsus.....	1			
24	Charles Linguette.....	1			
25	Thomas Clarke.....		1		
26	Martin Mulligan.....		1		
27	Alexandre Merineau.....	1			
28	William McGregor.....	1			
29	Napoléon Soubrier <i>alias</i> de la Sablonière.....	1			
30	Ferdinand Archambault.....	1			
31	Zephirn Thibault <i>alias</i> Laurier.....		1		
32	Louis Marier.....			1	
33	Joseph Latraverse.....	1			
34	Arthur St. Onge <i>alias</i> A. M. Beaudoin.....	1			
35	Onésime Thibault.....		1		
36	Edward Gahan.....	1			
37	Albert Searle.....	1			
38	Joseph Gagnon.....	1			
39	Joseph Lavoie.....	1			
40	Francis Lavallée.....				1
41	Alphonse Thivierge.....	1			
42	André Mainville.....	1			
	Totals.....	28	8	4	2

Number of convicts serving their first term in penitentiary.....	266
do second do.....	86
do third do.....	30
do fourth do.....	11
do fifth do.....	2
do seventh do.....	1
Total.....	396

DORCHESTER.

Name.	1st Recommit- ment.	2nd Recommit- ment.	3rd Recommit- ment.
Joseph Denaco.....			1
John Cumming.....	1		
Frank Drake.....	1		
Joseph H. Dunn.....	1		
Nathan Griswold.....	1		
James McCarthy.....	1		
Thomas Berrigan.....	1		
Joseph Hanlan.....		1	
Stephen Keeffe.....	1		
Andrew Griswold.....		1	
Stephen Tobin.....	1		
Edward Steeves.....	1		

MANITOBA.

Name.	Recidivists.	Crime.	Where Sentenced.	Date.	Term.	Remarks.
Michael Joyce..	2nd	Robbery.....	Winnipeg.....	Dec. 30, '96	10 years	Served 1st term at Lower Fort Garry
Wm. Johnson...	1st	Carnally knowing a girl under age.	do	June 10, '97	3 do	
George Grenier..	2nd	Housebreaking, theft and 3 previous con- victions.	do	do 14, '97	5 do	
Richard Phillips	2nd	Horse-stealing.....	Portage la Prairie	do 25, '97	5 do	

BRITISH COLUMBIA.

Name.	Crime.	Place.
Charles Peterson.....	Horse-stealing.....	New Westminster.
John Jones.....	Breaking and theft from dwelling....	Nanaimo.
Jas. Rice <i>alias</i> Jas. Hailey <i>alias</i> Bruce Clayton.	Bringing stolen goods into country...	Vancouver.

Department of Justice.

WHERE SENTENCED.

KINGSTON.

County.	Males.	Females.	Total.	County.	Males.	Females.	Total.
Algoma	12		12	Northumberland and Durham	6		6
Brant	6		6	Norfolk	6		6
Carleton	26	1	27	Manitoba	2		2
Colchester, N.S.	1		1	Ontario	7		7
District of Nipissing	8		8	Oxford	11		11
do Parry Sound	1		1	Peterboro'	4		4
do Rainy River	3		3	Peel	5		5
Dorchester, N.B.	4	1	5	Prescott and Russell	7		7
Dufferin	7		7	Perth	18		18
Essex	29	1	30	Prince Edward	6		6
Elgin	6		6	Quebec	3	6	9
Frontenac	10		10	Renfrew	8	1	9
Grey	20		20	Simcoe	20		20
Huron	4	2	6	Stormont, Dundas and Glen- garry	3		3
Haldimand	3		3	Terrebonne	1		1
Hastings	14		14	Thunder Bay	6		6
Halton	4		4	Victoria	6		6
Kent	28		28	Wellington	9		9
Lambton	17	1	18	Waterloo	15		15
Lincoln	19	1	20	Wentworth	39	1	40
Leeds and Grenville	8		8	Welland	15		15
Lennox and Addington	4		4	York	111	5	611
Lanark	6		6				
Middlesex	21	2	23	Total	583	28	116
Montreal	6	6	12				
Muskoka	8		8				

ST. VINCENT DE PAUL.

District or County.	Males.	District or County.	Males.
Montreal	279	Montmagny	5
Quebec	22	Arthabaska	3
St. Francis	21	St. Hyacinthe	3
Richelieu	14	Beauharnois	2
Rimouski	8	Beauce	2
Three Rivers	7	Gaspé	1
Bedford	7	Ontario County	1
Joliette	7	Wellington County	1
Iberville	6		
Kamouraska	5	Total	396

DORCHESTER.

Province.	County.	Male.	Female.	Total.	Province.	County.	Male.	Female.	Total.		
Nova Scotia	Halifax	43	2	45	New Brunswick — <i>Con.</i>	Victoria	6		6		
	Cumberland	11		11		King's	4		4		
	Yarmouth	9		9		Carleton	2		2		
	Cape Breton	8		8		Kent	2		2		
	Antigonish	7		7		Sunbury	2		2		
	Pictou	6	1	7		Madawaska	1		1		
	Lunenburg	4		4		Albert	1		1		
	King's	4		4		Queen's	1		1		
	Queen's	4		4		Northumberland	1		1		
	Hants	4		4				59	1	60	
	Inverness	3		3		P. E. Island	Queen's	12		12	
	Colchester	3		3			Prince	4		5	
	Annapolis	3		3					16	1	17
	Digby	2		2							
	Guysboro'	2		2							
	Richmond	2		2		Total by Pro-	Nova Scotia	118	3	121	
	Shelburne	2		2		vinces	New Brunswick	59	1	60	
	Victoria	1		1			P. E. Island	16	1	17	
			118	3		121			193	5	198
New Brunswick.	St. John	20		20							
	Westmorland	12	1	13							
	York	7		7							

MANITOBA.

Whence received.	Number.	Remarks.
Manitoba	45	
North-west Territories	21	
British Columbia	11	Transferred here.
Total	77	

BRITISH COLUMBIA.

District.	Male.	Districts.	Male.
Langley	1	Kamloops	6
Victoria	15	Ashcroft	3
Nanaimo	12	Revelstoke	2
Vernon	9	Grand Forks	2
New Westminster	23	Rossland	6
Clinton	8	Midway	1
Nelson	7		
Vancouver	5	Total	100

Department of Justice.

CRIMES.

KINGSTON.

Crimes.	Male.	Female.	Total.	Crimes.	Male.	Female.	Total.
Abortion.....	1	1	2	House-breaking, larceny, as-			
Attempt to rape.....	9		9	sault on officers, and unlaw-			
do do bodily harm.....	4		4	fully wounding with intent..	1		1
do murder.....	5	1	6	Highway robbery.....	13		13
do poison.....		1	1	Having burglars' tools in pos-			
do murder and rape.....	1		1	session.....	1		1
do at arson.....	2		2	House-breaking and horse-steal-			
do to kill.....	1		1	ing.....	2		2
do at buggery.....	3		3	House-breaking, theft and es-			
do to commit abortion..	4		4	cape.....	1		1
do pick pockets.....	1		1	Indecent assault.....	5		5
do steal.....		1	1	Incest.....	5	1	6
Assault.....	5		5	Inflicting grievous bodily harm		1	1
do and escape from Central				Larceny.....	4		4
Prison.....	1		1	do and having counterfeit			
do and robbery.....	7		7	coins.....	1		1
do and theft.....	1		1	Manslaughter.....	19	2	21
Arson.....	32		32	Murder.....	23	2	25
Abduction.....		1	1	do (accessory to).....	1	1	1
Adultery and carnally knowing				Malicious injury to property...	1	1	2
a girl of 14 years.....	1		1	Mischief.....	1		1
Adultery.....	2		2	Obstructing a railroad.....	3		3
Aggravated robbery.....	4		4	do do and de-			
Burglary.....	36		36	stroying property.....	5		5
Buggery.....	8		8	Pocket picking.....	10		10
Bigamy.....	3	1	4	Perjury.....	2	1	3
do and false pretense.....	1		1	do and conspiracy.....	1		1
do and forgery.....	1		1	Rape.....	14		14
Burglary and theft.....	4		4	Receiving stolen goods.....	6		6
Burglary and carrying offensive				do cattle.....	1		1
arms.....	3		3	do and unlawful			
Counterfeiting.....	10		10	wounding.....	1		1
Carnally knowing a girl under				Robbery.....	14	2	16
14 years.....	17		17	Robbery with violence.....	8		8
Conspiracy to rob.....	2		2	do and larceny.....	1		1
do defraud.....	1		1	Shooting with intent.....	10		10
Carnally knowing an idiot				do do carrying of-			
woman.....	1		1	fensive weapons, robbery with			
Cattle stealing.....	5		5	violence.....	1		1
do and theft.....	2		2	Shooting with intent, carrying			
Displacing a switch.....	1		1	offensive weapons.....	1		1
Destruction of property.....	1		1	Sheep-stealing.....	3		3
Embezzlement.....	1		1	Sodomy.....	1		1
False pretense.....	2		2	Shop-breaking and larceny.....	2		2
Forgery.....	14		14	do do and theft..	10		10
do horse stealing and as-				Shop-breaking.....	10		10
sault.....	1		1	do and burglary.....	1		1
Forgery and uttering.....	3		3	Seduction.....	2		2
do and embezzlement.....	1		1	Theft.....	93	7	100
do theft from post office,				Theft and forgery.....	1		1
and detaining post office letter				do larceny.....	2		2
Gross indelicacy.....	3		3	do prison breach.....	2		2
Horse-stealing.....	10		10	do non-support of a wife			
do assault and theft.....	1		1	do bringing stolen goods			
do and theft.....	1		1	into Canada.....	1	1	2
do & receiving stolen				Wounding.....	1		1
property.....	1		1	do with intent to do			
House-breaking.....	11	1	12	grievous bodily harm.....	1		1
do and larceny.....	66	2	64				
do and indecent as-				Totals.....	583	28	611
sault.....	1		1				
House-breaking, attempt at theft							
.....	1		1				

ST. VINCENT DE PAUL.

Crimes.	Males	Crimes.	Males
Theft	122	Rape and larceny.....	1
Shopbreaking.....	60	Altering a Dominion note.....	1
Housebreaking.....	22	Assault with attempt to ravish.....	1
Stealing from the person.....	18	Breaking into a counting house.....	1
Receiving stolen goods.....	16	Destroying a post letter.....	1
Burglary.....	13	Indecent assault upon a male person.....	1
Robbery.....	12	Breaking into a shop with intent to steal.....	1
Wounding with intent.....	9	Secreting a post letter.....	1
Horse stealing.....	9	Obtaining money under false pretenses.....	1
Arson.....	8	Attempt to commit theft from the person.....	1
Rape.....	7	Assault with intent to rob.....	1
Illegal possession of burglar's tools.....	6	Stealing money.....	1
Manslaughter.....	4	Damaging property.....	1
Shooting with intent to kill and murder.....	7	Robbery with violence.....	1
Aggravated robbery.....	4	Theft of a parcel post.....	1
Gross indecency.....	4	Using as if it were genuine a forged bank note knowing it to be forged.....	1
Larceny.....	3	Shooting with intent to do grievous bodily harm.....	1
Attempt to murder.....	3	Assault causing grievous bodily harm.....	1
Carnally knowing a girl under 14 years.....	3	Abduction.....	1
Wounding.....	3	Escaping from prison.....	1
Attempt to break a shop.....	3	Seduction.....	1
Forgery.....	3	Stealing a post letter containing money.....	1
Uttering a forged instrument.....	3	Illegally and fraudulently issuing post office money orders.....	1
Murder.....	2	Drawing a document without authority and obtaining money under false pretenses.....	1
Bringing into Canada stolen property.....	2	Inflicting grievous bodily harm.....	1
Attempt to rape.....	2	Indecent assault.....	1
Assault with intent to cause grievous bodily harm.....	2	Breaking prison.....	1
Theft from the person.....	2	Breaking into a building with intent to steal therein.....	1
Incest.....	2	Setting fire to crops.....	1
Attempt to commit theft.....	2	Attempting to wound with intent to do grievous bodily harm.....	1
Bigamy.....	2		
Assault.....	2		
Attempt of theft with violence.....	2		
Stealing from a vessel.....	2		
Assault with intent to murder.....	1		
Stealing in a church.....	1		
		Total.....	396

DORCHESTER.

Crimes.	Male.	Female.	Total.	Crimes.	Male.	Female.	Total.
Larceny.....	58	4	62	Attempt to murder.....	1		1
Breaking, entering and stealing.....	38		38	Obstructing train.....	1		1
Burglary and larceny.....	14		14	Burglary and arson.....	1		1
Arson.....	10		10	Robbery and assault.....	1		1
Housebreaking and larceny.....	9		9	Incest.....	1		1
Receiving stolen goods.....	8		8	Unlawfully knowing girl.....	1		1
Assault.....	7		7	Killing horse.....	1		1
Rape.....	6		6	Escape from jail.....	1		1
Indecent assault.....	6		6	Wounding with intent.....	1		1
Shooting with intent.....	5		5	Robbery.....	1		1
Arson and larceny.....	3		3	Threatening superior officer.....	1		1
Manslaughter.....	3		3	Losing clothing.....	1		1
Wounding with intent.....	3		3	Abduction.....	1		1
Stealing horse and wagon.....	3		3	Killing cattle.....	1		1
Murder.....	2		2	Perjury.....	1	1	1
Bigamy.....	2		2				
Destroying property.....	2		2	Total.....	193	5	198

Department of Justice.

MANITOBA.

Crimes.	No.	Crimes.	No.
Murder.....	6	Carnally knowing a girl under age.....	4
Manslaughter.....	11	Buggery.....	1
Arson.....	2	Highway robbery.....	1
Housebreaking and assault.....	1	Stopping a mail.....	1
Larceny and previous convictions.....	5	Burglary and stealing.....	4
Robbery with violence.....	1	Attempt to murder and arson.....	1
Assault with intent to do bodily harm.....	2	Incest.....	1
Embezzlement.....	2	False pretensions and previous convictions..	1
Housebreaking.....	4	Perjury.....	1
Theft.....	4	Wounding with intent & shooting with intent.	1
Burglary.....	2	Receiving stolen goods.....	2
Horse stealing.....	7	Robbery.....	2
Rape.....	2	Forgery.....	2
Embezzlement and forgery.....	1	Unlawfully wounding a horse.....	1
Cattle stealing.....	3		
Buggery and escape from penitentiary.....	1		77

BRITISH COLUMBIA.

Crimes.	Male.	Crimes.	Male.
Manslaughter.....	8	Being in possession of counterfeit tools.....	1
Burglary.....	7	Assault with intent to kill.....	1
Larceny of a horse.....	5	Theft in dwelling.....	2
Murder.....	4	Gross indecency.....	1
House breaking and larceny.....	2	Unlawfully wounding with intent.....	1
Stealing cattle.....	2	Assault causing bodily harm.....	1
Uttering.....	2	Receiving stolen property.....	3
Theft.....	11	Unlawfully entering an hotel with intent...	2
Mail robbery.....	1	Bringing stolen goods into Canada.....	2
Breaking, entering and stealing.....	10	Robbery.....	4
Highway robbery.....	1	Carnal knowledge of a girl under 14 years of age.....	1
Stealing from warehouse.....	1	House breaking.....	4
Rape.....	3	Assault.....	4
Shooting with intent.....	5	Stealing post letter bag.....	1
Arson.....	2		
Larceny.....	3	Total	100
Forgery.....	3		
Stealing.....	2		

OCCUPATION OF CONVICTS PREVIOUS TO CONVICTION.

KINGSTON.

Occupations.	Number.	Occupations.	Number.
Agents	3	Merchants	2
Accountants	4	Machinists	1
Bakers	9	Masons	6
Barbers	6	Musician	1
Bootblack	1	Miner	1
Bookbinders	1	Medical student	1
Bricklayer	1	Miller	1
Blacksmiths	12	Optician	1
Boilermakers	3	Post Office clerk	3
Butchers	7	Pedlers	3
Brakemen	5	Porter	1
Broommakers	6	Painters	26
Bookkeepers	3	Plumbers	3
Bartenders	1	Pipe fitters	2
Bailiff	1	Printers	2
Clerks	12	Potter	1
Carpenters	13	Piano finisher	1
Cigarmakers	9	Paper hanger	1
Cooks	8	Quarryman	1
Coopers	1	Railroader	1
Civil engineers	2	Real estate broker	1
Coachman	1	Shoemakers	12
Candy-maker	1	Steamfitters	5
Candle-maker	1	Stone cutters	8
Doctors	2	School teachers	2
Druggist	1	Ship fitter	1
Electricians	2	Stereotyper	1
Engineers	2	Stovemaker	1
Farmers	82	Solicitor	1
Fisherman	1	Salesmen	2
Firemen	2	Tailors	34
Gardners	5	Tobacco worker	1
Grooms	6	Trimmer	1
Grocer	1	Trader	1
Gilder	1	Teamsters	7
Glass-blower	1	Tinsmiths	6
Harnessmakers	2	Twine maker	1
Hatter	1	Upholsterer	1
Hack driver	1	Waiters	7
Horse trainers	5	Weaver	1
Iron workers	2		
Joiners	2		
Labourers	191	Females	583
Liveryman	1		28
Lawyers	2	Total	611
Moulders	8		

Department of Justice.

OCCUPATION OF CONVICTS PREVIOUS TO CONVICTION.

ST. VINCENT DE PAUL.

	Male.		Male.
Accountants.....	2	Interpreter.....	1
Agent.....	1	Grooms.....	3
Acrobat.....	1	Labourers.....	122
Architect.....	1	Leather cutters.....	2
Barbers.....	5	Machinists.....	5
Bartender.....	1	Masons.....	2
Blacksmiths.....	5	Moulders.....	2
Bakers.....	4	Marble-cutter.....	1
Bookkeepers.....	6	Merchant.....	1
Bookbinder.....	1	Motorman.....	1
Boilermakers.....	2	Nail-maker.....	1
Brakesmen.....	3	Painters.....	13
Brassfinisher.....	1	Photographer.....	1
Brass moulder.....	1	P. O. clerk.....	1
Bricklayer.....	1	Plumbers.....	5
Boarding-house keeper.....	1	Porter.....	1
Butchers.....	9	Printers.....	4
Carpenters.....	17	Quarryman.....	1
Carters.....	24	Restaurant-keeper.....	1
Cigarmakers.....	6	Rope-maker.....	1
Carriagemaker.....	1	Beer-bottler.....	1
Coachman.....	1	Sailors.....	3
Confectioner.....	1	Saddlers.....	4
Compositors.....	2	Shoemakers.....	24
Cooks.....	6	Stableman.....	3
Clerks.....	13	Stonecutters.....	4
Drover.....	1	Switchman.....	1
Engineers.....	5	Steamfitters.....	6
Engraver.....	1	Tailors.....	12
Electricians.....	3	Tinsmiths.....	10
Farmers.....	13	Telegraph operator.....	1
Firemen.....	4	Trunk maker.....	1
Fur cutter.....	1	Upholsterer.....	1
Herborist.....	1	Waiters.....	3
Hotel-keeper.....	1	Watchman.....	1
Horse-breaker.....	1	Plasterers.....	2
Hunter.....	1		
Hostler.....	1	Total.....	396
Gardener.....	1		

DORCHESTER.

Occupation.	Male.	Female.	Total.	Occupation.	Male.	Female.	Total.
Labourers.....	150		150	Veterinary surgeon.....	1		1
Shoemakers.....	5		5	Blacksmith.....	1		1
Barbers.....	4		4	Cook.....	1		1
Stonemasons.....	4		4	Machinist.....	1		1
Coopers.....	4		4	Bookbinder.....	1		1
Painters.....	4		4	Stevedore.....	1		1
Tailors.....	3		3	Printer.....	1		1
Carpenters.....	3		3	Telegrapher.....	1		1
Bakers.....	2		2	Electrician.....	1		1
Soldiers.....	2		2	Butcher.....	1		1
Sailors.....	2		2	Women.....		5	5
				Total.....	193	5	198

OCCUPATION OF CONVICTS PREVIOUS TO CONVICTION—*Continued.*

MANITOBA.

Occupation.	No.	Occupation.	No.
Bricklayer	1	Sailor	2
Farmers	6	Printer	2
Blacksmith	1	Cook	1
No occupation	24	School teacher	1
Painter	3	Electrician	1
Tailor	2	Engineer	1
Labourers	14	Stonecutter	1
Carpenter	3	Butcher	1
Military	1	Contractor	1
Clerk	3	Baker	2
Miner	2	Peltdresser	1
Firemen	2	Watchmaker	1
		Total	77

BRITISH COLUMBIA.

Occupation.	Male.	Occupation.	Male.
Labourers	52	Machinist	2
Cooks	7	Miner	5
Telegraph operator	1	Law clerk	1
Sailor	7	Accountant	1
Baker	1	Clerk	2
Barber	2	Cotton spinner	1
Railroad engineer	1	Waiter	1
Tinsmith	1	Lather	1
Surveyor	1	Teacher of languages	1
Pumpmaker	1	Carpenter	1
Fishermen	3	Saddler	1
Farmer	1	Musician	1
Storekeeper	1	Shoemaker	1
Blacksmith	1	Sawyer	1
			100

Department of Justice.

DURATION OF SENTENCE.

KINGSTON.

Sentences.	Male.	Female.	Total.	Sentences.	Male.	Female.	Total.
Two years			69	Twelve years			11
Over two and under three years			28	Thirteen years			2
Three years			125	Fourteen years			15
Over three and under four years			8	Fifteen years			13
Four years			44	Sixteen years			1
Over four and under five years			5	Seventeen years			1
Five years			119	Twenty years			11
Six years			15	Twenty-one years			1
Six and one-half years			1	Twenty-four years			1
Seven years			55	Twenty-five years			1
Eight years			6	Life			33
Nine years			1				611
Ten years			45				

ST. VINCENT DE PAUL.

Two years			75	Over eight and under nine years			1
Over two and under three years			3	Nine years			2
Three years			100	Ten years			16
Over three and under four years			3	Twelve years			3
Four years			38	Fourteen years			12
Five years			97	Twenty years			1
Six years			3	Twenty-five years			2
Seven years			33	Life			6
Eight years			1				396

DORCHESTER.

One hundred and twelve days	1		1	Six years	7		7
Two years	48	1	49	Seven years	11		11
Two and one-twelfth years	2		2	Eight years	5		5
Two and one-half years		1	1	Nine years	1		1
Two and one-quarter years	1		1	Ten years	10		10
Two and one-third years	1		1	Twelve years	5		5
Two and one-half years	5	1	6	Thirteen years	1		1
Three years	28	2	30	Fourteen years	2		2
Four years	25		25	Fifteen years	7		7
Four and one-half years	1		1	Twenty years	4		4
Five years	19		19	Twenty-five years	1		1
Five and one-quarter years	1		1	Life	5		5
Five and one-half years	1		1				
					193	5	198

MANITOBA.

Two years			19	Twelve years			1
Three years			9	Fourteen years			3
Four years			4	Fifteen years			5
Five years			16	Sixteen years			1
Seven years			2	Twenty years			2
Nine years			1	Life			7
Ten years			7				77

BRITISH COLUMBIA.

Sentences.	Number of Convicts.	Sentences.	Number of Convicts.
2 years.....	18	8 years.....	2
2½ do.....	2	10 do.....	6
3 do.....	25	12 do.....	1
3½ do.....	1	14 do.....	2
4 do.....	11	15 do.....	1
5 do.....	20	Life.....	6
6 do.....	1		
7 do.....	4	Total.....	100

NATIONALITY.

KINGSTON.

Where Born.	Number.	Where Born.	Number.
Canada.....	418	Germany.....	7
United States.....	55	Sweden.....	4
England.....	70	Newfoundland.....	1
Scotland.....	20	Australia.....	1
Ireland.....	30	Finland.....	3
Wales.....	1		
France.....	1	Total.....	611

ST. VINCENT DE PAUL.

Canadian.....	311	Sweden.....	1
United States.....	32	Belgium.....	1
England.....	19	Poland.....	1
Ireland.....	10	Bermuda.....	1
France.....	7	Greece.....	1
Scotland.....	7		
Italy.....	3	Total.....	396
Germany.....	2		

DORCHESTER.

Canadian.....	161	Newfoundland.....	3
United States.....	13	West Indies.....	1
English.....	10		
Irish.....	10	Total.....	198

Department of Justice.

MANITOBA.

Where Born.	Number.	Where Born.	Number.
Canadian	32	Italian	1
English	21	Swede	1
Welsh	1	Dane	1
Scottish	2	German	1
Irish	3		
United States	13	Total	77
Mexican	1		

BRITISH COLUMBIA.

Canadian (Indians, half-breeds and white)...	35	Chinese	10
English	17	West Indies	1
Scottish	5	Honduras	1
Irish	2	Mexican	1
United States	20	Austrian	1
Italian	2	Germany	1
Norwegian	2		
Sweden	2	Total	100

AGE OF CONVICTS.

KINGSTON.

Ages.	Number.	Ages.	Number.
Under 20 years	57	50 to 60 years	42
20 to 30 years	301	Over 60 do	14
30 to 40 do	130		
40 to 50 do	67	Total	611

ST. VINCENT DE PAUL.

Under 20 years	29	50 to 60 years	24
20 to 30 years	170	Over 60 do	2
30 to 40 do	111		
40 to 50 do	60	Total	396

DORCHESTER.

Under 20 years	32	60 to 70 years	3
20 to 30 years	99	Over 70 do	2
30 to 40 do	35		
40 to 50 do	18	Total	198
50 to 60 do	9		

MANITOBA.

Between 15 years and 20	5	Between 40 years and 50	10
do 20 do 25	22	do 50 do 60	2
do 25 do 30	9		
do 30 do 40	29	Total	77

BRITISH COLUMBIA.

Ages.	Number.	Ages.	Number.
14 years	1	35 years	3
15 do	2	36 do	4
16 do	1	37 do	2
18 do	1	38 do	3
19 do	3	39 do	2
21 do	4	40 do	4
22 do	6	42 do	1
23 do	7	43 do	4
24 do	1	44 do	2
25 do	2	45 do	2
26 do	3	50 do	3
27 do	6	51 do	1
28 do	4	52 do	2
29 do	3	54 do	1
30 do	4	57 do	1
31 do	6	64 do	1
32 do	3		
33 do	4		
34 do	3		
		Total	100

MORAL HABITS.

KINGSTON.

	Male.	Female.	Total.		Male.	Female.	Total.
Total abstainers	87	1	88	Intemperate	123	9	132
Temperate	273	18	391	Total	583	28	611

ST. VINCENT DE PAUL.

Temperate	210	Intemperate	186
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DORCHESTER.

Total abstainers	34	Intemperate	86
Temperate	78	Total	198

MANITOBA.

Temperate	57	Intemperate	20
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BRITISH COLUMBIA.

Temperate	47	Total abstainers	2
Intemperate	51	Total	100
			100

Department of Justice.

CIVIL CONDITIONS.

KINGSTON.

	Number.		Number.
Single.....	386	Married.....	225
		Total.....	611

ST. VINCENT DE PAUL.

	Males.		Males.
Married.....	165	Single.....	231

DORCHESTER.

	Male.	Female.	Total.		Male.	Female.	Total.
Married.....	50	1	51	Widowers.....	3	1	3
Single.....	140	4	144		193	5	198

MANITOBA.

	Number.		Number.
Single.....	57	Widowers.....	4
Married.....	16		77

BRITISH COLUMBIA.

State.	Male.	Female.	Total.	State.	Male.	Female.	Total.
Married.....	25	.....	.....	Single.....	75	.....	100

RACIAL.

KINGSTON.

	Number.		Number.
White.....	588	Indian.....	2
Coloured.....	21	Total.....	611

ST. VINCENT DE PAUL.

White.....	389	Indian.....	4
Coloured.....	3	Total.....	396

DORCHESTER.

White.....	172	Indian.....	1
Coloured.....	25	Total.....	198

MANITOBA.

White.....	67	Indian half-breeds.....	6
Mulato.....	2	Total.....	77
Indians.....	2		

BRITISH COLUMBIA.

White.....	71	Half-breeds.....	1
Coloured.....	4	Mongolian.....	10
Indian.....	14	Total.....	100

Department of Justice.

PARDONS.

KINGSTON.

No.	Name.	Crime.	Place.
1	O. B. Garrett.	Theft.	York.
2	Thomas W. Hughes.	Robbery.	Carleton.
3	Thomas McConkey.	Arson.	York.
4	Edward Pierce.	Theft.	Essex.
5	John McMullen.	Bigamy.	Victoria.
6	W. J. Watson.	Abduction of a woman.	Perth.
7	George Sears.	Theft.	Essex.
8	William Arthur.	Burglary.	Perth.
9	Donald Morrison.	House-breaking.	York.
10	James O'Connor.	Unlawful and carnal abuse.	Wellington.
11	Jas. E. Graham.	Theft from post office.	Middlesex.
12	James Newell.	Theft.	Perth.
13	Benj. McMahon.	Murder.	Kent.
14	Hugh McDonald.	Arson.	Leeds and Grenville.
15	John Mulligan.	Theft, felony, and receiving stolen goods.	Renfrew.
16	Henry Ryan.	Robbery.	Welland.
17	Joseph Ryland.	Arson.	Leeds and Grenville
18	Jas. Hutchinson.	House-breaking.	Carleton.
19	Frank Bacon.	Cattle-stealing.	Brant.
20	Edward Graham.	Malicious wounding.	York.
21	David Cross.	Theft.	do
22	George Adams.	Larceny.	Thunder Bay.

ST. VINCENT DE PAUL.

1	John Foley.	Theft.	Montreal.
2	W. T. Hayes.	do	do
3	Thomas Tremblay.	Bestiality.	Chicoutimi.
4	Jonas Martin.	Manslaughter.	Sweetsburgh.
5	Philippe Gingras.	Forgery.	Quebec.
6	Oscar St. Pierre.	Burglary.	Kamouraska.
7	Louis Paré.	Theft.	Quebec.
8	John Fahey.	do	Montreal.
9	Peter Kennedy.	Wounding with intent.	do
10	Odilon Dupuis.	Larceny.	Quebec.
11	P. Valmore Dufresne.	do	do
12	John Murphy.	Theft.	Montreal.
13	Albert Dorion.	Stealing letters.	do
14	John Munroe.	Larceny.	do
15	Michel Proulx.	Theft.	do
16	Clément Goyette.	Attempting to shoot with intent to kill.	do
17	Frank Hamilton.	Having burglar's tools in his possession.	Sherbrooke.

DORCHESTER.

1	Charles Jones.	Stealing.	Queen's, N.S.
2	Isaac McDonald.	Arson.	Northumberland, N.B.
3	John Conroy.	Poisoning cattle.	Charlotte, N.B.
4	Wm. Hagbourne.	Larceny.	Halifax, N.S.
5	John W. Wetmore.	do	St. John, N.B.
6	Chas. Caldwell.	do	Annapolis, N.S.

MANITOBA.

1	Wm. Curran.	Arson.	Regina.
2	Oswald E. Spence.	Attempt to murder.	Whitewood.

BRITISH COLUMBIA.

No.	Name.	Crime.	Place.
1	*John Cullen.....	Arson.....	Ashcroft.
2	†Sook Sias.....	Murder.....	Nanaimo.
3	Hen Cook.....	Manslaughter.....	New Westminster.
4	Ah Hoy.....	Cutting and wounding with intent to commit murder.....	do
5	E. Hanna.....	Receiving stolen goods.....	Victoria.
6	Kanaka Joe.....	Manslaughter.....	do

*This man was insane and sent to the lunatic asylum.

†This man was dying with consumption.

DEATHS.

KINGSTON.

No.	Name.	Crime.	Place.
1	A. Amyot.....	Theft.....	St. Vincent de Paul.
2	Robert Hannah.....	Attempt to carnally know a girl of 14 years.....	Halton.
3	George Hewell.....	Rape.....	Kent.
4	John Kelly.....	Larceny.....	Oxford.
5	Louis Theriault.....	Buggery.....	Dorchester, N.B.
6	Thomas Stack.....	Assault with intent to commit an indictable offence.....	Renfrew.
7	Donald McLeod.....	Arson.....	Bruce.
8	Adam Singer.....	do.....	York.
9	Walter Woolway.....	Theft.....	Middlesex.

ST. VINCENT DE PAUL.

1	Henri St. Germain.....	Theft.....	Montreal.
2	George Wilson.....	do.....	do

DORCHESTER.

1	Jacob Cunningham.....	Breaking and larceny.....	King's, N.B.
2	Robert Grant.....	Assault, &c.....	Halifax, N.S.
3	John Provost.....	Housebreaking and larceny.....	Prince, P.E.I.
4	Henry Ailen.....	Breaking, entering and stealing.....	St. John, N.B.

MANITOBA.

1	William Jones <i>alias</i> Fortner.....	Shopbreaking and larceny.....	Calgary.
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BRITISH COLUMBIA.

(None.)

Department of Justice.

CONVICTS WHO BECAME INSANE BETWEEN 1ST JULY, 1896, AND 30TH JUNE, 1897.

KINGSTON.

Number.	Name.	Date of Admission.	From whence received.			How disposed of.		Remaining under treatment 30th June, 1897.	Remarks as to present state of those still under treatment.
			Kingston Penitentiary.	St. Vincent de Paul Penitentiary.	On arrival.	Discharged cured.	Improved to resume work.		
1	Collins, Henry . . .	July 3, 1896	1					1	Incurable.
2	Latraverse, Joseph . .	do 29, 1896		1				1	
3	Murphy, Wellington	Aug. 2, 1896	1					1	
4	Johnston, Peter	do 4, 1896	1					1	No improvement.
5	Murphy, William	do 2, 1896	1					1	
6	Hanson, Christien . . .	Oct. 15, 1896			1			1	do
7	Murphy, Wellington . .	do 22, 1896	1					1	do
8	Laframboise, Chas. . .	Dec. 22, 1896		1				1	do
9	Pendergast, Jas.	do 22, 1896		1		1			
10	Delaney, Edward	Jan. 16, 1897	1			1			
11	Hardy, John	Feb. 16, 1897	1				1		
12	Mullen, John.	April 1, 1897	1				1		
			8	3	1	3	4	5	

ST. VINCENT DE PAUL.

No.	Name.	Remarks.
1	Hilaire Levesque.	This man was insane when admitted to this penitentiary, but worked well. There is no change in his condition.
1	Andrie Perault.	Insane when admitted to this penitentiary. There is no change in his condition.

DORCHESTER.

(None.)

MANITOBA.

No.	Name.	Term.	Crime.	When Sentenced.
8	Archebouse	3 years	Horse-stealing	July 20th, 1896.

BRITISH COLUMBIA.

No.	Name.	Remarks.
100	Pat Kane.....	No improvement.

SUMMARY OF PUNISHMENT.

KINGSTON.

Months.	Sent to prison of isolation.	Reduced in grade.	Number in dark cells.	Number in dungeons.	Number flogged.	Number of lashes inflicted.	Number who have lost remission.	Number who have lost light.	Number admonished.	Number on bread & water.
1896.										
July.....	2		6				2		17	
August.....	1		5	3			17		38	
September.....		3	10	12	*1	12	31	9	38	2
October.....			4	4			24	1	31	1
November.....			9	1			28		21	
December.....			13	2			39		14	
1897.										
January.....	2	3	22	4	*2	{12 15}	53		28	
February.....	1	3	14	1	*1	15	44		9	
March.....	2		6	3			42		23	
April.....		1	9	11			36		9	
May.....	1	1	14	4			46		1	
June.....	1		9	3			32	1	6	

* Flogged by order of the court.

ST. VINCENT DE PAUL.

Deprived of light.....	Number.
On hard bed.....	928
Dark cells on bread and water.....	928
Dungeon on bread and water.....	234
On bread and water.....	30
Admonished.....	20
Lost remission.....	243
	85

Department of Justice.

DORCHESTER.

Months.	No. in dark cells.	No. on bread and water.	No. deprived of school.	No. deprived of light.	No. deprived of books.	No. deprived of Tobacco.	No. deprived of letters.	No. admonished.
1896.								
July	20	26	1		7		7	3
August	8	18				1		4
September	6	7						2
October	6	4	2					4
November	5	16	1	1		1		5
December	1	4	1					1
1897.								
January	10	11			4		4	4
February	5	4		2	1		1	3
March	3	15	1					4
April	3	18		1		2		2
May	9	23		4	6	2	5	6
June								

MANITOBA.

Punishments.	1896.						1897.						Totals.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Reprimanded	7	1	1	6	4	2	4	2	3	2		3	35
Bread and water	1				1	1	1	2	3	1		1	6
Deprived of remission		2		2			3						7
Admonished				1		1				1			3
Penal cells				1									1
Bread and water with hard bed										1			1
Changed work										1			1
Total	8	3	1	10	5	4	8	2	3	4	2	4	54

BRITISH COLUMBIA.

Bread and water	3	1	14	3	4	6	3	1		1	1	2	39
Bread and water, hard bed and dark cell	2			3	1		2	3	1		1		13
Admonished	12	16	6	7	5	3	6	4	2	7		3	70
Loss of remission	4		4	4	1		7	3	1	5	5	1	35
Bread and water and dark cell		1		1		1				2		2	7
Deprived of privileges							1	1	1			2	5
Confined in cell										1		1	2
Total	21	18	24	18	11	10	19	12	5	16	7	11	161

DISTRIBUTION OF CONVICTS.

KINGSTON.

How Employed.	Number.	How Employed.	Number.
Tailor shop	39	West gate	1
Shoe shop	22	Farm, gardens and stables	22
Blacksmith and machine shops	29	Carpenter, tinsmith and paint shops	40
Stone breakers	86	Hospital and asylum	31
Stonecutters	49	Wharf gang	8
Stonemasons	26	Electric light department	2
Bakery	7	Wings, library and offices	26
Chief trade instructor, store room	3	Laundry	6
Binder twine	45	Prison of isolation	20
Boiler house and steamfitters	28	Wood yard	10
Quarry	27	Labouring gang	10
Dining hall	24	Females	28
Changing room	19		
North gate	3	Total	611

ST. VINCENT DE PAUL.

Wood yard	16	Catholic chapel	1
Carpenters	22	Protestant chapel	1
Blacksmiths	15	Hall doors	3
Stone utters	53	Hospital	9
Masons	4	School and library	1
Farmers	39	Change room	18
Teamsters	7	North wing	2
Tinsmiths	7	West wing	9
Tailors	29	East wing	9
Shoemakers	21	South wing	9
Bakery	4	Punishment cells	2
Yard and gate	11	Sick cells	3
Steward's department	18	New comers	1
Engineers	9	Excavation gangs	37
Warden's quarters and garden	5	Quarry	25
Deputy warden's quarters and garden	2		
Offices	4	Total	396

DORCHESTER.

Shoe shop	14	Yard—breaking stone	34
Tailor shop	19	Cutting stone	9
Carpenter shop	9	Quarry	8
Blacksmith shop	2	Laundry	4
Machine shop	3	Garden	2
Bakery	4	Kitchen	7
Woodenware factory	10	Mess room	12
Saw mill	14	Piggery	1
Farm	21	Excavating for reservoir	4
Stables and teamsters	9	Women	5
Hospital	2		
In cells	5	Total	198

Department of Justice.

MANITOBA.

How Employed.	Num-ber.	How Employed.	Num-ber.
Carpenter shop.....	3	Farm yard and stables.....	5
Tailor ".....	8	Piggery.....	1
Shoe ".....	4	Teamsters.....	4
Kitchen.....	4	Main hall orderlies.....	2
Bakery.....	2	Warden's quarters.....	1
Steward's orderlies.....	4	Deputy warden's quarters.....	1
Prison ".....	5	Surgeon's quarters.....	1
Engine room.....	1	Stone cutting and boundary wall.....	9
Laundry.....	3	Quarry.....	7
Blacksmith shop.....	1	Basement orderlies.....	1
Chapels.....	1	Surroundings.....	1
Hospital orderlies.....	1		
Hospital patients.....	7		77

BRITISHCOLUMBIA.

Bakery.....	2	Storeroom orderly.....	2
Blacksmith shop.....	3	Prison ".....	4
Carpenter shop.....	5	Main hall ".....	1
Laundry.....	4	Office ".....	1
Shoe shop.....	9	Library ".....	1
Tailor shop.....	9	Messenger.....	1
Root House.....	1	Surroundings.....	5
Garden.....	2	Warden's quarters.....	3
Farm.....	4	Deputy warden's quarters.....	2
Stables.....	2	Repairs.....	2
Piggery.....	1	Punishment.....	1
Hospital orderly.....	1	In cell.....	27
Clothes room orderly.....	2		
Basement orderly.....	1	Total.....	100
Kitchen orderly.....	4		

REMISSION OF SENTENCE.

KINGSTON PENITENTIARY.

No. of Convicts.	No. of days.	Remarks.	No. of Convicts.	No. of days.	Remarks.
1	None.		1	204	
1	39		1	218	
1	52		1	225	
1	74		1	249	
1	83		1	260	
1	88		1	265	
1	89		1	267	
2	93		1	268	
3	94		5	270	
3	95		1	290	
10	96		1	322	
1	97		1	335	
1	115		1	339	
1	118		1	340	
2	130		1	353	
1	132		1	354	
4	135		3	355	
1	136		4	358	
1	139		3	360	
1	140		1	377	
1	143		1	381	
1	149		2	517	
1	151		3	533	
1	152		1	539	
1	153		2	540	
2	162		1	718	
2	165		2	768	
2	166		1	775	
2	169		1	780	
2	170		1	785	
1	173		1	792	
2	174		1	810	
3	175		1	976	
3	176		1	1,170	
1	177		1	1,223	
4	178				
2	179				
16	180				
			136		

Department of Justice.

REMISSION OF SENTENCE.

ST. VINCENT DE PAUL.

No. of Convicts.	No. of Days.	No. of Convicts.	No. of Days.	No. of Convicts.	No. of Days.	No. of Convicts.	No. of Days.	No. of Convicts.	No. of Days.	No. of Convicts.	No. of Days.
4	None.	2	94	2	175	1	263	1	357	1	541
1	79	2	95	2	176	2	264	1	359	1	542
1	80	12	96	6	177	1	266	3	361	1	547
1	83	1	135	5	178	1	267	3	362	1	804
1	85	2	166	4	179	1	269	2	363	1	810
3	86	1	171	17	180	1	270	4	364	2	1,260
1	91	1	172	1	203	1	300	2	365		
1	92	2	173	1	251	1	355	1	449	114	
3	93	1	174	1	254	1	356	1	535		

DORCHESTER.

1	810	1	335	1	173	1	135	1	85	2	29
1	750	1	303	1	170	1	121	1	83	1	27
1	435	1	270	1	165	13	96	3	75		
1	365	1	265	1	162	1	91	2	71		
2	357	1	240	1	148	3	88	1	62		
1	345	6	180	1	138	1	87	2	58		

MANITOBA.

Months.		Earned.	Lost.	Months.		Earned.	Lost.
1896.		Days,	Days.	1897.		Days,	Days.
July	.....	533	3	January	.....	447	8
August	.....	514½	8	February	.....	448½	0
September	.....	481	0	March	.....	447½	0
October	.....	459	10	April	.....	442	0
November	.....	458	0	May	.....	436½	0
December	.....	434½	0	June	.....	454½	0

BRITISH COLUMBIA.

July	.....	656	10½	January	.....	641	13½
August	.....	602½	8½	February	.....	621½	15
September	.....	591½	13	March	.....	635½	8½
October	.....	608½	69	April	.....	610½	14½
November	.....	598½	8	May	.....	661	44
December	.....	653½	10½	June	.....	503½	1

ACCIDENTS.

KINGSTON.

None.

ST. VINCENT DE PAUL.

None.

DORCHESTER.

None.

MANITOBA.

None.

BRITISH COLUMBIA.

Date.	No.	Name.	Where employed.	Nature of Accident.	Cause of Accident.	Days in Hospital.	Remarks.
1896.							
July 7	87	McIntyre . .	Hay field	Cut finger	Mowing machine		Not in hospital. do
Sept. 8	43	Ross	Ravine	Cut hand	Slipping of axe		
1897.							
Mar. 15	104	Hicks	Tailor shop	Scalded fingers	Steam	6	
May 31	81	Jones.	Brick yard	Bruised fingers	Brick machine	8	
June 15	45	Turner	Kitchen	Cut hand	Carving knife		

List of Convicts admitted and discharged at the Prison of Isolation, Kingston, during Fiscal Year ending 30th June, 1897.

Date Received in Penitentiary.	Registered Number.	Name.	No. of times committed.	State.	Age.	Religion.	Where Born.	From where sent.	Occupation.	Offence.	Term.	No. of times isolated.	When Isolation Imposed.	For how long.	HABITS.						Date discharged from Prison of Isolation.	Remarks.
															Read.	Write.	Use Tobacco.	Temperate.	Moderate.	Abstainer.		
1894.	C138	James Campbell	1	Single	26	Roman Catholic.	Nova Scotia	Amherst.	Labourer.	Burglary	20 years	1	Nov. 8.	23 m. 12 d.	No	No	Yes	1			1896.	
Aug. 24.	C141	James Doe.	2	"	33	Methodist.	Quebec.	Dorchester.	Painter.	Shooting with intent.	25 "	1	" 8.	25 m. 16 d.	Yes	Yes	"	1			1896.	Dorchester Prison.
1892.	B708	Pat. Desmond	1	"	36	Roman Catholic.	Ontario	Brockville.	Labourer.	Solomy	5 "	1	" 8.	13 m. 10 d.	"	"	"	1			1897.	
1894.	B976	J. W. Huddle	1	Married	21	"	Quebec.	Ottawa.	Tinsmith.	Burglary.	10 "	1	Oct. 3.	16 m. 8 d.	"	"	"	1			1896.	
1895.	C356	Wm. Cummings	3	Single	30	Baptist.	United States.	St. Catharines	Labourer.	House-breaking with indictable intent.	20 "	1	Nov. 6.	11 m. 12 d.	"	"	"	1			1896.	
Mar. 13.	C245	Harry Davey.	1	"	17	Roman Catholic.	Ontario	Peterborough	"	Theft.	5 "	1	Dec. 7.	"	"	"	"	1			1896.	
" 16.	C249	Pat. Cusack	1	"	22	"	"	Toronto	"	Assault and robbery.	5 "	1	" 10.	"	"	"	"	1			1896.	1
1893.	B994	Wm. Fitzgerald.	1	"	"	"	United States.	Hamilton	Moulder	House-breaking	5 "	"	" 10.	"	"	"	"	1			1896.	
Nov. 29.	C386	Fran. Smith.	5	Married	"	English.	Ontario	Toronto	Shoemaker.	Manslaughter.	15 "	"	" 18.	"	"	"	1				1896.	
1895.	C387	Wm. Brown.	3	"	"	"	England	"	Tailor.	"	13 "	"	" 18.	"	"	"	1				1896.	
Dec. 18.	B123	Thos. Buckley	3	"	"	Roman Catholic.	Ontario	"	Cigarmaker	"	15 "	"	" 30.	"	"	"	1				1896.	
1896.	C407	William Harlow	5	"	"	English.	"	Pictou	Farmer.	Theft.	3 "	"	Jan. 16.	"	No	No	"	1			1896.	
Jan. 10.	X157	Geo. Hewill	1	Single	"	Methodist.	United States.	Chatham	Clerk	Rape.	Life	"	Feb. 14.	"	Yes	Yes	No	1			1896.	Mulatto. Died from pistol wound.
1896.	C427	R. Blain	1	"	"	English.	England	"	Pedlar	Gross indecency.	2 years	"	" 27.	"	"	Yes	"	1			1896.	Deaf and dumb.
Feb. 27.	C188	D. J. Conners.	3	"	"	"	Ontario	Toronto	Labourer.	Burglary	5 "	"	April 10.	"	"	"	1				1896.	Second time during 1896.
1894.	B935	Wm. Corbett.	1	"	"	"	Isle of Man	Port Arthur	"	Highway robbery	5 "	"	" 10.	"	"	"	1				1896.	
Feb. 15.	C450	L. Lee.	1	"	"	Methodist.	United States.	St. Hyacinthe	Moulder	Having burglar's tools in his possession.	3 "	"	" 15.	"	"	"	1				1896.	From St. Vincent de Paul Penitentiary.
April 15.	C451	D. Laframboise	1	Married	"	Roman Catholic.	Quebec	Montreal	Upholsterer.	Larceny and assault on officer.	16 "	"	" 15.	"	"	"	1				1896.	
" 15.	C459	Robt. McDonald	3	Widower	"	Presbyterian	Scotland	Chatham	Shoemaker.	Arson.	14 "	"	May 7.	"	"	"	1				1896.	
May 7.	B851	Jas. McLaughlin	1	Single	"	Roman Catholic.	Ireland	Hamilton	Labourer.	House-breaking	3 "	"	" 21.	"	No	"	"	1			1896.	
1893.	C473	Jos. Prevost.	3	"	"	"	Quebec	Ottawa	"	Robbery	3 "	"	" 23.	"	No	"	"	1			1896.	
July 24.	C181	John Chandler	1	"	"	"	United States.	Chatham	"	Theft and burglary	5 "	"	June 10.	"	Yes	Yes	"	1			1896.	
1896.	C303	Elmer Biddle	2	"	"	"	Ontario	Pictou	Stone-cutter.	Burglary	5 "	"	" 10.	"	"	"	1				1896.	1
Aug. 1.	B319	Jas. A. House	1	"	"	Disciple	"	St. Catharines	Labourer.	Rape.	20 "	"	" 10.	"	No	No	"	1			1896.	
1889.	C351	J. W. Ross	1	"	"	Roman Catholic.	United States.	Simcoe and Toronto	Horse-trainer	Assault and escape.	3 1/2 "	"	" 10.	"	Yes	Yes	"	1			1896.	
Oct. 28.	C560	Wm. Black	3	"	"	English.	Ontario	Owen Sound	Labourer.	Burglary	5 "	"	" 16.	"	"	"	1				1896.	
Oct. 25.	C511	John Pagnette	1	Widower	"	Roman Catholic.	Quebec	Rat Portage	"	Burgery	2 "	"	" 21.	"	No	No	"	1			1896.	
June 16.	C512	Jos. Armstrong	1	"	"	English.	England	Barrie	"	Incest.	7 "	"	" 24.	"	Yes	Yes	"	1			1896.	
" 21.	C516	Henry Pickle	1	"	"	"	Ontario	Trenton	"	Burgery	9 "	"	" 25.	"	"	No	"	1			1896.	
" 24.	C520	Franklin Carns	3	Married	38	"	"	St. Thomas	Stone-cutter.	Larceny	7 "	1	July 7.	6 m.	"	"	Yes	1			1896.	
" 26.	C525	John Murray	1	Single	32	"	Scotland	Bracebridge	Carpenter	Incest.	3 "	1	" 15.	6 m. 28 d.	"	"	"	1			1896.	
July 7.	X162	Edward Graham	1	"	42	"	Ireland	Toronto	Traveller.	Throwing vitriol with intent to do grievous bodily harm.	Life	1	" 22.	6 m. 21 d.	"	"	"	1			1896.	
" 15.	C220	J. Kelly	1	"	21	Presbyterian	Ontario	"	Butcher	Theft.	3 years	2	" 29.	"	"	"	1				1896.	1
Oct. 12.	C491	W. T. Blake	2	Married	23	Roman Catholic.	England	L'Original	Tailor	House-breaking and theft.	2 "	1	Aug. 3.	3 m.	"	"	"	1			1896.	
Dec. 31.	C532	Patrick Wright	2	Single	50	"	Ontario	St. Catharines	Sailor	Gross indecency on male person.	5 "	1	" 7.	6 m. 5 d.	"	"	"	1			1896.	
1896.	C540	C. D. Fuller	1	"	36	Methodist	"	St. Thomas	Labourer.	Carnally knowing an idiot woman.	3 "	1	" 25.	7 m. 7 d.	"	"	"	1			1896.	
Aug. 7.	C547	Humphrey Guest	8	Widower	76	English.	England	St. Catharines	"	Horse-stealing	3 "	1	Sept. 8.	6 m. 3 d.	No	No	"	1			1896.	
Sept. 20.	C156	John Troy	1	Single	30	Roman Catholic.	United States.	"	Sailor	Shooting with intent.	20 years	1	" 8.	8 m. 3 d.	Yes	Yes	"	1			1896.	
" 24.	C557	Howard Burch	3	"	38	Methodist.	"	"	Horse-breeder.	Burglary	10 "	1	" 24.	6 m. 27 d.	"	"	"	1			1896.	
Dec. 12.	C690	Alex. Watson	3	Married	52	English.	"	"	Moulder	"	4 "	1	Dec. 12.	6 m.	"	"	"	1			1896.	
" 16.	C608	William A. McDonald	3	Single	28	Roman Catholic.	Scotland	Barrie	Tailor.	"	5 "	1	" 16.	"	"	"	"	1			1896.	
" 19.	C611	W. J. Spellman	2	"	33	"	Ontario	Brockville	"	Arson	3 "	1	" 26.	"	"	"	"	1			1896.	
" 31.	C625	Barney O'Connell	4	"	55	"	Ireland	Toronto	Boilermaker	Theft.	3 "	1	" 31.	"	"	"	"	1			1896.	
Aug. 24.	C141	James Doe.	2	"	33	Methodist.	Quebec	Dorchester	Painter	Shooting with intent.	25 "	2	Jan. 23.	"	"	"	"	1			1896.	1 Second time this term.
1895.	C290	S. J. Hardy	1	"	29	English.	England	Campton	Farmer	Theft of horse.	2 "	1	" 30.	20 d.	"	"	"	"			1896.	Discharged by expiration of sentence on 11th May, 1897.
July 4.	C583	Albert Bowker	1	"	18	Methodist.	United States.	Cornwall	Labourer.	Carnally knowing a girl under 14 years.	10 "	1	Feb. 15.	"	Yes	Yes	"	1			1896.	1
1896.	C624	Percival Keefe	1	"	21	"	Ontario	Toronto	"	Wounding	2 "	1	Mar. 5.	"	No	No	"	1			1896.	1
Oct. 30.	C249	Pat. Cusack	1	"	22	Roman Catholic.	"	"	"	Robbery and assault	5 "	2	" 19.	"	Yes	Yes	"	1			1896.	1
Dec. 31.	B659	James Moore	1	"	20	"	"	"	"	Burgery	5 "	1	" 20.	"	No	No	"	1			1896.	1
Mar. 16.	C928	Ed. Harmer	1	"	16	English.	England	"	"	House-breaking	6 "	2	" 29.	8 d.	Yes	Yes	"	1			1896.	April 6.
1897.	C666	W. H. Wilkinson	4	"	33	"	"	Pictou	"	Burglary	15 "	1	April 7.	"	"	"	"	1			1896.	1
Mar. 20.	C363	Thomas Wray	2	"	29	Presbyterian	New Brunswick	Barrie	Pedlar	Theft of horse.	2 1/2 "	1	May 22	"	"	"	"	1			1896.	1
Jan. 30.	C439	Lorenzo Sutherland	1	"	16	English.	Ontario	"	Shoemaker.	Theft.	2 "	1	June 18.	"	"	"	"	1			1896.	1
April 7.	C704	E. Leonard	3	"	26	"	"	Chatham	Tailor	Burglary	7 "	1	" 19.	"	"	"	"	1			1896.	1
Nov. 13.	C706	W. Harris	3	"	20	"	United States.	"	"	"	7 "	2	" 19.	"	"	"	"	1			1896.	1
Mar. 19.																					1896.	1
June 19.																					1896.	1
" 19.																					1896.	1

Remaining on 30th June, 1896. 29 convicts.
 Received up to 30th June, 1897. 26 "
 Discharged 30th June, 1897. 55 "
 Remaining 30th June, 1897. 39 "
 Remaining 30th June, 1897. 16 "

APPENDIX H

VALUE OF LABOUR AND DISTRIBUTION OF CONVICTS

Department of Justice.

RETURN showing the value of labour and number of days work, exclusive of material,
performed during the year ending 30th June, 1897.

KINGSTON.

Various Departments.	Number of Days.	Value.
		\$ cts.
Trades departments (carpenters, blacksmiths, machine, tin, paint, masons and stonecutters shops)	74,840	37,420 00
Tailor shop	9,926½	4,963 25
Shoemakers' shop	6,109	3,054 50
Female prison	3,130	939 00
Farm, stables, teamsters and gardens	4,688	2,344 00
Bakery	2,098	1,049 00
Dining hall, kitchen and officers' mess	8,459	4,229 50
Wings and library	9,490	4,745 00
Laundry	2,093	1,046 50
Changing and repairing department	5,102½	2,551 25
Engineer's department	9,618	4,809 00
Hospital and asylum	2,924	1,462 00
Binder twine	12,122	6,061 00
Prison of isolation	4,390	2,195 00
Wood yard	3,870	1,935 00
		78,804 00]

ST. VINCENT DE PAUL.

Department.	Number of Days.	Price.	Amount.
		\$ cts.	\$ cts.
Steward	23,250½	0 50	11,625 25
Bakery	1,194	0 50	597 00
Blacksmiths	4,140	0 50	2,070 00
Tinsmiths	1,646	0 50	823 00
Shoe shop	6,848	0 50	3,424 00
Tailors	9,741½	0 50	4,870 75
Carpenters	7,198½	0 50	3,599 25
Stone breakers and wood shed	3,925	0 50	1,962 50
Stone cutters	14,828	0 50	7,414 00
Excavation	1,073	0 50	5,036 50
Boundary wall	2,009	0 50	1,004 50
Quarry	6,634	0 50	3,317 00
Engineer	1,559	0 50	779 50
Chapels and libraries	1,095	0 50	547 50
Hospital orderlies	1,095	0 50	547 50
Farm crops and gardens	8,147½	0 50	4,073 75
Stables	1,437	0 50	718 50
Piggery	707	0 50	353 50
Teamsters	1,334	0 50	667 00
			53,431 00

DORCHESTER.

	Number of Days.	Amount.
		\$ cts.
Shoe shop.....	3,488	1,744 00
Tailor ".....	4,805	2,402 50
Carpenter shop.....	3,233	1,616 50
Blacksmith ".....	790	395 00
Machine ".....	946	473 00
Saw mill.....	3,565	1,782 50
Woodenware manufactory.....	986	493 00
Bakery.....	1,013	506 50
Farm.....	5,310	1,593 00
Washing.....	1,578	473 40
Kitchen, cooking, &c.....	2,175	652 50
Waiters, cleaners, &c.....	3,697	1,109 10
Barbers.....	318	159 00
Breaking stone, grading yard, &c.....	6,097	1,829 10
Boiler room.....	491	245 50
Cutting wood.....	105	52 50
Barns and stables.....	3,354	1,341 40
Masons and quarry.....	728	364 00
Making roads.....	267	80 10
Lumbering.....	919	459 50
Female prison.....	886	177 20
		17,949 30

MANITOBA.

Employments.	Per Diem.	Number of Days.	Value.
	\$ cts.		\$ cts.
Piggery.....	0 25	305	76 25
Farm.....	0 25	981	245 25
Stables.....	0 25	828	207 00
Garden.....	0 25	384	96 00
Protestant chaplain's quarters.....	0 25	51	12 75
Surgeon's quarters.....	0 25	297	74 25
Warden's quarters.....	0 25	296	74 00
Main hall orderly.....	0 25	585	146 25
Prison orderlies.....	0 25	1,404	351 00
Clothes room orderlies.....	0 25	311	77 75
Steward's ".....	0 25	337	84 25
Storekeeper's ".....	0 25	311	77 75
Basement ".....	0 25	142	35 50
Hospital ".....	0 25	317	79 25
Chapels ".....	0 25	172	43 00
General employ.....	0 25	1,925	481 25
Bakery.....	0 25	611	152 75
Halls.....	0 25	2,013	503 25
Kitchen.....	0 25	1,207	301 75
Shaving.....	0 25	157	39 25
Laundry.....	0 25	939	234 75
Boiler room.....	0 25	559	139 75
Haying.....	0 25	60	15 00
Teaming, general employ.....	0 25	319	79 75
" for farm.....	0 25	467	116 75
" for walls.....	0 25	26	6 50
" ox cart for walls.....	0 25	68	17 00
Deputy warden's quarters.....	0 25	305	76 25
		15,377	3,844 25

Department of Justice.

BRITISH COLUMBIA.

Departments.	Number of Days.	Rate per Day.	Total.
		\$ cts.	\$ cts.
Shoemaking.....	2,463 $\frac{1}{2}$	0 25	615 88
Tailoring.....	2,963	0 25	740 75
Carpentering.....	1,545 $\frac{1}{2}$	0 25	386 37
Blacksmith.....	1,006	0 25	251 50
Bakery.....	609	0 25	152 25
Laundry.....	1,269 $\frac{1}{2}$	0 25	317 38
Wing orderly.....	1,212	0 25	303 00
Hospital orderly.....	307	0 25	76 75
Hall.....	588	0 25	147 00
Office.....	406 $\frac{1}{2}$	0 25	101 62
Store.....	581	0 25	145 25
Library.....	275	0 25	68 75
Messenger.....	288	0 25	72 00
Surroundings.....	1,364 $\frac{1}{2}$	0 25	341 13
Kitchen Orderlies.....	1,244	0 25	311 00
Farm.....	1,352	0 25	338 00
Vegetable garden.....	653 $\frac{1}{2}$	0 25	163 37
Piggery.....	308	0 25	77 00
Stables.....	293	0 25	73 25
Brick yard.....	741 $\frac{1}{2}$	0 25	185 38
Cutting wood.....	694	0 25	173 50
Clearing land.....	529	0 25	132 25
Making road.....	541	0 25	135 25
Fencing.....	327 $\frac{1}{2}$	0 25	81 87
Teaming.....	731	0 25	182 75
Masonry.....	188 $\frac{1}{2}$	0 25	47 12
Warden's quarters.....	1,067	0 25	266 75
Deputy's.....	675	0 25	168 75
Officers'.....	73	0 25	18 25
Root house.....	347	0 25	86 75
Tending baths.....	15	0 25	3 75
Bookbinding.....	272	0 25	68 00
Shaving.....	230 $\frac{1}{2}$	0 25	57 63
Excavating.....	311 $\frac{1}{2}$	0 25	77 87
Tending heater.....	139	0 25	34 75
Building wood shed.....	160	0 25	40 00
" tank.....	117	0 25	29 25
Laying water pipe.....	119 $\frac{1}{2}$	0 25	29 88
Kalsomining.....	215	0 25	53 75
Breaking stone.....	3	0 25	0 75
Repairing convicts' clothing.....	771	0 25	192 75
			6,749 25

Department of Justice.

APPENDIX I

REVENUE STATEMENTS

Department of Justice

REVENUE STATEMENT.

Dr.

KINGSTON PENITENTIARY.

Cr.

1886.						
July 31..	To Transfer warrant account, Indian clothing...	577 76	1897.	June 30..	Revenue.	\$ cts.
Aug. 31..	do do do credit of Receiver General.	30 72			By Binder twine department.....	\$ cts.
Sept. 30..	do do do do	1,209 29			Stone.....	60,288 32
do do	do do do do	4,154 94			Farm.....	204 34
Oct. 31..	do do do do	1,165 06			Shoe.....	7 85
Nov. 30..	do do do do	1,728 65			Tailor.....	507 27
Dec. 31..	do do do do	698 68			Carpenter.....	541 01
1887.	do do do do	606 14			Blacksmith.....	165 26
Jan. 31..	do do do do	3,161 71			Piggery.....	23 92
Feb. 28..	do do do do	22,389 99			Library.....	7 50
Mar. 31..	do do do do	2,598 31			Laundry.....	1 25
April 30..	do do do do	805 36			Trade stores.....	0 50
May 31..	do do do do	397 27			Steward's.....	0 15
June 30..	do do do do	38,820 06			Engineer's.....	0 13
		77,343 94			Armoury.....	0 69
		1,200 00			Hemale prison.....	98 70
					House rent.....	36 00
					Convict labour.....	19 50
					Amount transferred from Visitors' Fund and amount collected during the year.....	4,400 83
					<i>Refund of Expenditure.</i>	
					By Maintenance of buildings.....	65 26
					Prison clothing.....	34 03
					Hospital.....	55 50
					Binder twine.....	202 54
					Rations.....	22 75
					Heating.....	3 00
					Farm.....	5 23
					Water supply.....	78 50
					Tailor department.....	16 85
					Officers uniforms.....	102 67
					Maintenance of machinery.....	6 60
					Farm stables.....	6 57
					Shops generally.....	91 73
					Buildings.....	38 50
						732 73
					By Balance of contingent credit.....	76,128 49
						15 45
						76,143 94

ROBT. R. CREIGHTON, Accountant.

ST. VINCENT DE PAUL PENITENTIARY.

REVENUE STATEMENT for Fiscal Year ended the 30th June, 1897.

		1896.	Penitentiary Revenue.		\$	cts.
		June 30.	By Visitors' Funds.			
1896.	To Draft to Honourable Receiver General.	\$ 116 01	Rent.....	1,737 40		
Aug. 10..	do	166 73	Carpenters.....	249 40		
Sept. 14..	do	1,662 12	Stone cutters.....	200 64		
Oct. 12..	do	87 45	Farm crops.....	160 47		
Nov. 10..	do	173 98	Tailors.....	143 14		
Dec. 11..	do		Shoe shop.....	122 20		
1897.			Piggery.....	95 75		
Jan. 11..	do	73 33	Blacksmith.....	60 55		
Feb. 13..	do	126 49	Tinsmith.....	27 60		
Mar. 6..	do	149 70	Steward.....	25 98		
April 10..	do	127 56	Engineer.....	13 01		
May 8..	do	157 68	Book-binding.....	3 25		
June 12..	do	39 62		2 62		
July 28..	do	385 15	<i>Refund of Expenditure.</i>			2,892 21
			By Bakery.....	137 15		
			Steward.....	110 25		
			Hospital.....	46 07		
			Carpenters.....	22 98		
			Tailors.....	19 16		
			Blacksmith.....	18 57		
			Prison stables.....	18 10		
			Shoe shop.....	6 65		
			Farm crops.....	6 49		
			Tinsmith.....	3 97		
			Stone cutters.....	2 75		
			Engineer.....	0 87		
			Book-binding.....	0 60		
		\$ 3,285 82				393 61
						3,285 82

GEO. L. FOSTER,
Acting Warden.

G. S. MALEPART,
Accountant.

DORCHESTER PENITENTIARY.

REVENUE STATEMENT for the Year ended 30th June, 1897.

1896.		1897.		1897.		1897.	
				\$	cts.	\$	cts.
Aug. 3.	To deposit to credit of Receiver General.	June 30.	By Woodenware manufactory	1,265	62		
do 31.	do		Shoe shop	179	30		
Oct. 1.	do		Tailor shop	143	97		
Nov. 3.	do		Carpenter shop	16	14		
Dec. 2.	do		Blacksmith shop	11	88		
			Machine shop	61	78		
1897.			Bakery	15	20		
Jan. 7.	do		Storekeeper	1	50		
Feb. 3.	do		Farm	712	74		
Mar. 1.	do		Convict labour	40	53		
April 1.	do		Keep of military prisoners	391	50		
May 3.	do		Gate money and fines	270	00		
do 19.	do						
June 2.	do						
July 8.	do						
				3,110	16		
						3,110	16

JOHN B. FORSTER,
Warden.

JOHN A. GRAY,
Accountant.

MANITOBA PENITENTIARY.

REVENUE STATEMENT for the Year ended 30th June, 1897.

1896.	To deposit to credit of Receiver General.	\$ cts.	1897.	Penitentiary Revenue.	\$ cts.	\$ cts.
Aug. 1..	do	169 51	June 30..	By Farm	1,320 08	
Sep. 1..	do	238 08		Shoe shop	26 36	
Oct. 2..	do	285 08		Tailor shop	17 42	
Nov. 4..	do	307 19		Blacksmith shop	6 27	
Dec. 2..	do	279 09		Carpenter shop	26 43	
				Stewards department	75 92	
1897.				Rent of dwelling house	45 00	
Jan. 2..	do	340 34		Fines	20 67	1,538 15
Feb. 3..	do	861 40				
Mar. 3..	do	453 76		Casual Revenue.		
April 5..	do	453 79		By Sundry departments		294 65
May 3..	do	423 85				
do 10..	do	106 63		Refund of Expenditure.		
June 2..	do	330 38		By Sundry departments		2,841 54
July 7..	do	335 24				
						4,674 34

A. G. IRVINE,
Warden.

JNO. MUSTARD,
Accountant.

Department of Justice.

BRITISH COLUMBIA PENITENTIARY.

REVENUE STATEMENT for the year ended 30th June, 1897.

1896.	To deposit credit of Receiver (General	No.	\$	cts.	1897.	Cash Revenue.	\$	cts.
Aug 20.	do	No. 580	51	62	June 30.	By Storekeeper	91	23
Sept 15.	do	No. 631	44	07		Shoe shop	160	15
Oct. 9.	do	No. 682	34	54		Tailor shop	131	72
do 9.	do	No. 684	66	22		Carpenter	96	34
Nov. 11.	do	No. 751	71	73		Blacksmith	9	52
Dec. 11.	do	No. 811	84	70		Bakery	21	28
						Hospital	27	64
1897.						Piggery	7	75
Jan. 8.	do	No. 18	59	91		Land rent of reserve	99	37
do 20.	do	No. 20	90	37		Farm	141	20
Feb. 8.	do	No. 31	90	16		Visitors fund	76	22
Mar 9.	do	No. 166	35	11				
April 8.	do	No. 240	58	62		Casual Revenue.		
May 8.	do	No. 311	30	19		Land rent of reserve Brunette Saw-mill Co., to		
June 7.	do	No. 391	51	98		31st Dec., 1894	30	00
July 12.	do	No. 489	64	20		Tailor shop	5	00
						Prison utensils	2	50
1896.	To deposit Receiver General No. 616.		862	42		Furniture and furnishings	7	50
Nov. 30.	do							
1897.								
June 7.	do	No. 390	5	00				
July 12.	do	No. 497	10	00				
			45	00				
			907	42				907 42
								862 42
								30 00
								5 00
								2 50
								7 50
								45 00
								907 42
								862 42

JOHN W. HARVEY,
Accountant.

J. C. WHYTE,
Warden.

Department of Justice.

APPENDIX J

EXPENDITURE

Department of Justice.

KINGSTON.

DETAILS of expenditure for the year ended 30th June, 1897.

<i>Salaries—General.</i>	\$ cts.	<i>Police—Con.</i>	\$ cts.
Warden, J. H. Metcalf	\$2,000 00	Overseer twine dept., P. O'Connor	700 00
do do refund		Keepers, 7 at \$600	4,200 00
of superannuation	4 44	do 1 at \$530 for 6 m., \$560 for 6 m.	545 00
Surgeon, O. S. Strange, M.D.	1,800 00	Guards, 31 at \$500	15,500 00
Chaplain, Pro., Rev. C. C. Cartwright.	1,200 00	do 5 at \$490	2,450 00
Chaplain, R. C., Rev. J. N. Neville.	1,200 00	do 4 at \$460	1,840 00
Accountant, R. R. Creighton	1,950 00	do 1 at \$430 for 3 m., \$460 for 9 m.	452 50
Engineer, James Devlin, 11 m. 19 d. at \$1,300.00	1,259 30	do 1 at \$430 for 9 m., \$460 for 3 m.	437 50
Warden's clerk, W. J. Macleod	500 00	do 1 at \$400 for 1 m., \$500 for 11 m.	491 67
Storekeeper, P. O'Donnell.	1,000 00	do 1 at \$400 for 2 m. 27 d., \$500 for 5 m. 11 d.	319 06
Asst. storekeeper, N. P. Wood	600 00	do 1 at \$400 for 1 m. 12 d.	314 25
Steward, James C. Weir	900 00	do 1 at \$400 for 9 m. 13 d.	315 35
Matron, Rose A. Fahey.	600 00	do 1 at \$400 for 10 m. 17 d.	353 06
Deputy matron, Mary Smith	400 00	do 1 at \$500 for 5 m. 22 d.	238 52
Hospital overseer, W. A. Gunn	800 00	Supernumerary, 1	500 00
Asst. hospital overseer, Thos. Thompson	600 00		
Electrician, Chas. Baylie	800 00		
Asst. electrician, R. McDonald.	500 00		32,056 91
Overseer Sewage Works, C. A. Sullivan	500 00	<i>Uniforms.</i>	
Messenger, M. J. Kennedy	600 00	Mohair lining, 40 yds. at 33c	13 20
Stoker, Wm. Coffey	500 00	Italian cloth, 1,168½ yds. at 17½c	204 50
do P. Healey, 9 m. 13 d. at \$500	393 08	Spools, 100 yds., 1½ gross at \$1.15	2 02
do temporary, R. Irwin, 2 m. 9 d. at \$500	95 16	Hairecloth, 20 yds. at 40c	8 00
do temporary, W. McIllwaine, 16 d. at \$500	21 91	Rubber tissue, 3 lbs. at \$1.25.	3 75
do temporary, T. Fumey, 3 d. at \$500	4 10	Sewing silk, 1 lb.	8 50
Steamfitter, C. Munroe, 11 d. at \$700.	21 10	Military braid, 6 gross at \$3.	18 00
	17,349 09	do 2 gross at \$2.	4 00
<i>Industrial.</i>		Buckles, 5 gross at 25c	1 25
Chief instructor, E. J. Adams	1,000 00	Vest buttons, 3 gross at 45c	1 35
Supt. twine dept., T. P. Connor	1,500 00	Coat do 2 gross at 65c	1 30
Asst. supt. twine dept, John Price	900 00	Brace do 9 gross at 10c.	0 90
Trade instructors, 7 at \$700	4,900 00	Fly do 5 gross at 10c.	0 50
do 1 at \$630 for 6 m., \$660 for 6 m.	645 00	Frieze, 242 yds. at 75c	181 51
do 2 at \$690	1,380 00	Common blue serge, 830½ yds. at 75c.	623 07
do 1 at \$700 for 6 m. 23 d	395 24	Fine do 315½ yds. at 85c	267 96
do 1 at \$700 for 11 m. 23 d	686 93	Overcoat lining, 60 yds. at 38½c	23 10
do 1 at \$500	500 00	Silver vest buttons, 10½ gross at \$1.54	15 66
do 2 at \$700 for 8 d.	26 34	do coat do 21½ gross at \$2.31	49 67
do 1 at \$700 for 2 m. 27 d	170 39	Gilt vest do 2½ gross at \$2.10.	4 37
Teamsters, 1 at \$330 for 3 m., \$360 for 9 m.	352 50	do coat do 4½ gross at \$3.30.	15 12
do 2 at \$400	800 00	Coat binding, 3 gross at \$4	12 00
do 1 at \$500	500 00	Wadding, 3½ bales at \$5	17 50
	\$13,756 40	Barrel buttons, 2 gross at \$12	24 00
<i>Police.</i>		French canvas, 1,108½ yds. at 9c.	99 79
Deputy warden, Wm. Sullivan	1,500 00	Black silesia, 329 yds. at 7c.	23 05
Chief keeper, Wm. S. Hughes	1,200 00	Drab do 217½ yds. at 7½c	16 32
Keeper, prison of isolation, A. D. O. McDonnell.	700 00	Drills, 551½ yds. at 6c.	33 10
		Men's mitts, 2½ doz. at \$7.50	16 88
		do ½ doz. at \$12	5 00
		Brown Holland, 448½ yds. at 11½c	50 42
		Fancy silesia, 461½ yds. at 9½c.	43 82
		Silk twist, 9 lbs. at \$5.95	53 55
		Machine silk, 10 lbs. at \$7.75	77 50
		Print, 1,213½ yds. at 5c	60 66
		Mohair braid, 10 gross at \$4	40 00
		Moleskin, 50 yds. at 35c.	17 50
		Overcoat buttons, 6 gross at 75c.	4 50
		Sweat bands, 6 doz. at \$3.75.	22 50
		Elastic, 1½ yds. at 40c.	0 60
		Jean, 50 yds. at 9½c	4 75

DETAILS of Expenditure, Kingston—Continued.

<i>Uniforms—Con.</i>	8 cts.	<i>Police Mess—Con.</i>	8 cts.
Pocketting, 301½ yds. at 10½c	31 65	Pepper, 120 lbs. at 13c	15 60
Wincey, 402½ yds. at 9c	36 22	Pickles, 20 galls. at 40c	8 00
Peak leather, 33 lbs. at 30c	9 90	Vinegar, 1 gall. at 13c	0 13
Gold crowns, 60 only at 50c	30 00	Eggs, 87 doz. at 12c	10 44
Sup. navy blue cloth, 444½ yds. at 65c	288 77	Baking powder, 36 lbs. at 20c	7 20
Com. do 1,032½ yds. at 60c	619 65		
Dressing, 5 galls. at 85c	4 25		
Gum tragacanth, 1 lb.	0 25		
Punch nibs, 1 doz	1 00		
Wax upper leather, 108 lbs. at 25c	27 00		
Canadian kip, 118½ yds. at 65c	77 02		
Pebble calf, 178½ yds. at 10c	17 85		
Welt leather, 85½ lbs. at 25c	21 38		
Hooks, 14½ boxes at 50c	7 25		
French kid, 10 skins at \$1.75	17 50		
do calf, 115½ lbs. at \$1.15	133 04		
Shoe thread, No. 20, 49 lbs. at 63c	30 87		
Linen laces, 5 gross at \$1.25	6 25		
Yellow thread, 4 lbs. at 80c	3 20		
Steel shanks, ¼ gross at \$3.50	1 17		
Mohair laces, ¾ gross at \$1.25	3 75		
Eyelets, 26½ boxes at 18c	4 77		
Gaiter webb, 7 pieces at 50c	3 50		
Hardash, 4 lbs. at \$5.50	22 00		
French kip, 115½ lbs. at 80c	92 35		
Pebble cow, 194 ft. at 10c	19 40		
Thread, No. 20, 1 lb.	0 80		
do 40, 25 lbs. at \$1.47	36 75		
do 60, 37 lbs. at \$1.93	71 41		
Spanish sole leather, 262 lbs. at 20c	52 40		
Russian calf, 12½ ft. at 60c	7 35		
Shoe blacking, 1 doz. boxes	0 75		
Freight	20 75		
Express charges	1 20		
Customs entry	0 25		
	3,772 82		
<i>Retiring Allowances.</i>			
John Kerr	234 62		
C. Munroe	205 24		
J. Harrigan	175 00		
F. Tracy	397 63		
	1,012 49		
<i>Police Mess.</i>			
Flour, 25 brls. at \$3.47	86 75		
Beef, 8,979 lbs. at \$5.48	492 03		
Mutton, 697 lbs. at \$5.48	38 20		
Fish, 1,259½ lbs. at 8c	100 76		
Boneless cod, 250 lbs. at 3c	7 50		
Butter, 1,017½ lbs. at 15c	152 58		
Milk, 732 galls. at 15c	109 80		
Coffee, 270 lbs. at 25c	67 50		
Sugar, 900 lbs. at 5c	45 00		
Cranberries, 2½ brls. at \$5.	12 50		
Corn starch, 170 lbs. at 4c	6 80		
Lemons, 27 doz. at 20c	5 40		
Evaporated apples, 250 lbs. at 6c	15 00		
Sago, 142 lbs. at 5c	7 10		
Tapioca, 142 lbs. at 4c	5 68		
Raisins, 308 lbs. at 5c	15 40		
Lard, 60 lbs. at 7½c	4 50		
Ess. lemon, 6 doz. 75c	4 50		
Ess. Vanilla, 6 doz. at 75c	4 50		
Cassia, 1 lb. at 20c	0 20		
Nutmegs, 1½ lbs. at 70c	1 05		
Tar, acid, ¼ lb. at 30c	0 15		
Baking soda, 21 lbs. at 2c	0 42		
Cream of tartar, 2½ lbs. at 25c	0 63		
Mixed spice, 1 lb. at 25c	0 25		
Mustard, 28 lbs. at 18c	5 04		
			1,230 61
		<i>Rations.</i>	
		Mutton, 3,260 lbs. at \$5.48	178 64
		Beef, 152,078 lbs. at \$5.48	8,333 88
		Fish, 2,800 lbs. at 3c	84 00
		Bacon, 16,591½ lbs. at 5½c	912 53
		Potatoes, 737½ bushels at 30c	221 33
		do 405½ do 26½c	107 40
		do 134½ do 50c	67 13
		do 162½ do 23½c	37 98
		do 307 do 20c	61 40
		do 164½ do 40c	65 70
		Flour, 285 bags at 73½c	492 85
		do 1,535 barrels at \$3.47	5,326 45
		do 12½ do 3.60	45 00
		Oatmeal, 980 lbs. at 1½c	14 70
		Barley, 7,398 lbs. at 1½c	110 97
		do 196 lbs. at 2c	3 92
		Rice, 7,674 lbs. at 3c	230 22
		Split pease, 16,269 lbs. at 1½c	284 71
		Beans, 9,717 lbs. at 1½c	145 75
		Turnips, 30 bags at 35c	10 50
		do 170½ bushels at 26½c	44 80
		Onions, 25 doz. bunches at 35c	8 80
		do 38½ bushels at 75c	28 65
		do 40 do 80c	32 00
		Cabbage, 25 doz. at 60c	15 00
		Beets, 57 bushels at 50c	28 50
		Carrots, 15½ bushels at 15c	6 98
		Molasses, 220½ galls. at 20c	44 04
		Sugar, 18,605 lbs. at 3½c	697 68
		Pepper, 340 lbs. at 13c	44 20
		Salt, 26,372 lbs. at 35c	127 32
		Lard, 280 lbs. at 7½c	21 00
		Yeast, 301 lbs. at 32c	96 32
		Vinegar, 328 galls. at 13c	42 64
		Congo tea, 2,561½ lbs. at 11c	281 77
		Japan tea, 1,389½ lbs. at 11½c	159 84
		Maintenance of Sarah E. Larmer at Kingston Asylum, 31st March to 23rd October, 1896.	80 05
		<i>Christmas and Jubilee Extras.</i>	
		Raisins, 84 lbs. at 5c	4 20
		do 208 lbs. at 8½c	18 21
		Suet, 104 lbs. at \$5.45	5 70
		Coffee, 41 lbs. at 25c	10 25
		Butter, 226 lbs. at 15c	33 90
		Eggs, 34 doz. at 12c	4 08
		Mixed spice, 11½ lbs. at 25c	2 81
		Nutmegs, 1 lb. at 70c	0 70
		Baking powder, 8 lbs. at 20c	1 60
		Baking soda, 3 lbs. at 2c	0 06
		Salt petre, 15 lbs. at 12½c	1 87
		do 25 lbs. at 7c	1 75
		Ess. lemon, 1½ doz. at 75c	1 19
		Cassia, ½ lb. at 20c	0 10
		Lemon peel, 34½ lbs. at 11½c	3 94
		Orange peel, 9 lbs. at 12½c	1 13
		Citron peel, 8½ lbs. at 17c	1 41
		Currants, 308 lbs. at 4½c	13 87
		Shelled almonds, 5 lbs. at 25c	1 25
		Granulated sugar, 27 lbs. at 5c	1 35
		Corn starch, 40 lbs. at 6c	2 40
		Apples, 8 brls. at \$1.75	14 00

Department of Justice.

DETAILS of Expenditure, Kingston—Continued.

<i>Christmas and Jubilee Extras—Con.</i>	\$ cts.	<i>Prison Clothing—Con.</i>	\$ cts.
Biscuits, 14½ lbs. at 9c	1 31	Vest buttons, 39 gross at 45c	17 55
Cheese, 100 lbs. at 10c	10 00	Brown duck, 47¾ yds. at 15c	71 03
Milk, 7 galls. at 15c	1 05	U. M. blue, 25 lbs. at \$7.50	1 88
Pies, 308 at 12c	36 96	Galatea stripe, 58¾ yds. at 9¼c	5 78
Cake, 150 lbs. at 15c	22 50	Shoe pegs, ½ bush. at 90c	0 45
Bananas, 52 doz. at 13c	6 76	Stabbing awls, 1 gross	1 90
Syrup, 16 tins at 10c	1 60	Slipper canvass, 105 yds. at 10c	10 50
Royal baking powder, 1 tin	0 54	Upper leather "Wax," 561½ lbs. at 25c	140 38
	18,701 20	Com. iron nails, 263 lbs. at 5¼c	14 46
<i>Prison Clothing.</i>		Brown sheep skins, 9 doz. at \$3	27 00
Gray cotton, 1,678½ yds. at 5¼c	88 12	Peg awls, 2 gross at 85c	1 70
Sewing cotton, 1 doz. spools	0 15	Pegs, 2 bush. at 90c	1 80
Cotton spools "Coats," 1¼ gross at \$3.57	3 85	Compasses, 12 pairs at 25c	3 00
Bone buttons, 80 gross at 10c	8 00	Shoe knives, 2 doz. at \$1.65	3 30
Needles, 134 packages at 2¼c	3 69	Sewing awls, 1 gross	1 75
Crayons, 1 box	0 75	Zinc nails, 106 lbs. at 10c	10 60
Stay binding, 8 gross at 65c	5 20	Machine needles, 4 doz. at 25c	1 00
Ammonia, 2 quarts at 20c	0 40	Spanish sole leather, 4,323½ lbs. at 20c	865 70
Fly buttons, 30 gross at 10c	3 00	Leather cement, 3 doz. at 85c	2 55
Brace buttons, 105 gross at 10c	10 50	Shoe tacks, 20 lbs. at 30c	6 00
Thimbles, 10 doz. at 10c	1 00	Childs boots, 2 pair at 75c	1 50
Pins, 1 doz. papers	0 24	do 1 pair	1 00
Tape measures, 5 doz. at \$3	15 00	Sand paper, 6 gross at 11c	0 66
Hessian, 65 yds. at 10c	6 83	Neatsfoot oil, 20 galls. at 90c	18 00
Buttonhole scissors, 2 doz. at \$2.50	5 00	Leather laces, 41 gross at \$1	41 00
Lime, 25 lbs. at 2c	0 50	Harness leather, 24½ lbs. at 22c	5 39
Ball blue	1 20	Steel lasting tacks, 3 gross at 25c	0 75
Kingston asylum, clothing for Sarah E. Larmer, 3 years and 4 months	50 00	Steel shank, 20 doz. at \$3.50	5 83
Washing soda, 336 lbs. at 75c	2 52	Rubber boots, 1 pair	3 00
do 1,344 lbs. at 90c	12 09	Rubber shoes, 12 pair at 75c	9 00
do 672 lbs. at 95c	6 38	Rubber cement, 1 doz.	1 75
Black linen thread, 5 lbs. at 43c	2 15	Rubber patching, 1 yard	0 90
Fine combs, 1 gross	4 80	Pebble cow, 21 feet at 10c	2 10
Dressing combs, 1 doz.	0 60	Shoe tacks, 6 lbs. at 20c	1 20
Print, 25 yds. at 8c	2 00	Freight and cartage	33 48
Hooks and eyes, 6 gross at 10c	0 60	Sperm oil, 1¼ galls. at \$1.35	1 69
Darning needles, 2 only at 5c	0 10		4,172 78
Forfar linen, 72 yds. at 20c	14 40	<i>Hospital Supplies.</i>	
Spools, 100 yds., 13¾ gross at \$1.15	15 81	Eggs, 63 doz. at 17c	10 71
Straw hats, 623 only at 6c	37 38	Milk, 1,625 galls. at 15c	243 77
Chalk, 2 boxes at 75c	1 50	Soda biscuits, 40 lbs. at 6c	2 40
Drill, 1,854¾ yds. at 6c	111 27	Butter, 454 lbs. at 15c	68 08
Brown and black Holland, 258¾ yds. at 11¼c	29 06	Lard, 5 lbs. at 7¼c	38 00
Cottonade, 471 yds. at 15c	70 66	Granulated sugar, 25 lbs. at 5c	1 25
Beeswax, 10 lbs. at 40c	4 00	Lemons, 1 doz.	0 20
Sal. soda, 1,000 lbs. at 1c	10 00	Brandy, ¼ doz. at \$13.20	4 40
Pant buckles, 10 gross at 25c	2 50	Rye whisky, 4 galls. at \$2	8 00
French canvas, 292 yds. at 9c	26 28	do 5 year old, 4 galls. at \$3	12 00
Apron linen, 47¾ yds. at 15c	7 16	Drugs	450 45
Shirting, 57¼ yds. at 9¼c	5 68	Cheese cloth, 267 yds. at 3c	8 01
Striped wincey, 400 yds. at 9c	36 00	Commode pots, 12 at \$1	12 00
Benzine, 20 galls. at 25c	5 00	Printing paper	1 08
Turpentine, 1 gall.	0 50	Putz polish, 1 doz.	3 75
Peak leather, 103 lbs. at 30c	30 90	Sapolia, 3 doz. at \$1.10	3 30
White lead, 75 lbs. at \$4.75	3 56	Burnistone, ¼ doz. at \$1.75	0 44
Camphor gum, 10 lbs. at 50c	5 00	Whitewash brushes, ¼ doz. at \$7.50	1 25
Printers' black ink	8 70	Sperm oil, ½ gall. at \$1.35	0 68
Yarn, 913¾ yds. at 33c	301 54	Account of D. A. Black, dentist, for professional services to convict Cunningham, result of an accident.	9 50
Linen thread No. 60, 193 lbs at \$1.93	160 19		841 66
do No. 40, 45 lbs. at \$1.47	66 15	<i>Tobacco.</i>	
do skein, 10 at 43c	4 30	Tobacco, 2,715 lbs. at 27c	733 05
Tape, 14 gross at 65c	9 10	do Xmas and jubilee extras, 52 lbs. at 60c	31 20
Coat buttons, 35 gross at 65c	22 75	Snuff, 20 lbs. at 50c	10 00
Red, black and gray check cloth, 629¾ yds. at 50c	314 88		774 25
Gray flannel, 2,636¼ yds. at 50c	1,318 27		
Darning needles, 1 paper	0 05		
do 1 paper	0 04		

DETAILS of Expenditure. Kingston—Continued.

<i>Freedom Suits.</i>	\$ cts.	<i>Heating—Con.</i>	\$ cts.
Jackets, 5 at \$2.50.	12 50	Unloading coal, 22 tons at 25c	5 50
Shawls, 2 at \$2.50	5 00	Hardwood, 119 cords at \$3.39	403 41
Hats, women's, 10 at \$1.50.	15 00	Castings, 9½ lbs. at 4c	0 38
Handkerchiefs, 1 doz.	0 40	Hoopiron, ¼-in., 315 lbs. at 2¼c.	7 09
Black cashmere, 68 yds. at 20c.	13 60	Grates for bakers oven, 2 only, at \$3.	6 00
White cotton, 521¼ yds. at 7c.	36 49	Repairs to ovens, per B. H. Castle.	169 45
Lisle gloves, 1 doz. pair	1 80	Grates for coal stoves	0 80
Hooks, 2½ boxes at 50c	1 25	Fittings for east range	12 50
Elastic, 1½ yds. at 40c.	0 60	Fire bricks, 2 sets at \$3.50.	7 00
Eyelets, 3½ boxes at 18c.	0 63	Stove bolts, 1¼ x ¾, 1 package	0 45
Pearl buttons, 2 gross at 60c.	1 20	do ¼ x ¾ do	0 60
do 1 gross	0 65	King bolt, 1	0 75
Cotton hose, 3½ doz. pairs at \$1.	3 34	Centre cover, 1	0 75
Capes, 3 doz. at \$2.50.	7 50	Cross-bar piece, 1	2 50
Black skirt braid, 1 gross	1 20	Pyrometers, 1 at \$15.	30 50
Gray kersey, 41 yds. at 20c.	8 20	Piumbago packing, 8½ lbs. at 30c.	2 55
Borax, 20 lbs. at 7c.	1 40	Van Ankin valves, 6 at 70c.	4 20
Blue, 10 lbs. at 12c.	1 20	Cap. joint 4-in., screw traverse 6-in.	10 20
do 14 lbs. at 18c.	2 52	Freight.	1 78
Bone collar buttons, 2 gross	1 80	Express charges.	0 55
Shirts and drawers, 16 doz. at \$2.40.	38 40		
do 18 doz. at \$4.00.	72 00		7,456 89
Socks, 12 doz. pairs at 55c.	6 60	<i>Lighting.</i>	
Gent's ties, 15 doz. at \$1.40	21 00	Large egg coal, 611¼ tons at \$4.35.	2,660 33
Braces, 14 doz. at \$1.35.	18 90	Coal oil, 519 77 gallons at 15c.	77 96
Felt hats, 14½ doz. at \$5.50.	79 75	Candles, 653 lbs. at 10c.	65 30
Linen collars, 17 doz. at \$1.20.	20 40	Gasoline, 15 gallons at 30	4 50
Cambric lining, 115 yds. at 5c.	5 75	Lantern globes, 2 dozen	1 51
Woollen tweed, 460½ yds. at 22½c.	105 03	do burners, 6 at 10c	0 60
do 457½ yds. at 35c.	160 21	Lanterns, 6 at 75c.	4 50
Fronting linen, 23¼ yds. at 30c.	6 98	Lamp glasses	1 50
Jean, 54 yds. at 8c.	4 32	do chimneys, 2 dozen at \$1.20.	2 40
Black wadding, 1½ bales at 5c.	7 50	do do 8 do 60c	4 80
Coat buttons, 6 gross at 65c.	3 90	do do 3 do 37½c	1 13
Vest do 5 gross at 45c.	2 25	do burners, 2 do \$1.10.	2 20
Flexible vest buttons, 2 boxes	1 30	do wick.	0 10
Starch, 121 lbs. at 6c.	7 26	do do 5 yards at 5c.	0 25
Sole leather, 150½ lbs. at 20c.	30 10	do do 12 do 3c.	0 36
Upper do 103½ lbs. at 25c.	25 87	do do 6 rolls.	3 00
Welt do 27½ ft. at 25c.	6 85	Pracket lamps, 1 dozen.	0 85
Gaiter webb, 4 pcs. at 50c.	2 00	Brackets for lamps, 2 dozen at \$1.50.	3 00
Canadian kip, 126 lbs. at 65c.	81 90	Coach screws, 6 x ½, 12 at \$2.15.	0 26
	824 55	do 3 x ¾, 6 at \$1.08.	0 07
<i>Travelling Allowance.</i>		Wire staples, 5 lbs. at 10.	0 50
Convicts, 4 at \$25	100 00	Single block for ½-in. rope	1 00
do 13 at \$20.	260 00	R. C. wire, No. 12, 500 feet at \$1.75.	8 75
do 31 at \$15.	465 00	do No. 14, 307 feet at \$1.18.	5 98
do 1 at \$14.	14 00	do No. 16, 500 feet at 92c.	4 60
do 3 at \$13.	39 00	Galv. iron wire No. 9, 272 lbs. at \$2.67	7 26
do 65 at \$12.	780 00	Amp. fuse wire No. 50, 6 lbs. at 55c.	3 30
do 1 at \$11.	11 00	Ann. wire No. 18, 12 lbs.	2 58
do 49 at \$10.	490 00	Jack knives, 6 at 60c.	3 60
do 3 at \$8.	24 00	Hack saw blades 10-in, 1 dozen.	1 00
do 1 at \$7.	7 00	Matches, 72 boxes at 8c.	5 76
	2,190 00	Sal. ammoniac, 25 lbs. at 12c.	3 00
<i>Transfer.</i>		do 25 do 13c.	3 25
Cab-hire and telephone	1 75	Helmet grease, 60 do 40c.	24 00
<i>Interments.</i>		Shellac, 1 gallon.	2 10
Interments	8 00	Eng. vermilion, 2 lbs. at 80c.	1 60
<i>Heating.</i>		Chlorodyne lime, 2 lbs. at 90c	1 80
Large egg coal, 1,437¼ tons at \$4.35.	6,254 50	Oxide lime, 2 lbs. at 20c.	0 40
do 10 tons at \$2.90.	29 10	Zinc, 15 lbs. at 8c.	1 20
do 25 do \$6.	150 00	Leclanche zincs, 36 at \$5.	1 80
Soft coal, 76½ tons at \$4.50	342 28	Babbit metal, 25 lbs. at 15c	3 75
do 5 tons at \$2.91.	14 55	Flat bast. files 12-in, 1½ dozen at \$3.90	5 85
		do smooth files 12-in, ½ dozen at \$4.80.	2 40
		Machine screws, 2 gross.	2 00
		Iron box bell 3-in, 1.	0 35
		Skelton bell 4-in, 1.	0 95
		Red fibre ¾-in., 7 lbs. at 60c.	4 20
		Copper, No. 35, 18¾ lbs. at 85c.	15 94
		Leclanche battery jars, 1 dozen.	0 75

Department of Justice.

DETAILS of Expenditure, Kingston—Continued.

Lighting—Con.	\$ cts.	Prison Stable—Con.	\$ cts.
Amp. fuse links No. 24, 200 at 90c....	1 80	Bran, 1 ton.....	14 00
do do 36 at \$1.05.....	5 94	Neatsfoot oil, 2 galls. at 90c.....	1 80
Patent pliers 10-in, 1 pair.....	0 52	Axles, 2½ x 12, 1 sett.....	12 50
Steel flat long nose pliers 5-in., 1 pair.	0 35	Harness dressing, ½ doz. at \$9.....	4 50
do round do do.....	0 35	do do ½ doz. at \$6.....	3 00
Rolled temper copper, 50 lbs. at 60c...	30 00	Cart pins, 4 setts, at \$1.88.....	7 52
Packing.....	0 20	Cart spokes, 4 setts.....	8 40
Cord, No. 18, 100 yards.....	3 25	Harness buckles, 1 gross.....	1 26
Freight.....	2 36	Stiff mouth bridle bits, ½ doz.....	0 25
Cartage.....	0 50	Horse nails, No. 4, 5 lbs.....	2 00
Express charges.....	0 75	do No. 5, 5 lbs.....	1 00
Customs entry.....	1 35	Harness leather, 76½ lbs. at 22c....	16 83
	3,001 66	Collar check, 5 yds. at 60c.....	3 00
<i>Water Supply.</i>		Goats hair, 5 lbs. at 10c.....	0 50
Freight.....	10 20	Copper rivets, 3 lbs. at 25c.....	0 75
Special ball cocks, 2 only at \$37 50...	75 00	Harness awl hafts, 1 doz.....	0 40
Lead pipe ½ x 6, 132 lbs. at \$5.15.....	6 80	Line straps, ½ gross at \$3.50.....	1 75
Galvanized boiler, 60 galls. 1.....	18 00	Breast strap snaps, ¼ gross at \$3.50...	0 58
Repairing annunciator.....	0 75	Drilled eye harness needles, 6 pack-	0 60
Copper rose, 1.....	175 00	ages at 10c.....	0 60
Drilling well, 113 ft. 9 in. at \$1.75...	199 06	Stable brooms, 3 at 75c.....	2 25
Thread on 7 in. pipe, 2 at \$1.20.....	2 40	Tire bolts, 2 x ¾, 100.....	0 26
do 3 in. pipe, 2 at \$1.30.....	2 60	do 3 x ¾, 100.....	0 53
Special casting for water heater.....	2 40	Horse blankets, 6 at \$2.....	12 00
Long lead kind, 1 ft. 4 in.....	0 98	Roller wheels, 342 lbs. at 4c.....	13 68
Waste pipe, 8 ft. 4 in.....	2 35	Whip, 1.....	1 25
Brass thimbles, 4 in. 6 at 30.....	1 80	Car rim for 3 ft. 10 in. wheel.....	0 34
Deep well force pump.....	5 15	Yellow felt, 3 yds. at 50c.....	1 50
Brass cylinder, 3 in.....	5 50	Axle box, 1.....	0 35
Galvanized pipe, 1½ in., 75 ft. at 15½c.	11 66	Professional services, W. Nicholls,	29 00
Metal bends, 4 in., 12 at 38c.....	4 56	V. S.....	75 00
do 2 in., 6 at 15c.....	0 90	Horse, 1.....	29 00
E. B. Packing, ¼ lbs. at 45c.....	2 81		\$280 94
Rubber packing, 46 lbs. at 24c.....	11 04	<i>Maintenance of Buildings</i>	
Ring packing, 23 lbs. at 90c.....	20 70	Nails, 4-in. cut, 13 kegs at \$2.35.....	37 05
Sheet copper, 7 lbs. at 15½c.....	1 08	do 3-in. do 11 do \$2.90.....	31 90
Brimstone, 10 lbs. at 2c.....	0 20	do 5-in. do 2 do \$2.75.....	5 50
Pig lead, 2,042 lbs. at 3½c.....	71 47	do 6-in. do 7 do \$2.70.....	18 90
Large egg coal, 10 tons at \$4.35.....	43 50	do 2½-in. do 3 do \$2.95.....	8 85
Rubber stopper, 1½ in.....	0 15	do 1½-in. do 5 do \$3.20.....	16 00
Waste cock, ¾.....	0 70	do 1¼-in. do 1 do \$3.60.....	3 60
Cast iron tea 7 x 6.....	10 45	do 2-in. clinch, 50 lbs. at \$3.85.....	1 93
Ground valve, 7 in.....	16 75	do 2½-in. do 100 do \$3.70.....	3 70
Stop and waste valves, 1 in., 2 at \$1.....	2 00	do ¼x19-in. moulding, 3 lbs. at 15c.	0 45
Iron pipe, 1½ in., 900 ft. at 5¼c.....	47 25	do ¾x19-in. do 3 do 12c.....	0 36
Galvanized iron pipe, ¾ in., 306½ ft. at	11 10	do ¾x18-in. do 3 do 10c.....	0 30
38c.....	4 00	do 1x16-in. do 3 do 8c.....	0 24
Elbows, ¾ x ½, 12½ doz. at 32c.....	6 90	do 1½x15-in. do 3 do 7c.....	0 21
Brass stop cocks, 1¼ in., 3 at \$1.30...	0 55	do 1x14-in. do 3 do 6c.....	0 18
Tee, 3 x 2½ x 2½, 1.....	7 75	do 1x1¼x1¼-in. do 6pkgs. at 18c	1 08
Drop elbows, ¾ in., 12½ doz. at 62c...	5 76	do 2x2¼x2¼-in. finishing, 3 kegs at	11 40
Cast elbows, 3 in. 45°, 12 at 48.....	1 80	\$3.80.....	213 75
do 2 in 45°, 12 at 15c.....	2 40	White lead, 4,500 lbs. at \$4.75.....	0 45
Closet seat hinges, 6 pair at 40.....	0 60	Brass buttons, 1-in., 3 doz. at 15c.....	23 93
N. P. screws, 6 doz. at 10.....	1 38	Venetian red, 1,450 lbs. at \$1.65.....	1 50
Cast tees, 6 x 4 x 4, 1.....	1 20	Burnt sienna, 6 tins at 25c.....	1 50
do 3½ x 4, 2 at 60c.....	0 60	Raw do 6 do 25c.....	0 77
do 4 x 2 x 4, 1.....	2 76	Bolts, ¾x3-in. carriage, 100 only.....	0 83
do 6 x 4, 2 at \$1.38.....	0 50	do ¾x4-in. do 100 do.....	0 88
do 2½ x 1½, 1.....	2 76	do ¾x4½-in. do 100 do.....	1 72
	\$797 33	do ¾x2-in. do 400 do at 43c	3 08
<i>Prison Stable.</i>		do assorted do 600 do.....	6 24
Oats, 200 bush. at 28c.....	0 56	do do do 500 do.....	2 48
Castor oil, 2½ galls. at 85c.....	2 13	do do do 300 do.....	1 44
Horse brushes, 1 doz.....	3 76	do do do 200 do.....	6 36
do do ¼ doz. at \$3.50.....	0 88	do do do 600 do.....	0 31
Mane combs, ¾ doz. at \$1.10.....	0 37	do 1¾x¼-in. tyre 100 do.....	0 33
Sponges, ½ lb. at \$1.....	0 50	do 2x¼-in. do 100 do.....	0 35
do 2 lbs. at 25c.....	0 50	do ¼x2¼-in. do 100 do.....	0 38
		do ¼x3-in. do 100 do.....	0 40

DETAILS of Expenditure, Kingston—Continued.

Maintenance of Buildings—Con.		8 cts.	Maintenance of Buildings—Con.		8 cts.
Bolts, ½x1-in. tyre 100 only		0 29	Pine, fine to clear, 10,120 ft. at \$27.50.		278 30
do ½x1½-in. do 100 do		0 29	Maple scantling, 200 ft. at \$15.		3 00
do ½x1½-in. do 100 do		0 29	Maple flooring, matched, 300 ft. at \$25		7 50
do assorted stove 1,400 do		4 33	Freight.		4 01
do barrie, 3 doz. at 50c.		1 50	Chlor. lime, 75 lbs at 2c.		1 50
do square, 2 doz.		2 45	Silico soap, 6 doz. at 75c.		4 50
do do 1 doz.		1 20	Phenyle, 662 lbs. at 10c.		66 20
do 6-in. square spring, 2 doz. at \$1.25		2 50	Rubber boots, 2 pair at \$3.		6 00
Boiled oil, 230½ galls. at 55c.		126 75	Burning kiln, P. Ryan.		7 50
Raw oil, 176½ galls. at 52c.		91 75	do J. Campbell.		13 50
Care of drains, 12 months at \$8.		96 00	Bright iron wire, 103 lbs. at 2½c		2 58
Wine colour, 6 tins at 23c.		1 38	Morewood's gal. iron, 12,936 lbs. at 5½c		711 48
Blind staples, 2 lbs. at 10c.		0 20	do 491 at 5½c		25 78
do do 4 doz.		0 40	Blasting powder, 6 kegs at \$2.		12 00
Screws, 1½x12-in., 6 gross at 26c.		1 56	Drop, black, 10 tins at 15c.		1 50
do 1x10-in. 28 do 19c		5 32	Firebricks, 500 at \$28.		14 00
do assorted, 38 gross.		20 17	Fuze, 1,000 ft.		4 50
do ½x3-in., 1 gross at 23c		0 23	Glass, 12 x 18, 4 boxes at \$1.40.		5 60
do 2½x12-in., 8 gross at 43c		3 44	do 12 x 18, 1 do		\$1.30
do 1x7-in. 2 do 15c		0 30	do 7 x 9, 24 do		\$1.30
do 1½x10-in. 8 do 22c		1 86	do 8 x 10, 6 do		\$1.30
Mortice locks, 4-in., 1 doz.		3 25	do 10 x 12, 4 do		\$1.30
do do 3½-in., 1 doz.		2 30	do 10 x 16, 4 do		\$1.40
Knobs, 2 doz. at 80c.		1 60	do 12 x 16, 4 do		\$1.40
Red lead, 200 lbs. at 4½c.		9 00	do 12 x 16, 1 do		\$1.30
Sperm oil, 1 gall.		1 35	do 14 x 16, 2 do		\$1.40
Sheet glue, 125 lbs. at 10c		12 50	do 18 x 26, 1 light.		0 17
Iron, ½-in. square, 50 lbs. at \$2.30.		1 15	do D. S. 13 x 52, 3 lbs. at \$1		3 00
do ½-in. do 41 do \$2.45.		1 01	do do 16 x 26, 2 lbs. at 15c.		0 30
do ½-in. round, 1,100 lbs. at \$1.72.		18 92	do do 13 x 28½, 2 lbs. at 24c		0 48
do 3½x1-in. round, 1,596 lbs. at \$1.72		27 45	do do 22 lbs.		7 52
do 3x½-in., 800 lbs. at \$1.97.		15 76	Gold bronze, 18 pkgs. at 6c.		1 08
do ½-in. round, 400 lbs. at \$2.05.		8 20	Copper do 10 do at 8c.		0 80
do ½-in. half round, 100 lbs. at \$2.35		2 35	Turpentine, 42½ gals. at 50c.		21 25
do ½-in. do 100 do \$2.05		2 05	Damar varnish, 3 gals. at \$1.50.		4 50
do ½-in. round, 100 lbs. at \$2.30.		2 30	Tin, 585½ lbs. at 15½c		92 22
do ½-in. square, 100 lbs. at \$2.30.		2 30	Spooner's phenyle, 284 lbs. at 10c.		28 40
do ½-in. do 100 do \$2.20.		2 20	Ornamental tiles, 6 x 6 x 1½, ½ doz. at 25c		1 50
do Swedish, 122 lbs at \$2.90.		3 54	Wire nails, 5 lbs.		0 80
do 2½x½-in., 590 lbs. at \$1.72.		10 15	Hexagon nuts, ½-in. 25 lbs. at \$5.65.		1 41
do square Swedish, 54 lbs. at 3½c		1 89	do ¾-in. 25 lbs. at \$5.95.		1 49
do 2x½-in., 542 lbs. at \$1.72.		9 32	Sheves, 6-in., 6 only at \$1.20.		7 20
do ½-in. K. & L., 500 lbs. at \$1.85.		9 25	do do at 60c.		3 60
do ½-in. square, 100 lbs. at \$2.25.		2 05	Double hubbs, 2 in., 3 only at 16c.		0 48
do 15,149 lbs. at \$1.72.		260 55	Gasoline, 10 gals. at 30c.		3 00
Cutting iron to exact lengths.		3 88	Rubber soles, 1 pair		0 75
Cyclone papers, 37 rolls at 65c.		24 05	Cement, 1 bottle.		0 15
Hard oil finish, 18 galls. at \$1.25.		22 50	Yellow ochre, 125 lbs. at 1½c.		1 88
Sheet lead, 4 lbs., 1,337 lbs. at 4½c		56 82	Oakum, 50 lbs. at 64c.		3 25
U. M. blue, 100 lbs. at 7½c.		7 50	Cast steel, ½-in., 25 lbs. at 12c.		3 00
Rivets, 1½ lb. tinned, 40 papers at 19c.		7 60	Glue N.C. 1 white, 5 lbs. at 16c.		0 80
do assorted, 18 papers at 17c.		3 06	Whiting, 750 lbs. at ½c.		3 76
Chrome yellow, 25 lbs. at 8½c.		2 13	Brown Japan, 20 gals. at 55c.		11 00
Frankfort green, 110 lbs at 4½c.		4 95	Muriatic acid, 5 gals. at 55c.		2 75
Am. vermilion, 5 lbs at 9½c.		0 48	Fire clay, 1,000 lbs.		3 38
Burnt umber, 50 lbs. at \$3.80.		1 90	Machine steel, 1,350 lbs. at \$2.45.		33 07
Raw umber, 50 lbs. at \$3.80.		1 90	Zinc, white, in oil, 50 lbs. at 8c.		4 00
Butts, broad reversible, 3 x 3, 1 doz.		0 47	Wall brushes, 3 only at \$1.		3 00
do do 3½ x 3½, 1 doz.		0 67	Best white shellac, ½ gal. at \$4.		2 00
do narrow steel, 2½, 2 doz. at 18c.		0 36	Shingles, 17,000 at \$2.50		42 50
Burnt umber, Japan, 6 tins, at 22c.		1 32	Ripping and planing for rolls.		6 00
Raw do do		1 32	Oak, 288 ft. at 35c.		10 80
Machine oil, 39/33 galls. at 27c.		10 62	Increase for soil pipe, 6 x 8.		2 50
Lamp black, 25 lbs. at 10½c		2 63	Brass butts, 1 x 1½, 1 doz		0 42
Soft wood, 193½ cords at \$2.37.		458 00	do do 2-in., 1 doz.		0 40
Hinges, light T, 4-in., 1 doz.		0 30	Rim locks, ½ doz. at \$1.70.		0 85
do do 6 in., 1 doz.		0 40	Gold leaf, 12 books at 35c.		4 20
do do 8 in., 1 doz.		0 50	Med. T. ng's, 12 only at 58c.		6 96
do do 10 in., 1 doz.		0 65	Dubois S. traps, 3 only at 41c.		1 23
Pine scantling, 2,862 ft. at \$17.50.		50 07	Yard grates, 3 only at 87c.		2 61
Matched flooring, 8,500 ft. at \$20.		170 00	Brass fasteners and screws, 1 doz. setts		1 75
Pine, clear, 2,000 ft. at \$35.		70 00	Brass butts, 2 x 2, 2 doz. pair at 85c.		1 70
do good common, 33,888 ft. at \$19.		643 88	do do 1½ x 1½, 2 doz. pair at 50c.		1 00

Department of Justice.

DETAILS of Expenditure, Kingston—Continued.

<i>Maintenance of Buildings—Con.</i>	\$	cts.	<i>Maintenance of Buildings—Con.</i>	\$	cts.
Rolled glass, 12 x 48, 40 lights at 65c.	36	00	Portland cement, 50 brls. at \$2.30	115	00
Hothouse pulleys, 2-in., 4 doz. at 55c.	2	20	do 100 brls. at \$2.14	329	00
Sleigh shoe, steel, 325 lbs. at \$2.10	6	83	Twisted fence wire, 1,030 lbs. at 3c.	30	90
Alabastine, 6½ boxes at \$6.	39	00	Dubois S. traps, 1½ in., 3 at 47c.	1	41
Iron padlocks, ½ doz. at \$3.60	1	80	Making 4 locks	24	20
Wove wire, 12 ft. at 10c	1	20			
Extra special cast steel, 289½ lbs.	22	44			
Corn starch, 5 lbs. at 8c	0	40			
Coil chain, ¼ in., 100 lbs. at 4½c.	4	50			
Galvanized iron, 432 lbs. at 5½	22	68			
Elm, 1,000 ft. at 10c	10	00			
Hard maple, 500 ft. at 20c.	10	00			
Pine, 2nd quality, 3,000 ft. at \$12.50	37	50			
Basswood, 1,000 ft. at \$15.	15	00			
Ash, 500 ft. at \$15	7	50			
Med. p. traps, 12 at \$1.06	12	72			
Lead waste pipe, 12 lengths at 85c	10	20			
Shellac, 3 galls. at \$2.10.	6	30			
Putty, 544 lbs. at 2c	10	88			
Machine screws, 350 lbs. at \$2.25.	7	88			
Front door sets, 3 at \$3.50	10	50			
Braided cord, 1 box	2	25			
Deep sea line, 19 lbs. at 13½	2	57			
Sal. ammonia, 10 lbs. at 13c	1	30			
Golden ochre, 50 lbs. at \$2.55.	1	28			
Unguent. hyd. Fort., 1 lb. at 40c.	0	40			
John McWaters, services as night- watchman at warden's house	200	00			
Hooks and eyes, 2 in., 4 doz. at 7c	0	28			
do 2½ do 8c	0	32			
do 4 do 10c	0	40			
Thumb latches, 1 doz	0	45			
Staples, 100 lbs	2	25			
Tinned iron, No. 26, 72 lbs. at 7½	5	58			
Flange unions, 3 in., 2 at 68c	1	36			
Webber gate valves, 3 in., 2 at \$4.	8	00			
Sanitus trap, nickle plated, 1	5	50			
Lead pipe, ¾ in., 6 ft.	1	12			
Stop and waste cock, ½ in.	1	00			
Nautilus closet	59	00			
Basin coupling	0	60			
Solder, 5 lbs. at 30c	1	50			
Nickle plated pipe, ½ in., 5 ft. at 40c.	2	00			
Lead pipe, 1½ in., 18 ft.	0	25			
do 6 lbs. at 4c.	0	24			
Nickle plated screws	0	20			
Basin clamps, 4 at 10c.	0	40			
do chain, 1	0	15			
Chain stay, 1	0	75			
Brass thimble, 1	0	35			
Lead tags, 4 pr. at 4c.	0	16			
Canada plate, 5 bxs. at \$2.25.	11	25			
Auger bits, 1 set	1	60			
K. & T. nipples, 2 in., 2 at 12c.	0	24			
do 1½ in., at 7½c.	0	29			
do ½ in., 1 at 2c.	0	55			
Branch headers, 2 at \$1.65.	3	30			
do 2 at 1c.	0	02			
Bushing, ¾ x 1, 1	0	02			
Steamfitter, 30½ d. at \$2.50	76	25			
Helper, 26 d. at \$1.	26	00			
Elbows, 45° 2 in., 6 at 15c.	90	00			
do K. & T., 2 in., 5 at 14	70	00			
do 1½ in., 4 at 7c	28	00			
Buckles, 2 in., 6 at 13c.	0	78			
Bend, 1 in., 1	1	35			
Basin cocks, 1 pr.	4	00			
Nickle plated brackets, 1 pr	1	50			
Oval wash basin, 1	2	75			
Fire steel, 52 lbs. at \$2.10.	1	09			
Blue, 25 lbs. at 8c	2	00			
Brass soldering couplings, 6 in., 6 at 45	2	70			
McLellan vent, 1½ in., 1	3	30			
				5,386	83
			<i>Maintenance of Machinery.</i>		
			Caustic soda, 75 lbs. at 5c.	3	75
			Brimstone, 5 lbs. at 2c.	0	10
			Castor oil, 4 galls. at 85c.	3	40
			Soap, common, 12,461 lbs. at 3½c.	404	97
			do castile, 16 lbs. at 9c	1	44
			do do 82½ at 8c	6	58
			Coal oil, 273, ⅔ galls. at 15	40	96
			Gasoline, 40 galls. at 30c.	12	00
			Lessive phoenix, 2,912 at 7c	203	84
			Helmet grease, 29 lbs. at 35c	10	15
			Oakum, 50 lbs. at 6½c.	3	25
			Candles, 55 lbs. at 10c	5	50
			Candle wick, 6½ in. at 20c.	1	35
			Burnshine, 2 doz. at \$2.	4	00
			Metal polish, 5 lbs. at 75c	3	75
			Red lead, 100 lbs. at 4½	4	50
			Rubber packing, 82½ lbs. at 25c	21	12
			do 68½ lbs. at 24c.	16	44
			Garloch packing, 10½ lbs.	7	47
			King do 14½ lbs. at 90c.	13	10
			Spiral do 4½ lbs. at 90c.	4	16
			do do 2½ lbs. at 65c	1	79
			Plumbago do 8 lbs. at 30c.	2	40
			do do 10 lbs. at 35c.	3	50
			Jenkins do 21 lbs. at 73c.	15	33
			Garloch kings, 3 doz. at 85c.	2	55
			Olive oil, 1 pint.	0	13
			Cylinder oil, 48 galls. at 60c	28	80
			Engine oil, 88 galls. at 65c.	57	20
			Boiler compound, 163 lbs. at 75c.	122	25
			Graphite, 10 lbs. at 25c.	2	50
			French chalk, 25 lbs. at 20c.	1	00
			Asbestos wicks, 6 balls at 10c.	0	60
			Shellac, 2 galls. at \$2.10.	4	20
			Champion soap, 50 lbs. at 4c	2	00
			Star sand paper, 12 quires at 11c.	1	32
			Fire bricks, 200 at \$2.80.	5	60
			White cotton waste, 138 lbs. at 8½c.	12	08
			Fire clay, 5,175 lbs. at \$6.75.	17	47
			Material for hot water washer, 2 feet.	3	00
			Belting, 6½-in., 80 ft. at 21½c.	17	20
			do 6-in., oak tanned, 51 ft. at 38c.	19	38
			Bushings, 5 x 4, 1 at 56c.	0	56
			do 3 x 2, 3 at 18c.	0	54
			do 1 x ¾, 12 at 2½c.	0	33
			do 1 x ¾, 12 at 3c.	0	36
			do 4 x 2, 1 at 30c.	0	30
			Castings, 5,447 lbs. at 4c.	217	88
			Casting for hoisting gear, 271 lbs. at 4c	10	84
			Cast Tee, 4 x 2, 1	0	90
			Reducing couplings, 5 x 4, 2 at 75c.	1	50
			Safety chain, 100 yds. at 5c.	5	00
			Jenkins discs, ½-in., 12 at 7c.	84	00
			do ¾-in., 12 at 8c	0	96
			do 1-in., 12 at 10c.	1	20
			Cast elbows, 2-in., 6 at 12c.	0	72
			do 1-in. k., 48 at 4c.	1	92
			do 1-in. k. l., 24 at 5c	1	20
			do ¾-in. k., 12 at 3½c.	0	42
			do ¾-in. k. l., 24 at 33c.	0	66
			do 1½-in. k., 12 at 7c.	0	90
			do 2-in. k. l., 2 at 12c.	0	24
			Way elbows, 1-in., 6 at 10c.	0	60
			Drills, 1 doz	2	29

DETAILS of Expenditure, Kingston--Continued.

<i>Maintenance of Machinery--Con.</i>		§	cts.	<i>Maintenance of Chapels--Con.</i>		§	cts.
Twist drill, 1/2-in., 1		0	40	Hymn books		53	20
do 3/8-in., 1		1	12	Butler's catechism, 2 doz. at 40c		0	80
do 1/2-in., 1		1	33	Music paper		4	70
do 5/8-in., 1		1	50	Olive oil, 4 galls. at \$1		4	00
do 7/8-in., 1		1	95	Altar wine, 9 bottles at 50c		4	50
Machinists' taps, 1/2-in., 1 set		0	84	Floats, 12 boxes at 12 1/2c		1	50
do 3/4-in., 1 set		0	93	do 6 boxes at 15c		0	90
do 1-in., 1 set		1	05	Charcoal, 3 boxes at 50c		1	50
do 1 1/8-in., 1 set		1	13	do 6 boxes at 60c		3	60
do 1 1/4-in., 1 set		1	32	do 2 boxes at 65c		1	30
Oilers, "pint squirt," 2 at 35c		0	70	Incense, 4 boxes at \$1		4	00
Dodge split pulleys, 20 x 1 1/2 x 13, 2 at \$6.		12	00	do 6 boxes at 50c		3	00
Sheet zinc, 12 lbs., \$4.95		0	59	Tallow candles, 21 lbs. at 50c		10	50
Asbestos pipe joint runners, 2 at 55c		1	10	do 30 1/2 lbs. at 45c		13	72
Rubber valves, 4 1/2 lbs. at \$1		4	50	Tapers, 1 box		0	13
Asbestos do 1 1/2-in., 2 at \$6.25		12	50	do 3 boxes at 25c		0	75
Check do 3/4-in., 6 at \$1.17		7	02	Gold bronze, 24 papers at 6c		1	44
Tile pipe, 24-in., 9 ft. at \$1.30		11	70	Copper bronze, 20 papers at 8c		1	60
Wove wire, 12 yds. at 8c		0	96	Linen supplies for altar boys, 4 only at \$3.25		13	00
Trimo wrench, 18-in., 1		2	90	Soutans for altar boys, 4 only at \$2.75		11	00
Pipe do 24-in., 1		4	50	White chalk		0	06
Stults plyers, 3 pair		3	00	Fish glue, 7 lbs. at 16c		1	12
Round nose plyers, 1 pair		0	20	Scissors, 8-in., 1 pair		0	58
Ladle, 1		0	15	Oil cloth, 11 yds. at 60c		6	60
do 1		0	25	Feather duster, 1 only		0	40
Gage glasses, 20 x 3/8, 1 doz		1	20	Repairing clock		1	25
Washers for glasses, 2 doz. at 35c		0	70	Tuning and repairing organ, Protestant chapel		20	00
Water gauges, 2 sets at \$7		14	00	Tuning and repairing organ, R. C. chapel		18	00
Iron marine cocks, with brass plugs and screened, 2-in., 6 at \$7.50		45	00	Care of R. C. chapel by Sisters of Charity for 1 year.		35	84
Stop and waste cock, 1 1/2-in., 1		1	75			254	27
Rivets, 17 1/2 lbs		1	40	<i>Stationery.</i>			
3 sheets of steel, 72 x 30 x 20, 67 at 2 1/2c		1	84	Stationery		344	34
Tubes, 3-in., 24 ft. at 17 1/2c		4	20	do for Queen's Printer		665	61
do 3 1/2 x 16, 32 ft. at 20c		6	40			1,009	95
Jaw, 1		1	25	<i>Telegrams.</i>			
Screw drivers, 3-in., 2 at 15c		0	30	Telegrams		67	65
Nipple, 6 x 4 1/2, 1		0	67	<i>Postage.</i>			
Brass solder unions, 9		2	04	Postage		104	17
Files, 12-in., flat smooth, 1/2 doz. at \$4.80		2	40	<i>Telephones.</i>			
do 8-in., wood, 1/2 doz. at \$1.88		0	94	Telephones		78	30
Tag mould		4	25	<i>Freight.</i>			
Reducers, 4 x 2, 2 at 30c		0	60	Freight		0	35
Babbitt metal, 45 1/2 lbs. at 15c		6	83	<i>Furniture and Furnishing.</i>			
Rules, 1/2 doz. at \$2.90		1	45	Yale padlocks, 1 1/2 inch, 1/2 doz. at \$10.		5	00
Air pump for gasoline stove		2	35	do 1 1/2 do 1/2 do \$11.75		5	88
Pipe castings for stationery engine		3	50	do 2 1/2 do 1 do \$16.00		16	00
Castings and grate for furnace		5	00	do 2 1/2 do 1/2 do \$20.25		10	13
Smoke box for furnace		6	00	Chest locks 2 do 1/2 do \$ 1.25		0	62
Cutting 4 gears		12	00	do 2 1/2 do 1/2 do \$ 1.50		0	75
Repairing boilers, 235 h. at 30c		70	50	Cupboard locks and keys, 1 1/2 doz. at \$4		6	25
Chas. Smeaton's acct., 3 d. at \$3		9	00	Brass drawer locks, 2 1/2 inch, 1/2 doz. at \$5		2	50
do do 3 1/2 lbs. cement at \$1		3	50	do 2 do 1/2 do \$4.		2	00
Freight and cartage		29	17	do 1 1/2 do 1/2 do \$3.50		1	75
Express charges		1	60	Iron drawer locks, 2 1/2 in., 2 doz. at 50c		1	00
		1,655	77	Blank padlock keys, 6 doz. at \$2.		12	00
				Stove pipe wire, 10 lbs. at 5c.		0	50
<i>Maintenance of Armoury.</i>							
Cartridges, 38 S. and W., 4,000 at \$8.10		32	40				
do Snider ball, 8,000 at \$8.		64	00				
do 3/4-255, 4,000, less 30 p.c. and 2 p.c. at \$33.		90	55				
Freight		1	00				
Customs entry		0	25				
Care of armoury, 12 m. at \$4		48	00				
		236	20				
<i>Maintenance of Chapels.</i>							
New testaments, R.C., 24 only		3	50				
Bibles, 50 only at 20c		10	00				
Prayer books, 118 only		21	78				

Department of Justice.

DETAILS of Expenditure, Kingston—*Continued.*

Furniture and Furnishing—Con.	\$ cts.	Beds and Bedding.	\$ cts.
Brass strainer wire, 1 yard	0 90	Blankets, 300 at \$1.95	585 00
Galvanized wire cloth, 30 in., 3 yds. at 20c	0 60	Twilled cotton, 1,752½ yds. at 7¼c	126 18
Wire door mat, 1 only	2 25	Grey cotton, 238 yds. at 5¼c	12 36
Tacks, 8 oz. cut, 1 doz pkgs	0 26	Tickings, 1,171 yds. at 14¼c	166 87
Tanglefoot, 2 boxes	1 00	Oat straw, 7,890 lbs. at \$9.50	37 48
Blinds, 3 only at \$1	3 00	Matrass twine	7 25
Manilla paper, 3½ reams at \$8	26 00	Freight	14 45
do do ¼ do \$7.55	5 67		949 59
Toilet paper	220 00		
Shoe blacking, 7 doz. boxes at 75c	5 25		
Putz polish, 16 doz. at \$3.75	60 00		
Stove polish, 3 doz. at 25c	0 75		
White waste, 20 lbs. at 9c	1 80		
Silico soap, 6 doz. at 75c	4 50		
Condy's fluid, 5 galls. at \$1.50	7 50		
Demijohn, 1 only	0 50		
Bath brick, 8 doz. at 40c	3 20		
Binding, 2 gross at 65c	1 30		
Chamois skins	8 16		
Twine	2 16		
do 6 balls at 15c	0 90		
do 8 do 17c	1 36		
do 5 do 25c	1 25		
Bunting, 10 yds. at 25c	2 50		
Binding, ½ gross at \$2.50	1 25		
Signal halyards, 10 yds. at 15c	1 50		
Crash towelling, 1,898 yds. 7¼c	178 10		
Linen towels, 10 doz. at \$2.25	22 50		
do 3 do 1.23	3 69		
Eight day oak clock	3 25		
Repairing clocks	7 40		
do scales	27 00		
Large castors, 4 doz. at \$3.75	15 00		
Cover for No. 20, New Alaska	1 25		
Grate for No. 14 do	0 90		
Door spring	0 25		
Pine clear and dry, 500 ft. at 35c	17 50		
do fine to clear, 160 ft. at 27¼c	4 40		
Sponges, 2 only at 20c	0 40		
Christmas decoration "palm"	0 55		
New process oil heater	6 00		
Union plate, all bevelled, 1½ in.	27 00		
Cocoa mats, 3 only at \$1.80	5 40		
Rubber stamps, 3 at 35c	1 05		
Barber's bar, 10 lbs. at 35c	3 50		
Pins, 12 pyramids at 7c	0 84		
Roll grate	5 50		
Window grates, 2 only at \$1.50	3 00		
Top square plate, 1 only	4 50		
Large ring, 1 only	1 50		
Cover, 1	1 25		
Hemp rope, 1 in., 55 lbs. at 9c	4 95		
Window blinds, 2 only at 80c	1 60		
Cups and saucers, 4 doz. at 35c	3 40		
Crocks and covers, 1 gall., ½ doz. at \$2.50	1 25		
Vegetable dishes, 2 at \$2	4 00		
Steel clad bath, No. 1	30 25		
White basin, 15 x 19	2 25		
Marble slab and back	6 60		
N. P. basin plug	0 30		
Chain stay	0 25		
Basin clamps, ½ doz	0 36		
Opening valves, 3 only at \$3.55	10 65		
Hat and coat hooks, 6 doz. at 12c	0 72		
Clothes pins, 6 doz. at 3c	0 18		
Bricks, No. 88 and 89, 3 sets at \$3.50	10 50		
Horn holders, 2 only at 10c	0 20		
Freight	4 41		
	851 54		
		<i>Prison Utensils.</i>	
		F. & M. black scoops, ½ doz., at \$15.	7 50
		Fox's do No. 2, ½ doz. at \$6	3 00
		Shovels, 5 doz. at \$5	25 00
		Coal scoops, ½ doz. at \$9.75	4 88
		do round nose, ½ doz. at \$7.	3 50
		Brooms, 3 doz. at \$1.40	4 20
		do 57 doz. at \$2.50	142 50
		Feather dusters, 2 at 40c	0 80
		Hair brooms, ½ doz. at \$7.54	3 78
		Brushes, 4 doz. at \$1.50	6 00
		Paperhanger's brush, 1 only	0 60
		Stove brushes, 2 doz. at \$1.50	3 00
		Shoe do 3 doz. at \$2.25	6 75
		Dust do 1 doz	3 60
		Hair do ¼ doz. at \$2.50	0 42
		Whisks, 4 doz at \$1	4 00
		Cobweb brooms, 3 at 20c	0 60
		Bath brick, 2 doz. at 40c	0 80
		Washboards, ¼ doz. at \$2	0 50
		Putz polish, 10 doz. at \$3.75	37 50
		Sperm oil, ¼ gall., \$1.35	0 34
		Scrubbers, 1 doz.	0 90
		Rakes, 14 tooth, ½ doz. at \$4	2 00
		do 12 tooth, ½ doz. at \$3.75	1 88
		Files, rd. bast., 6-in. 1	0 11
		Long handle spoons, 2 at 10c	0 20
		Tumblers, 2 at 6c	0 12
		Lanterns, 2 at 75c	1 50
		Chopping axes, ½ doz. at \$5.50	2 75
		Vinegar faucet, 1	0 10
		Molasses gauge, 1	4 00
		Basswood, 1,000 ft.	15 00
		Combs, 2 gross at \$4.80	9 60
		Handbell	1 00
		Mica, 7½ x 4, 12 pieces	1 50
		Office cuspidor, 1	0 50
		Meat saw blade	0 45
		English boning knife, 8-in., 1	0 50
		Butchers cutting knife, 8-in., 2 at 50c.	1 00
		Enamelled saucepan, 1	0 75
		do do 1	1 20
		Agate saucepan, 1	0 35
		Jug, 1	0 75
		Enamelled kettles, 2 at 90c	1 80
		Table spoons, 2 gross at \$2.40	4 80
		Potato parers, 1 doz.	6 50
		Hoop iron, 861 lbs. at 2¼c	19 37
		Russia iron, 115 lbs. at \$9.75	11 21
		Iron wood, ¾ cord	6 00
		Round wick for oil stove	0 10
		Burner for gasoline stove	0 25
		Bottom plate with roller	1 50
		Repairing and adjusting platform scale	3 00
		Screws, 2 doz. at 15c	0 30
		Tongues and knives, 1 doz.	1 25
		Mouse traps, ¼ doz. at 75c	0 38
		Rubber, 14 x 2½, 6 pieces at 35c	2 10
		Mastadon manilla, 2 reams at \$8.	16 00
		Razors, 1 doz.	4 50
		Barbers combs, 1½ doz. at 75c	1 00

DETAILS of Expenditure, Kingston—Continued.

<i>Prison Utensils—Con.</i>		<i>§ cts.</i>	<i>Farm Implements.</i>		<i>§ cts.</i>
Hair clippers, 3 pair at \$1.25		3 75	Rakes, 14 tooth, $\frac{1}{4}$ doz., at \$4		1 00
Bottom plate for hair clippers		1 25	Hay rakes, 2 only at 12 $\frac{1}{2}$ c		0 25
		390 49	Hand rakes, 4 only at 12 $\frac{1}{2}$ c		0 50
<i>Library.</i>			Hay forks, 6 only at 30c		1 80
Millboard, 23 x 34, 72 sheets		6 50	Potato forks, $\frac{1}{2}$ doz. at \$7.50		3 75
Fish glue, 20 lbs. at 16c		3 20	do $\frac{1}{2}$ doz. at \$7		3 50
Alum, 2 lbs.		0 25	Manure forks, 6 only at 75c		4 50
Linen thread, 1 lb		0 53	Fork handles, 6 only at 13c		0 78
Needles, 1 paper		0 04	do 6 only at 15c		0 90
Feather duster		0 60	Grass scythes, 6 only at 60c		3 60
Freight		1 70	Scythe and snath		1 75
Express charges		1 15	Scythe stones, 1 doz		0 50
Toronto "Globe," subscription 1 year		6 00	Fine whitestone		0 10
Ottawa "Free Press" do		6 00	Plow, No. 5		12 00
Kingston "Whig" do		6 00	Plow head		3 00
Kingston "News" do 2 years		12 00	Plow points		6 33
Magazines		24 07	Spring teeth, 6 only at 40c		2 40
Books		116 62	Victor shears, $\frac{1}{2}$ doz. at \$3		0 75
		184 36	Rubber spout		0 40
			Casting for rubber spout		0 50
					48 31
<i>Office Books.</i>			<i>Shops Generally.</i>		
Office books		62 73	Black wax, 10 lbs. at 8c		0 80
<i>Police Weapons.</i>			Beeswax, 5 lbs. at 40c		2 00
Carbines, model 1895, 35-56, 22-in., 24 at \$11		264 00	Borax, 200 lbs. at 7c		14 00
Freight		3 54	Star sand paper, 82 quires at 11c		9 02
Express charges		1 00	Starch, 39 lbs. at 6c		2 34
Customs entry		0 50	Sponges		1 42
		269 04	Flour emery, 5 lbs. at 5c		0 25
<i>Farm Crops.</i>			Emery cloth, 56 quires at 22c		12 32
Red clover seed, 2 bushels at \$5.50		11 00	do 20 do 44c		8 80
do 10 lbs. at 10c		1 00	Ground pumme stone, 5 lbs. at 25c		0 25
Timothy seed, 20 lbs. at 4 $\frac{1}{2}$ c		0 90	Flint's sand paper, 18 quires at 13c		2 34
do 6 bushels at \$2.50		15 00	do 6 do 15c		0 90
do 4 do \$2		8 00	Oxalic acid, 1 lb		0 10
Seed onions, 5 bushels at \$1		5 00	Sal. ammoniac, 19 lbs. at 13c		1 30
Seed pease, 40 bushels at 60c		24 00	Boiled oil, 1 quart		0 14
Beet seed, 3 lbs. at 30c		0 90	Sperm oil, 1 $\frac{1}{2}$ galls. at \$1.35		2 37
White beans, 4 bushels at \$1		4 00	Hard oil finish, 1 gall		1 25
Potatoes, 294 $\frac{1}{2}$ bushels at 30c		88 28	Machine oils, 43 galls. at 27c		11 61
Seeds		47 73	Turpentine, 87 $\frac{1}{2}$ galls. at 50c		43 96
Paris green, 75 lbs. at 15c		11 25	Shellac, 1 gall		2 10
Manure		97 20	Coal oil, 56 $\frac{1}{2}$ galls. at 15c		8 47
Phosphate powder, 1,125 lbs. at \$30		16 88	Manilla rope, 74 lbs. at 9c		6 66
Gilchrist compound, 1 box		1 40	Twine, 17 $\frac{1}{2}$ lbs. at 17c		2 94
Threshing, 3,171 bushels at 2c		63 42	Gasoline, 15 galls. at 30c		4 50
Cotton bags, 48 only at 18c		8 64	White chalk, 70 lbs. at 1c		0 70
Wire cloth, 2 ft. x 3 ft., 1 piece at 35c		0 35	Red chalk, 5 lbs. at 5c		0 25
do 2 ft. x 2 ft., 3 pieces at 40c		1 20	Crayons, 2 boxes at 75c		1 50
Express charges		1 00	Charcoal, 200 bushels at 16c		32 00
		407 15	Sand, 3 brls.		3 00
<i>Farm Stable.</i>			Blacksmith's coal, 50 $\frac{1}{2}$ tons at \$4.25		215 15
Oats, 101 bushels at 28c		28 28	Hickory, 6 cords at \$8		48 00
Hay, 20 $\frac{1}{4}$ tons at \$12.75		266 09	do 1 cord at \$7		7 00
Harness, 1 set		30 00	Marline, 1 doz. hanks		1 25
Large collar		5 00	Nenetian, 21 $\frac{1}{2}$ yds. at \$2.50		53 12
Repairing collar		1 75	Doe skin, 24 yds. at \$1.60		38 40
Toll paid by messenger		0 18	Pure rubber tubing, 3 ft. at 40c		1 20
Professional services, W. Nicholls, V.S		68 00	Sheepskin aprons, 1 doz.		8 00
Horses, 2 only at \$100		200 00	Wall brushes, $\frac{1}{2}$ doz. at \$6.60		3 30
do 1 only at \$90		90 00	do $\frac{1}{2}$ doz. at \$3.20		4 80
do 1 only at \$80		80 00	Bristles, 1 lb		10 00
		769 30	Varnish brushes, 2 $\frac{1}{2}$ doz. at \$7.20		18 00
			do $\frac{1}{2}$ doz. at \$6.		3 00
			Bears hair brushes, $\frac{1}{2}$ doz. at \$1.60		0 80
			White wash brushes, 1 $\frac{1}{2}$ doz. at \$7.50		11 26
			do $\frac{1}{2}$ doz. at \$4.80		2 40
			Varnish brushes, 1 doz		0 80
			Kalsomine brushes, $\frac{1}{2}$ doz. at \$22.		11 00
			do $\frac{1}{2}$ doz. at \$11.20		5 60
			Bristle brushes, 1 doz.		3 70

Department of Justice.

DETAILS of Expenditure, Kingston—Continued.

Shops Generally—Con.	\$ cts.	Shops Generally—Con.	\$ cts.
Stencil brushes, $\frac{3}{4}$ in., $\frac{1}{2}$ doz. at \$1.50.	0 75	Bucksaw blades, 30 in., 1 doz.	1 75
do 1 in., $\frac{1}{2}$ doz. at \$2.25.	1 13	Carpenters braces, $\frac{1}{2}$ doz. at \$5.	2 50
Painters duster brushes, $\frac{1}{2}$ doz. at \$3.	1 50	Red sable pencils, 2 doz. at \$1.75.	3 50
Alabastine, 400 lbs. at 6c.	24 00	Brick trowels, 12 in., 2 doz. at \$9.	18 00
Dualin, 33 $\frac{3}{4}$ lbs. at 30c.	10 13	Try squares, 20 x 6, $\frac{1}{2}$ doz. at \$2.10.	1 05
Blasting powder, 3 kegs at \$2.	6 00	do 20 x 7, $\frac{1}{2}$ doz. at \$2.30.	1 15
Detonators, 48 only at 1c.	0 48	Iron blocks, 8 in., 1 single.	3 50
Tailors shears, 2 doz. at \$13.50.	27 00	do 8 in., 1 double.	5 00
do 2 pair at \$4.	8 00	Blacksmiths' bellows, 40 in.	9 50
do 1 pair, 15 in.	12 00	Files, half rd., bast., 14 in., 1 $\frac{1}{2}$ doz. at \$5.40.	8 10
do 1 pair.	14 50	Files, half rd., bast., 10 in., 1 doz.	2 70
Button hole scissors, 2 doz. at \$2.50.	5 00	do flat, bast., 14 in., 15 $\frac{1}{2}$ doz. at \$5.40.	83 70
Scissors, 1 pair.	0 31	do half rd., smooth, 14 in., $\frac{1}{2}$ doz. at \$6.50.	1 63
Thimbles, 19 doz. at 10c.	1 90	do taper, saw, 3 $\frac{1}{2}$ in., 9 doz. at 70c.	6 30
Sewing machines, "Whites," 2 only at \$45.	90 00	do do 5 in., 3 doz. at 97c.	2 91
Sewing machine, 1 only.	40 00	do Jewett's flat, smooth, 14 in., $\frac{1}{2}$ doz. at \$6.50.	1 63
Fittings for sewing machines.	46 68	do Jewett's flat, smooth, 3 $\frac{1}{2}$ in., 6 doz. at 70c.	4 20
Machine needles, 19 doz. at 25c.	4 75	do Jewett's flat, smooth, 5 in., 6 doz. at 97c.	5 82
do 2 doz. at 35c.	0 70	do flat, bast., 12 in., 3 doz. at \$3.90.	11 70
Needles, 566 packages at 2 $\frac{1}{2}$ c.	15 58	do do 10 in., 1 doz.	2 70
Shoe thread No. 20, 4 lbs. at 63.	2 52	do do 12 in., 1 doz.	4 80
Lace leather, 19 $\frac{1}{2}$ lbs. at 60.	11 78	do do 10 in., 1 doz.	3 45
Steel socket hoes, $\frac{1}{2}$ doz. at \$3.25.	0 81	do do 14 in., 6 doz. at \$6.50.	39 00
Peg awls, 4 boxes at 85c.	3 40	do rd., bast., 6 in., 2 doz. at \$1.28.	2 56
Lasting tacks, 5 lbs. at 20c.	1 00	do taper, 9 in., 1 doz.	2 78
Emery straps, 1 doz.	2 00	Patent sash tools No. 6, 1 doz.	0 80
Rasps, 10 in., 1 doz.	3 00	do do 4, $\frac{1}{2}$ doz. at 55c.	0 28
Sew awls, 1 gross.	1 75	do do 2, $\frac{1}{2}$ doz. at 34c.	0 17
Stitching awls, 1 gross.	1 75	Nails, tin clout, $\frac{1}{2}$ in., 15 papers at 8c.	1 20
Stabbing awls, 2 doz. at 25c.	0 50	do 1 in., 15 do 7 $\frac{1}{2}$ c.	1 13
Awl blades, 1 doz.	0 15	do 1 $\frac{1}{2}$ in., 15 do 7 $\frac{1}{2}$ c.	1 12
Block punches, 3 only at 33c.	0 99	do do 1 $\frac{1}{2}$ in., 15 do 7 $\frac{1}{2}$ c.	1 13
Punches, 6 sets at 25c.	1 50	blued clout, 1 in., 12 do 5 $\frac{1}{2}$ c.	0 66
Wove wire, 2 ft. 6 in. x $\frac{1}{8}$ in., 10 lin. ft. at 15c.	1 50	do 1 $\frac{1}{2}$ in., 12 do 5 $\frac{1}{2}$ c.	0 66
Wire netting, 10 ft. at 35c.	3 50	do do 1 $\frac{1}{2}$ in., 12 do 5 $\frac{1}{2}$ c.	0 66
Square nuts, 50 lbs. at \$4.20.	2 10	do do $\frac{1}{2}$ in., 12 do 6c.	0 72
Machine screws, 2 gross at 27c.	0 54	Drills, straight shank, $\frac{1}{2}$ in., 2 $\frac{1}{2}$ doz. at 80c.	2 00
Grindstones, 2,000 lbs. at 75c.	15 00	Drills, straight shank, $\frac{3}{4}$ in., $\frac{1}{2}$ doz. at 88c.	0 44
Cut tacks, 3 doz.	0 71	Drills, straight shanks, $\frac{5}{8}$ in., 1 doz.	1 22
Wrenches, 14 in., $\frac{1}{2}$ doz. at \$6.50.	2 17	do do $\frac{1}{2}$ in., $\frac{1}{2}$ doz. at \$1.32.	0 66
Bradawls, assorted, 2 doz. at 5c.	0 10	do do $\frac{3}{4}$ in., $\frac{1}{2}$ doz. at \$1.46.	0 73
Small N. P. plyers, 1 pair.	1 25	do do $\frac{1}{2}$ in., $\frac{1}{2}$ doz. at \$1.73.	0 87
F. W. C. square pocket knives, 1 doz.	1 65	do do $\frac{1}{2}$ in., $\frac{1}{2}$ doz. at \$3.74.	1 87
Prescott emery wheels, 2 x 14 x 1 $\frac{1}{2}$, 5 only at \$8.	40 00	do do $\frac{5}{8}$ in., 1 doz.	4 29
Prescott emery wheels, 2 x 14 x 1 $\frac{1}{2}$, 2 only at \$6.25.	12 50	do taper shank, $\frac{1}{8}$ in., $\frac{1}{2}$ doz. at \$4.62.	1 54
C. S. turning chisels, 8 assorted.	2 07	do do $\frac{3}{8}$ in., 1 $\frac{1}{2}$ doz. at \$5.28.	7 92
Washers, $\frac{3}{4}$ in., 20 lbs. at 34c.	0 70	do do $\frac{1}{2}$ in., $\frac{1}{2}$ doz. at \$5.61.	2 80
Plastering trowels, 12 in., 1 doz.	15 00	do do $\frac{3}{4}$ in., $\frac{1}{2}$ doz. at \$6.60.	3 30
Coal scoop shovels, $\frac{1}{2}$ doz. at \$12.	6 00	do do $\frac{1}{2}$ in., 1 $\frac{1}{2}$ doz. at \$12.21.	18 32
Handsaws, No. 22, $\frac{1}{2}$ doz. at \$11.25.	5 63	do do $\frac{1}{2}$ in., 1 doz. at \$7.92.	7 92
do No. 26, $\frac{1}{2}$ doz. at \$14.50.	7 25	do do $\frac{3}{8}$ in., $\frac{1}{2}$ doz. at \$4.29.	2 15
Tenon saws, 12 in., $\frac{1}{2}$ doz. at \$8.40.	4 20	do do $\frac{1}{2}$ in., 1 doz. at \$9.24.	9 24
Compass saws, 10 in., $\frac{1}{2}$ doz. at \$2.10.	1 05	do do $\frac{1}{2}$ in., $\frac{1}{2}$ doz. at \$7.26.	3 63
Sew halfts, 3 at 30c.	0 90	do Morse, $\frac{3}{4}$ in., $\frac{1}{2}$ doz. at \$9.24.	4 62
Patent peg halfts, 2 at \$1.	2 00	Subscription to "Sartorial Art Journal," 1 year.	10 00
Harness awls, 1 gross.	0 60		
Axes hand, Warnocks No. 5, $\frac{1}{2}$ doz. at \$7.40.	3 70		
Fitches, $\frac{3}{4}$ in., 1 doz.	0 80		
do $\frac{1}{2}$ in., 1 doz.	0 64		
Woodworkers vice.	4 00		
Screw plates, 1 $\frac{1}{2}$ in., 1 set.	16 00		
B. W. rules, 6 doz. at \$2.90.	17 40		
Steel rules, 1 doz.	3 10		
Putty knives, 1 doz.	1 25		
Pointing trowels, 5 $\frac{1}{2}$ in., 2 doz. at \$3.	6 00		
do 6 in., 1 doz.	3 60		
Double chisel brushes, 1 doz.	3 70		
Drawer locks, 2 $\frac{1}{2}$ in., 1 doz.	0 50		
			1,474 72
		<i>Binder Twine.</i>	
		Professional services, W. B. Doherty.	38 30
		do Hardy, Wilkes & Hardy.	15 53
		do MacLennan, Liddle & Cline.	3 06
		do T. G. Mathers.	451 95

DETAILS of Expenditure, Kingston—Continued.

Binder Twine—Con.		8 cts.	Binder Twine—Con.		8 cts.
Professional services, J. Machar, Q.C.		8 50	Sheepskin aprons, $\frac{1}{2}$ doz. at \$8.		4 00
do J. S. Hall, Q.C.		5 00	Aprons, 8 x 7 x 12, 6 only at \$7.		12 00
do W. A. Wilkes		7 00	Stencil brushes, $\frac{1}{2}$ doz. at \$3.		1 50
do J. T. Mather		36 74	do 1 doz.		2 25
Travelling expenses, D. Stewart		19 85	Binder twine ball tags, 150 M. at 20c.		30 00
do W. S. Hughes		81 50	Shipping tags, 25 M. at 90c		22 50
Advertising		402 80	Protest fees		1 38
Postage stamps		18 00	Manilla hemp, 1 M. bales		11,507 35
Office supplies, F. cap. reg. book		1 80	Sisal, do 3 M. do		33,681 20
do type writing paper		0 28	Bags, 11 M. at 7 $\frac{1}{2}$ c		731 88
do carbon paper		3 20			
do Shannon files		3 20	<i>Buildings.</i>		55,067 92
Freight and cartage		2,588 07	Fust, single tape, 4 M. ft. at \$4.50		18 00
Express charges		3 10	Blasting powder, 29 kegs at \$2.		58 00
Customs entries		3 00	Dualin, 17 $\frac{1}{2}$ lbs. at 30c.		5 25
Storage and handling binder twine		86 57	Caps, 103 only at 1c.		1 03
Large egg coal, 828 $\frac{1}{2}$ tons at \$4.35		3,603 98	Dynamite, 42 sticks at 25c.		10 50
Fire proof paint, 250 lbs. at 1 $\frac{1}{2}$ c.		4 38	Caps for dynamite, 3 doz. at 35c.		1 05
Sal. soda, 25 lbs. at 1c		0 25	Bricks, 26 M. at \$6.40		166 40
Lamp wick, 1 doz.		0 10	Building sand, 100 c. yds. at 88c.		88 00
Lamp glasses, $\frac{1}{2}$ doz. at 60c.		0 30	do 100 c. yds. at \$1.		100 00
Yellow ochre, 635 lbs. at 1 $\frac{1}{2}$ c.		9 53	Gasoline, 5 galls. at 30c.		1 50
Splindle oil, extra, 133 $\frac{1}{2}$ galls. at 20c.		34 71	Oakum, 50 lbs. at 6 $\frac{1}{2}$ c.		3 25
Winter black, 39 galls. at 12c.		4 68	Till drain pipe, 8-in. 999 ft. at 15 $\frac{1}{2}$ c.		157 34
do 1,312 galls. at 9c		118 08	Intake pipe, 10-in. 576 ft. at \$1.95		1,123 20
Summer black, 466 galls. at 9c.		41 94	Brass pipe, 1-in. 15 ft. 5-in. at 40c.		6 17
Castor oil, 1 gall.		0 85	Soil pipe Y's, 2 x 2, 6 only at 31c.		1 86
Cordage oil, 2,291 galls. at 11 $\frac{1}{2}$ c.		343 96	Elbows, 8-in., 2 only at 70c.		1 40
do 2,304 $\frac{1}{2}$ galls. at 10c.		330 44	Running H. H. trap, 8-in., 1 only		2 00
Golden ochre, 700 lbs. at \$2.25		17 85	Y junction, 8-in., 1 only		0 80
Venetian red, 1,350 lbs. at \$1.65		22 28	Bends, 2 $\frac{1}{2}$ -in., 9 only at 20c.		1 80
Barrels, 70 only		70 00	do 2 $\frac{1}{2}$ -in., 9 only at 20c.		1 80
Manilla rope, $\frac{1}{2}$ in., 15 lbs. at 9c.		1 35	Drop tees, 1 x $\frac{3}{4}$, 6 only at 12c.		0 72
Leather belting, 1 $\frac{1}{2}$ in., 162 ft. at 8 $\frac{1}{2}$ c.		13 77	Tees, 8 x 6 and 6 x 8, 2 only at 80c.		1 60
do 2 in., 160 ft. at 11 $\frac{1}{2}$ c.		18 40	Cast iron ball joints, 5 only at \$10.		50 00
do 4 in., 100 ft. at 25c.		25 00	Pattern for friction pulley		1 20
Lace, leather, 5 $\frac{1}{2}$ lbs. at 60c.		3 15	Tin, 31 lbs. at 15 $\frac{1}{2}$ c.		4 89
Twine, No. 126, 125 lbs. at 17c.		21 25	Glass, 12 x 24, 4 boxes at \$1.40.		5 60
Scythes, 3 only at 60c.		1 80	Shingles, 25 M. at \$2.50.		62 50
Cast steel, 21 lbs. at 9 $\frac{1}{2}$ c.		2 00	Pine, good common, 2,198 ft. at \$19.50		42 88
Castings, 2,176 lbs. at 4c		87 04	do 3,278 ft. at \$19.		62 28
do for spreader		6 00	Oak, 160 ft. at 35c.		5 60
Pattern for gear		5 00	Granite blocks and chips, 46 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ tons		
Gear blank, 37 lbs. at 4c.		1 48	at \$1.25		58 25
Turning, boxing and fitting gear blank		2 00	Brass, No. 15, 27 lbs. at 19c.		5 13
Milling large gear		6 50	Sash cord, 25 hanks at 60c.		15 00
Gears, 63 lbs. at 4c.		2 52	do weights, 50 lbs. at 4c.		2 00
Spool head, 510 lbs.: case, 60 at 6c.		31 20	Castings, 1,356 lbs. at 4c.		54 24
Special castings, 50 lbs. at 6 $\frac{1}{2}$ c.		3 25	do special, 3,420 lbs. at 6c.		205 20
do extra, 3 only at \$1.65		4 95	do do 3,352 lbs. at 5c.		167 10
Biederman fly arms, 8 lbs. at \$4		32 00	Angle iron, 1,447 lbs. at 2 $\frac{1}{2}$ c.		36 18
do frictions, 8 only at \$16.		128 00	Round common iron, $\frac{7}{8}$ -in., 452 $\frac{1}{2}$ lbs.		
Traverse screws, 3 only at \$6.		18 00	at 6 $\frac{1}{2}$ c.		29 42
Bevel gears, extra special, 4 prs		2 49	Band iron, 830 lbs. at \$1.97.		16 35
Round files, 6-inch, $\frac{1}{2}$ doz. at \$1.28.		0 64	Square common iron, 4,150 lbs. at \$1.45		60 18
do 12-inch, $\frac{1}{2}$ doz. at \$3.90.		1 95	do refined iron, 920 lbs. at \$2.		18 40
Shoe knives, F.W.C., 1 doz.		1 65	Iron, 15,621 lbs. at \$1.72.		268 68
Scale, 1 lb., 1 only		16 00	Malleable iron levers, 2,073 lbs. at 5c.		103 65
Hoops for broad hoop milk cans, 30 sets at \$1.65.		49 50	Machine steel, 1 $\frac{1}{2}$ -in. round, 3,337 lbs.		
Drawing frame conductors, 3 only, casing 75c. at \$1.25		4 50	at \$2.45.		8 26
Shears, 11-inch, $\frac{1}{2}$ doz. at \$13.50		6 75	T steel, 565 lbs. at 3c.		16 95
Indicator for breaker		50 00	Improved Titan closets, 41 "C" \$3.43		174 93
do spreader		50 00	do 75 "B" \$5.13		384 75
Change pulleys, 44 only at 80c.		35 20	Crates, 126 at 50c.		63 00
Bobbin washers, 63 lbs. at 20c.		12 60	Slate flooring, 2,370 ft. at 35c.		829 50
Round banding, $\frac{1}{2}$ -in., 150 ft. at 5c.		7 50	Pillow ends, 111 at 6c.; boxing, 25c.		6 91
Brass spring wire, 15 lbs. at 16c.		2 40	Barrels, 7 only at 25c.		1 75
do 5 lbs. at 20c.		1 00	Freight		115 82
Giant chain, 30 ft. at 8c.		2 40	Cartage		17 60
Nipples, 19 lbs. at 4c.		0 76	Customs entries		1 00
Wheels, 77 lbs. at 4c		3 08			
					4,646 87

Department of Justice.

DETAILS of Expenditure, Kingston—*Concluded.*

	\$	cts.		\$	cts.
<i>Escapes.</i>			<i>Working Expenses—Con.</i>		
Escapes.....		9 15	Water supply.....	797	33
<i>Advertising.</i>			Prison stable and vehicles.....	280	94
Advertising.....		282 70	Maintenance of buildings.....	5,386	83
<i>Travelling Expenses.</i>			do machinery.....	1,655	77
Street Railway Co., 2,700 tickets....	27	00	do arraoury.....	236	20
J. H. Metcalfe.....	20	20	do chapels.....	254	27
W. Sullivan.....	50	50	Stationery.....	1,099	95
D. Stewart.....	40	00	Postage.....	140	17
C. J. Adams.....	17	95	Telegrams.....	67	65
			Telephones.....	78	30
			Freight.....	0	35
		155 65			
<i>Legal Expenses.</i>			<i>Prison Equipment.</i>		
J. Maehar, Q.C.....		20 00	Furniture and furnishing.....	851	54
			Beds and bedding.....	949	59
<i>Staff.</i>			Prison utensils.....	390	49
Salaries, general.....	17,349	09	Library.....	184	36
do police.....	32,056	91	Office books.....	62	73
do industrial.....	13,756	40	Police weapons.....	269	04
Uniforms.....	3,772	82			
Retiring allowances.....	1,012	49	<i>Industries.</i>		
Police mess.....	1,230	61	Farm crops.....	407	15
			do stables.....	769	30
		69,178 32	do implements.....	48	31
<i>Maintenance of Convicts.</i>			Shops generally.....	1,474	72
Rations.....	18,701	21	Binder twine.....	55,067	92
Prison clothing.....	4,172	78			
Hospital supplies.....	841	66	<i>Capital.</i>		
Tobacco.....	774	25	Buildings.....	4,646	87
		24,489 90	<i>Miscellaneous.</i>		
<i>Discharge Expenses.</i>			Escapes.....	9	15
Freedom suits.....	824	55	Advertising.....	282	70
Travel allowances.....	2,190	00	Travelling expenses.....	155	65
Transfer.....	1	75	Legal expenses.....	20	00
Internments.....	8	00			
				467	50
		3,024 30			
<i>Working Expenses.</i>			Deduct for refund of expenditure.....	182,612	35
Heating.....	7,456	89		732	72
Lighting.....	3,001	66			
				181,879	63

ROBT. R. CREIGHTON,
Accountant.

ST. VINCENT DE PAUL.

DETAILS of Expenditure.

	§ cts.	<i>Staff Salaries—Con.</i>	§ cts.
Salaries	45,089 67	Guards, 20 at \$500.	10,000 00
Officers uniforms	2,060 81	do 1 do 8 m. 7 d.	342 69
Retiring allowances	1,388 76	do 1 do 11 m. 13 d.	476 31
Police mess.	425 06	do 1	490 00
Rations	10,454 47	do 4 at \$460.	1,840 00
Prison clothing	3,096 38	do 2 at \$472.50.	945 00
Hospital supplies	533 97	do 1 at \$460, 4 m. 24 d.	183 98
Tobacco	261 96	do 1 do less ½ m. fine.	440 79
Freedom suits	1,014 56	do 2 at \$500, 8 m. 13 d.	644 52
Travelling allowance	1,049 00	do 1 at \$400, 3 m. 23 d.	124 50
Transfers	211 02	do 1 do 3 m. 24 d.	125 79
Interments	25 50	Dr. Duchesneau (special).	130 00
Queen's Printer and Stationer	606 95	Teamsters 2 at \$400.	800 00
Heating	5,736 37	Assistant engineer, 1.	500 00
Lighting	1,086 81	Messenger, 1.	500 00
Water supply	1,410 97		
Prison stables and vehicles	838 67		
Maintenance of buildings	2,835 52		
do machinery	158 34		
do armoury	253 77		
do chapels	205 71		
Postage	59 12		
Telegrams	12 91		
Telephones	10 65		
Freight	132 65		
Furniture and furnishing	5 60		
Machinery	6 45		
Beds and bedding	374 58		
Prison utensils	495 99		
Libraries	37 00		
Farm crops	530 45		
do stables	770 05		
do implements	155 87		
Piggery	148 86		
Boundary wall	2,482 64		
Quarry	1,642 91		
Advertising	266 75		
Travelling expenses	301 45		
	86,178 20		
LESS—Refund of expenditure	393 61		
Net expenditure	85,784 59		
		<i>Officers Uniform.</i>	
		Freize, 204½ yds.	153 56
		French calf, 140 lbs.	154 00
		Welt, 74 lbs.	25 97
		Split, 217 lbs.	54 25
		Twist, 7½ lbs.	44 20
		Carbon, 1 gall.	2 00
		Elastic, 10 yds.	5 00
		Boot web, 5 pieces.	2 00
		Spanish, 550 lbs.	110 00
		Silecia, 1,123 yds.	87 38
		Canvas, 704 yds.	56 60
		Farmer satin, 666½ yds.	60 79
		Ulster buttons, 12 doz.	10 20
		do lining, 93½ yds.	73 46
		Calf kid skin, 3.	8 50
		Furriers comb, 1.	0 20
		Holland, 185 yds.	20 81
		Wadding, 3 bales	32 40
		Riveting nails, 25 lbs.	2 25
		Interlining, 196½ yds.	4 42
		Lamb skins, 17.	76 00
		Buttons, 4 doz	1 35
		do 6 gross	5 10
		Shoe thread, 24 lbs.	16 80
		Spool thread, 3 gross	9 75
		Cap peaks and straps, 12 doz.	11 10
		Sweat bands, ½ gross.	4 00
		Mitts, 5½ doz.	56 88
		Cable braid, 30 yds.	2 00
		Barrel buttons, 3 doz	3 90
		Silk, 8½ yds.	9 19
		Beaver, 5½ yds	23 63
		Silk twist spool, 2.	2 50
		Hair lining, 2 yds.	1 00
		Pocketing, 157 yds.	17 41
		Hooks and eyes, 1 gross.	0 24
		Common blue serge, 1,123½ yds.	771 12
		Furriers knife, 1.	0 75
		Gilt and silver buttons, 22½ doz	26 97
		Packing	0 25
		Seal caps, 13	19 50
		Beeswax, 3 lbs	0 90
		Sheep skins, 54.	18 90
		Wax machine thread, 9 lbs.	11 25
		Gutta percha, ¼ lb.	1 00
		Oxalic acid, 1 lb.	0 10
		Last-tacks, 6 gross.	1 20
		Shoe ink, 4 galls.	2 00
		Varnish, 2 galls.	3 00
		Hooks and eyelets, 2 box.	1 50
		Rivets, 32 lbs	2 88
Warden, T. Ouimet	2,800 00		
Deputy Warden, T. McCarthy	1,500 00		
R. C. Chaplain, Rev. L. O. Harel	1,200 00		
Prot. do J. Rollit	800 00		
Surgeon, M. H. E. Gaudet, M.D.	1,307 79		
Accountant, G. S. Malepart	1,100 00		
Wardens clerk, G. B. Papineau	800 00		
Storekeeper, G. B. Lamarche	900 00		
Chief keeper, C. N. Contant	900 00		
Clerk of works, L. O. Labelle	1,000 00		
Steward, N. Charboneau	800 00		
Engineer, Eug. Champagne	900 00		
Hospital overseer, D. O'Shea	680 00		
Farmer, Edw. Kenny	700 00		
Schoolmaster, J. T. Dorais	700 00		
Trade instructors, 7 at \$700	4,900 00		
do 1 do 10 m.	593 30		
do 1	660 00		
do 1, 3 m. at \$600, 9 m.	622 50		
at \$630			
Keepers, 5 at \$600	3,000 00		
do 2 at \$60.	1,120 00		
do 1 (arrears) 3 m. at \$41.66, 1 at \$74.16, 7 at \$46.66, 1 at \$46.74.	572 50		

Department of Justice.

DETAILS of Expenditure, St. Vincent de Paul—Continued.

<i>Officers' Uniforms—Con.</i>	\$ cts.	<i>Rations—Con.</i>	\$ cts.
Fancy silicia, 44½ yds	4 23	Potatoes, 135¼ bags	88 33
Military braid, 2½ gross	5 94	Coffee, 6 lbs	1 98
Sleeve lining, 2 yds	0 50	Xmas extras, apples, 10 brls	20 00
Velvet, ¾ yd	1 50	Butter, 200 lbs	35 00
Helmets, 15	35 25	Raisins (Sultana), 25 lbs	3 00
Scotch grain leather, 22 lbs	3 30	do (Valencia), 50 lbs	2 38
		Eggs, 95 doz	16 15
		Carraway seeds, 6 lbs	0 72
	2,060 81	Baking powder, 8 lbs	4 00
<i>Retiring Allowance.</i>			10,454 47
H. Boyer	471 21	<i>Prison Clothing.</i>	
O. Lamere	515 04	Grey flannel, 2,236¼ yds	1,118 13
A. V. Paré	402 51	Tweed, 1,220¼ yds	584 04
	1,388 76	Lasts, 48 prs	14 40
<i>Police Mess.</i>		Sole leather, 1,179¼ lbs	235 95
Beef, 4,014 lbs	240 84	Porpoise leather, 31½ lbs	39 38
Milk, 49½ galls	9 99	Sheepskin, 133 lbs	46 55
Baking powder, 19 pkgs	5 60	Wax machine thread, 12 lbs	15 00
Eggs, 40 doz	5 23	Shoe thread, 30 lbs	21 00
Butter, 316 lbs	55 31	Iron nails, 60 lbs	3 60
Dried apples, 75 lbs	5 63	Shoe tacks, 20 lbs	4 00
Codfish, 598 lbs	29 90	do wax, 12 lbs	3 60
Nutmegs, 3 lbs	2 25	Bristles, 1 lb	7 00
Coffee, 25 lbs	8 25	Gutta percha, ¼ lb	1 00
Val. raisins, 62 lbs	2 94	Gum tragacanth, 1 lb	0 80
Essence, 4 lbs	4 60	Oxalic acid, 1 lb	0 10
Corn, ½ bush	0 40	Pegs, 10 bags	3 00
Sardines, 6 doz	7 92	Last tacks, 7 gross	1 40
Salmon, 3 doz	4 50	Awls, 3 gross	5 25
Cheese, 31¼ lbs	4 22	Peg awls, 4 gross	3 60
Sugar, 687 lbs	25 08	Shoe ink, 4 galls	2 00
Fresh cod, 173 lbs	5 20	Neatsfoot oil, 25 galls	25 00
Cups and saucers, 1 doz	0 80	Shoe knives, 4 doz	6 00
Teaspoons, ½ doz	0 15	Rasps, 4½ doz	11 50
Indian currie, 5 lbs	1 75	Heel shaves, ½ doz	4 50
Mutton, 64 lbs	3 20	Peg breaker, 1	3 00
Pickles, 7 bottles	1 40	Spools, 24 gross	78 06
		Thimbles, ½ gross	0 75
	425 06	Buttons, 48 gross	32 10
<i>Rations.</i>		Tape measure, 1 doz	0 35
Tamarack, 30 cords	126 00	Barbour's thread, 30 lbs	55 20
Beef, 76,608 lbs	4,596 84	Jean, 689¼ yds	55 14
Mutton, 2,370 lbs	118 50	Straw hats, 40 doz	18 00
Herrings, 37 brls	185 00	Needles, 417½ papers	16 83
Flour, 1,025 lbs	3,587 50	Russet calf, 102 lbs	61 20
Sugar, 3,837 lbs	139 10	Rubber cement, 2 cans	0 50
Pease, 3,610 lbs	76 20	Eyelet punches, 3	1 65
Molasses, 700 galls	200 45	Machine oil, 5½ galls	6 89
Saltpetre, 6 lbs	0 60	Whisks, 2 doz	2 20
Compressed yeast	55 20	Grey cotton, 566½ yds	33 45
Pork, 9,600 lbs	720 00	Yarn, 510 lbs	168 30
Vinegar, 42 galls	6 72	Chalk, 3 bxes	1 35
Salt, 9,700 lbs	33 95	Stay binding, 6 gross	3 00
Pepper, 300 lbs	24 00	Pins, 1 gross	0 25
Lard, 400 lbs	26 00	Benzine, 6 galls	2 10
Codfish, 224 lbs	11 20	Tailor's shears, ½ doz	6 30
Mixed spice, 10 lbs	3 50	do 1 pr	10 70
Oatmeal, 1,668 lbs	33 36	Cottonade, 150½ yds	22 58
Rice, 3,000 lbs	105 00	Buckles, 2 gross	0 60
Barley, 2,875 lbs	35 63	Skein thread, 65 lbs	32 50
Tea, 160 lbs	24 00	Sponges, 1 doz	3 00
Passover bread, 150 lbs	22 50	Sharpening stones, 1 doz	0 60
do meal, 5 lbs	0 60	Binding, 36 yds	0 72
do coffee, 5 lbs	2 00	Gingham, 628 yds	50 24
do sugar, 10 lbs	0 60	Scissors, ½ doz	1 65
do cheese (coscher) 10 lbs	4 00	Indian ink, 11 lbs	23 10
Butter, 218 lbs	38 15	Axes, ½ doz	4 25
Beans, 3,198 lbs	60 76	Rubber rings, 6	0 18
Milk, 5 galls	1 00	Sewing machine repaired	15 00
		Spanish, 1,010 lbs	202 00
		Pincers, 1 doz	5 00

DETAILS of Expenditure, St. Vincent de Paul—Continued.

<i>Prison Clothing—Con.</i>		£	cts.	<i>Travelling Allowance.</i>		£	cts.
Pegs and afts, 1 doz.		1	00	Discharges, 3 at \$6.		18	00
Hammers, 1 doz.		5	00	do 42 at \$7.		294	00
Boot web, 3 pcs.		1	20	do 62 at \$8.		496	00
Eyelet clinch, 1.		0	70	do 15 at \$9.		135	00
Boot trees, 1 set.		4	75	do 6 at \$10.		60	00
Take-up locks, 2.		0	30	do 1 at \$11.		11	00
Knitting needles, 125.		2	50	do 1 at \$15.		15	00
Tape, 3 gross.		1	50	do 1 at \$20.		20	00
Charcoal, 20 sacks.		4	00	Travelling expenses.		301	45
Total.		3,096	38	Freight.		132	65
<i>Hospital.</i>				Postage.		59	10
Milk, 243½ galls.		48	74	Armoury.		253	77
Butter, 566 lbs.		99	06	Advertising.		266	75
Wine, 4 galls.		7	00	Transfers.		211	02
Soda biscuits, 8 boxes.		2	00	Telephones.		10	65
Corn starch, 18 lbs.		1	00	Telegrams.		12	91
Sugar, 125 lbs.		6	95	Queen's Printer and stationery.		606	95
Jam, 2 boxes.		0	29	<i>Heating.</i>			
Canton flannel, 61½ yds.		6	13	Maple, 50 cords.		270	00
Medicines.		317	94	Birch, 50 do.		270	00
Lemons, 2 doz.		0	55	Soft coal, 205 ² / ₅ tons.		806	36
Methylated spirits, 15 galls.		18	50	Stove coal, 29 ² / ₄ do.		160	16
Spectacles and repairs, 1 doz.		1	80	Grate coal, 490 ¹ / ₄ tons.		2,553	75
Apples, 4½ bush.		3	60	Egg do 191 ² / ₅ do.		1,023	27
Olive oil, 5 galls.		5	25	Steam coal, 148 ² / ₅ do.		577	34
Baking powder, 2 box.		0	37	Coal stove, 1.		3	34
Bougies, 1½ doz.		1	98	Gratings, 1,701 lbs.		68	75
Maccaroni, 1 lb.		0	40	Range casting, 1.		1	00
Eggs, 9 doz.		1	39	Fire clay, 120 lbs.		2	40
Honey, 10 lbs.		1	20	<i>Lighting.</i>			
Gray flannel, 10 yds.		4	50	Matches, 10 gross.		4	00
Binding, ¼ gross.		0	72	Coal oil, 5,299 ² / ₃ galls.		900	91
Subscription.		1	00	Burners, 1 doz.		13	00
Feather pillows, 2.		2	70	Wicks, 1 gross.		2	00
Trusses, 2.		0	80	Chimneys, 262 doz.		137	10
Total.		533	97	Packing.		13	60
<i>Tobacco.</i>				Lamps, 1 doz.		9	25
Tobacco, 988 lbs.		261	96	Paraffine candles, 52½ lbs.		6	95
<i>Machinery.</i>				<i>Water Supply.</i>			
Gear wheel, 1.		3	75	Soft coal, 260 tons.		1,021	80
Belting, 4½ lbs.		2	70	Galvanized pipes, 1,544½ ft.		173	23
Total.		6	45	Jenkins' valve seats, 10 doz.		6	60
<i>Freedom Suits.</i>				Gauge glass washers, 2.		0	40
Kip, 465 lbs.		209	25	Core packing, 23 lbs.		8	05
Eyelets, 25,000.		5	00	Spiral packing, 10 ⁷ / ₁₆ lbs.		5	74
Hook eyelets, 2 boxes.		1	50	Couplings, 80 doz.		29	13
Spanish, 350 lbs.		70	00	Nipples (assorted), 15 doz.		4	21
Tweeds, 1,313½ yds.		433	30	Unions, 18 doz.		20	88
Union flannel, 1,233 yds.		147	96	Plugs, 19 doz.		3	36
Buckles, 1 gross.		0	30	Jenkins' peet valves, 2.		21	12
Buttons, 36 gross.		36	99	Elbows, R. and L., 5 doz.		3	57
Felt hats, 12 doz.		54	00	Packing.		0	35
Handkerchiefs, 10 doz.		4	50	Pipe nozzles, 2.		9	45
Braces, 10 doz.		9	50	Tank, 1.		65	00
Ties, 10 doz.		12	50	Freight.		1	28
Gloves, 5 doz.		11	25	Compressed cocks, 1 doz.		7	00
Canvas, 95½ yds.		7	64	Babcock hose, 8 ft.		2	40
Iron nails, 65 lbs.		3	90	Dies (left), 1 set.		4	00
Shoe tacks, 20 lbs.		4	00	Boiler repaired.		14	80
Farmer satin, 33 yds.		2	97	Emery cloth, 1 ream.		8	60
Total.		1,014	56	<i>Total.</i>			
				1,410 97			

Department of Justice.

DETAILS of Expenditure, St. Vincent de Paul—Continued.

<i>Prison Stables.</i>	\$ cts.	<i>Maintenance of Buildings—Con.</i>	\$ cts.
Scratch composition, 1 doz.	1 30	Drain pipe, 18 ft.	2 88
Snaps, 2 doz.	0 60	Finishing nails, 100 lbs	3 75
Saddlers' awls, 6 doz.	9 00	Ingot zinc, 124 lbs	6 51
do needles, 6 papers	0 48	Sawed brass, 18 lbs	7 20
do knives, 1.	1 20	Ingot copper, 170 lbs	27 20
Cow hide, 21 $\frac{3}{4}$ ft.	3 48	Cess pool, 1.	2 20
Saddlers' punches, 3.	0 60	Lumber, 27,896 ft.	545 06
Brass axle nuts, 2	2 00	Muriatic acid, 85 lbs.	5 95
Horses shod.	42 00	Benzine, 5 galls.	1 75
Pulverized rice	0 14	Linseed oil, 91 $\frac{1}{2}$ galls.	55 80
Spruce, 1,134 ft.	11 34	Glue, 403 lbs.	60 45
Patent collars, 1 pair.	8 00	Whiting, 1,114 lbs	5 01
Straw, 25 $\frac{3}{100}$ tons	25 13	Tinned saws, $\frac{1}{2}$ doz.	9 75
Bran, 4 $\frac{1}{2}$ tons.	38 50	Auger bits, 4 $\frac{1}{2}$	18 28
Oats, 496 $\frac{1}{4}$ bags.	322 83	Plane cutters, 2.	0 90
Lumber, 2,000 ft.	31 00	Vise, 1.	11 00
Linseed meal, 50 lbs.	1 50	Foot rules, $\frac{1}{2}$ doz.	1 50
Aloes, 2 lbs.	0 60	Plane irons, 3.	2 20
Alcohol, 2 galls.	8 60	Augers, 2.	6 75
Veterinary services	49 50	Carpenter's pencils, 12 doz.	2 04
Horse clippers, 1 pair.	2 50	Bide, 1.	0 75
Linseed oil, 3 galls	2 10	Gasoline, 1 gall.	1 00
Sponges, 1 doz.	3 50	Spring locks, 4	16 40
Brushes, 6 doz.	13 10	Hand saws, 1 doz.	21 00
Hay, 10 $\frac{9}{100}$ tons	217 89	Chisels, 8 $\frac{1}{2}$ doz	18 98
Horse-shoe nails, 50 lbs.	5 50	Grindstone, 1,083 lbs	15 01
Brass buckles, 6.	3 00	Boiled oil, 43 $\frac{1}{2}$ galls.	26 00
Trace ends, 4 pair	2 00	Varnish, 13 galls	55 00
Rubber bit, 1.	1 50	Rock elm, 3,137 ft.	125 48
Birch brooms, 13 doz	5 20	Basswood, 1,523 ft.	34 27
Horse blankets, 2.	5 00	Hickory, 3 $\frac{1}{2}$ cords	76 67
English soap, 20 lbs.	1 80	Brushes, 2 $\frac{1}{2}$ doz	6 00
American collars, 4.	12 00	Emery cloth, 1 $\frac{1}{2}$ reams.	10 32
Sawdust, 1 load.	1 15	Hooks, 4 doz.	1 20
Bell stand repaired.	3 00	Section rivets, 15 lbs.	3 75
Gag chains.	1 00	Venetian red, 250 lbs.	4 38
Pommade magique, $\frac{1}{2}$ gross	0 63	French green, 200 lbs	9 60
	838 67	Band saw, 22 ft.	3 10
		Bush hammers repd, 20.	27 00
		Fire bricks, 1,000.	25 00
		Files, 39 doz	113 15
		Glass, 62 boxes	81 33
		Cast steel, 1,026 $\frac{1}{2}$ lbs	55 96
		Iron, assorted, 4,244 lbs.	76 21
		Plaster of Paris, 1 brl.	1 65
		Copper, 26 lbs.	6 50
		Drills, 5.	4 50
		Sal ammoniac, 5 lbs	0 60
		Ochre, 25 lbs	0 50
		Washers, 80.	7 91
		Latches, 2 doz.	0 40
		Door springs, 1.	5 00
		Chest handles, 1 doz.	0 30
		Bronze, 24 papers.	4 80
		Brass hinges, 1 doz.	1 00
		Brass taps, 1.	0 75
		Taper saw files, 14 doz.	12 60
		Compasses, 1 doz.	3 50
		Hammers, 1 doz.	6 50
		Carpenters' axes, 2	3 50
		Saw web, 1.	1 00
		Machine screws, 3 doz.	0 30
		Emery wheels, 2.	11 20
		Boiler plate, 191 lbs	5 73
		Brass shutters, 2 doz.	2 20
		Moss, 28 lbs.	9 36
		Powdered white, 20 lbs.	1 60
		Silver white, 3 lbs	0 30
		Shovels, 1 $\frac{1}{2}$ doz.	13 50
		do handles, 1 doz.	2 40
		Silver solder, 2 pcs.	0 50
		Blasting powder, 700 lbs.	77 00
		Wrench, 1.	0 35

DETAILS of Expenditure, St. Vincent de Paul—Continued.

<i>Maintenance of Buildings—Con.</i>	\$ cts.	<i>Prison Utensils.</i>	\$ cts.
Nuts, 90 lbs.	6 23	Razors, 1½ doz.	10 00
Sash cord, 2 pkgs.	2 00	Razor hones, 2.	1 00
Rubber cement, 1 can.	0 25	Brooms, 36 doz.	90 00
Vise repaired.	3 50	Lye, 48 doz.	16 80
Sawdust, 1 load.	5 06	Phoenix Lessive, 224 lbs.	11 20
Smiths' coal, 63 1300 tons.	343 71	Knives and forks, 22 doz.	44 00
Jarackii stock dies, 2 set.	39 00	Blacklead, ½ gross.	1 00
Fuse, 1,000 ft.	5 00	Chloride of lime, 95 lbs.	3 33
Nails, 1,000 lbs.	0 75	Williams' soap, 4 boxes.	14 50
Cage stone, 2 lbs.	1 00	Cotton wicks, 5 lbs.	1 75
Dies, 2 set.	2 44	Tripoline, 3¾ gross.	25 97
Moulding sand, 1 brl.	1 00	Emery cloth, ½ ream.	4 30
Tinted glass.	0 80	do powder, 7 lbs.	6 42
Castors, 1 set.	0 85	Soap, 3,600 lbs.	135 00
Blank keys, 3 doz.	1 20	Iron pot, 1.	3 40
Shellac, 5 galls.	10 50	Tallow, 615 lbs.	39 98
German bronze, 1 doz.	2 20	Caustic, 750 lbs.	22 50
Putty knives, ½ doz.	1 50	Blades, ½ doz.	3 50
Rasps, ½ doz.	2 65	Key rings, ½ doz.	0 25
Crucible, 1.	2 50	Birch brooms, 35 doz.	14 00
	2,835 52	Pearline, 2 boxes.	10 50
<i>Maintenance of Machinery.</i>		Borax, 540 lbs.	29 70
Rubber, 142½ lbs.	33 06	Whiting, 395 lbs.	1 69
Fish oil, 5 galls.	1 75	Towels, 1 doz.	2 00
Cylinder oil, 81½ galls.	52 98	Combs, 14 doz.	4 00
Waste, 649 lbs.	47 05	Carver, 1 pair.	2 00
Metallic paint, 10 galls.	15 00	Spoons, 10 doz.	1 50
Black Japan, 10 galls.	7 50	Toilet soap, 5 doz.	1 15
Packing, 2 tin.	1 00	Whisks, ½ doz.	0 55
	158 34		495 99
<i>Chapels.</i>		<i>Libraries.</i>	
Mass wine, 5 galls.	7 50	Fish glue, 10 lbs.	2 20
do 1 bottle.	0 45	Subscription.	7 00
Organist's salary.	58 33	Books, 59.	27 80
Testaments (old) 10 copies.	3 51		37 00
Care of linen and vestry.	26 00	<i>Farm Crops.</i>	
Washing and pressing clothes.	24 50	Land plasters, 12 brls.	21 00
Repairing ornaments.	2 30	Seeds.	93 39
Hosts (large and small).	2 82	Manure.	275 60
Hebrew bible, 1.	0 75	Straw, 13¾ tons.	0 91
Oil for Holy Sacrament, 1 can.	8 50	Drain pipes, 100.	120 00
Incense, 1 can.	4 00	Buckwheat, 12-18 bags.	9 75
Arbans, 2.	0 50	Paris green, 200 lbs.	9 60
Registration of death.	1 15	Freight.	0 20
Albs., 3.	24 00		530 45
Mission Books, 3 doz.	16 20	<i>Farm Stables.</i>	
Paroissiens, 60.	18 00	Harness leather, 76 lbs.	19 00
Tapestry carpet, 16 yds.	7 20	Toe caulk steel, 54 lbs.	1 22
	205 71	Bran, 2½ tons.	27 50
<i>Furniture and Furnishings.</i>		Straw, 8½ tons.	8 50
Brussels carpet, 4 yds.	4 40	Oats, 173 10 bags.	112 55
Wash hand basin, 1.	1 20	Linseed meal, 128¾ bush.	41 68
	5 60	do 50 lbs.	1 51
<i>Interments.</i>		Horse-shoe nails, 450 lbs.	21 00
Tapers, 50 lbs.	22 50	Birch brooms, 12 doz.	4 80
Incense, 4 boxes.	3 00	Hay, 10 ton.	132 00
	25 50	Hooks, 1 doz.	0 30
<i>Beds and Bedding.</i>		Horses, 3.	400 00
Crash linen, 1,484½ yds.	115 28		770 05
Duck, 153 yds.	24 29	<i>Farm Implements.</i>	
Blankets, 25 pairs.	97 50	Baskets, 2 doz.	5 50
Mattress needles, 1 doz.	0 40	Potatoe shovels, ½ doz.	3 30
Canadian linen, 403½ yds.	137 11	Saddles, 2.	7 00
	374 58	Elm, 4 loads.	10 20
		Axes, 3.	2 13

Department of Justice.

DETAILS of Expenditure, St. Vincent de Paul—Continued.

<i>Farm Implements—Con.</i>	\$ cts.	<i>Boundary Wall—Con.</i>	\$ cts.
Birch, 506 ft.	15 18	Galvanized iron, 3,018 lbs.	165 99
Soft elm, 1,503 ft.	37 58	Tin, 140 lbs.	22 40
Harness leather, 60 lbs.	15 00	Linseed oil, 40 galls.	24 00
Saddlers needles, 6 papers.	0 48	Turpentine, 44 galls.	22 00
Snaps, 2 doz.	0 60	Cut nails, 21 kegs.	63 00
Checks, 5 yds.	4 50	Sheet lead, 435 lbs.	30 45
Disk harrow, 1.	24 00	Axes, 2.	1 50
Points, 1½ doz.	8 40	Hand saws, 2.	3 50
Garden rakes, ½ doz.	1 20	Hammers, 2.	1 70
Hoes, ½ doz.	1 35	Resin, 500 lbs.	10 00
Forks, ½ doz.	2 35	Wrenches, 2.	4 50
Chain traces, 2 prs.	1 30	Brass pulleys, 1 doz.	1 30
Plow reins, 4 prs.	1 20	Sulphur, 25 lbs.	1 00
Cart spokes, 4 sets.	10 60	Lathe.	3 75
Plow socks, 2.	4 00	Beeswax, 50 lbs.	15 00
	155 87	Charcoal, 30 bags.	6 00
			2,483 64
<i>Piggery.</i>		<i>Quarry.</i>	
Pease, 131½ bush.	106 13	Hammers, 46½ lbs.	4 39
Lumber, 2,010 ft.	37 18	Vise, 105 lbs.	11 55
Registration.	0 50	Bastard files, 1 doz.	5 80
Straw, 5'80 tons.	5 05	Octagon steel, 698½ lbs.	76 84
	148 86	Iron (assorted), 4,077 lbs.	78 97
<i>Boundary Wall.</i>		Anvil, 198 lbs.	18 81
Cast iron, 3,690 lbs.	110 70	Machine steel, 451 lbs.	10 15
Sash pulleys, 7 doz.	4 20	Chains, 60 ft.	5 40
do cords, 1,100 ft.	12 50	do 782 lbs.	86 02
Hooks and eyes, 4 gross.	6 10	Shovels, 1 doz.	9 00
do 4 doz.	1 60	Blasting powder, 700 lbs.	77 00
Birch, 621 ft.	37 26	Fuse, 3,000 ft.	15 00
Pine, 37,240 ft.	1,397 48	Cast steel, 401½ lbs.	44 17
Muriatic acid, 26 lbs.	2 34	Canada plate, 20 boxes.	41 00
Cow hair, 14½ bush.	5 80	Clout nails, 100 lbs.	10 00
Cement, 26 brls.	62 30	Pulley blocks, 3.	20 70
Round shovels, 1½ doz.	14 25	Hand saw, 1.	1 15
Paint, 688 lbs.	55 45	Axe, 1.	0 67
Masons line, 5 lbs.	5 50	Coal stoves, 3.	10 00
Trowels, 1 doz.	18 00	Wood stove, 1.	6 00
Black Japan, 5 galls.	3 75	Gear wheel, 5,972 lbs.	238 08
Masons levels, 2.	5 00	Freight.	3 44
Pulley weights, 800 lbs.	32 00	Pulley-block chain, 12 lbs.	2 40
Manilla rope, 323 lbs.	41 99	Links, 2 doz.	1 00
Glass, 16 boxes.	21 60	Pinion, 1.	2 25
Butts, 16 doz.	1 50	Winch, 1.	50 00
Screws, 60 gross.	16 50	Truck oil, 5 galls.	2 25
Door locks, 1 doz.	7 80	Buck saw, 1.	0 75
Finishing nails, 2 kegs.	7 50	Oak, 3,445 ft.	248 29
Galvanized nails, 100 lbs.	7 00	Derrick masts, 2.	12 00
Spikes, 200 lbs.	6 30	Pine, 12,348 ft.	282 57
Sheet iron, 124 lbs.	3 10	Cut nails, 3 kegs.	9 00
Tamarac, 40 cord.	168 00	Spikes, 4 kegs.	12 05
Brown shellac, 5 galls.	10 50	Shingles, 2,500.	4 38
Foot rules, ½ doz.	1 50	Spruce poles, 12.	78 00
Lampblack, 50 lbs.	5 50	Cast iron, 2,286 lbs.	148 59
Level glasses, 3.	2 85	Patterns altered.	2 00
Plaster of Paris, 5 lbs.	8 25	Cast steel shovels, ½ doz.	4 50
Window bolts, 2 doz.	10 00	Galvanized iron, 47 lbs.	2 59
Whiting, 1,225 lbs.	5 06	Duck, 14 yds.	4 90
Ingot lead, 253 lbs.	8 23	Hammer repaired, 1.	1 25
Cast steel, 28½ lbs.	3 14		1,642 91

DORCHESTER PENITENTIARY.

SUMMARY of Expenditure, Year ended 30th June, 1897.

	\$	cts.	\$	cts.	\$	cts.
<i>Staff:—</i>						
Salaries, general	10,350	00				
do police	12,282	50				
do industrial	6,069	94				
			28,702	44		
Uniforms			1,047	95		
Police mess			277	84		
					30,028	23
<i>Maintenance of Convicts:—</i>						
Rations			4,706	80		
Prison clothing			1,939	53		
Hospital supplies			159	89		
Tobacco			62	78		
					6,869	00
<i>Discharge Expenses:—</i>						
Freedom suits			352	11		
Travel allowances			484	00		
Internments			18	08		
					854	19
<i>Working Expenses:—</i>						
Heating			1,864	79		
Lighting			344	14		
Water supply			501	46		
Maintenance of buildings			1,029	16		
do machinery			265	99		
do chapel			168	80		
Stationery			290	79		
Queen's Printer			51	71		
Postage			91	46		
Telegrams			14	12		
Telephone			46	30		
Freight			6	04		
					4,674	76
<i>Prison Equipment:—</i>						
Furniture and furnishings			40	97		
Beds and bedding			444	55		
Prison utensils			86	23		
Library			37	89		
Fire protection			70	30		
					679	94
<i>Industries:—</i>						
Farm crops			241	59		
do stables			445	83		
do implements			222	11		
Woodenware manufactory			142	28		
Blacksmith shop			65	84		
Carpenter shop			15	05		
					1,132	70
<i>Capital:—</i>						
Land					1,752	50
<i>Miscellaneous:—</i>						
Advertising			113	02		
Travelling expenses			53	46		
					166	48
					46,157	80

Department of Justice.

DETAILS of Expenditure, *Dorchester—Continued.*

<i>Salaries—General.</i>	\$	cts.	<i>Police Mess.</i>	\$	cts.
Warden, John B. Forster	2,400	00	Beef, 1,844 lbs.	106	05
Surgeon, Robt. Mitchell.....	1,400	00	Codfish, 572 lbs.	20	04
Accountant and schoolmaster, J. A. Gray	1,200	00	Tea, 353 lbs.	7	95
Protestant chaplain, Rev. J. R. Campbell	600	00	Sugar, 329 lbs.	12	60
R. C. chaplain, Rev. A. D. Cormier ..	600	00	Butter, 428 lbs.	83	16
Storekeeper and steward, John Fraser.	1,000	00	Raisins, 190 lbs.	12	82
Warden's clerk, J. R. Forster.....	500	00	Spice, 6 lbs.	1	50
Engineer, J. A. Piercy	900	00	Beans, 145 lbs.	3	42
Hospital overseer, F. A. Landry.....	700	00	Flour, 7½ brls.	30	30
Messenger, Jas. McDougall.....	550	00			
Matron, Mrs. Bartlett.....	500	00	<i>Rations.</i>		
					277 84
	10,350	00	Beef, 31,964 lbs.	1,837	94
<i>Salaries—Police.</i>			Codfish, 5,625 lbs.	196	53
Deputy warden, Chas. Ross	1,500	00	Tea, 687 lbs.	103	05
Keepers, 1 at \$600.	600	00	Molasses, 812 galls ..	276	08
do 2 at \$600, 3 months.....	300	00	Sugar, 2,939 lbs.	110	91
Guards, 15 at \$500.	7,500	00	Vinegar, 2 brls.	13	07
do 3 at \$490.	1,470	00	Onions, 694 lbs.	20	82
do 1 at \$460.	460	00	Rice, 672 lbs.	23	52
do 1 at \$460, 9 months.....	345	00	Pepper, 90 lbs.	8	10
do 1 at \$430, 3 do	107	50	Beans, 1,116 lbs.	21	80
			Fine salt, 1,400 lbs.	8	75
	12,282	50	Coarse salt, 4,400 lbs.	22	00
<i>Salaries—Industrial.</i>			Pot-barley, 767 lbs.	15	34
Carpenter instructor, C. Miller.....	700	00	Oatmeal, 25 brls.	98	00
Blacksmith do J. Downey.....	700	00	Cornmeal, 10 brls.	24	50
Shoemaker do N. Tattre.....	700	00	Flour, 460½ brls.	1,860	42
Tailor do W. R. Burns.....	700	00	Potatoes, 118 bush.	35	40
Baker do A. M. McDonald.....	660	00	Butter, 2 lbs.	0	36
Woodenware do W. Hogan, 9 mos	524	97	Biscuits, 45 lbs.	4	54
do do H. Godsoe, 9 mos	524	97	Chicken, 9 lbs.	0	90
Farmer, A. B. Pipes	700	00	Baking powder, 20 lbs.	7	00
Teamster, 1 at \$500	500	00	Eggs, 23½ doz.	2	80
do 1 at \$360.....	360	00	Apples, 2 brls.	4	50
			Raisins, 28 lbs.	1	47
	6,069	94	Jugs, 2, 2 galls.	1	20
			Suet, 4 lbs.	0	30
			Lard, 100 lbs.	7	50
					4,706 80
<i>Uniforms.</i>			<i>Prison Clothing.</i>		
Winter serge, 16 oz., 67 yds. at 85c.	56	95	Plain gray, 365½ yds. at 50c.	182	76
do 272½ yds. at 75c.	204	38	Gray and black, 263½ yds. at 50c.	131	75
Summer serge, 10 oz., 69 yds. at 65c.	44	85	do black and red, 253½ yds. at 50c.	126	88
do 248½ yds. at 60c.	149	25	do flannel, 753½ yds. at 50c.	376	89
Frieze, 40 yds. at 75c.	30	00	Yarn, 300 lbs.	103	50
Tweed lining, 227 yds.	90	80	Grey cotton, 429 yds.	19	31
Black silesia, 362½ yds.	29	00	Twilled cotton, 568 yds.	41	17
Fancy silesia, 345½ yds.	28	52	Crash, 320 yds.	25	60
French canvas, 143 yds.	13	94	Cottonade, 98½ yds.	14	19
Sleeve lining, 20 yds.	6	00	Coat canvas, 143 yds.	13	94
Mohair braid, 60 yds.	6	00	Cheese cloth, 160 yds.	6	20
Gilt buttons, 2½ gross	8	18	French canvas, 143½ yds.	13	99
Machine twist, 3 boxes	23	55	Jean, 108 yds.	7	29
Sewing silk, 6 lbs.	41	50	Brown holland, 187½ yds.	22	05
Stay tape, 6 pkgs.	2	10	Pocketing, 47½ yds.	5	64
Needles, 12 papers.	0	36	Striped galatea, 31 yds.	5	58
French boot fronts, 45 pairs	64	25	Osnaberg, 20 yds.	3	00
Oxford shoe front, 35 pairs.....	42	00	Union flannel, 20 yds.	3	80
Sheepskins, 1 doz.	7	50	Womens' undervests, 10.	2	29
Welf leather, 4 sides.	13	00	Straw hats, 121.	12	10
Dominion kip, 38 lbs.	13	30	B. H. twist, 2 lbs.	11	50
Slaughter sole, 254½ lbs.	63	57	Black linen thread, 2 lbs.	1	00
Canadian calf, 128½ lbs.	96	19	Machine thread, 27 lbs.	50	70
Boot webbing, 4 bolts	2	00	Coat buttons, 10 grs.	5	50
Sub. to tailor's journals with plates.	10	00	Vest buttons, 5 grs.	2	00
Railway freight.....	0	76	Buckles, 4 grs.	0	88
			Cotton handkerchiefs, 31 doz.	19	70
	1,047	95	Beeswax, 5 lbs.	3	00
			Tailors' chalk, 5 boxes.....	1	25

DETAILS of Expenditure, Dorchester—Continued.

<i>Prison Clothing—Con.</i>	\$ cts.	<i>Freedom Suits—Con.</i>	\$ cts.
Stay tape, 6 pkgs.	2 10	Braces, 6 doz.	7 50
Scissors, 3 prs.	3 00	Felt hats, 5 doz.	25 00
Needles, 16 papers.	0 74		
Eyelets, 2 boxes.	0 46		
Rivets and burrs, 9 lbs.	2 25		
Wadding, 2 bales.	7 20		
Sole leather, 2,218½ lbs.	462 03		
Upper leather, 271½ lbs.	71 10		
Sheep skins, 5 doz.	15 00		
Bristles, 1 lb.	10 00		
Peg awl hafts, 1 doz.	0 85		
Sewing awl hafts.	0 60		
Burnishing ink, 30 pts.	3 75		
Shoe thread, 15 lbs.	9 75		
Iron nails, 50 lbs.	2 75		
Hungarian nails, 100 lbs.	8 50		
Zinc nails, 100 lbs.	10 00		
Peg knives, 1 set.	1 75		
Peg awls, 2 grs.	1 70		
Sewing awls, 2½ grs.	4 05		
Lasting tacks, 3 grs.	0 75		
Pegs, 4 bush.	3 60		
Resin, 10 lbs.	0 50		
Hard ash, 1 lb.	5 50		
Larrigans, 1½ doz.	16 20		
Rasps, 10 in., 2 doz.	5 50		
Shoeknives, F. C., 2 doz.	3 30		
Knife straps, 1 doz.	2 00		
Common soap, 1,740 lbs.	58 73		
Sal soda, 4 brls.	7 38		
Railway freight.	5 03		
	1,939 53		
<i>Hospital Supplies.</i>			
Drugs and medicines.	136 40		
White cotton, 137 yds.	6 88		
Pilot bread, 65½ lbs.	5 19		
Granulated sugar, 20 lbs.	1 00		
Eggs, 35 doz.	4 20		
Whisky, 3 bottles.	2 45		
Butter, 16½ lbs.	2 97		
Tumblers, 1 doz.	0 80		
	159 89		
<i>Tobacco.</i>			
Tobacco, 202½ lbs. at 31c.	62 78		
<i>Freedom Suits.</i>			
Discharge cloth, 252 yds.	126 01		
White cotton, 16 yds.	1 44		
Cashmere, 8 yds.	2 00		
Gray flannel, 8 yds.	1 60		
Farmers satin, 215½ yds.	38 79		
Woman's jacket, 1.	3 00		
Hose, 1 pair.	0 30		
Womans hat, 1.	0 60		
Gloves, 1 pair.	0 45		
Handkerchief, 1.	0 10		
Jean, 1½ yds.	0 23		
Hooks and eyes, 1 card.	0 02		
Braid, 5 yds.	0 10		
Lining, 6 yds.	0 42		
Woollen undervest, 1.	0 60		
Wax leather, 229 lbs.	57 25		
Sole leather, 78 lbs.	19 50		
Neckties, 6 doz.	9 00		
Undershirts, 6 doz.	21 60		
Drawers, 6 doz.	21 60		
Cotton shirts, 3 doz.	15 00		
		<i>Travel Allowances.</i>	
		Convicts travel allowance, 1 at \$2.	2 00
		do do 1 at \$3.	3 00
		do do 2½ at \$6.	144 00
		do do 4 at \$7.	28 00
		do do 8 at \$8.	64 00
		do do 1 at \$9.	9 00
		do do 16 at \$10.	160 00
		do do 4 at \$12.	48 00
		do do 2 at \$13.	26 00
			484 00
		<i>Interments.</i>	
		Clothing and coffin fittings.	18 08
		<i>Heating.</i>	
		Soft coal, 5743½ tons at \$2.90.	1,664 98
		Hard coal, 299½ tons at \$5.	145 92
		Wood, cut and hauled off C. Fillmore's land, 300 cords.	30 00
		Globe stoves, 2.	14 40
		Iron stoves, 1.	8 00
		Railway freight.	1 49
			1,864 79
		<i>Lighting.</i>	
		Coal oil, 1,503½ galls. at 19c.	285 70
		Lamp chimneys, 70 doz.	28 00
		do burners, 19 doz.	16 03
		do wicks, 8 gross.	4 86
		Lantern globes, 5 doz.	2 75
		Matches, 20 gross.	6 00
		Lamp scissors, ½ doz.	0 80
			344 14
		<i>Water Supply.</i>	
		Survey of pipe line—new reservoir.	5 00
		Water pipe, 31,784 lbs. at \$29.75 per ton, 150 ft. 4-in.	422 13
		White horse cement, 25 lbs.	68 25
		Blasting powder, 30 lbs.	4 80
		Fuse.	1 28
			501 46
		<i>Maintenance of Buildings.</i>	
		Nails, 10d. 14 kegs.	40 18
		do 40d. 4 kegs.	10 88
		do clinch, 4 kegs.	16 52
		Spikes, 3 kegs.	16 17
		Glass, 25 boxes.	56 65
		Lime, 19 casks.	27 55
		Cement, 4 brls.	10 92
		Whiting, 1 brl.	2 10
		Cal. plaster, 2 brls.	3 22
		Charcoal, 2 bags.	1 00
		Bricks, 3,000.	30 00
		White enamel, 4 tins.	1 20
		Varnish, 4 galls.	9 90
		Drop black, 1 tin.	0 84
		Japan, 1 qt.	1 00
		Black paint, 1 lb.	0 18
		White lead, 25 lbs.	1 48
		Mag. oxide, 1 gall.	1 00

Department of Justice.

DETAILS of Expenditure, Dorchester--Continued.

<i>Maintenance of Buildings—Con.</i>	\$ cts.	<i>Maintenance of Machinery—Con.</i>	\$ cts.
Trap, 1	0 30	Oil stone, 1½ lbs.	0 63
Gold leaf, 2 books	1 00	Electric clock dials, 400	3 20
Sash tools, 1 doz	1 28	Furnace and grate fittings	17 96
Mortise chisels, 6	3 60	Railway freight	5 02
Hatchets, 1 doz	3 50		265 99
Handsaws, 1 doz	6 00	<i>Maintenance of Chapel.</i>	
Crosscut saws, ¼ doz	4 50	Rom'n Catholic organist, Mrs. Leblanc	50 00
Sand paper, 1 ream	2 70	Protestant organist, Miss Forster	50 00
Tape, 30 yds.	2 25	Tuning organ	10 00
Iron wire cloth, 6 yds.	10 20	Bibles, 12	7 80
Wire netting, 106 feet	28 62	Prayer books, 36	10 80
Wire cloth, 25 yds.	11 50	Hymn books, 47	22 10
Linoleum, 29½ yds.	32 18	Serge, 4 yds.	3 00
Zinc, 17 sheets.	12 14	Altar wine, 2 gals.	4 50
Sheet lead, 354 lbs.	14 78	Altar bread	1 50
Lead pipe, 116 lbs.	5 08	Wax candles, 12 lbs.	5 40
I. C. steel, 51 lbs	1 53	Washing altar linen	3 00
Galvanized iron, 206 lbs.	8 31	Railway freight	0 70
do 10 sheets	5 63		168 80
Black iron, 224 lbs.	5 11	<i>Miscellaneous.</i>	
Padlocks, 1 doz	3 00	Stationery	290 79
W. W. brushes, 8 doz	20 00	Queen's Printer	51 71
Thumb latches, 2 doz	0 84	Postage	91 46
Door locks, 7	3 37	Telegrams	14 12
Drawer locks, 24	5 50	Telephone	46 30
T. hinges, 18 prs.	1 50	Freight	6 04
Butt hinges, 18 prs.	1 68		500 42
Screws, 12 gross	8 98	<i>Furniture and Furnishing.</i>	
Powder, 10 lbs.	1 80	Stair carpet, 18 yds.	6 66
Fuse, 2 lbs.	0 70	Linoleum, 24 yds.	19 20
Soap, 1,151 lbs.	39 88	Cocoa mats, 9	13 42
Brooms, 6 doz.	11 40	Towels, 1 doz	1 60
Black lead, 1½ gross	3 60	Curtain hooks, 1½ doz.	0 09
Cast iron sinks, 2	11 00		40 97
Plumbing, female prison and deputy warden's quarters	490 41	<i>Beds and Bedding.</i>	
Railway freight	34 50	Blankets, 101	196 95
	1,029 16	Forfar linen, 111½ yds	16 13
<i>Maintenance of Machinery.</i>		Sheeting, 826½ yds.	206 62
Return bend and elbow, 1	1 42	French linen, 94½	20 85
Patent globe valve, 1	0 60	White counterpanes, ½ doz.	4 00
Copper wire, 7½ lbs	2 63		444 55
Brass spring wire, 5½ lbs	1 69	<i>Prison Utensils.</i>	
Branch tees, 2	3 00	Brooms, 11 doz	20 90
Copper, 5 lbs.	1 75	Wash tubs, 6	3 25
Steel squares, ½ doz.	3 50	Scrub brushes, 5 doz	6 00
National tube cleaners, 4	4 50	Bath brick, 3 doz	1 20
Emery cloth, 2 quires	1 50	Whisks, 1 doz.	1 25
Coe's wrenches, 2	2 50	Fine tooth combs, 6 doz.	3 95
Firth's cast steel, 458 lbs.	60 41	Frying pan, 1	0 35
Spring cast steel, 80 lbs.	2 60	Tin plates, 12 doz	4 86
Gold size japan, 1 qt	1 00	Razors, 1 doz.	6 00
Lead pipe, 133½ lbs	6 01	Hone, 1	0 75
Machine oil, 3 gals.	1 60	Barber's soap, 20 lbs.	8 00
Black oil, 84 lbs.	16 80	Elastic cement, 12½ lbs.	1 50
Stick tin, 25 lbs.	4 50	Pig tin, 30 lbs.	5 40
Lace leather, 1 side	5 25	Tin, I. X., 4 boxes	21 00
Packing, 6½ lbs	6 63	Bright iron wire, 100 lbs.	1 82
Sheet iron, 451 lbs.	10 28		86 23
Refined iron, 2,908 lbs.	53 80	<i>Library.</i>	
Canada plate, 1 box	2 80	Subscriptions to papers	37 89
Sal soda, 2 bbls.	7 40		
Bibb's steam cocks, 1 doz	14 70		
Roundway s. w. cocks, ½ doz.	7 50		
T. S. twist drill, 1	1 48		
Twist chain, 25	1 13		
Wire rigging, 29 lbs.	2 81		
W. I. pipe, 31 feet.	2 10		
Sewing machine fittings	3 75		
Sal ammoniac, 2 lbs.	0 40		
Sperm oil, 1½ gals.	3 14		

DETAILS of Expenditure, Dorchester—*Concluded.*

<i>Fire Protection.</i>		<i>Farm Implements—Con.</i>	
	\$ cts.		\$ cts.
Trojan cotton hose, 200 ft	70 30	Manilla rope, 4 lbs	0 60
		Harness snaps, 5 doz	1 50
<i>Farm Crops.</i>		do leather, 112 lbs	24 64
Garden and field seeds	84 24	N. F. oil, 4½ galls	4 50
Seen potatoes, 158 bushels	50 25	Oil feeders, 3 tins	0 18
Potato phosphates, 2½ tons	75 00	Repairs to horse collars	3 20
Railway freight	32 10		222 11
	241 59	<i>Woodenware Manufactory.</i>	
<i>Farm Stables.</i>		Zinc, 576 lbs	31 68
Horses, 1 team	90 00	Boiled oil, 40 galls	22 80
Oats, 900 bushels	288 00	Raw oil, 43 galls	23 22
Straw, 6 ⁷ / ₈ tons	23 20	Turpentine, 42 galls	18 48
Manure forks, 1 doz	9 15	Black varnish, 5 galls	3 00
Dander brushes, 3 doz	5 55	Sand paper, 1 ream	8 10
Carriage sponges, 1 doz	3 29	Cutting of 1,000 spruce logs at 3½c	35 00
do 1 lb	1 35		142 28
Chamois skins, 2 doz	9 75	<i>Blacksmith Shop.</i>	
Dust brushes, 1 doz	2 80	Refined iron, 1,215 lbs	22 48
Curry combs, 1 doz	1 00	Taper files, 3 doz	1 50
Rasps, 1 doz	4 24	Blacksmith coal, 11½ tons	23 00
Services of Vet. Surgeon	7 50	Railway freight	18 86
	445 83		65 84
<i>Farm Implements.</i>		<i>Carpenter Shop.</i>	
Farm wagon, 1	65 00	Auger bits, 2 sets	4 00
Plow points, 12	5 40	Rules, 2 doz	5 50
Clipper mould board, 1	3 00	Ratchet brace	1 25
Truck wheels, 1 pair	17 00	Paring chisels, 1 set	4 00
Ex. heavy wheel, 1	8 50	Chalk, 20 lbs	30 00
Cart wheel boxes, 4 sets	3 21		15 05
Repairs to wagons	20 40	<i>Land.</i>	
Rake teeth, 1 doz	3 60	Marsh land, 30 acres at \$57.50	1,725 00
Hay rakes, ½ doz	1 58	Survey of land	2 50
do forks, ½ doz	2 10	Expenses of conveyancing ditto	25 00
Mower sections, 3	4 50		1,752 50
Scythes, ½ doz	6 75	Advertising	113 02
do handles, ½ doz	3 10	Travelling Expenses	53 46
do stones, ½ doz	1 10		46,157 80
Axes, 1 doz	6 00	<i>Total</i>	
Steel scoops, 1 doz	9 50		
do shovels, 1 doz	8 75		
Dyke spades, 1 doz	18 00		

Department of Justice.

MANITOBA PENITENTIARY.

SUMMARY of Expenditure for Year ended 30th June, 1897.

<i>Staff.</i>	\$ cts.	<i>Working Expenses—Con.</i>	\$ cts.
Salaries, general.....	\$8,364 96	Telegrams.....	51 28
do police.....	9,350 00	Telephones.....	161 25
do industrial.....	3,990 00	Freight.....	149 83
	21,704 96		8,158 23
Uniforms.....	923 56	<i>Prison Equipment.</i>	
Police mess.....	94 47	Furniture and furnishing.....	40 20
	22,722 99	Beds and bedding.....	275 58
<i>Maintenance of Convicts.</i>		Prison utensils.....	289 79
Rations.....	3,614 88	Library.....	36 80
Prison clothing.....	1,158 65		653 87
Hospital supplies.....	468 02	<i>Industries.</i>	
Tobacco.....	37 13	Farm crops.....	376 93
	5,278 68	do stables.....	184 54
<i>Discharge Expenses.</i>		do implements.....	330 23
Freedom suits.....	326 51	Shops, generally.....	183 68
Travel allowances.....	656 60		1,075 38
	1,013 11	<i>Capital.</i>	
<i>Working Expenses.</i>		Walls.....	983 60
Heating.....	4,785 55	<i>Miscellaneous.</i>	
Lighting.....	547 08	Advertising.....	32 76
Water supply.....	3 37	Travelling expenses.....	86 90
Prison stables and vehicles.....	30 73	Legal expenses.....	26 38
Maintenance of buildings.....	1,759 20		146 03
do machinery.....	51 82		
do armoury.....	6 75	<i>Total</i>	40,031 90
do chapel.....	199 15		
Stationery and Queen's Printer.....	356 22		
Postage.....	56 00		

DETAILS of Expenditure, Manitoba Penitentiary, for year ended 30th June, 1897.

<i>Salaries.</i>	\$ cts.	<i>Rations.</i>	\$ cts.
Warden, Lt.-Col. A. G. Irvine.....	2,150 00	Beef, 46,200½ lbs.....	2,205 06
Deputy warden, Jas. Fitzsimmons...	1,500 00	Oatmeal, 2,481 lbs.....	41 69
Prot. chaplain, Rev. A. W. Goulding	1,000 00	Beans, 1,418 lbs.....	35 47
R.C. chaplain, Rev. G. Cloutier, 6		Pot barley, 392 lbs.....	9 80
months at \$66.66.....	399 96	Butter, 510 lbs.....	76 50
Surgeon, W. R. D. Sutherland.....	1,200 00	Baking powder, 60 lbs.....	24 00
Accountant, John Mustard, 9 months		Hops, 40 lbs.....	5 00
at \$91.66, 3 months at \$87.50.....	1,087 50	Pepper, 40 lbs.....	6 40
Warden's clerk, Wm. Durden.....	750 00	Salt, 3,936 lbs.....	39 36
Storekeeper and steward, B. F. Power,		Tea, 489 lbs.....	94 28
9 months at \$83.33, 3 months at \$79.16½	987 50	Yeast gems, 5 doz.....	4 00
Hospital overseer and schoolmaster, J.		Split pease, 490 lbs.....	11 45
O. Beaupré.....	790 00	Molasses, 125 galls.....	71 88
Engineer and blacksmith instructor,		Saltpetre, 20 lbs.....	1 20
John Smith.....	930 00	Java coffee, 150 lbs.....	56 28
Carpenter instructor, E. Lusignan.....	700 00	Vinegar, 100 galls.....	18 00
Mason do D. Farquhar.....	1,000 00	Lard, 300 lbs.....	24 00
Shoemaker do Thos. Miller.....	700 00	Mutton, 133 lbs.....	7 98
Farm do Wm. Grahame.....	660 00	Sugar, 1,912 lbs.....	88 44
Keeper, Wm. Abbott.....	600 00	Apples, 5 lbs.....	0 15
Guards, 4 at \$650.....	2,600 00	Rice, 250 lbs.....	10 94
do 5 at \$600.....	3,000 00	Flour, 200 brls.....	640 00
do 1 at \$590.....	590 00	Ice, 3 car loads.....	30 00
do 1 at \$560.....	560 00	Corn starch, 12 lbs.....	0 75
do 1 at \$500.....	500 00	Soda biscuit, 18½ lbs.....	1 11
		Flour sacks, 247.....	19 76
	21,704 96	Grinding wheat.....	74 62
<i>Uniforms.</i>		Nutmeg, 1 lb., Xmas & Jubilee extras.....	1 00
Uniform suits for warden, 2.....	105 00	Vanilla, 2 bottles do do.....	1 00
Toilet soap, 8 doz.....	2 40	Allspice, 2 lbs. do do.....	0 35
Shoe blacking, 5 doz.....	1 25	Currants, 50 lbs. do do.....	2 88
Irish frieze, 25 yds.....	68 75	Rasins, 47 lbs. do do.....	4 23
Pocketing and lining, 58½ yds.....	19 15	Rasins, 47 lbs. do do.....	4 23
Braid, 9½ grs.....	36 24	Lemon, ½ lbs. do do.....	0 10
Oxalic acid, ½ lb.....	0 05	Mixed peel, 12 lbs. do do.....	3 50
Gaiter web.....	1 60	Apples, 1 brl. do do.....	3 60
Hooks, 1,000.....	0 75	Cinnamon do do.....	0 10
Rubber cement, 2½ doz.....	4 25		
French calf, 57½ lbs.....	63 53		3,614 88
Kangaroo skins, ½ doz.....	12 00	<i>Prison Clothing.</i>	
Cut soles, 1 doz.....	6 00	Soap, 3,250 lbs.....	161 18
Steel shanks, 8 doz.....	2 40	Starch, 54 lbs.....	3 09
Shoe dressing, 2 galls.....	3 00	Laundry blue, 14 lbs.....	1 68
Bottom filling, 12 lbs.....	1 44	Castile soap, 12½ lbs.....	1 21
Machine twist, 7 lbs.....	56 25	Washing sodr, 486 lbs.....	9 72
Dongola goat skins, ¼ doz.....	6 00	Spool thread, 12½ gross.....	52 83
Welt leather, 54 lbs.....	18 90	Duck, 424½ yds.....	60 27
Serge, 466½ yds.....	325 60	Buttons, 13 gross.....	1 89
Silesia, 433½ yds.....	49 30	Thread, 16 lbs.....	18 25
Hooks and eyes, 6 gross.....	1 50	Burnishing ink, 1 gall.....	0 40
Binding, 6 gross.....	3 90	Canadian kip, 113 lbs.....	50 85
Towels, 2 doz.....	3 00	Cow hide, 104 lbs.....	31 20
Rubber tissue, 21 yds.....	4 20	Gun tragacanth, 1 lb.....	0 80
Farmers' satin, 111½ yds.....	55 75	Mocasin leather, 115½ lbs.....	34 65
Olivets and gold cord.....	12 60	Winter wax, 2 gross.....	1 50
Fur caps, 2 doz.....	60 00	Rivets and nails, 53 lbs.....	6 80
Canvas, 66 yds.....	6 60	Tacks, 1½ doz.....	3 60
Buttons, 1 gross.....	0 85	Sole leather, 604 lbs.....	132 88
Pipe clay.....	0 30	Tweed, 210½ yds.....	105 38
		Cotton, twilled, 699½ yds.....	55 94
<i>Police Mess.</i>	923 56	Flannel, 88½ yds.....	25 26
Granulated sugar, 100 lbs.....	5 63	Silesia, 95 yds.....	9 50
Butter, 230 lbs.....	34 50	Canton flannel, 227½ yds.....	27 30
Beef, 800½ lbs.....	38 16	Cotton, gray, 74 yds.....	4 14
Mustard, 5 lbs.....	2 20	Pocketing, 49½ yds.....	5 69
Mutton, 3 lbs.....	0 18	Beeswax, 5½ lbs.....	2 36
Extract of lemon, 6 bottles.....	3 00	Towelling, 250 yds.....	20 94
Tea, 48 lbs.....	10 80	Yarn, wool, 450 lbs.....	182 50
		Clothes lines, ½ doz.....	0 60
	94 47	Concentrated lye, 12 doz.....	7 80
		Moose hides, 1 doz.....	84 00

Department of Justice.

DETAILS of Expenditure, Manitoba—Continued.

<i>Prison Clothing—Con.</i>	\$ cts.	<i>Lighting.</i>	\$ cts.
Duffle, 38½ yds.	48 44	Lamp fonts, 3 doz.	6 00
Straw hats.	6 00	do burners, 8 doz.	6 10
<i>Tobacco.</i>	1,158 65	do glasses, 16½ doz.	10 27
Chewing tobacco, 112½ lbs.	37 13	do shades, 4 doz.	0 39
<i>Hospital Supplies.</i>		Coal oil, 1,938¾ galls.	479 72
Drugs and medicines.	358 24	Signal oil, 25½ galls.	21 92
Granulated sugar, 200 lbs.	11 25	Matches, 20 gross.	8 00
Alcohol, 2 galls.	9 00	Lanterns, 8.	5 25
Pill boxes, 1 gross.	0 75	do globes, 1½ doz.	4 75
Bottles, 17 doz.	17 84	Candles, 36 lbs.	4 68
Brushes, hair, ½ doz.	0 10		547 08
Corks, 4 gross.	1 60	<i>Water Supply.</i>	
Sponges, 1 doz.	1 13	Copper balls, 6.	2 10
Thermometers, clinical, 3.	4 95	Iron pipes 33½ feet.	1 00
do common, 3.	0 75	Elbows, 2 doz.	0 27
Spectacles, 1 doz.	2 00		3 37
Smoking tobacco, 70 lbs.	42 76	<i>Prison Stables and Vehicles.</i>	
Whisky, 4 bottles.	4 09	Varnish, 1½ galls.	6 38
Syringes, 16.	6 50	Whitman bit, 1.	2 25
Atomizers, 2.	2 00	Carriage spring, 1.	1 75
Trusses, 2.	3 15	Pole straps, 2.	1 25
Vaccine points, 20.	2 00	Single harness, 1 set.	19 10
	468 02		30 73
<i>Freedom Suits.</i>		<i>Maintenance of Buildings.</i>	
Canvas, 194½ yds.	19 46	Chloride of lime, 108 lbs.	9 00
Silesia, 35 yds.	5 46	Concentrated lye, 4 doz.	2 60
Boot web, 4.	1 60	Linseed oil, boiled, 115 galls.	81 85
Eyelets, 5,000.	1 00	do raw, 5 galls.	3 75
Pebble, cow, 113¼ ft.	15 86	Paint, wet, 1,104 lbs.	66 54
Sheep skins, 1 doz.	5 00	do dry, 685 lbs.	54 92
Tweed, 289 yds.	127 42	Copal varnish, 12 galls.	15 85
Sleeve lining, 162 yds.	16 61	Japan dryers, 14 galls.	15 40
Buttons, 33¾ gross.	11 6	Turpentine, 67 galls.	42 06
Shirts, 4 doz.	24 00	Butts and hinges.	6 88
Drawers, 2 doz.	9 60	Nails, 925 lbs.	35 95
Collars, 3 doz.	4 05	Screws, 37 gross.	19 59
Braces, 2 doz.	2 88	Putz pomade, 11 doz.	6 60
Neckties, 2 doz.	3 50	Enamel, ½ doz.	2 75
Handkerchiefs, 2 doz.	1 60	Iron, 367 lbs.	10 29
Felt hats, 1½ doz.	10 50	Blacksmith's coal, 2 tons.	26 00
Frieze, 50 doz.	37 50	Padlocks, 1½ doz.	19 25
Caps, 1 doz.	12 00	Building paper, 312½ lbs.	10 30
Mufflers, ½ doz.	3 60	Lumber, soft wood, 24,668 ft.	632 73
Suits, discharge clothing, 2.	11 75	do hard wood, 1,332 ft.	72 26
Overshoes, 1 pr.	1 30	Emery cloth, 22 doz. sheets.	6 60
	326 51	Iron pipe, 698 ft.	64 63
<i>Travel Allowances.</i>		Walnut stain, 1 gall.	0 20
Convicts, 16 at \$20.	320 00	Sand paper, 13 quires.	2 41
do 2 at \$15.	30 00	Putty, 203 lbs.	6 09
do 2 at \$12.	24 00	Rivets, 7 lbs.	0 80
do 5 at \$10.	50 00	Plugs, 3¾ doz.	2 20
do 1 at \$8.	8 00	Lock nuts, 2½ doz.	0 70
Railway fares.	254 60	Compression bibs, 1 doz.	7 20
	686 60	Plaster of Paris, 2 brls.	7 50
<i>Heating.</i>		Axe handles, 2 doz.	4 50
Coal, egg, 594 tons.	521 40	Tacks, 7 doz.	2 00
do soft, 615¾ tons.	2,462 12	Glass, 1,290 ft.	90 00
Wood, tamarac, 326¼ cords.	1,564 06	Locks, 25.	21 49
do poplar, 76¼ cords.	230 35	Sash cord, 300 ft.	3 25
Fire clay, 220 lbs.	2 12	Washers, 4 lbs.	0 24
do bricks, 100.	5 50	Portland cement, 14 brls.	66 50
	4,785 55	Carriage bolts, 10½ doz.	2 74
		Plumbers wages, 1 man, 6 months at \$40.	240 00
		Laths 3,000.	9 00
		Brads, 11 lbs.	1 18

DETAILS of Expenditure, Manitoba—Continued.

	\$	cts.		\$	cts.
<i>Maintenance of Buildings—Con.</i>			<i>Beds and Bedding.</i>		
Tin, 1 box.....	13	50	Cotton, gray, 118½ yards.....	8	35
Branch headers, 6.....	3	70	Ticking, 215½ yards.....	32	33
Transom catchers, 6.....	1	18	Blankets, 96.....	203	40
Roller brackets, 4 doz.....	2	00	Matrasses, 10.....	30	00
Plasterers hair, 15 bush.....	3	00	Bed bolts, 300.....	1	50
Glue, 120 lbs.....	18	40			
Wood filling, 1 can.....	0	12	<i>Prison Utensils.</i>		
Glazers' points, 6 pkgs.....	0	36		275	58
Couplings and elbows, 18.....	3	03	Electric bell fittings.....	8	40
Tees and bushes.....	1	46	Stove polish, 1½ gross.....	2	55
Hire of lifting jacks.....	1	50	do brushes, 2½ doz.....	5	73
Sulphate of iron, 224 lbs.....	3	40	Fibre pails, 1 doz.....	3	85
Whiting, 8 brls.....	32	00	Jar, 1.....	1	00
Oil containers, 1.....	0	75	Scrub brushes, 4 doz.....	8	40
Rent of coal shed site.....	1	00	Bannister brushes, 3 doz.....	13	50
			Brooms, corn, 7 doz.....	16	80
		1,759	Flour sieve, 1.....	2	50
<i>Maintenance of Machinery.</i>			Steel pails, 3 doz.....	9	75
Check valves, 3.....	6	62	Mop sticks, 1 doz.....	1	50
Globe do 15.....	13	50	Butchers' steel, 1.....	0	75
Shellac, 1 gall.....	2	75	Box chisel, 1.....	0	40
Circular saw, 1.....	11	50	Razor, 1.....	0	60
Candle wick, 2 lbs.....	0	45	Barber's hone, 1.....	0	42
Inspecting boilers.....	17	00	Pepper boxes, 25.....	1	10
			Drinking tins, 4½ doz.....	2	48
		51	Tinware.....	0	75
<i>Armoury.</i>			Coffee pots, 3.....	1	90
Ammunition, 500 rounds.....	6	75	Cook's knives, 6.....	3	00
			Soap dishes, 1 doz.....	2	00
			Resin, 5 lbs.....	0	20
			Cooking kettles, 6.....	17	00
			Bake pans, 27.....	20	50
			Milk pans, 6.....	0	79
			Flesh forks, 2.....	0	33
			Dust pans, 2 doz.....	5	50
			Brass chain, 24 yards.....	3	60
			Combs, 4 doz.....	4	00
			Meal baskets, 5.....	10	00
			Castors, 2 sets.....	2	00
			Putz pomade, 3 doz.....	1	80
			Bath bricks, 2 doz.....	1	80
			Coal scuttles, 3.....	2	65
			Oil cans, 7.....	0	41
			Wash basins, 14.....	5	70
			Faucet, 1.....	0	25
			Meat saw frames, 2.....	2	00
			Ewers, 2.....	1	60
			Cups and saucers, 1 doz.....	1	35
			Stove pipes, 150 lengths.....	13	99
			do elbows, 24.....	3	30
			do dampers, 1 doz.....	1	50
			do tees, 3.....	0	75
			do wire, 2 lbs.....	0	16
			Stove repairs.....	11	78
			Oil stove, 1.....	2	15
			Sauce pans, 3.....	1	05
			Zinc, 39 lbs.....	3	90
			Spittoons, ½ doz.....	4	75
			Meat block, 1.....	18	12
			Nail scissors, 1.....	0	75
			Oil stove wicks, ½ doz.....	0	50
			Night buckets, 2 doz.....	24	00
			Whisks, ½ doz.....	0	63
			Ration dishes, 190.....	28	50
			Pump, 1.....	5	00
		774			
<i>Furniture and Furnishing..</i>			<i>Library.</i>		
Chair bottoms, ½ doz.....	1	20		289	79
Table oil cloth, 8 pieces.....	20	00	Newspapers and magazines.....	30	30
Bunting, 101 yards.....	4	00	Directory, \$5; Books, 2 vols., \$1.50..	6	50
Repairs to clock.....	1	00			
Looking glasses, 1 doz.....	1	50			
Cupboard catches, ½ doz.....	1	25			
Window blinds, 4.....	5	25			
Green baize, 13 yds.....	6	00			
		40			36
		20			80

Department of Justice.

DETAILS of Expenditure, Manitoba—Continued.

	\$	cts.		\$	cts.
<i>Fire Protection.</i>			<i>Shops—Con.</i>		
Fire buckets, 1 doz.....	3	25	Grind stone mountings, 1 set.....	0	50
Aspinal enamel, 1½ doz.....	8	25	Carpenter's pencils, 2½ doz.....	0	83
			Price tickets, 100.....	0	25
		11 50	Peg and sewing awls, 4 gross.....	5	90
<i>Farm Crops.</i>			do do handles, 3 doz.....	1	60
Grain sacks, 30.....	3	72	Bristles, ½ lb.....	3	50
Barbed wire, 598 lbs.....	20	93	Emery straps, 1 doz.....	2	00
Fence staples, 60 doz.....	2	10	Rasps and files, 11 doz.....	13	32
Nails, 100 lbs.....	4	50	Shoe knives, 1 doz.....	1	50
Pine lumber, 1,792 ft.....	45	44	Skivers, ½ doz.....	1	13
Threshing grain.....	66	06	Shank lasters, 2.....	1	00
Fence posts, 1,136 ft.....	143	98	Sandpaper, 14 quires.....	2	70
Binder twine.....	42	50	Size stick, 1.....	0	20
Field and garden seeds.....	22	70	Heel die, 3.....	7	50
Seed oats, 100 bush.....	25	00	do shaves, 3.....	2	25
			Machine needles, 1.....	2	25
		376 93	Peg floats, 2.....	1	00
<i>Farm Stables.</i>			Splinter, 1.....	12	00
Horse sponges, 2.....	0	56	Shank burnishers, 2.....	1	40
Dandy brushes, 1 doz.....	2	09	Colliaces, 2 sets.....	5	00
Horse-shoes, 149½ lbs.....	6	73	Shears, 1 pair.....	4	00
Rope, 31½ lbs.....	2	88	Shoulder measure, 1.....	3	50
Bull, 1.....	100	00	Measuring stick, 1.....	0	50
Services of veterinary.....	21	00	Button hole punch, 1.....	1	75
Shoeing horses.....	15	90	Tailors' needles, 72 papers.....	2	88
Repairs to harness.....	1	95	Machine needles, 300.....	19	50
Raw linseed oil, 1 gall.....	0	75	Crayons, 1 box.....	0	85
Horse syringe, 1.....	6	50	Thimbles, 2 doz.....	0	30
Curry combs, ½ doz.....	0	75	Tape measures, 13.....	3	80
Mane do ¼ doz.....	0	30	Cutting paper, 1 roll.....	5	00
Curry cards, ½ doz.....	0	58	Hammers, 2.....	1	05
Bull service.....	4	00	Sewing machine repairs.....	6	44
Heifer, 1.....	18	00	Jerika vise, 1.....	15	00
Horse-shoe nails, 10 lbs.....	1	25	Kalsomine brushes, 6.....	4	36
Bull snap, 1.....	0	75	Chisel handles, 26.....	0	49
Drugs.....	0	55	Painters' duster, 1.....	0	40
			Hammer handles, 1 doz.....	0	55
<i>Farm Implements.</i>			Shank wheels, 2.....	0	50
		184 54	Shoe pincers, 4 pairs.....	1	67
Machine repairs.....	7	92	do stamps, 3.....	10	50
Oil cans, 2.....	0	30	Monkey wrenches, 2.....	1	80
Hubs, ½ set.....	1	04	Machinists' taps, 2.....	0	75
Truck rims, ½ set.....	1	88	Machine oil, ½ gall.....	1	00
Wheel spokes, 28.....	1	87	Oil cans, 3.....	0	25
Iron, 249 lbs.....	6	44	Shoe lasts, 13 pairs.....	5	20
Carriage bolts, 475.....	6	16	Lasting tacks, 12 gross.....	2	40
Paint, 4 tins.....	1	40			183 68
Scythe stones, 6.....	0	20	<i>Walls.</i>		
Pine lumber, 96 ft.....	1	92	Masons' wages, 298½ days at \$3.....	895	50
Binder, 1.....	130	00	Lime, 530 bush. at 12c.....	69	60
do whips, 2.....	2	00	Steel, 149 lbs.....	14	90
Gang plough, 1.....	70	00	Hammers, ½ doz.....	3	60
Implement repairs.....	10	55			983 60
Whiffletrees, 1½ doz.....	4	50	<i>Advertising.</i>		
Neck yokes, ½ doz.....	2	20			32 76
Chain, 42 lbs.....	2	00	<i>Travelling Expenses.</i>		
Shovels, 4.....	4	10	Lt.-Col. A. G. Irvine, warden.....	56	60
Horse collars, 2.....	4	00	Instructors and guards.....	30	30
Carriage rivets, 5 lbs.....	0	75			86 90
Lawn mower, 1.....	5	50	<i>Legal Expenses.</i>		
Disc harrows, 1 set.....	30	00			26 38
Harness leather, 110 lbs.....	27	50	Total.....	40,031	90
Rubber hose, 50 ft.....	8	00	LESS—Refund of expenditure ..	2,841	54
			Net expenditure.....	37,190	36
<i>Shops.</i>					
		330 23			
Knitting machine repairs.....	5	80			
Pliers and sash tools.....	0	61			
Brushes.....	16	00			
Spirit level, 1.....	1	00			

BRITISH COLUMBIA PENITENTIARY.

DETAILS OF EXPENDITURE.

	\$ cts
W. Moresby, warden, 4 mos. and 15 days at \$2,000	749 97
J. C. Whyte, warden, 7 mos. at \$2,000.....	1,166 66
D. D. Bourke, deputy warden, 12 mos. at \$1,500	1,500 00
Rev. H. H. Gowen, Protestant Chaplain, 6 mos. at \$600.....	300 00
Rev. Thos. Scouler, Protestant Chaplain, 6 mos. at \$800.....	400 00
Father Whelan, Roman Catholic Chaplain, 4 mos. and 6 days at \$800	279 98
Father Fayard, Roman Catholic Chaplain, 7 mos. and 24 days at \$800.....	519 99
W. A. DeWolf Smith, M.D., surgeon, 12 mos. at \$600.....	600 00
J. W. Harvey, accountant, 12 mos. at \$1,200.....	1,200 00
A. Jackson, storekeeper, 12 mos. at \$700.....	700 00
R. J. Robertson, steward, 12 mos. at \$700	700 00
W. J. Carroll, hospital overseer and schoolmaster, 12 mos. at \$800.....	800 00
2 trade instructors 12 mos. at \$750.....	1,500 00
2 do 12 mos. at \$700	1,400 00
1 do 12 mos. at \$630	630 00
1 farm instructor, 12 mos. at \$700	700 00
1 keeper, 12 mos. at \$700	700 00
1 do 12 mos. at \$600	600 00
9 guards, 12 mos. each at \$600	5,400 00
1 do 12 mos. at \$560.....	560 00
2 do 12 mos. each at \$500.....	1,000 00
1 do 11 mos. at \$500.....	458 34
1 supernumerary guard, 1 mo. at \$400	33 33
1 acting messenger and guard, 12 mos. at \$560.....	560 00
Total.....	22,458 27

Department of Justice.

DETAILS of Expenditure, British Columbia Penitentiary, for the year ended 30th June, 1897.

<i>Uniforms.</i>	\$ cts.	<i>Xmas Extras.</i>	\$ cts.
Serge, 484½ yds.	322 14	Oranges, 7 boxes	4 20
Silesia, 128½ yds.	13 45	Apples, 6 boxes	6 60
Silk, machine, 6½ lbs	48 00	Ground cinnamon, 1 lb	0 35
Freize, 194½ yds.	145 69	Currants, 35 lbs.	2 75
Overcoat lining, 190 yds	190 00	Raisins, 35 lbs.	2 50
Hair cloth, 49½ yds.	12 38	Peel, 10 lbs.	2 00
Glazed linen, 38½ yds.	6 39	Nutmegs, 30	0 25
Italian cloth, 42 yds.	21 00	Eggs, 8 doz.	0 80
Sweat bands, 4 doz.	15 00	Brandy, 1 gall	4 50
Wadding, 1 bale.	5 75	<i>Jubilee Extras.</i>	
Mohair lining, 10 yds	4 00	Raisins, 20 lbs.	1 60
Military braid, 108 yds	5 40	Currants, 20 lbs.	1 60
Hat peaks, 3 doz.	9 00	Mixed peel, 5 lbs.	1 25
Barrell buttons, 4 gross.	7 00	Baking powder, 3 lbs	0 75
Gilt coat buttons, 4 gross	48 00	Eggs, 5 doz.	1 25
Gilt vest buttons, 6 gross.	60 00	Nutmegs, 1 doz.	0 15
Overcoat buttons, 3 gross	2 70	Essence of vanilla, 4 bottles.	2 00
Buttonhole punches, 3 pair.	3 50	Strawberries, 4 crates	9 50
Hooks and eyes, 3 gross	0 60	<i>Prison Clothing.</i>	
Uniform cap, 1	7 50	Brad awls.	0 25
Uniform cap badge, 1	3 50	Iron nails, 42½ lbs.	3 00
Helmets, 2½ doz.	25 00	Hungarian nails, 25 lbs	3 00
Sole leather, 247 lbs.	54 34	Brass rivets, 75 lbs.	16 50
Canadian calf, 60 lbs.	45 00	Shoe tacks, 45 lbs.	9 00
French kid, 50 ft.	17 50	Pegs, 1 bush	1 60
Dongola, 35 ft.	12 25	Barbours thread, 11½ lbs	8 00
French kip, 82 lbs.	69 70	do linen thread, 2 ½ lbs.	5 00
Wet, 25 ft.	8 75	Shoe wax, 1 lb	0 10
Sheep skins, 3 doz.	24 00	Pegging awls, 1 gross.	1 00
Pebble leather, 33½ ft	4 72	Eyelets, 50 M.	10 00
Iron nails, 28½ lbs.	2 00	Sponges, 2 doz.	6 00
Barbour's thread, 52½ lbs.	6 00	Shoe knives, 1 doz.	2 00
White silk, shoe, 2½ yds.	20 00	Boot trees	2 00
Sewing awls, 1 gross.	2 00	Whipping awls, ¼ doz.	0 50
Square do ½ gross.	1 00	Stabbing awls, ¼ doz.	0 50
Shoe hooks, 5 gross.	2 50	Sole leather dies, 1 set.	25 00
Shoe buttons, 3 gross.	1 20	do ½ set	13 50
Welting, 1 yd.	0 50	Gum, tragacanth, ½ lb.	0 50
Boot trees.	2 00	Oxalic acid, 1 lb.	0 15
Lasts, 8 prs.	6 40	Sable oil.	0 50
Fur felt, 2 yds.	0 40	Leather cement, ¼ doz.	0 60
Sable oil.	1 00	Lasts, 8.	6 40
Leather cement, ¼ doz.	0 60	Upper leather, 254 lbs	76 20
Shoe knives, 1 doz.	2 00	Buff do 78 ft.	10 14
Shoe polish, 1 gall.	3 00	Sheep skin, 5 doz.	17 50
Express on gilt buttons	3 75	Buck do 3	12 00
Bank exchange on draft for helmets.	0 25	Sole leather (No. 2), 312 lbs	62 40
Blacking, 3 doz.	1 75	do (No. 1), 87½ lbs.	19 29
<i>Rations.</i>		Brown denim, 51½ yds.	8 84
Insane asylum	260 70	Twill cotton, 256½ yds.	21 80
Molasses, 306½ galls.	107 38	White do 205½ yds.	16 42
Oatmeal, 1,100 lbs.	38 50	Grey do 537 yds.	34 91
Fish, 4,692 lbs.	286 84	Holland, 47½ yds.	6 14
Beef, 27,063 lbs.	1,948 90	Divisional square, 1.	1 50
Flour, 240 bbls.	1,044 00	Curve ruler, 1.	0 50
Hops, 59 lbs.	7 38	Crayons, 4 boxes	3 40
Pepper, 65 lbs.	7 00	Beeswax, 6 lbs	2 70
Soap, 2,905 lbs	102 75	Leads, 1 box	1 00
Tea, 635½ lbs	95 33	Thumbles, 2 doz.	0 30
Sugar, 3,194 lbs.	144 83	Tape measures, 1 doz	3 00
Vinegar, 27 galls	8 10	Darners, 10 pkgs.	0 40
Lard, 190 lbs	19 00	Needles, 50 pkgs.	1 50
Salt, 3,850 lbs.	28 88	Sewing machine needles, 16 pkgs.	16 00
Barley, 260 lbs	12 23	Bobbin rubbers, 1 doz	0 60
Potatoes, 4,000 lbs.	40 00	Straw hats, 12 doz.	15 00
Beans, 123 lbs.	3 07	Tape, 15 gross.	11 25
Baking powder, 5 lbs.	0 70	Bone pant buttons, 7 gross.	1 19
Mixed spice, 20 lbs	7 00	Bone fly do 5 do	0 80
Bicarb soda, 5 lbs.	0 70		
Mustard, 5 lbs	0 50		
1,248 71			4,205 94

DETAILS of Expenditure, British Columbia—Continued.

<i>Prison Clothing—Con.</i>	\$ cts.	<i>Freedom Suits—Con.</i>	\$ cts.
Metal fly buttons, 3 gross	0 45	Awls, stabbing, $\frac{1}{2}$ gross	0 50
Metal pant do 3 do	0 45	Shoe hooks, 5 gross	2 50
Bone shirt do 12 do	1 80	Shoe webbing, 2 yds.	0 75
Coat do 10 do	9 00	Boot trees	2 00
Vest do 12 do	9 60	Lasts, 8 pairs	6 40
Tailor irons, 6	7 20	Elastic, 1 yd	0 60
Sperm oil, 3 galls.	7 20	Gum Tragacanth, $\frac{1}{2}$ lb.	0 50
Scissors, 6 prs.	7 50	Sable oil, $\frac{1}{2}$ gall.	1 00
Buttonhole punches, 4 prs.	7 00	Leather cement, $\frac{1}{2}$ doz.	0 60
Knife sharpeners, 1 doz.	9 75	Shoe knives, 1 doz.	2 00
Knitting needles	1 16	Farmers satin, 42 yds.	21 00
Sewing machine	60 00		
Buckles, 1 gross	2 25		469 42
French canvas, 256 yds.	26 88	<i>Travel Allowances.</i>	
Flannel, 527 $\frac{1}{2}$ yds.	263 88	6 men at \$20.	120 00
Cotonade, 157 yds.	27 08	2 do \$19.	38 00
Towelling, 400 yds.	35 50	1 do \$18.50	18 50
Blue Denim, 52 $\frac{1}{2}$ yds.	9 01	2 do \$17.	34 00
Shaving soap, 2 lbs.	3 00	1 do \$16.50	16 50
Freight on leather.	0 40	5 do \$15.	75 00
	939 99	1 do \$14.	14 00
<i>Hospital Supplies.</i>		8 do \$11.50	92 00
Drugs	203 98	2 do \$10.60	21 20
Pill machine	6 00	1 do \$10.50	10 50
Galvanic appliances	4 24	6 do \$10.	60 00
Scarlet flannel, 2 yds.	0 70	Fares	149 70
Exchange on galvanic appliances.	0 25		649 40
Butter, 127 lbs.	25 40	<i>Heating.</i>	
Eggs, 41 doz	4 10	Coal (best B.C.), 328,436 lbs.	845 72
Mustard, 4 lbs.	0 40	do (Comox nut), 150,677 lbs	244 84
Cocoa, 12 lbs	8 10	Scoop shovels, $\frac{1}{2}$ doz.	2 75
Consultation with G. F. Bodington, M.D.	25 00	Stove pipe, 3 lengths	0 60
	278 17	Stove pipe elbows, 1 length	0 20
<i>Tobacco.</i>		Coal scoops, 3	2 75
Tobacco, 337 $\frac{1}{2}$ lbs	118 13		1,096 86
<i>Freedom Suits.</i>		<i>Lighting.</i>	
Hats, 2	3 50	Gas, 667,300 cubic feet	1,334 60
Hats, 4 doz.	36 00	Gas (warden's residence)	36 00
Fancy silesia, 75 yds.	8 15	Matches, 1 gross	2 75
Drab silesia, 42 $\frac{1}{2}$ yds.	6 08	Coal oil, 49 $\frac{1}{2}$ galls.	9 84
Tweed, 20 yds.	6 80	Wax tapers, 24 boxes	6 00
do 75 yds	25 50	Lamp wicks, 27	0 37
do 165 $\frac{1}{2}$ yds	70 33	Gas lamp globes, 6	2 40
Silk, 5 lbs.	48 00	Dark lanterns, 2	0 33
do 1 box	6 00		1,392 29
Hair cloth, 75 yds.	18 75	<i>Water Supply.</i>	
Glazed linen, 68 yds	9 90	Water (for year 1896-97)	710 22
Braces, 4 doz	6 00	do (Arrears, 1895-96)	368 04
Neckties, 4 doz	6 00	Purchase of water meter.	250 00
Flannel, 203 yds.	49 95		1,328 26
Wadding, 1 bale.	5 75	<i>Prison Stables and Vehicles.</i>	
Mohair lining, 10 yds	4 00	Heavy farm waggon, 1	100 00
Jean, 56 $\frac{1}{2}$ yds	5 96	Leather duck, 12 yds	4 00
Buttons	0 75	Castile soap, 10 lbs	0 85
Sole leather, 161 lbs	35 42		104 85
Canadian kip, 53 lbs	26 50	<i>Maintenance of Buildings.</i>	
Grain leather, 56 lbs.	19 60	Kalsomine brushes, 4	10 00
Welt leather, 27 $\frac{1}{2}$ ft.	9 63	Whitewash do 6 doz.	22 50
Sheep skin, 1 doz.	8 00	Paint do 6 doz.	36 00
Pebble leather, 25 ft.	3 00	Varnish do 3 doz.	5 83
Iron nails, 28 $\frac{1}{2}$ lbs.	2 00	Scrubbing do 5 doz.	8 75
Barbour thread, 4 $\frac{1}{2}$ lbs.	3 00	Putty, 100 lbs.	3 50
Barbour linen thread, 1 $\frac{1}{2}$ lbs.	3 00		
Awls, sewing, 1 gross	2 00		
do square, $\frac{1}{2}$ gross	1 00		
do whip, $\frac{1}{2}$ gross	0 50		

Department of Justice.

DETAILS of Expenditure, British Columbia—Continued.

<i>Maintenance of Buildings—Con.</i>	\$ cts.	<i>Maintenance of Machinery.</i>	\$ cts.
Glue, 50 lbs.	7 50	Oil, 9 galls.	6 75
Methylated spirits, 1 gall.	2 25	Repairs to mortise machinery	5 00
Nails, 10 kegs	33 50	Leather belting, 60 feet	11 40
Moulding nails, 20 lbs	1 25	Furnace bars, 480 lbs.	19 20
Spikes, 5 lbs.	40	Pinions and boring out same (4 only)..	8 00
Screws, 42 gross	16 80	Shaft turned, 1 only	4 50
Glass, 10 cases	22 50	Pulleys bored, 2 only	1 25
Desk locks, ½ doz.	1 50		56 10
Drawer locks, ½ doz.	1 50	<i>Maintenance of Armoury.</i>	
Cupboard locks, 1½ doz.	5 25	Cartridges, 10,500	126 40
Rim locks with knobs, 1 doz.	2 50	Freight on same	13 91
Mortise locks with knobs, ½ doz.	2 50	Repairs to arms.	6 75
Red and white lead, 900 lbs.	54 00	Gun oil, 1 gall.	1 00
Varnish, 15 galls.	16 50	Handcuffs, 24 pairs.	72 00
Varnish (carriage) 1 gall	6 00	Police whistles, 2 doz.	8 00
Paint (sundry)	67 08	Salary armourer.	24 00
Linseed oil, 93½ gall.	65 09		252 06
Sundry hinges, 4½ doz.	5 72	<i>Chapels.</i>	
Lumber	397 30	Salaries to organists.	100 00
Stanley beader, B.B. rules, oilers, oil stones, S. wrench	6 45	Candles, 10 lbs.	1 40
Draw knife, hand saws, compass saws, ajax bits, augers, hand axes	9 85	Anthem books, 12	15 00
Stillson's wrench.	3 00	Prayer books, 36.	26 57
Pipe cutters and wheels	9 65		142 97
Pipe dies	5 00	<i>Stationery and Printing.</i>	
Saw blades and set.	1 50	Stationery and Queen's Printer.	477 20
Firmer chisels, 1 set.	3 96	<i>Postage.</i>	
Screw cutting taps and dies.	3 83	Stamps.	39 00
Bench screws, 2.	1 00	Rent of post box.	5 00
Mortise chisels, 1 set.	6 00		44 00
Lathe tools.	5 50	<i>Telegrams.</i>	
Spoke shave and sledge handles	3 55	Telegraph Account.	106 10
Rope, 255 lbs.	25 50	<i>Telephones.</i>	
Lime, 16 brls.	20 00	Rents and tolls.	91 18
Plaster Paris, 1 brl.	5 75	<i>Freight.</i>	
Turpentine, 44 gals.	35 20	Freight	85 09
Valves, unions, pipe and fittings.	129 10	<i>Furniture and Furnishings.</i>	
Sundry iron, 4,785½ lbs.	172 74	Clock, 1.	4 00
Files assorted, 4½ doz.	4 60	Repairs to clocks	6 25
Blank door keys, 1 doz.	1 20	Combs, rack and fine, 1 gross.	10 00
Tacks, 5½ doz.	2 20	Twine, 6 lbs.	2 00
Zinc	11 12	Toilet paper.	2 50
Sand paper. 1½ reams	5 63	Deed boxes, 2.	4 00
Fly do	1 13	Linoleum, 91½ yds.	104 24
Moulding nails (pkgs), 2 doz.	1 50	Brooms, 11 doz.	30 25
Rubber packing, 1 yd.	1 50	Whisks, 7 doz.	7 00
Packing cord and twine, 45 lbs.	15 01	Feather dusters, ½ doz.	3 00
Alabastine, 66¾ lbs	6 00	Castings and repairing typewriter.	3 75
Chalk line, 400 ft	0 80	Clock dials, 2 boxes.	8 00
Tin, 47 lbs.	10 57	Exchange on dials	0 25
Tin, 12 sheets.	1 50	Waste paper baskets, 2.	2 50
Fire clay, 200 lbs.	4 00	Macey desk, 1.	45 00
Speaking tube whistles, 12	4 20	Freight on desk.	10 46
Whitening, 331 lbs.	5 07		243 21
Wire cloth, 2 rolls, \$8; Wire, \$1.50.	9 50		
Galvanized iron, 10,688 lbs.	497 19		
Acid, ½ gal.	0 75		
Lead, 15 lbs.	0 75		
Pumice stone, 2 lbs.	0 50		
Tinned rivets, 2 lbs.	1 00		
Gas brackets, 1 only	0 75		
Coat hooks, 6 doz.	1 50		
Wire clothes line.	3 75		
Wood clothes pins, 1 gross	0 50		
Tar, 1 brl.	5 00		
Gate hooks and eyes, 3 doz	0 75		
Turkey red.	0 60		
Ice, 618 lbs.	3 09		
Lye, 260 lbs.	26 00		
	1,872 96		

DETAILS of Expenditure, British Columbia—Continued.

<i>Machinery.</i>	\$ cts.	<i>Police Weapons.</i>	\$ cts.
Brick machine.....	50 00	Marlin revolvers, 12.....	56 70
Babbit metal, 10 lbs.....	1 25	Marlin rifles, 12.....	145 48
Kiln barrows, 6.....	9 00	Extra sights.....	3 58
Brick do 4.....	10 00		205 76
Union combination saw, complete.....	71 93		
Freight on do do.....	8 78	<i>Fire Protection.</i>	
	150 96	Babcock hose, 30 ft.....	15 00
<i>Beds and Bedding.</i>		Peil valves, 2½-in., 5.....	60 00
Ticking, 222 yds.....	34 97	Hydrant valves, 2½-in., 5.....	8 75
Drill, 118¾ yds.....	8 60	to cups, 5.....	7 50
Copper wire, 108 lbs.....	5 40	Elbows, 2½ x 2, 5.....	2 25
Bolts, 500.....	2 41	Labour, 5 days.....	2 50
Rivet washers, 6¾ lbs.....	1 35	Canvas hose, 497¾ ft.....	59 68
	52 73	Couplings, 2 pair.....	1 30
		do 3 pair.....	1 95
<i>Prison Utensils.</i>			158 93
Scales, 1 set.....	10 00	<i>Farm.</i>	
Platform scales, 1 set.....	17 50	Manure, 178 loads.....	57 50
Wooden tap, 1.....	0 13	Drain pipes, 450 feet.....	78 75
Hair clippers, 2 pair.....	4 00	Fuse, 200 feet.....	2 00
Clothes wringer, 2.....	16 00	Caps, 1 box.....	1 25
Hair clipper springs, ½ doz.....	0 60	Barb wire, 285 lbs.....	13 78
Mouse traps, 1 doz.....	3 00	Wire staples, 5 lbs.....	0 25
Imperial measures, 1 set.....	1 00	Services of bull.....	30 00
Funnels, ½ doz.....	0 50	Stumping powder, 2 cases.....	18 00
Tin caps, 15 doz.....	11 25	Oats, 2,075 lbs.....	28 53
Spoons and s up ladles, 10 doz.....	3 00	Potatoes, 5 tons.....	90 00
Tin pails, 4 doz.....	5 00	Sundry seeds.....	72 38
Soup plates, 11 doz.....	13 75		392 44
Mollasses tins, 12 doz.....	6 80	<i>Stables.</i>	
Knives and forks, 10½ doz.....	20 50	Chopped feed, 30,978 lbs.....	340 75
Wooden buckets, 5 doz.....	12 00	Brewers' grains, 18 loads.....	9 00
Ration measures, 1 doz.....	2 00	Harness soap, 15 lbs.....	5 25
Stove ring, 1.....	0 80	Horse-shoes, 200 lbs.....	10 00
Copper boiler and steamer.....	42 00	Horse-shoe nails, 18 lbs.....	2 70
Range boiler.....	48 00	Whips, 2 only.....	5 50
Flour sieves, 4.....	0 80	Harness leather, 25 lbs.....	25 00
Razors, 1 doz.....	21 00	do blacking, 1 doz. bottles.....	7 00
Pint mugs, 10 doz.....	6 00	Stable sponges, 2 doz.....	6 00
Coffee pot, 1.....	2 50	Rivets and burs, 16 lbs.....	5 60
Bread and carving knives, ½ doz.....	3 00	Castile soap, 10 lbs.....	0 85
Agate sauce pans, ½ doz.....	7 50	Clench rings, 350.....	2 10
Fry pans, ¼ doz.....	0 83	Carpet, 4½ yds.....	4 00
Cast iron ovens, 2.....	31 75	Harness polish, ½ gal.....	1 50
Galv. iron dish pans, 2.....	3 25	Wire-bound hose, 200 ft.....	37 33
Dust, store, shoe and scrub brushes, 3½ doz.....	8 85	Spokes, 3½ doz.....	6 72
Meat chopper, 1.....	4 50	Rims, 9 only.....	5 00
Bath bricks.....	0 60	Tire bolts, 8 only.....	0 43
Galvanized iron buckets, 5 doz.....	25 00	Stable brooms, 1 doz.....	9 60
Tin plates, 5 doz.....	2 40	Dandy brushes, 3 doz.....	9 00
	335 01	Awls, 6 doz.....	2 40
<i>Library.</i>		Cutting gauge, 1 only.....	2 00
Library books.....	136 88	Nickel buckles, 1 gross.....	5 00
		Collar needles, 1 doz.....	6 00
<i>Subscriptions to Papers.</i>		Round knife, 1 only.....	2 50
"New advertiser".....	11 00	Harness needles, ¼ gross.....	0 30
Daily "Globe".....	6 00	Pasturing 2 mares.....	4 90
"Weekly Province".....	1 00		516 43
Ottawa "Free Press".....	3 00	<i>Implements.</i>	
Bookbinding cloth, 25 yds.....	8 75	Plow points, 12 only.....	10 50
Mill board.....	4 00	Sections, 3 x 3, 24 only.....	4 08
	170 63	Rivets, ¾ lb.....	0 20
		Mattock handles, 2 doz.....	5 00
		Long handle shovels, 5 doz.....	35 00
		Cutting box, 1 only.....	20 00
		Hay rakes, 2 doz.....	4 00

Department of Justice.

DETAILS of Expenditure, British Columbia—*Concluded.*

<i>Implements—Con.</i>	\$	cts.	<i>Advertising.</i>	
Garden rakes, ½ doz.....	1	50	Nanaimo <i>Free Press</i>	19 95
Garden hoes, 3 doz.....	9	00	F. Jackson.....	1 75
Manure forks, ½ doz.....	3	25	Victoria <i>Times</i>	18 20
Kink-proof hose, 100 feet, and 2 sets couplings, clamps and nozzle.....	18	66		39 90
Racer cross-cut saw.....	6	80	<i>Travelling Expenses.</i>	
Watering cans, 6 only.....	0	72	W. Moresby, to Port Kells and return	3 65
Scythe stones, 1 doz.....	0	60	J. C. Whyte, <i>re</i> brick machine.....	2 75
Scraper, 1 only.....	11	50	J. C. Whyte, 3 trips to Vancouver and return.....	4 50
Bone mill, 1 only.....	20	00		10 90
Scythes and snathes, 6 only.....	11	40	<i>Legal Expenses.</i>	
	164	21	Chas. Wilson <i>re</i> penitentiary reserve..	49 61
<i>Pigger.</i>			A. Malins, swearing accounts.....	3 50
Brewers' grain, 141 loads.....	70	50	F. G. Turner, do.....	1 00
<i>Shops Generally.</i>			H. L. DeBeck, do.....	0 50
Cumberland coal, 5,946 lbs.....	57	03		54 61
Repairing 140 files.....	12	50		17,650 83
	69	53	Add salaries total as per list.....	22,458 27
<i>Land.</i>			<i>Grand total</i>	40,109 10
Surveying of penitentiary property...	50	50	Less refund of expenditure.....	211 62
<i>Escapes.</i>			<i>Net expenditure</i>	39,897 48
Expenses of W. H. Lomas.....	4	90		

Department of Justice.

APPENDIX K

OFFICERS EMPLOYED

KINGSTON PENITENTIARY.

List of Officers on the 30th June, 1897, giving Rank, Nationality, Creed, Age, Etc.

Name.	Rank.	Nationality.	Creed.	Age.	Date of First Appointment.	Date of present Appointment.	Salary.
							\$ cts.
Jas. H. Metcalf.	Warden.	Canadian.	Church of England.	49	May 22, 1896	May 22, 1896	2,000 00
Wm. Sullivan.	Deputy warden.	Irish.	Roman Catholic.	61	Feb. 1, 1860	Sept. 1, 1881	1,500 00
O. S. Strange, M.D.	Surgeon.	Canadian.	Presbyterian.	71	do 9, 1885	Feb. 9, 1885	1,800 00
R. B. Creighton.	Accountant.	do	do	36	do 1, 1882	Dec. 29, 1892	1,050 00
Rev. C. F. Cartwright.	Protestant chaplain.	do	Church of England	60	Oct. 25, 1875	Oct. 25, 1875	1,200 00
Rev. J. V. Neville.	Roman Catholic chaplain.	do	Roman Catholic	33	Dec. 28, 1893	Dec. 28, 1893	1,200 00
Wm. J. Macleod.	Clerk.	Irish.	Presbyterian.	29	Jan. 1, 1896	Jan. 1, 1896	500 00
Wm. S. Hughes.	Chief keeper, &c	Canadian.	do	36	do 13, 1893	do 1, 1896	1,200 00
P. O'Donnell.	Storekeeper.	Irish.	Roman Catholic.	61	June 15, 1870	July 15, 1870	1,000 00
E. J. Adams.	Chief trade instructor.	Canadian.	Presbyterian.	36	April 6, 1894	Feb. 1, 1896	1,000 00
Jas. Devlin.	Engineer.	do	Roman Catholic	47	July 1, 1885	July 1, 1885	1,300 00
Chas. Bayle.	Electrician.	do	Congregationalist.	28	Oct. 1, 1890	Oct. 1, 1890	800 00
R. McDonald.	Assistant electrician.	Scotch.	Roman Catholic.	45	June 1, 1891	June 1, 1894	500 00
Jas. Weir.	Steward.	do	Presbyterian.	46	Oct. 31, 1876	Sept. 1, 1881	900 00
W. A. Gunn.	Hospital overseer, &c.	Canadian.	Church of England.	52	June 1, 1890	June 1, 1890	800 00
Thos. Thompson.	Asst. do	Irish.	Methodist.	54	Feb. 1, 1869	Mar. 1, 1896	600 00
M. J. Kennedy.	Messenger.	Canadian.	Roman Catholic	47	March 6, 1886	Mar. 6, 1886	600 00
Rose A. Fahey.	Matron.	do	do	45	June 1, 1889	June 1, 1889	400 00
Mary Smith.	Deputy matron.	do	Presbyterian.	46	Oct. 1, 1890	Sept. 1, 1890	800 00
Richard Young.	Mason instructor.	do	Church of England.	52	June 1, 1890	June 1, 1890	600 00
John Gordon.	do	Scotch.	Methodist.	40	April 1, 1872	May 1, 1884	600 00
B. H. Sherring.	Stonecenter instructor.	English.	Roman Catholic	47	March 6, 1886	Mar. 6, 1886	600 00
T. W. Gibson.	Quarry instructor.	Canadian.	do	45	June 1, 1889	June 1, 1889	400 00
H. L. Walker.	Blacksmith instructor.	English.	Presbyterian.	46	April 6, 1886	Dec. 27, 1890	700 00
Neil McNeil.	Asst. do	do	Methodist.	37	Oct. 2, 1894	Oct. 2, 1894	690 00
R. J. Burns.	Carpenter instructor.	do	Church of England.	45	Aug. 22, 1892	do 1, 1894	690 00
Peter Moncrief.	Tinsmith do	Irish.	Church of England	40	July 8, 1896	July 8, 1896	700 00
Robt. Pogue.	Shoemaker do	Canadian.	Methodist.	32	April 3, 1897	April 3, 1897	700 00
Thos. Conley.	Tailor do	do	Church of England	45	April 3, 1897	April 3, 1897	700 00
*J. B. P. Mathewson.	Asst. tailor do	do	Roman Catholic.	42	June 1, 1894	Oct. 1, 1894	500 00
Æ. D. O. Macdonnell.	Kpr. of prison of isolation.	do	Church of England.	42	June 1, 1895	June 1, 1895	700 00
John A. McCaugherty.	Farmer instructor.	Canadian.	Presbyterian.	35	Aug. 1, 1888	Sept. 5, 1895	700 00
Patrick O'Connor.	Keeper, binder twine.	do	Church of England.	49	Sept. 1, 1887	do 1, 1887	700 00
Wm. Coward.	Baker instructor.	Irish.	Methodist.	61	Jan. 20, 1888	Jan. 20, 1888	700 00
James Evans.	Keeper do	Canadian.	Roman Catholic.	61	Sept. 1, 1839	Nov. 28, 1891	700 00
Edward Mooney.	do	do	do	51	Jan. 17, 1881	Feb. 5, 1894	700 00
		do	Presbyterian.	31	April 1, 1893	April 1, 1893	690 00
		do	Roman Catholic.	44	Dec. 18, 1882	Dec. 18, 1882	700 00
		Irish.	Methodist.	42	June 6, 1878	June 6, 1878	700 00
		Canadian.	Church of England.	60	Jan. 16, 1868	Nov. 1, 1881	600 00
		do	Roman Catholic.	54	Sept. 7, 1864	July 1, 1887	600 00

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Michael Brennan	do	do	do	do	53	Oct.	3,	1865	do	1,	1889	600	00
John Mills	do	English	Methodist	do	45	do	17,	1875	Aug.	1,	1889	600	00
Robt. McCauley	do	Canadian	Roman Catholic	do	55	Jan.	21,	1868	Dec.	1,	1890	600	00
Alex. Atkins	do	do	Presbyterian	do	40	July	1,	1878	July	8,	1891	600	00
Wm. Hurst	do	do	Methodist	do	55	Nov.	13,	1877	Nov.	8,	1894	560	00
John Kennedy	do	Canadian	Roman Catholic	do	45	May	1,	1870	Sept.	24,	1895	600	00
Bernard McGeun	Guard	do	do	do	60	Mar.	1,	1859	July	9,	1891	500	00
Thomas Moore	do	English	Church of England	do	53	May	9,	1870	May	9,	1870	500	00
Lawrence Walsh	do	Canadian	Roman Catholic	do	42	Nov.	7,	1879	Nov.	7,	1879	500	00
John Donnelly	do	American	do	do	49	April	10,	1882	April	10,	1882	500	00
Chas. Bostridge	do	English	Methodist	do	46	Mar.	1,	1884	Mar.	1,	1884	500	00
Jas. A. Rutherford	do	Canadian	Roman Catholic	do	36	Jan.	10,	1885	Jan.	10,	1885	500	00
Peter Beaupré	do	do	Methodist	do	45	May	23,	1885	May	23,	1885	500	00
John Baanister	do	do	Roman Catholic	do	36	do	27,	1885	do	27,	1885	500	00
Janes Doyle	do	do	do	do	35	July	1,	1885	July	1,	1885	500	00
Arthur McConville	do	do	Methodist	do	39	do	4,	1885	do	4,	1885	500	00
Wm. Mooney	do	do	Roman Catholic	do	56	do	12,	1886	do	12,	1889	500	00
Michael Koen	do	do	do	do	48	Sept.	1,	1887	Sept.	1,	1887	500	00
Thomas Tobin	do	Irish	do	do	58	do	1,	1888	Oct.	1,	1888	500	00
Wm. Newman	do	do	Presbyterian	do	49	Oct.	1,	1888	Oct.	1,	1888	500	00
Patrick Madden	do	Canadian	Roman Catholic	do	33	Aug.	1,	1889	Aug.	1,	1889	500	00
Thomas Fowler	do	do	do	do	37	do	1,	1889	do	1,	1889	500	00
Andrew Thompson	do	do	Ch. of England	do	47	do	1,	1889	do	1,	1889	500	00
Wm. Holland	do	do	do	do	47	do	1,	1889	do	1,	1889	500	00
E. R. Davis	do	do	Methodist	do	44	May	31,	1890	May	31,	1890	500	00
Wm. Ryan	do	do	Roman Catholic	do	39	Sept.	8,	1890	Sept.	8,	1890	500	00
J. R. Birmingham	do	do	do	do	41	Jan.	1,	1891	Jan.	1,	1891	500	00
C. W. Wood	do	do	Methodist	do	43	June	15,	1891	June	15,	1891	500	00
G. B. Aney	do	do	Roman Catholic	do	31	do	7,	1892	do	7,	1892	500	00
John Givins	do	do	Church of England	do	50	do	9,	1892	do	9,	1892	500	00
Alex. Spence	do	do	do	do	45	July	23,	1892	July	23,	1892	490	00
Calvin S. Wheeler	do	do	do	do	46	Aug.	23,	1892	Aug.	23,	1892	490	00
Edward Johnson	do	do	do	do	34	do	24,	1892	do	24,	1892	490	00
Geo. McCauley, jun	do	American	Roman Catholic	do	42	Sept.	1,	1892	Sept.	1,	1892	490	00
F. Hornbrook	do	Canadian	do	do	39	Mar.	1,	1893	Mar.	1,	1893	490	00
Wm. Kenny	do	do	Methodist	do	25	do	12,	1894	do	12,	1894	460	00
G. N. Milligan	do	do	Presbyterian	do	37	do	1,	1894	do	1,	1894	460	00
Jas. J. Graham	do	do	Roman Catholic	do	43	Aug.	7,	1894	Aug.	7,	1894	460	00
John O'Neil	do	do	Church of England	do	28	Feb.	22,	1895	Feb.	22,	1895	460	00
James Bennett	do	do	Methodist	do	48	Aug.	26,	1895	July	26,	1895	500	00
R. Patterson	do	do	Roman Catholic	do	23	Sept.	23,	1895	Sept.	23,	1895	500	00
John Hughes	do	do	Presbyterian	do	31	do	24,	1895	do	24,	1895	500	00
Samuel McCormack	do	do	Church of England	do	36	do	25,	1895	do	25,	1895	500	00
James B. Toner	do	do	Methodist	do	38	Oct.	1,	1895	Oct.	1,	1895	500	00
G. H. T. Marsh	do	do	Roman Catholic	do	23	Jan.	1,	1896	Jan.	1,	1896	500	00
T. E. Hennessy	do	do	Church of England	do	33	Mar.	9,	1896	Mar.	9,	1896	500	00
S. J. Greer	do	do	Methodist	do	39	May	6,	1896	May	6,	1896	500	00
Wm. N. Carrigan	do	do	Presbyterian	do	do	do	do	do	do	do	do	do	do
A. F. Reid	do	do	Church of England	do	do	do	do	do	do	do	do	do	do
Richard B. Dowsley	do	do	Presbyterian	do	do	do	do	do	do	do	do	do	do

List of Officers on the 30th June, 1897, giving Rank, Nationality, Creed, Age, &c.—Continued.

KINGSTON PENITENTIARY.

Name.	Rank.	Nationality.	Creed.	Age	Date of First Appointment.	Date of Appointment.	Salary.
							\$ cts.
Wm. Coffey	Stoker	English	Congregationalist	58	Dec. 1, 1885	Dec. 1, 1885	500 00
Patrick Healy	do	Irish	Roman Catholic	44	July 2, 1896	July 2, 1896	500 00
C. A. Sullivan	Sewerage overseer	English	do	28	Jan. 1, 1894	Jan. 1, 1896	500 00
Isaac Houghton	Teamster	do	Church of England	59	Dec. 1, 1891	Dec. 1, 1891	400 00
Michael Tobin	do	Irish	Roman Catholic	51	do 7, 1890	do 7, 1890	400 00
Philip Stover	do	Canadian	Methodist	43	Sept. 1, 1894	Sept. 1, 1894	360 00
James Weir	do	do	do	41	May 4, 1896	May 4, 1896	500 00
T. P. Connor	Superintendent of twine department	do	Roman Catholic	35	July 1, 1894	July 1, 1894	1,500 00
John Price	Asst. do	do	Church of England	49	do 1, 1894	do 1, 1894	900 00
N. P. Wood	Asst. storekeeper	do	Methodist	57	June 1, 1885	Mar. 1, 1896	600 00

* Resigned July 4th, 1869; reappointed November 2nd, 1869.
 † " " March 18th, 1873 " " September 1st 1875.
 ‡ " " 31st, 1872 " " July 1st, 1877.

Department of Justice.

ST. VINCENT DE PAUL PENITENTIARY.

Name.	Rank.	Nationality.	Creed.	Age	Date of Appointment.	Salary.
						\$ cts.
Télesphore Ouimet	Warden	Canadian	R. Catholic	53	Feb. 10, 1870	2,800 00
Rev. L. O. Harel	R. C. chaplain	do	do	49	April 27, 1887	1,200 00
Rev. John Rollit	Protestant chaplain	do	Ch. of Eng.	56	Oct. 25, 1895	800 00
Thomas McCarthy	Deputy warden	do	R. Catholic	60	Dec. 1, 1856	1,500 00
M. H. E. Gaudet, M.D.	Surgeon	do	do	66	Jan. 31, 1887	1,400 00
George S. Malepart	Accountant	do	do	48	Sept. —, 1880	1,100 00
G. E. Papineau	Warden's clerk	do	do	41	Jan. 1, 1886	800 00
Charles N. Contant	Chief keeper	do	do	50	June 25, 1887	900 00
George B. Lamarche	Storekeeper	do	do	55	May 20, 1873	900 00
L. O. Labelle	Clerk of works	do	do	53	Sept. 1, 1838	1,000 00
N. Charbonneau	Steward	do	do	47	July 1, 1873	800 00
Eugène Champagne	Engineer	do	do	43	Feb. 1, 1890	900 00
David O'Shea	Hospital overseer	do	do	37	Aug. 23, 1882	680 00
Joseph T. Dorais	Schoolmaster	do	do	53	July 24, 1882	700 00
Edward Kenny	Farm Instructor	Irish	do	46	Jan. 1, 1876	700 00
Procope Dumas	Carpenter	Canadian	do	59	May 20, 1873	700 00
Trefflé Nantel	Blacksmith do	do	do	51	March 10, 1887	700 00
D. O'Boone	Mason do	do	do	54	June 1, 1877	700 00
Gédéon Labelle	do do	do	do	68	Sept. 8, 1886	700 00
B. A. Brissette	Tailor do	do	do	42	Aug. 1, 1888	700 00
William Prevost	Quarry do	do	do	36	Aug. —, 1896	700 00
Onesime Sigouin	Stonecutter do	do	do	60	May 19, 1873	700 00
Eugène Leclair	Carragem'r do	do	do	53	March 1, 1892	700 00
Aristide Rochon	Baker do	do	do	54	do 1, 1882	660 00
Vincent Lortie	Snoemaker do	do	do	43	July 15, 1895	630 00
Charles Taillon	Messenger	do	do	58	May 1, 1880	500 00
Joseph Demers	Keeper	do	do	50	do 19, 1873	600 00
Gilbert Chartrand	do	do	do	55	July 1, 1876	600 00
Ubaldo Chartrand	do	do	do	54	Jan. 1, 1878	600 00
Jean Bte Lemay	do	do	do	58	June 1, 1879	600 00
Edouard Prevost	do	do	do	46	Dec. 15, 1876	600 00
Napoléon Plouffe	do	do	do	47	March 6, 1882	560 00
Vincent Bisson	do	do	do	47	July 12, 1884	560 00
George Nixon	do	Irish	Ch. of Eng.	50	Aug. 6, 1883	560 00
Antoine Plouffe	Guard	Canadian	R. Catholic	51	June 14, 1883	500 00
Félix Lesage	do	do	do	51	Aug. 29, 1883	500 00
J. Elzear Bertrand	do	do	do	38	do 1, 1885	500 00
Samuel Filion	do	do	do	41	do 3, 1885	500 00
Napoléon Bastien	do	do	do	48	May 9, 1886	500 00
Godfroi Monette	do	do	do	37	do 25, 1886	500 00
Martin Plouffe	do	do	do	41	March 5, 1887	500 00
Isidore Charlebois	do	do	do	51	May 4, 1887	500 00
Théodore Chabot	do	do	do	48	June 2, 1887	500 00
John D. Fitzgibbon	do	do	do	37	do 25, 1887	500 00
George Charbonneau	do	do	do	50	do 30, 1888	500 00
Daniel J. McLellan	do	Irish	do	41	Aug. 16, 1888	500 00
Hilaire Roger	do	Canadian	do	56	Jan. 1, 1889	500 00
Félix Clermont	do	do	do	34	July 19, 1889	500 00
George Sherritt	do	Irish	Ch. of Eng.	47	Nov. 30, 1889	500 00
Alfred Nadon	do	Canadian	R. Catholic	38	Jan. 13, 1890	500 00
Joseph Desloges	do	do	do	33	Feb. 1, 1890	500 00
J. Bte. Charbonneau	do	do	do	46	April 22, 1891	500 00
James Flood	do	Irish	do	49	March 1, 1892	500 00
Gédeas Sigouin	do	Canadian	do	36	Oct. 11, 1892	490 00
Abundins Desjardins	do	do	do	34	Nov. 9, 1893	460 00
Wm. W. Gibson	do	do	Ch. of Eng.	53	Aug. 6, 1886	500 00
Maxime Despres	do	do	R. Catholic	30	May 1, 1894	460 00
Patrick J. G. Lynch	do	do	do	27	do 1, 1894	460 00
Robert Corby	do	do	do	30	do 1, 1894	460 00
Henry C. Fatt	do	English	Ch. of Eng.	28	Aug. 22, 1894	460 00
Henri Fontaine	do	Canadian	R. Catholic	32	May 1, 1894	460 00
Emery Letang	do	do	do	38	Aug. 27, 1894	460 00
Paul Blondin	do	do	do	26	Oct. 19, 1896	500 00
William Paquette	do	do	do	35	do 19, 1896	500 00
Honoré Sigouin	do	do	do	25	March 8, 1897	400 00
Ephrem Trudeau	Assistant engineer	do	do	25	July 1, 1890	500 00
Isaïe Cloutier	Teamster	do	do	53	Nov. 4, 1881	400 00
Jérémie Leblanc	do	do	do	48	do 9, 1881	400 00

DORCHESTER PENITENTIARY.

Name.	Rank.	Nationality.	Creed.	Age	Date of Appointment.	Salary.
						\$ cts.
*John B. Forster.....	Warden.....	Canadian	Ch. of Eng.	55	June 22, 1879	2,400 00
Charles Ross.....	Deputy warden.....	Scotch.	Presbyt'n	62	Nov. 1, 1867	1,500 00
Robert Mitchell, M. D.....	Surgeon.....	Canadian	do	62	July 1, 1880	1,400 00
John A. Gray.....	Acct. & schoolmaster.....	do	do	44	Sept. 1, 1880	1,200 00
Rev. J. A. Campbell.....	Protestant chaplain.....	Scotch.	Ch. of Eng.	55	Oct. 1, 1883	600 00
Rev. A. D. Cormier.....	R. C. chaplain.....	Canadian	R. Catholic.	43	Dec. 1, 1889	600 00
John Fraser.....	Storekeeper & steward.....	do	Presbyt'n	60	July 1, 1880	1,000 00
Jas. A. Piercy.....	Engineer.....	do	Methodist.	44	May 12, 1885	900 00
Russell Forster.....	Warden's clerk.....	do	Ch. of Eng.	21	July 1, 1894	500 00
Ferd. A. Landry.....	Hospital overseer.....	do	R. Catholic.	54	Nov. 15, 1886	700 00
Clara Bartlett.....	Matron.....	do	Methodist.	37	May 19, 1896	500 00
Charles Miller.....	Carpenter instructor.....	do	Ch. of Eng.	49	Mar. 1, 1868	700 00
John Downey.....	Blacksmith do.....	do	Baptist	57	May 1, 1868	700 00
Nathan Tattrie.....	Shoemaker do.....	do	Presbyt'n	53	Sept. 1, 1877	700 00
Wm. A. Burns.....	Tailor do.....	do	R. Catholic.	39	May 10, 1891	700 00
Angus M. McDonald.....	Baker do.....	do	do	31	June 1, 1891	660 00
A. B. Pipes.....	Farmer.....	do	Ch. of Eng.	44	June 25, 1890	700 00
William Hogan.....	Keeper.....	do	R. Catholic.	54	Jan. 1, 1869	600 00
Henry Godsoe.....	do.....	do	do	63	Aug. 1, 1869	600 00
John Johnston.....	do.....	Irish	Ch. of Eng.	55	Mar. 20, 1871	600 00
James McDougall.....	Messenger.....	Canadian	Presbyt'n	55	Jan. 1, 1873	550 00
William, Alexander.....	Guard.....	do	Methodist.	50	July 1, 1880	500 00
John Corcoran.....	do.....	do	R. Catholic.	50	do 1, 1880	500 00
Vital Legere.....	do.....	do	do	53	do 1, 1880	500 00
Patrick Connell.....	do.....	do	do	47	do 1, 1880	500 00
Jas. A. Lane.....	do.....	do	do	53	do 1, 1880	500 00
Jude Cormier.....	do.....	do	do	60	Nov. 8, 1881	500 00
Robert Colburn.....	do.....	do	do	40	Aug. 1, 1881	500 00
James Luther.....	do.....	English	Methodist.	57	May 9, 1882	500 00
Joseph LeBlanc.....	do.....	Canadian	R. Catholic.	48	do 1, 1883	500 00
Adolphus Allain.....	do.....	do	do	41	July 10, 1883	500 00
L. H. Chambers.....	do.....	do	do	44	May 1, 1886	500 00
Percy Forster.....	do.....	do	Ch. of Eng.	23	Sept. 1, 1889	500 00
John McDougall.....	do.....	do	R. Catholic.	36	April 5, 1891	500 00
Frank Gillespie.....	do.....	do	Ch. of Eng.	24	Oct. 18, 1891	490 00
N. A. Burden.....	do.....	do	do	44	do 1, 1892	490 00
Angus A. McDonald.....	do.....	do	R. Catholic.	31	Feb. 1, 1893	490 00
L. S. Hutchinson.....	do.....	do	Ch. of Eng.	22	do 1, 1893	460 00
John McCaull.....	do.....	do	Presbyt'n	47	July 23, 1891	460 00
C. S. Elsdon.....	do.....	do	Methodist	28	do 23, 1895	500 00
Sinclair McDougall.....	do.....	do	Presbyt'n	26	do 23, 1895	500 00
John S. Milton.....	Teamster.....	do	Baptist	43	May 1, 1894	360 00
Thomas Walsh.....	do.....	do	R. Catholic.	38	Dec. 1, 1896	500 00

* Appointed to I. C. Railway Dec. 1st, 1868.

Department of Justice.

MANITOBA PENITENTIARY.

Name.	Rank.	Nationality.	Creed.	Age	Date of Appointment.	Salary.
						\$ cts.
A. G. Irvine.....	Warden.....	Canadian.....	Ch. of Eng.	59	Oct. 13, 1892	2,150 00
Jas. Fitsimmons.....	Deputy warden.....	Irish.....	R. Catholic.	59	Sept. 1, 1857	1,500 00
Rev. A. W. Goulding.....	Prot. chaplain.....	English.....	Ch. of Eng.	37	April 11, 1886	1,000 00
Rev. G. Cloutier.....	R. C. chaplain.....	Canadian.....	R. Catholic.	46	do 2, 1883	800 00
W. R. D. Sutherland, M.D.	Surgeon.....	do.....	Presbyt'n	39	do 24, 1882	1,200 00
John Mustard.....	Accountant.....	Scotch.....	do	52	do 16, 1883	1,050 00
Wm. Durden.....	Warden's clerk.....	English.....	Ch. of Eng.	38	Nov. 1, 1887	750 00
B. F. Power.....	Storek'pr. & steward	Canadian.....	R. Catholic.	50	Feb. 18, 1892	950 00
J. O. Beaupre.....	Hospital overseer and schoolmaster.....	do.....	do	38	July 28, 1885	790 00
John Smith.....	Eng'r. & blacksmith.	do.....	Ch. of Eng.	48	Dec. 2, 1889	930 00
Eli Lusignan.....	Carpenter instructor.	do.....	R. Catholic.	44	April 1, 1892	700 00
David Farquhar.....	Mason and quarry instructor.....	Scotch.....	Presbyt'n	47	March 13, 1893	1,000 00
Wm. Grahame.....	Farm instructor.....	Canadian.....	do	36	Oct. 24, 1893	660 00
Thos. Miller.....	Shoemaker instructor	do.....	Ch. of Eng.	39	Nov. 10, 1892	700 00
Wm. Abbott.....	Keeper.....	do.....	do	44	Mar. 16, 1893	600 00
E. Freeman.....	Guard and messenger	English.....	do	41	June 21, 1887	650 00
John Puigh.....	Guard.....	do.....	do	53	Mar. 24, 1885	650 00
Geo. Addison.....	do.....	do.....	Methodist..	59	Sept. 29, 1881	650 00
Wm. Eddles.....	do.....	do.....	Ch. of Eng.	38	Aug. 19, 1885	650 00
P. McFarlane.....	do.....	Canadian.....	Presbyt'n	43	Feb. 1, 1888	600 00
D. G. Sutherland.....	do.....	do.....	do	47	Dec. 11, 1888	600 00
Chas. Gingras.....	do.....	do.....	R. Catholic.	33	Feb. 1, 1891	600 00
Amedee Manseau.....	do.....	do.....	do	39	July 1, 1891	600 00
E. Bourke.....	do.....	do.....	Ch. of Eng.	30	Sept. 1, 1891	600 00
Wm. Bourke.....	do.....	do.....	do	34	Dec. 2, 1892	590 00
John Salmon.....	do.....	English.....	do	32	do 1, 1893	560 00
E. Harris.....	do.....	do.....	do	29	Aug. 7, 1895	500 00

BRITISH COLUMBIA PENITENTIARY.

Name.	Rank.	Nationality.	Creed.	Age	Date of Appointment.	Salary.
J. C. Whyte	Warden	Scotch.	Presbyterian ...	35	Nov. 27, '96	2,000
D. D. Bourke	Deputy Warden	Irish.	Roman Catholic.	51	April 1, '96	1,500
Rev. T. Scouler.	Protestant chaplain	Scotch.	Presbyterian ...	53	Jan. 1, '97	800
Rev. Father Fayard	Roman Catholic chaplain	French.	Roman Catholic.	46	Nov. 6, '96	800
W. A. DeWolf Smith, M.D.	Surgeon	Canadian. ...	Episcopalian ...	38	do 1, '87	600
J. W. Harvey	Acct. and warden's clerk	English.	do	41	June 29, '95	1,200
Adam Jackson	Storekeeper	Australian ..	do	49	May 18, '88	700
R. J. Robertson.	Steward	Canadian. ...	Presbyterian ...	35	Oct. 11, '87	700
W. J. Carroll.	Hospital overseer & school- master	American. ...	Roman Catholic.	38	July 23, '86	800
Geo. Mackenzie	Shoemaker Instructor.	Scotch.	Presbyterian ...	45	Nov. 1, '83	750
Alex. Coutts	Blacksmith instructor.	Canadian. ...	do	47	Oct. 1, '86	750
William McRae.	Tailor do	Scotch.	do	41	Jan. 1, '96	700
James Miller	Baker do	do	do	61	Sept. 24, '86	700
H. Disney	Carpenter do	English.	Episcopalian ...	30	Mar. 1, '95	630
Thomas W. Quilty.	Keeper	Canadian. ...	Roman Catholic.	47	Jan. 18, '82	700
Hamilton McKee	do	Irish.	Presbyterian ...	48	June 1, '89	600
J. McNiven	Farm instructor.	Scotch.	do	41	do 1, '89	700
F. Stewart	Guard	Canadian. ...	do	45	April 1, '85	600
Jas. Doyle.	do	do	Roman Catholic.	37	Oct. 1, '86	600
Patrick Smyth	do	Irish.	do	54	Feb. 21, '79	600
Benjamin Burr.	do	English.	Ref'd. Episcopal.	51	Oct. 1, '88	600
Thomas Sampson	do	do	Methodist	38	April 1, '90	600
Daniel McMaster.	do	Canadian. ...	Roman Catholic.	32	Feb. 1, '91	600
W. A. Patchell	do	do	Episcopalian ...	35	Aug. 18, '90	600
E. Muldoon.	do	do	Roman Catholic.	39	Oct. 1, '90	600
Richard Atkins	do	do	Methodist	37	Sept. 1, '92	600
Ralph Dynes	Acting messenger & guard	do	Roman Catholic.	27	Jan. 1, '94	560
Alex. McNeil.	Guard	do	Presbyterian ...	34	do 29, '94	560
J. A. Johnson	do	English.	Methodist	40	Oct. 1, '95	500
Thos. G. Lobb	do	do	Episcopalian ...	39	do 1, '95	500
William Walsh	do	Irish.	Roman Catholic.	32	June 1, '96	500

Department of Justice.

APPENDIX L

FARM REPORTS

Department of Justice.

KINGSTON PENITENTIARY.

ANNUAL Statement of Expenses and Produce grown on the Farm for the Year ended
30th June, 1897.

DR.	\$ cts.	CR.	\$ cts.
To Implements and tools.....	34 58	By Hay, 43,473 lbs. at 13½c	294 66
Paris green	11 25	Straw, 50,410 lbs. at 5¼c.....	148 58
Vegetable seeds.....	82 48	do for piggery.....	80 00
Threshing grain.....	63 42	Barley do 118 bush. at 30c.	35 40
Convicts labour.....	970 80	do in grainery, 784 bush. at 25c.	198 50
Stationery supplies.....	1 64	Oats, 2,259 bush. at 25c.....	563 75
Cotton bags.....	8 64	Pork, 18,173 lbs. at 5c.....	908 65
Seed potatoes.....	88 28	Beef, 1,901 lbs. at \$5.48 per cwt....	104 18
Beans seed.....	4 00	Hides and tallow.....	14 73
Pease do.....	24 00	Small pigs, 2 at \$1.....	2 00
Salary for teamsters.....	900 00	Potatoes, 1,765½ bush. at 40¾c ..	713 41
do instructor.....	690 00	Carrots, 830 bunches at 5c.....	41 50
Swill from D. H.....	72 00	Onions, 2,178 do 5c.....	108 90
Work from teams.....	421 60	Cabbage, 6,994 heads at 4½c.....	298 41
Manure.....	97 20	Bones, 6,000 lbs. at 35c per cwt....	21 00
	3,469 89	Corn, 8,000 ears at ½c.....	40 00
		Carrots, 210 bush. at 40c.....	84 00
		Parsnips, 89 bush. at 60c.....	53 40
		Tomatoes, 37 bush. at 50c.....	18 50
		Cauliflowers, 84 heads at 10c.....	8 40
		Celery, 875 heads at 3½c.....	29 75
		Rhubarb, 79 bunches at 5c.....	3 55
		Lettuce, 650 heads at 1c.....	6 50
		Beets, mangels, 110 bush. at 20c....	22 00
		Beets, 239½ bush. at 58¾c.....	140 66
		Savoury, 8 bunches at 5c.....	0 40
		Sage, 72 do 5c.....	3 60
		Beans, green, 2 bush. at 75c.....	1 50
		do 58½ bush. at 90c.....	52 73
		Scrap meat.....	3 00
Balance.....	573 50	Turnips, 116 bush. at 27¾c.....	31 38
	4,043 39		4,043 39

ST. VINCENT DE PAUL PENITENTIARY.

1896.	DR.	8	cts.	1897.	CR.	8	cts.
July 1	To live stocks—pigs	689	00	June 30	By Produce, &c., for the fiscal year, viz. :—		
1887.					Sunday customers	100	58
June 30	To cash purchases, tools, seeds, manure, &c	679	31		Potatoes, 3,700 bush. at 26c	962	00
	Farm instructor, part salary	467	00		do 44 bush. at 25 $\frac{1}{2}$ c.	11	33
	Teamster, part salary	100	00		Pork, 14,900 lbs. at 7c	1,043	00
	4,750 days convict labour at 30c	1,425	00		Cow pasturage	114	00
	1,246 days horse labour at 50c	623	00		Mangel, 726 $\frac{1}{2}$ bush. at 33c.	239	83
					do 5 tons at \$5	25	00
					Hay, 2,400 bdles. at 9c	216	00
					do 500 bdles. at 7c	35	00
					do 64 bdles	4	56
					do 6 $\frac{1}{2}$ tons at \$13.20.	86	86
					Straw, 35 $\frac{2}{10}$ tons at \$6.64	220	13
					do 2 tons at \$6.83	13	66
					do 511 bdles. at 4c	20	45
					do 5 loads at \$1.50	7	50
					Oats, 682 $\frac{1}{2}$ bush. at 32c	218	44
					Green fodder, 2 tons at \$5.	10	00
					Barley, 80 bush. at 48c	38	40
					Pease, 15 $\frac{1}{2}$ bush. at 66c	10	00
					Horse pasturage	10	03
					Cabbages, 4,000 hds. at 2c.	80	00
					do 500 hds. at 1c	5	00
					do 65 hds.	25	00
					Turnips, 207 bush. at 26c	53	82
					do 207 do 25 $\frac{1}{2}$ c	52	31
					Cucumbers, 200 doz. at 4c.	8	00
					do 200 do 3c.	6	00
					do 85	1	00
					Parsnips, 116 bush. at 21 $\frac{1}{2}$ c	24	50
					Celery, 244 doz. at 15c	36	60
					Lettuce, 330 doz. at 8c	26	40
					Tomatoes, 128 bkts. at 15c	19	20
					do 23 do 20c	4	60
					Crab apples, 8 do 17 $\frac{1}{2}$ c	1	40
					Parsley, 6 $\frac{1}{2}$ doz. at 10c	0	64
					Beets, 44 bush. at 32 $\frac{1}{2}$ c	14	34
					Pimpkins, one load.	1	00
					Radishes, 3,310 bunches	10	05
					Onions, 134 $\frac{1}{2}$ doz. at 10c	13	48
					do 72 bush. at 40c	28	80
					do 25 do 45c	11	25
					do 11 do 50c	5	50
					Carrots, 800 bdles. at 2 $\frac{1}{2}$ c	20	00
					do 11 do 5c	0	55
					do 300 bush. at 30c	90	00
					do 48 do	10	53
					do 13 tons at \$9	117	00
					do 1,740 lbs.	4	86
					Manure, 300 loads at 30c	90	00
					Pigs, 46 old at \$8	368	00
					do 69 young at \$3	207	00
	Balance	715	55				
		4,698	86			4,698	86

EDWARD KENNY,
Farm Instructor.

Department of Justice.

DORCHESTER PENITENTIARY.

DR.	\$ cts.	CR.	\$ cts.
To hay, grain and vegetable seeds.....	233 80	By 160 tons English hay at \$7.....	1,120 00
Phosphates.....	75 00	60 do broadleaf hay at \$5.....	300 00
Implements, tools, repairs, &c.....	299 44	55 do ensilage at \$4.....	220 00
Farm instructor's salary.....	700 00	2,187 bush. potatoes at 35c.....	765 80
1 teamsters salary.....	360 00	2,600 do turnips at 25c.....	650 00
Use of 6 horses.....	750 00	1,085 do carrots at 50c.....	542 50
5,310 days convict labour at 30c.....	1,593 00	175 do beets at 50c.....	87 50
		77 do parsnips at 50c.....	38 50
		1,717 do oats at 30c.....	515 10
		150 do buckwheat at 40.....	60 00
		346 do barley at 60c.....	207 60
		400 heads cabbage at 4c.....	16 00
		869 gallons milk at 20c.....	173 80
		8,505 lbs. beef at 5½c.....	489 20
		6,542 do pork.....	330 38
		5,694 do bones.....	26 51
		1,417 do hides.....	69 93
		3 oxen sold.....	200 00
		1 heiter sold.....	23 00
		1 old horse sold.....	26 00
		57 young pigs sold.....	153 75
		Keep of horse.....	24 00
		Pasturage.....	24 00
To balance.....	2,052 33		
	6,063 57		6,063 67

MANITOBA PENITENTIARY.

DR.	\$ cts.	CR.	\$ cts.
To garden seeds.....	50 85	By 1,077 bush. wheat at 60c.....	646 20
Implements and tools.....	386 16	1,381 do oats at 25c.....	345 25
Binder twine and threshing grain..	108 56	845 do barley at 22c.....	185 90
Fencing.....	155 32	1,040 do turnips at 15c.....	156 00
2,218½ days convict labour at 25c..	554 63	165 do beets at 30c.....	49 00
Farm instructor's salary.....	660 00	327 do carrots at 30c.....	98 10
Farm stock.....	118 00	163 do onions at 60c.....	97 80
467 days work of teams at \$1.25...	583 75	20 do parsnips at 15c.....	3 00
		1,393 do potatoes at 18c.....	250 74
		10,052½ lbs. pork at 4c.....	402 09
		836 do beef.....	39 71
		70 do hides at 5c.....	3 50
		987 do greens.....	4 95
		19,830 do cabbage at ½c.....	99 15
		15 doz. celery at 20c.....	3 00
		Grinding grain.....	0 40
		1,266 galls. milk.....	143 04
		81 tons hay at \$2.50.....	202 50
To balance.....	117 56	Boar service.....	4 50
	2,734 83		2,734 83

BRITISH COLUMBIA PENITENTIARY.

DR.	\$ cts.	Cr.	\$ cts.
To Labour of convicts, 2,660 days	665 00	By Potatoes, 53,647 lbs.	376 50
Cost of seeds	72 38	Turnips, 10,955 lbs.	54 77
Manure, 178 loads	57 50	Red carrots, 11,964 lbs.	59 82
Implements	164 21	White carrots, 5,934 lbs.	29 67
Salary of farmer	700 00	Onions, 2,337 lbs.	23 37
Seed oats, 2,075 lbs.	28 53	Cauliflower, 160 lbs.	1 60
Potatoes, 5 tons.	90 00	Beets, 789 lbs.	3 94
Labour of 3 horses, 67 days at \$1.50 per diem	100 50	Rhubarb	0 60
		Cabbage, 5,882 lbs.	44 11
		Cabbage plants	0 25
		Pease, 7,995 lbs.	99 93
		Mangels, 23,760 lbs.	118 80
		Hay, 32 $\frac{1}{2}$ tons.	294 75
		Oats, 7,750 lbs.	77 50
		Oat straw, 645 lbs.	1 61
		Wool, 22 lbs.	2 20
		Wood, 164 cords.	328 00
		Calf, 1.	4 00
		Pork, 5,488 lbs.	384 16
		Sucking pigs, 5.	7 75
		Milk, 628 galls.	125 60
		Gate, 1.	1 50
		Stumpage on cord wood.	2 50
To balance	164 81		
	2,042 93		2,042 93

Department of Justice

APPENDIX M

REGINA JAIL

Department of Justice.

REGINA JAIL,

REGINA, N.W.T., 31st December, 1897.

SIR,—I have the honour to submit my annual report, with sundry returns *re* the affairs of this prison, for the fiscal year ended 30th June last.

During the year considerable work was done in the way of repairing old brogans, making prison shirts and knitting prison socks in addition to the usual routine work. The work done on the farm was also considerable, and, I am glad to say, the various crops again turned out well as you will observe by referring to the farm account.

The general health and conduct of the prisoners was good.

I have the honour to be, sir,
Your obedient servant,

A. L. LUNAN,
Jailer.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

REGINA JAIL,

REGINA, N.W.T., 31st December, 1897.

SIR,—I have the honour to report that the conduct of the various female prisoners under my care during the year ended 30th June last was very good.

The work done consisted chiefly in needle work, knitting, washing and scrubbing.

I have the honour to be, sir,
Your obedient servant,

FLORA HOURIE,
Acting Matron.

DOUGLAS STEWART, Esq.,
Inspector of Penitentiaries,
Ottawa.

NORTH-WEST Territories Jail Calendar

No.	Date of Admis- sion.	Name.	Offence.	By whom Committed.	Date of Commit- ment.	Sentence.	
	1896.				1896.		
318	July 2	James O'Connor	Theft.			3 mos. h. l.	
319	" 9	John Casey.	Vagrant.			3 " "	
320	" 9	Frank Barret	"			3 " "	
321	" 12	Minnie McCaw	"	M. Carrigan, J.P.	July 11	" "	
322	" 22	Deerfoot (Blackfoot In- dian).	Drunk			1 mo. h. l.	
		" "	Assault			6 mos. h. l.	
323	" 24	Albert E. Dickson	Theft.	J. Doolittle and J. H. Fraser, J.P's.	July 23	" "	
324	" 26	Geo. Alexander Brew- ster.	"			2 years h. l.	
325	Aug. 2	Louis Gereau	Obtaining money under false pretenses.			1 " "	
326	" 2	Harmon J. Mott.	Theft.			1 " "	
327	" 7	Joseph Bradner	(Placed in custody by	Wm. McIvor, surety, as	per order of Judge		
328	" 17	Robert McKay	Theft.			1 year h. l.	
329	" 19	William Painter	"			2 wks. h. l.	
330	" 29	Roderick McFadden.		Alex. Sutherland, J.P.	Aug. 25	" "	
331	Sept. 1	James Gordon		M. C. Carrigan, J.P	" 31	" "	
332	" 3	Herbert Jenner		Robert Martin, J.P.	Sept. 3	" "	
333	" 10	Victor Florantine	Theft.			1 mo. h. l.	
334	" 10	Emile Florantine	"			23 mos. h. l.	
335	" 17	Shave Tail (Treaty In- dian).	"	A. J. McNeil, J.P. (In- dian Agent).	Sept. 16	" "	
336	" 26	Hubert Schmitzer	"	Hy. LeJeune, J.P.	" 26	On remand	
		"	"	"	" 28	" "	
	Oct. 9	"				2 years h. l.	
337	Sept. 30	Jean Baptiste (Treaty Indian).	Theft.	A. J. McNeil, J.P	Sept. 26	" "	
338	Oct. 11	Henry Holmes.		Francis White, J.P.	Oct. 9	" "	
339	" 14	Katcheace (Indian wo- man).	Found in a state of in- toxication.			1 mo. h. l.	
340	" 31	W. F. Quinn <i>alias</i> Jessie James <i>alias</i> Geo. Gauling.	Theft.	G. F. Gurney, J.P.	Oct. 29	" "	
		"	Stealing a post letter containing money.	Geo. Thompson, J.P	" 31	" "	
		"	"				3 years h. l.
		"	Theft.				2 " "
341	Nov. 5	Baptiste Roy		Hilton Keith, J.P.	Oct. 30	" "	

Department of Justice.

for the Fiscal Year 1896-97.

Date of Sent- ence.	By whom Sentenced.	Place of Residence.	Lunatics.	Date of Dis- charge.	Remarks.
1896.				1896.	
July 2	S. N. de P. Green, P.M.	Moosejaw.....		Oct. 1	
" 6	Courtland Starnes, J.P.	Estevan.....		" 5	
" 6	"	"		" 5	
		N.W.T.....	1	July 17	Removed to Brandon Asylum.
June 30	Z. J. Wood, J.P.	Calgary.....		" 29	
				1897.	
July 2	" and D. N. McPherson, J.P's.	"		Jan. 1	
		Qu'Appelle Station.....		July 31	Removed to court and discharged on suspended sentence.
				1898.	
June 17	Chas. B. Rouleau, Judge Supreme.	Calgary.....		June 16	
				1897.	
July 29	D. L. Scott, Judge Sup.	Medicine Hat.....		July 28	
Aug. 1	"	"		" 31	
				1896.	
Richardson, dated at chambers 7th Aug., 1896.)		Regina.....		Aug. 8	Removed to court and discharged.
				1897.	
Aug. 10	Judge McGuire, Supreme	Prince Albert.....		Aug. 9	Discharged by bond of deliverance, 9th Feb., 1897; remained in jail at his own request until 13th Feb., 1897.
				1896.	
" 18	A. N. R. Bastien and W. Marang, J.P's.	Racanville.....		Aug. 31	
		Wolseley.....	1	" 29	Removed to Brandon Asylum.
		Whitewood.....	1	Sept. 5	" "
		Regina.....	1	" 5	" "
Sept. 9	Judge Whitmore, Sup.	Estevan.....		Oct. 8	
				1898.	
" 9	"	"		Aug. 8	
		File Hills.....		Oct. 9	Removed to court and discharged.
		Regina.....			
		"		1898.	
Oct. 9	Judge Richardson, Sup.	"		Oct. 8	
				1896.	
		File Hills.....		Oct. 9	" "
		Metford.....	1	" 17	Removed to Brandon Asylum.
Oct. 14	A. B. Perry, J.P.	Regina.....		Nov. 13	
		Fort Qu'Appelle.....			
		Indian Head.....			
				1899.	
Nov. 6	Judge Richardson, Sup.	Regina.....		Nov. 5	
1896.				1898.	
Nov. 6	"	"		Nov. 5	This sentence to run concurrently with the above.
				1896.	
		Carlton.....	1	Nov. 22	Removed to Brandon Asylum.

NORTH-WEST Territories Jail Calendar

No.	Date of Admission.	Name.	Offence.	By whom Committed.	Date of Commitment.	Sentence.
	1897.					
342	Dec. 2	Fred. Miller	Drunk and creating a disturbance.			1 mo. h. l.
343	" 7	W. H. Adams	Theft.			1 year h. l.
344	" 23	E. A. Low		Z. I. Wood, J.P.	Dec. 22 1897.	
345	Jan. 6	Robert Gardner	Obtaining goods under false pretenses.	S. N. de P. Green, P.M.	Jan. 6	
	" 15	"	"			1 year h. l.
	" 15	"	Theft.			1 "
346	" 14	F. Cadis		Z. J. Wood, J.P.	Jan. 13	
347	" 15	Mrs. J. H. Stocks		Geo. F. Dunn, J.P.	" 14	
348	Jan. 16	Stewart Lynes	Theft.			1 year h. l.
349	" 19	Michael Daley	"			30 days h. l.
350	" 25	John Chisholm	"			1 year h. l.
351	" 28	Wm. Meek	Did inflict grievous bodily harm.			"
352	" 28	Jas. P. McCoy	Theft.			6 mos. h. l.
353	Feb. 16	Wm. Bushe	"			6 mos.
354	" 16	F. H. Martin	Under extradition for grand larceny.	Judge Richardson, Sup.	Feb. 16 1897.	
355	" 17	Henry Craig		A. B. Perry, J.P.	" 16	
356	Mar. 4	John McIntosh		Frank Harper, J.P.	Mar. 2	
357	" 22	Peter Ward		Christian Troyer, J.P.	" 15	
358	" 31	John Dolphin		E. C. Phipps, J.P.	" 31	On rem'nd
	{ Apl. 3	"		"	April 3	
359	Mar. 31	Edwin Everett		P. Talbot, J.P.	Mar. 27	
360	April 15	Wm. Marshall		Joseph How, J.P.	April 15	
361	May 13	Maggie Coulter	Neglecting to obtain assistance in child-birth	W. C. Sanders, James Slemmon, J.P's., W.A. H. McCourt.	May 13	
362	" 17	John H. Davis	Assault and robbery.			15 mos. h. l.
363	" 17	Jas. H. Switzer	" "			"
364	" 21	James Clarke		Wm. Logan, J.P.	1897. May 20	
365	" 21	Georgina Trotter		Geo. Thompson, J.P.	" 20	
366	" 28	James O'Connor, alias Jas. Black.	Theft.	W. Trant, J.P.	" 28	
	{ Ju. 16	James Black	"		1897. June 7	1 year h. l.
	" 18	Geo. Kay	"	Geo. Thompson, J.P.	June 7	On rem'nd
367	" 17	"	"			1 day
368	" 9	Katie Renyfer	"			3 mos. h. l.
369	" 17	Christian Miller	"			1 month
370	" 19	Angus Robertson		W. A. Lamont, L. Robertson, J.P's.	June 18	
371	" 19	Peter Blackie	Theft.			3 years h. l.
372	" 27	Charles Pickens	"			1 year h. l.

Department of Justice.

for the Fiscal Year 1896-97—*Concluded.*

Date of Sentence.	By whom Sentenced.	Place of Residence.	Lunatics.	Date of Discharge.	Remarks.
1897.				1898.	
Dec. 2	Montague Baker, J.P.	Regina.....		Jan. 1	
" 3	Judge Whitmore, Sup.	Saltcoats.....		Dec. 2	
		Calgary.....	1	Jan. 5	Removed to Brandon Asylum.
		Moosejaw.....			
1897.				1898.	
Jan. 15	Judge Richardson, Sup.	Regina.....		Jan. 14	
" 15	"	"		" 14	Became insane 19th Jan., 1897; removed to Brandon Asylum 10th March, 1897.
		Calgary.....	1	Jan. 20	Removed to Brandon Asylum.
Jan. 15	Judge Whitmore, Sup.	Moosomin.....	1	" 20	"
		Moosomin.....		Jan. 14	"
				1897.	
" 19	S. N. de P. Green, P.M.	Moosejaw.....		Feb. 17	
				1898.	
" 15	Judge Chas. B. Rouleau, Supreme.	Calgary.....		Jan. 14	
" 27	Judge Whitmore, Sup.	Grenfell.....		" 26	
				1897.	
" 28	Judge Richardson, Sup.	Regina.....		July 27	
Feb. 16	"	"		Aug. 15	
		"		April 23	Discharged by order of the Supreme Court at Regina.
		"	1	Feb. 24	Removed to Brandon Asylum.
		Canmore.....	1	Mar. 10	" " "
		N.W.T.	1	" 24	" " "
		Regina.....	1	April 3	Removed to Court.
		"		" 4	Removed to Brandon Asylum.
		Lacombe.....	1	" 4	" " "
		Regina.....	1	May 12	Discharged by warrant of release.
		Moosejaw.....		" 18	Released on bail by order of the Supreme Court.
				1898.	
May 5	Judge Scott, Supreme.	Calgary.....		Aug. 4	
" 5	"	"		" 4	
		Wapella.....	1	May 22	Removed to Brandon Asylum.
		Indian Head.....	1	" 52	" " "
		Regina.....			
1897.				1898.	
June 16	Judge Richardson, Sup.	Regina.....		June 15	
		Indian Head.....			
				1897.	
June 17	Judge Richardson, Sup.	Regina.....		June 18	
" 8	Wm. H. Ball, T. A. Skiliter, J.P's.	Grenfell.....		Sept. 7	
" 17		Regina.....		July 16	18th of June, 1897. Discharged on payment of \$30 fine into court.
		Whitewood.....	1	June 24	Removed to Brandon Asylum.
				1900.	
June 17	Judge Scott, Supreme.	Medicine Hat.....		June 16	
				1898.	
" 26	Judge Whitmore, Sup.	Moosomin.....		June 25	

A. L. LUNAN, Jailer.

RETURN showing the Movements of Prisoners from July 1, 1896, to June 30, 1897.

Daily Number of Prisoners confined during the Month.	Male.	Female.	RECEIVED DURING THE MONTH.		Discharged by expiration of sentence.	Remarks.
			Male.	Female.		
July 1.....	23	6				
do 2.....	23	6	1		1	J. Holmes, discharged; Jas. O'Connor, received.
do 3.....	23	6				
do 4.....	21	5			3	Wm. Milligan, Chas. Close and Alice McNeill (insane), removed to Brandon Asylum.
do 5.....	21	5				
do 6.....	21	5				
do 7.....	21	5				
do 8.....	20	5			1	S. Thompson, discharged.
do 9.....	22	5	2			Jno. Casey and Frank Barrett, received.
do 10.....	22	5				
do 11.....	22	5				
do 12.....	22	6		1		Minnie McCaw (insane), received.
do 13.....	22	5			1	Rose Pritchard, discharged.
do 14.....	22	5				
do 15.....	22	5				
do 16.....	21	5			1	W. H. Somerton, discharged.
do 17.....	21	4			1	Minnie McCaw (insane), removed to Brandon Asylum.
do 18.....	21	4				
do 19.....	21	4				
do 20.....	21	4				
do 21.....	21	4				
do 22.....	22	4	1			Deerfoot (Indian), received.
do 23.....	22	4				
do 24.....	23	4	1			Robt. E. Dickson, received.
do 25.....	21	4			2	G. Swanstone and W. Brundrette, discharged.
do 26.....	22	4	1			G. A. Brewster, received.
do 27.....	22	4				
do 28.....	22	4				
do 29.....	22	4				
do 30.....	22	4				
do 31.....	21	4			1	A. E. Dickson, discharged.
	672	144				
Aug. 1.....	21	3			1	Louisa Warner (insane), discharged.
do 2.....	23	3	2			Louis Gereau and Harmon J. Mott, received.
do 3.....	23	3				
do 4.....	23	3				
do 5.....	23	3				
do 6.....	23	3				
do 7.....	24	3	1			Jos. Bradner, received.
do 8.....	23	3				Jos. Bradner, discharged.
do 9.....	23	3				
do 10.....	23	3				
do 11.....	23	3				
do 12.....	23	3				
do 13.....	23	3				
do 14.....	23	3				
do 15.....	23	3				
do 16.....	23	3				
do 17.....	22	3	1		2	
do 18.....	22	3				R. Fodder & G. Pedro, disch'd; Robt McKay, rec'v'd.
do 19.....	23	3	1			
do 20.....	23	3				William Painter, received.
do 21.....	23	3				
do 22.....	23	3				
do 23.....	23	3				
do 24.....	23	3				
do 25.....	23	3				
do 26.....	23	3				
do 27.....	23	3				
do 28.....	23	3				
do 29.....	25	3	1		1	Roderick McFadden, rec. & rem. to Brandon Asylum.
do 30.....	23	3				
do 31.....	22	3				William Painter, discharged.
	709	83				

Department of Justice.

RETURN showing the Movements of Prisoners, &c.—*Continued.*

	Daily Number of Prisoners confined during the Month.	Male.	Female.	RECEIVED DURING THE MONTH.		Discharged by expiration of sentence.	Remarks.
				Male.	Female.		
Sept.	1.....	21	3	1	...	2	Jas. Gordon (insane), received. Jno. Henderson and Jas. Monsean, discharged.
do	2.....	20	3	...	...	1	W. A. Watson, discharged.
do	3.....	21	3	1	...	...	Herbert Jenner (insane), received.
do	4.....	21	3	...	...	...	...
do	5.....	19	3	...	...	2	Jas. Gordon (insane), and Herbert Jenner (insane), removed to Brandon asylum.
do	6.....	19	3	...	...	...	...
do	7.....	19	3	...	...	...	...
do	8.....	19	3	...	...	...	...
do	9.....	19	3	...	...	...	...
do	10.....	21	3	2	...	...	Victor and Emile Florantine, received.
do	11.....	21	3	...	...	...	...
do	12.....	21	3	...	...	...	...
do	13.....	21	3	...	...	...	...
do	14.....	21	3	...	...	...	...
do	15.....	21	3	...	...	...	...
do	16.....	21	3	...	...	...	...
do	17.....	22	3	1	...	...	Shave Tail (Indian), received.
do	18.....	22	3	...	...	...	...
do	19.....	22	3	...	...	...	...
do	20.....	22	3	...	...	...	...
do	21.....	22	3	...	...	...	...
do	22.....	22	3	...	...	...	...
do	23.....	22	3	...	...	...	...
do	24.....	22	3	...	...	...	...
do	25.....	22	3	...	...	...	...
do	26.....	23	3	1	...	...	Herbert Smitzer, received.
do	27.....	23	3	...	...	...	...
do	28.....	23	3	...	...	...	...
do	29.....	23	3	...	...	...	...
do	30.....	24	3	1	...	...	Jean Baptiste, received.
		639	90				
Oct.	1.....	23	3	...	...	1	J. O'Connor, discharged.
do	2.....	23	2	...	...	1	Jenny Rigold, discharged.
do	3.....	23	2	...	...	...	...
do	4.....	23	2	...	...	...	...
do	5.....	21	2	...	...	2	J. Casey and F. Barrett, discharged.
do	6.....	21	2	...	...	...	...
do	7.....	21	2	...	...	...	...
do	8.....	20	2	...	...	1	Victor Florantine, discharged.
do	9.....	18	2	...	...	2	Shave Tail and Jean Baptiste, discharged.
do	10.....	18	2	...	...	...	...
do	11.....	19	2	1	...	...	Henry Holmes (insane), received.
do	12.....	19	2	...	...	...	...
do	13.....	19	2	...	...	...	...
do	14.....	19	3	...	1	...	Katcheas (Indian woman), received.
do	15.....	19	3	...	...	...	...
do	16.....	18	3	...	...	1	R. E. Holt, discharged.
do	17.....	16	3	...	...	2	Ranel Williams, discharged, and Henry Holmes (insane), removed to Brandon asylum.
do	18.....	16	3	...	...	...	...
do	19.....	16	3	...	...	...	...
do	20.....	16	3	...	...	...	...
do	21.....	16	3	...	...	...	...
do	22.....	16	3	...	...	...	...
do	23.....	16	3	...	...	...	...
do	24.....	16	3	...	...	...	...
do	25.....	16	3	...	...	...	...
do	26.....	16	3	...	...	...	...
do	27.....	16	3	...	...	...	...
do	28.....	16	3	...	...	...	...
do	29.....	15	3	...	...	1	James Bromlette, discharged.
do	30.....	15	3	...	...	...	...
do	31.....	16	3	1	...	...	W. F. Quinn, discharged.
		562	81				

RETURN showing the Movements of Prisoners, &c.—Continued.

Daily Number of Prisoners confined during the Month.	Male.	Female.	RECEIVED DURING THE MONTH.		Discharged by expiration of sentence.	Remarks.
			Male.	Female.		
Nov. 1.....	16	3				
do 2.....	16	3				
do 3.....	16	3				
do 4.....	16	3				
do 5.....	17	3	1			Baptiste Roy (insane), received.
do 6.....	17	3				
do 7.....	17	3				
do 8.....	17	3				
do 9.....	17	3				
do 10.....	17	3				
do 11.....	17	3				
do 12.....	17	3				
do 13.....	17	2			1	Katchase (Indian woman), discharged.
do 14.....	17	2				
do 15.....	17	2				
do 16.....	17	2				
do 17.....	17	2				
do 18.....	17	2				
do 19.....	17	2				
do 20.....	17	2				
do 21.....	17	2				
do 22.....	17	2				
do 23.....	16	2			1	Baptiste Roy (insane), removed to Brandon asylum
do 24.....	16	2				
do 25.....	16	2				
do 26.....	16	2				
do 27.....	16	2				
do 28.....	16	2				
do 29.....	16	2				
do 30.....	16	2				
	498	72				
Dec. 1.....	16	2				
do 2.....	17	2	1			Fred. Miller, received.
do 3.....	17	2				
do 4.....	17	2				
do 5.....	17	2				
do 6.....	17	2				
do 7.....	18	2	1			W. H. Adams, received.
do 8.....	18	2				
do 9.....	18	2				
do 10.....	18	2				
do 11.....	18	2				
do 12.....	18	2				
do 13.....	18	2				
do 14.....	18	2				
do 15.....	18	2				
do 16.....	18	2				
do 17.....	18	2				
do 18.....	18	2				
do 19.....	17	2			1	John Sewell, discharged.
do 20.....	17	2				
do 21.....	17	2				
do 22.....	17	2				
do 23.....	18	2	1			A. E. Low (insane), received.
do 24.....	18	2				
do 25.....	18	2				
do 26.....	18	2				
do 27.....	18	2				
do 28.....	18	2				
do 29.....	18	2				
do 30.....	18	2				
do 31.....	18	2				
	547	62				

Department of Justice

RETURN showing the Movements of Prisoners, &c.—Continued.

Daily Number of Prisoners confined during the Month.			RECEIVED DURING THE MONTH.		Discharged by expi- ration of sentence.	Remarks.
			Male.	Female.		
	Male.	Female.	Male.	Female.		
Jan. 1	16	2			2	F. Müller and Deerfoot (Indian), discharged.
do 2	16	2				
do 3	16	2				
do 4	16	2				
do 5	15	2			1	E. Alon (insane), removed to Brandon asylum.
do 6	15	2	1		1	Frank Colt, discharged; Robert Gardner, received.
do 7	15	2				
do 9	15	2				
do 9	15	2				
do 10	15	2				
do 11	15	2				
do 12	15	2				
do 13	15	2				
do 14	16	2	1			F. Cadis (insane), received.
do 15	16	3		1		Mrs. J. H. Stocks (insane), received.
do 16	17	3	1			Stewart Lynes, received.
do 17	17	3				
do 18	17	3				
do 19	18	3	1			Michael Daily, received.
do 20	17	2			2	F. Cadis (insane) and Mrs. J. H. Stocks (insane), re- moved to Brandon asylum.
do 21	17	2				
do 22	17	2				
do 23	17	2				
do 24	17	2				
do 25	18	2	1			John Chisholm, received.
do 26	18	2				
do 27	18	2				
do 28	20	2	2			W. Meek and Jas. P. McCoy, received.
do 29	20	2				
do 30	20	2				
do 31	20	2				
	519	67				
Feb. 1	20	2				
do 2	20	2				
do 3	20	2				
do 4	20	2				
do 5	20	2				
do 6	20	2				
do 7	20	2				
do 8	20	2				
do 9	20	2				
do 10	20	2				
do 11	20	2				
do 12	20	2				
do 13	19	2			1	Robert McKay, discharged.
do 14	19	2				
do 15	19	2				
do 16	21	2	2			Wm. Bushe and F. H. Martin, received.
do 17	21	2	1		1	Michael Daley, discharged; Henry Craig (insane), re- ceived.
do 18	21	2				
do 19	21	2				
do 20	21	2				
do 21	21	2				
do 22	21	2				
do 23	21	2				
do 24	20	2			1	Henry Craig (insane), removed to Brandon asylum.
do 25	20	2				
do 26	20	2				
do 27	20	2				
do 28	20	2				
	565	56				

RETURN showing the Movements of Prisoners, &c.—Continued.

	Daily Number of Prisoners confined during the Month.	Male.	RECEIVED DURING THE MONTH.		Discharged by expiration of sentence.	Remarks.
			Female.	Male.			Female.
Mar.	1	20	2			
do	2	20	2			
do	3	20	2			
do	4	21	2	1		John McIntosh (insane) received.
do	5	21	2			
do	6	21	2			
do	7	21	2			
do	8	21	2			
do	9	21	2			
do	10	19	2		2	{ Peter Gardener } (Insane), removed to Brandon Asy'm { John McIntosh }
do	11	19	2			
do	12	19	2			
do	13	18	2		1	Chas. Keene, discharged.
do	14	18	2			
do	15	18	2			
do	16	18	2			
do	17	18	2			
do	18	18	2			
do	19	18	2			
do	20	18	2			
do	21	18	2			
do	22	19	2	1		Peter Ward (insane), received.
do	23	19	2			
do	24	18	2		1	Peter Ward (insane), removed to Brandon Asylum.
do	25	18	2			
do	26	18	2			
do	27	18	2			
do	28	18	2			
do	29	18	2			
do	30	18	2			
do	31	19	2	2	1	{ John Dolphin, discharged. " (insane), received. Ewin Everett " " }
		588	62			
April	1	19	2			
do	2	19	2			
do	3	19	2			
do	4	17	2		2	{ John Dolphin } (Insane), removed to Brandon As'm. { Ewin Everett }
do	5	17	2			
do	6	17	2			
do	7	17	2			
do	8	17	2			
do	9	17	2			
do	10	17	2			
do	11	17	2			
do	12	17	2			
do	13	17	2			
do	14	17	2			
do	15	18	2	1		Wm. Marshall (insane), received.
do	16	18	2			
do	17	18	2			
do	18	18	2			
do	19	18	2			
do	20	18	2			
do	21	18	2			
do	22	18	2			
do	23	17	2		1	F. H. Martin, discharged.
do	24	17	2			
do	25	17	2			
do	26	17	2			
do	27	17	2			
do	28	17	2			
do	29	17	2			
do	30	17	2			
do	31	17	2			
		541	62			

Department of Justice.

RETURN showing the Movement of Prisoners, &c.—Continued

Daily Number of Prisoners confined during the Month.	Male.	Female.	RECEIVED DURING THE MONTH.		Discharged by expiration of sentence.	Remarks.
			Male.	Female.		
May 1.....	17	2				
do 2.....	17	2				
do 3.....	17	2				
do 4.....	17	2				
do 5.....	17	2				
do 6.....	17	2				
do 7.....	17	2				
do 8.....	17	2				
do 9.....	17	2				
do 10.....	17	2				
do 11.....	17	2				
do 12.....	16	2			1	Wm. Marshall, discharged.
do 13.....	16	3	1			Maggie Coulter, received.
do 14.....	16	3				
do 15.....	16	3				
do 16.....	16	3				
do 17.....	18	3	2			Jas. H. Davis and Jas. H. Switzer, received.
do 18.....	18	2			1	Maggie Coulter, discharged.
do 19.....	18	2				
do 20.....	18	2				
do 21.....	19	3	1	1		Georgina Trotter, received; Jas. Clark (insane), received.
do 22.....	18	2			2	Georgina Trotter and Jas. Clark (both insane), removed to Brandon asylum.
do 23.....	18	2				
do 24.....	18	2				
do 25.....	18	2				
do 26.....	18	2				
do 27.....	18	2				
do 28.....	19	2	1			
do 29.....	19	2				Jas. O'Connor, received.
do 30.....	19	2				
do 31.....	19	2				
	542	68				
June 1.....	19	2				
do 2.....	19	2				
do 3.....	19	2				
do 4.....	19	2				
do 5.....	19	2				
do 6.....	19	2				
do 7.....	19	2				
do 8.....	20	2	1			George Kay, received.
do 9.....	20	3		1		Katie Renyfer, received.
do 10.....	20	3				
do 11.....	20	3				
do 12.....	20	3				
do 13.....	20	3				
do 14.....	20	3				
do 15.....	20	3				
do 16.....	20	3				
do 17.....	21	3	1			Christian Miller, received.
do 18.....	19	3			2	Geo. Kay and Christian Miller, discharged.
do 19.....	21	3	2			Angus Robertson (insane), and Peter Blackie discharged.
do 20.....	21	3				
do 21.....	21	3				
do 22.....	21	3				
do 23.....	21	3				
do 24.....	20	3			1	Angus Robertson (insane), removed to Brandon asylum.
do 25.....	20	3				
do 26.....	20	3				
do 27.....	21	3	1			Chas. Pritchard, received.
do 28.....	21	3				
do 29.....	21	3				
do 30.....	21	3				
	602	82				

7,923 ÷ 365 = 21.706 Daily average, 1896-97.

STATEMENT of Prisoners in Regina Jail, 30th June, 1897.

First Term.		Previous term or terms in Dominion Penitentiary or Regina Jail.		Previous term in Foreign Country Jails.		Previous term in Prisons, Jails or Refor- matories (Provincial).		Total.
Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	
18	2	2		1			1	24

DR.

FARM ACCOUNT.

CR.

Description.	Amount.	Description.	Amount.
	\$ cts.		\$ cts.
To 1 pig	11 00	By 13 tons sheaf oats at 810.....	130 00
" Seed.....	3 70	" 170 bush. potatoes at 20c.....	34 00
" 300 days convict labour at 50c.....	150 00	" 1,500 heads cabbage at 2c.....	30 00
" Balance	97 86	" 4 bush. peas at 60c	2 40
		" 8 " parsnips at 25c.....	2 00
		" 30 " carrots at 25c.....	7 50
		" 10 " beets at 25c.....	2 50
		" 400 " turnips at 7c.....	28 00
		" 436 lbs. dressed pork at 6c.....	26 16
	262 56		262 56

NUMBER of Prisoners Admitted and Discharged during the year.

	Males.	Females.	Total.
Remaining 30th June, 1896	23	6	29
Received since 30th June, 1896.....	49	6	55
Discharged since 30th June, 1896	72	12	84
Remaining at midnight, 30th June, 1897.....	51	9	60
Daily average, 21 $\frac{1}{3}$	21	3	24

Department of Justice.

SCHEDULE of Expenditure for Fiscal Year ended 30th June, 1897.

<i>Staff.</i>	\$	cts.	<i>Working Expenses—Con.</i>	\$	cts.
Salaries—					
General	\$	2,160	Truckage..		1
Police		00	Freight..		11
		4,410			87
Uniforms.....		295			82
		30			
		4,705	<i>Prison Equipment.</i>		
<i>Maintenance of Convicts.</i>			Furniture and furnishing		38
			Library		4
Rations.....		773	Fire protection..		100
Prison clothing.....		288			03
Hospital supplies.....		73	<i>Industries.</i>		
		44	Farm—		
		1,135	Crops.....		0
<i>Discharge Expenses.</i>			Stables.....		116
			Implements.....		7
Travel allowances.....		217			35
		95			09
<i>Working Expenses.</i>			<i>Miscellaneous.</i>		
Heating		1,192	Advertising		28
Lighting		191	Legal expenses.....		137
Prison stables and vehicles.....		107			63
Maintenance of buildings.....		92			82
do machinery		5			06
do		45			
Postage.....		14			25
Telegrams.....		19			08
Telephones.....		30			55
		00			63
			Total		8,158
					02

REVENUE STATEMENT.

1896.	\$	cts.	1897.	\$	cts.
Dec. 22..			June 30..		
To deposit to credit of Receiver General		7	Farm account		7
		06			06

LIST OF OFFICERS ON THE 30TH JUNE, GIVING RANK, NATIONALITY, CREED, AGE, &c.

Name.	Rank.	Nationality.	Creed.	Date of Birth.	Date of Appointment.	Salary.
						\$ cts.
Alex. L. Lunan	Jailer	Scotchh	Presbyterian..	Dec. 22, '51	Mar. 28, '87	1,000 00
Thos. J. Bennett.....	Deputy jailor..	Irish	R. Catholic...	April 1, '56	Jan. 4, '92	750 00
Robert B. Cotton.....	Surgeon	Canadian...	Ch of England	May 20, '53	Mar. 28, '87	120 00
James McKee.....	Engineer.....	do	Presbyterian..	Dec. 11, '59	July 1, '90	840 00
Flora Hourie.....	Acting matron..	do	Ch of England	April 22, '71		200 00
Matthew F. Evoy	Turnkey.....	do	Methodist	July 23, '58	Mar. 1, '91	500 00
George W. Dowling	do	do	Presbyterian..	Aug. 28, '59	July 1, '96	500 00
Arch. McDougall	do	Scotch	Baptist	April 27, '61	Oct. 1, '96	500 00

61 Victoria.

Sessional Papers (No. 19.)

A. 1898

DEPARTMENT

OF

MILITIA AND DEFENCE

OF THE

DOMINION OF CANADA

REPORT

FOR THE

YEAR ENDED 31st DECEMBER

1897

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1898

[No. 19—1898.]

Militia and Defence.

To His Excellency the Right Honourable SIR JOHN CAMPBELL HAMILTON-GORDON, EARL OF ABERDEEN; Viscount Formartine, Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom; Baronet of Nova Scotia, etc., etc.; Governor General of Canada.

MY LORD,

I have the honour to forward to Your Excellency the accompanying Report of the Department of Militia and Defence of the Dominion of Canada for the year ended 31st December, 1897, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

F. W. BORDEN,

Minister of Militia and Defence.

DEPARTMENT OF MILITIA AND DEFENCE,
OTTAWA, 1st March, 1898.

Militia and Defence.

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DEPARTMENT OF MILITIA AND DEFENCE

Year ended 31st December, 1897.

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Militia and Defence

PART I

REPORT

OF THE

DEPUTY MINISTER

DEPARTMENT OF MILITIA AND DEFENCE,

OTTAWA, 1st March, 1898.

The Honourable F. W. BORDEN,

Minister of Militia and Defence.

SIR,—I have the honour to submit the following usual annual reports concerning the administration of the Department of Militia and Defence.

1st. The report of the General Officer Commanding the Militia, with valuable and interesting appendices concerning the Militia, the Permanent Force; also a report from the Commandant of the Royal Military College and the officer who was in command of the Queen's Jubilee contingent.

2nd. The report of the Chief Superintendent of Stores, in which will be seen a detailed statement of all military stores and equipment issued to the force during the year.

I beg to call your attention to that part of this officer's report in which he mentions the difficulty he encounters in the distribution of clothing and sorting of sizes in consequence of the limited amount placed at his disposal.

The demands on the department for clothing for the force cannot always be answered with satisfaction on account of the small amount kept in store. It would be much more satisfactory if the amount of clothing at our disposal was increased somewhat, as sizes from a small stock cannot always be selected and the requisitions strictly complied with.

I recommend that the estimates on this head be increased sufficiently, to prevent any delay occurring when dealing with requisitions for clothing which is due, and I recommend also that a small reserve be kept in store for issue in case of any emergency.

3rd. The report of the Chief Engineer of the department, giving a detailed statement of all works and repairs made during the year under his superintendence.

4th. The report of the Superintendent of the Government Cartridge Factory. It will be seen in this report that over one and a half million rounds of .303 ball cartridges have been made during the year, and that steps are now being taken at the shell factory for the manufacture of the steel Shrapnel shells for the 12-pr. B. L. guns lately imported from England.

The financial statement for the year is as follows:—

FINANCIAL STATEMENT for Fiscal Year ending 30th June, 1897, of the Department of Militia and Defence.

Votes for Militia Services, 1896-97.		Expended.
		\$ cts.
By Statute—		
Pay of General Officer and Adjutant General.....		6,600 00
By Vote—		
Pay of staff, permanent corps and active militia, including allowances.....		358,397 70
Annual drill of the militia.....		430,165 39
Salaries and wages of civil employees.....		67,868 56
Military properties, works and buildings.....		108,092 12
Warlike and other stores.....		39,666 46
Clothing and necessaries, \$107,000.....		} 232,166 81
do do special, \$125,207.50.....		
Provisions, supplies and remounts.....		115,899 75
Transport and freight.....		43,998 39
Grants in aid of Artillery and Rifle Associations and Bands and Military Institutes.....		34,950 00
Miscellaneous and unforeseen contingencies.....		13,048 35
Royal Military College of Canada.....		59,616 08
Dominion Cartridge Factory, including free ammunition for rifle league competitions, \$44,000.....		} 58,492 31
do do material, Martini Rifle ammunition, \$15,000.....		
Jubilee contingent.....		27,875 82
Defences, Esquimalt, B.C.—		
Dominion contribution towards capital expenditure for works and buildings, \$29,000.....		} 45,119 21
Pay and allowances of a detachment of Royal Marine Artillery or Royal Engineers, \$47,500.....		
Camp equipment (special).....		10,560 48
Royal Military College—Major-General Cameron, C.M.G.....		711 10
Monuments—Battlefields of Canada.....		310 10
Grant for roadway, drill shed, Charlottetown, P.E.I.....		4,000 00
do orderly room do.....		500 00
Dominion of Canada Rifle Association, for quarters, Bisley, Eng.....		5,000 00
Bisley medals.....		200 00
Mrs. Mary Burns—Compensation.....		300 00
Territorial Account—Lieutenant-Colonel Fraser, 88th Battalion.....		4,147 50
Capital Account—Arms, ammunition and defences.....		745,964 75
Total.....		2,407,050 88
By Vote—	No.	
Pensions—Militia, Rebellion, 1885.....	96	18,864 22
do Militia, Fenian Raids, &c.....	20	2,893 70
do Militia, Veterans, War of 1812.....		
By Statute—		
Pensions—Militia, Upper Canada, War of 1812.....	19	1,520 00
Total.....		23,277 92
REVENUE.		
Casual.....		128 25
Ammunition.....	\$ 11,637 66	
Stores and clothing.....	2,439 58	
Miscellaneous.....	4,538 67	
Rents.....	5,223 96	
		23,839 87
Royal Military College.....		23,968 12
		16,522 72
		40,490 84

I have the honour to be, sir,
Your obedient servant,

C. EUG. PANET, Colonel,
Deputy Minister of Militia and Defence.

Militia and Defence.

APPENDIX No. I.

REPORT OF THE CHIEF SUPERINTENDENT OF STORES.

STORE BRANCH,

OTTAWA, December, 1897.

SIR.—I have the honour to report as follows on matters pertaining to the Store Branch of the department:—

Since my appointment as Chief Superintendent of Stores, I have visited the Stores at London, Toronto, Kingston and Montreal, and found the duties being satisfactorily carried out under the direction of the Superintendents in charge. The Foremen at these stations are men of long service and experience in the work required of them.

On inspection of the stores, I found many articles of an obsolete nature, which it is recommended should be brought before a Board of Officers with a view to their disposal by sale, or otherwise; they occupy space which is very much needed for the storage of other articles and as additional accommodation for receiving and issuing purposes, as well as for examination and carrying out of necessary repairs to camp equipment.

Magazine accommodation is very much needed at London and Toronto, for Nos. 1 and 2 Military Districts, which at present are without any place for the storage of gunpowder. There is no magazine for gunpowder, and but very limited accommodation for storage of small arm ammunition west of Kingston.

The table herewith shows the details of clothing issued on upwards of 400 requisitions during the year:—

ISSUES.

Tunics, Cloth.		Tunics, Serge.		Trousers, Cloth, Pairs		Trousers, Serge, Pairs		Forage Caps.		Great Coats		Riding Breeches		Halifax Tweed Clothing								
	Cavalry.		Artillery.		Infantry.		Rifles.		Cavalry.		Artillery.		Infantry and Rifles.		Cavalry.		Artillery.		Tunics.		Trousers.	
473																						
667																						
2,543																						
1,988																						
969																						
439																						
2,036																						
98																						
113																						
198																						
425																						
1,890																						
5,887																						
2,141																						
718																						
1,015																						
3,133																						
513																						
565																						
700																						
3,209																						
775																						
346																						
10																						
26																						

In order to carry out issues of clothing on requisitions, forwarded to this Branch for action, in a satisfactory manner, a much larger supply for stock is a necessity. There is no reserve to fall back upon when sizes are short in the year's supply. The inability of the Stores Branch to meet requisitions, according to size-roll, has been the cause of much complaint—this cannot be remedied under existing circumstances.

Small arms and ammunition.

There were 1,829,719 rounds of S. A. cartridges issued during the year. Of this number 1,055,693 rounds were a free issue, and 774,026 were issued on repayment. The details as to description of ammunition and the military districts in which it was issued will be found in tables A and B, appendices to this report.

It will be observed that a large quantity of Martini-Henry Ammunition was issued; if existing arrangements are to be continued during 1898, a large supply will be required to supplement the present charge.

So far upwards of 6,000 Lee-Enfield Rifles have been marked and issued to battalions as directed, in addition to those issued to the permanent force. There has been a corresponding demand for the new ammunition.

The extra grant of Snider Ammunition to Rifle Associations has been fully taken advantage of by those concerned, and the stock which had been in store for several years is now reduced to 3,600,000 rounds,—a small quantity for the number of battalions which are still armed with the Snider rifle.

Irrespective of Rifle Associations, there are about 1,700 Martini-Henry rifles in possession of corps, on loan under bond. The supply of Mark III rifles is exhausted and it may be necessary to withdraw some of those now on loan to corps in order to complete the arming of the garrison artillery.

The armourers at the several stations are kept constantly employed cleaning the new rifles and carrying out necessary repairs.

New Guns and Equipment.

So far six batteries of 12 pr. B.L.R. Guns have been received and issued. The carrying out of details, necessary in this connection, involved considerable work on the store staff at Quebec, which has, however, been efficiently carried out. It will be necessary to order details of this equipment for store charge so that parts may be replaced from time to time as demanded.

Harness and Saddlery.

The saddler at Toronto has rendered good service in making necessary repairs to, and in completing sets of saddlery for issue—in this way several sets that had become unserviceable have been withdrawn from service and replaced. Accommodation is much needed for this work so that the sets may be hung up as completed instead of being repacked in boxes which prevents examination and necessary attention. The new harness, pole draught, has been issued to batteries supplied with the 12 pr. guns. A supply of saddlery is expected shortly for issue to complete the equipment.

Military Properties.

There is but little change in the military properties to report. Attention was called last year, to the condition of the buildings at the Old Fort, Toronto, as also to the condition of the store buildings at Kingston and Halifax. Improvement is looked for if the valuable stores at these places are to be kept in a serviceable condition.

The following table shows the number of tenants and the amount received on account of rentals from military properties held under lease for the year ending 30th June, 1897.

Militia and Defence.

TENANTS and Rental from 1st July, 1896, to 30th June, 1897.

Number of Tenants.	Station.	Rents Received.	Remarks.
		\$ cts.	
3	{ ... Chatham } { ... London } M. D. No. 1.....	17 00	
6	{ ... Toronto } { ... Niagara } M. D. No. 2.....	267 00	
21	{ ... Kingston } { ... Ottawa } M. D. Nos. 3 and 4.....	400 68	
6	... Montreal, M. D. Nos. 5 and 6.....	657 25	
45	... Quebec, M. D. No. 7.....	3,374 09	
8	... St. John, M. D. No. 8.....	175 25	
12	... Halifax, M. D. No. 9.....	86 99	
1	... Charlottetown, M. D. No. 12.....	1 00	
102	..... Total number of tenants.....		
	..... Total amount of rents received.....	4,979 26	

Deposit Receipts.

The following amounts have been received for the services mentioned and duly deposited to the credit of the Receiver General during the fiscal year 1896-97:—

Ammunition.	Military Stores and Clothing.	Miscellaneous.	Rents.	Total.
\$11,665 90	\$6,505 49	\$2 49	\$4,979 26	\$23,153 14

Military Museum.

The articles, historic and otherwise, formerly exhibited in rooms in the Drill Hall, Ottawa, are now packed away in boxes for safe keeping. They were of much interest and afforded considerable instruction to those who visited the rooms. It is hoped that provision will shortly be made for their accommodation.

D. A. MACDONALD, Lt.-Colonel,
Chief Superintendent of Stores.

[A.] SMALL ARM AMMUNITION issued for Practice from 1st July, 1896, to 30th June, 1897.

MILITARY DISTRICTS.	ROUNDS.	
	Ball.	Blank.
Military District No. 1, London	79,860	21,040
do 2, Toronto	259,190	70,944
do 3, Kingston	118,257	4,610
do 4, Ottawa	16,140	4,550
do 5 & 6, Montreal	118,510	80,280
do 7, Quebec	56,900	10,350
do 8, St. John, N.B.	20,092	2,190
do 9, Halifax, N.S.	102,000	69,160
do 10, Winnipeg	11,926	5,880
do 11, Victoria, B.C.	12,000	.....
do 12, Charlottetown, P.E.I	37,820	.....
Issued to Militia Corps for Rifle League Competitions	223,000	.....
	1,055,695	269,004

D. A. MACDONALD, Lt.-Colonel,
Chief Superintendent of Stores.

[B.] SMALL ARM AMMUNITION issued on repayment from 1st July, 1896, to 30th June, 1897.

Military Districts.	Rounds.	Amount.
		\$ cts.
Military District No. 1, London	50,791	740 20
do 2, Toronto	211,134	2,971 03
do 3, Kingston	28,125	327 47
do 4, Ottawa	112,025	1,818 10
do 5 & 6, Montreal	90,700	1,236 10
do 7, Quebec	32,913	400 95
do 8, St. John, N.B.	56,666	797 50
do 9, Halifax, N.S.	35,030	625 81
do 10, Winnipeg	93,466	1,211 49
do 11, Victoria, B.C.	41,400	1,223 60
do 12, Charlottetown, P.E.I	21,776	313 65
Total	774,026	11,665 90
	Rounds.	
Martini-Henry—Ball	587,180	
Snider—Ball	144,040	
do Blank	6,000	
Lee-Enfield	14,000	
Morris Tube	22,200	
Winchester—Ball	506	
Revolver, Colt's	100	
Total	774,026	

D. A. MACDONALD, Lt.-Colonel,
Chief Superintendent of Stores.

Militia and Defence.

[C.] RETURN of Gunpowder and Friction Tubes issued for Practice and Salutes
from 1st July, 1896, to 30th June, 1897.

Military Districts.	Stations.	Corps.	Gun-powder.	Friction Tubes.
			Lbs.	No.
No. 1.....	London.....	Field Batteries of Artillery.....	438½	530
No. 2.....	Toronto.....			
No. 3.....	Kingston.....	Field and Garrison Artillery, Royal Military College and Royal Canadian Artillery.....	1,836½	2,138
No. 4.....	Ottawa.....			
Nos. 5 & 6	Montreal.....	Ottawa Field Battery and Salutes.....	639½	391
No. 7.....	Quebec.....	Field and Garrison Artillery and Salutes.....	2,621½	1,600
No. 8.....	St. John, N. B.....	do do.....	5,681½	2,545
No. 9.....	Halifax, N. S.....	do do.....	1,347½	766
No. 10.....	Winnipeg.....	do do.....	341	315
No. 12.....	Charlottetown, P. E. I.	Winnipeg Field Battery and Salutes.....	250½	285
		Field Battery and Salutes.....	715	171
Total			13,870½	8,741

D. A. MACDONALD, Lt.-Colonel,
Chief Superintendent of Stores.

Militia and Defence.

APPENDIX No. 2

TO

REPORT OF THE DEPUTY MINISTER

OF

MILITIA AND DEFENCE.

REPORT OF THE CHIEF ENGINEER.

DEPARTMENT OF MILITIA AND DEFENCE,
ENGINEER BRANCH,
OTTAWA, 17th November, 1897.

SIR,—I have the honour to report that the following works were carried out, and repairs made at the military buildings and fortifications in the several Military Districts throughout the Dominion, from the 1st July, 1896, to 30th June, 1897, which are under the control of the Department of Militia and Defence.

Military District No. 1.

LONDON.

Wolseley Barracks.—General repairs were made at the officers' quarters, and the heating apparatus in men's mess room was repaired.

Blinds were put up and painted at the hospital, and the ceiling of men's kitchen and pantry was painted.

Magazine.—A new floor and joists have been laid in the magazine.

Store Buildings.—General repairs were made to the store buildings.

Drill Hall.—The front wall of drill hall has been repaired.

Military District No. 2.

TORONTO.

Stanley Barracks.—New cast iron troughing, elm floors, six storm doors, and double windows on side lights of doors have been put in at Cavalry stables.

The drains at men's cook house have been repaired.

Two outlets for barrack sewage have been extended 100 feet into Lake Ontario.

Water closets at East Barracks have been put in for men and sergeants.

A water closet and a bath have been put in officers quarters, also a new bath in hospital.

A water closet was put in a married officer's quarters, also papering and painting done.

The floor in basement of a married officer's quarters was repaired.

Wash tubs were supplied, and repairs made to plumbing in women's wash room.

Three box stalls and six ordinary stalls in horse infirmary were repaired. Officers' stables were also refloored.

The Ash pit at East Barracks has been repaired. The canteen walls have been pointed.

Repairs have been made to the covered entrance to office building and officers' quarters.

Plastering and general repairs have been made to married men's quarters.

The fuel house at officers' quarters has been repaired.

A new metal ceiling has been put in cook house.

A new ceiling has been put in sergeant's mess room.

Repairs have been made in several rooms in officers' quarters.

General repairs were made in married sergeants' quarters.

New hardwood floors have been put down in two rooms at east barracks.

Eight squares of new hardwood flooring have been put down in hospital.

Sixteen squares of new hardwood flooring have been put down in West Barracks.

Six hundred and seventy feet of board walk was laid from Strachan Avenue to bridge at Old Fort.

The fences and board walks on Garrison Common were repaired.

General repairs were made to store rooms and armoury at Old Fort.

Drill Hall.—General repairs have been made to lockers, cupboards, rifle racks, windows and doors, etc., in different armouries.

Two shooting galleries were fitted up in drill hall, also slight repairs made to plumbing.

The parade ground has been graded and gravelled.

Store Buildings.—General repairs have been made to flooring, gutters, drain pipes, foundation and fixtures in main store building, also repairs to gates and fence in store yard.

Riding School.—Repairs were made to doors and gate in riding school.

HAMILTON.

Drill Hall.—General repairs were carried out in drill hall.

BARRIE.

Drill Hall.—The wall of drill hall has been repaired.

Military District No. 3.

KINGSTON.

Rifle Range, Barriefield Common.—The stop butt at rifle range has been raised and lengthened, and markers butts repaired and strengthened.

Camp Ground, Barriefield Common.—The water tank and plumbing at camp grounds have been repaired, and supply pipes laid and removed after camp.

Repairs were made to the roof, etc., at No. 1 store building and foreman's quarters, Barriefield Common. The latter building was also clapboarded, and new window sashes put up.

Tête de Pont Barracks.—A new galvanized iron roof was laid, a new wooden ceiling put in, and interior woodwork painted in hospital kitchen.

Militia and Defence.

The married officers' quarters were repaired generally.

Proper drainage was provided for the barracks, water pipes laid, and hydrant repaired.

Gutters and down pipes on Block "E" were repaired.

Repairs were made to doors, windows and masonry in basement, and new floors laid in rooms and passages in Block "A."

A portion of the floor was renewed in the stalls of Field Battery stables, and a ventilator placed on the horse infirmary.

Fort Henry.—The advanced Battery Magazine Store walls were repaired and pointed.

The casements were covered with asphalt roofing, and gutters and down pipes repaired.

A new porch was put up, sashes fitted to nine loopholes, walls and ceilings whitewashed, and wooden partitions painted in the caretaker's quarters Advanced Battery.

Twenty-one door frames were repaired, masonry around same pointed, tin roof, gutters and down pipes repaired in Magazine Stores, Advanced Battery.

All joists and flooring in "C" Magazine were renewed.

The bridge over ditch was repaired.

The floors of two rooms were strengthened, and roller skid hoist placed outside at the store branch armourers' shop.

Gutters and down pipes were cleaned out on the West Ditch Tower.

Temporary supports were placed under arch at gorge wall, and the flag pole at Fort Henry was repaired.

Artillery Park.—A new water supply pipe was put in Sergt. Newnham's quarters, a new hydrant placed at caretaker's quarters, and drain cleaned out and repaired.

New shelving and saddle racks were put in, and repairs made to 4th Hussars Armoury, and privy vault cleaned out and filled with earth.

Storm sashes were put in Brigade offices.

The old cavalry stables were painted.

A new gate was put up, and repairs made to fences at Artillery Park.

Cedar Island Tower.—The guns, &c., on Cedar Island Tower were covered with tarpaulines, and gutters and down pipes cleaned out.

Murney Tower.—The roof which had been shifted by the wind, has been replaced and anchored. Old posts supporting the roof renewed, new bridge to tower constructed, and steps repaired.

Residence of Commandant, Royal Military College, King St.—The walls of the Commandant's residence were repapered and ceilings kalsomined.

The exterior and interior woodwork was painted.

Two new water closets were put in, and plumbing remodelled throughout.

The old hot water furnace was removed, and new No. 7 Daisy heater put in.

The fence, gate and steps were repaired, also the roof.

Five rooms in attic were heated with hot water, and gas fixtures partly renewed. Other small repairs were also made.

ROYAL MILITARY COLLEGE.

North Building.—General repairs were made to plumbing, general glazing done. Radiators were rebronzed, walls pointed and roof repaired. General repairs to floors, doors, locks, &c. Interior painted and kalsomined. New ladder supplied for building, and slates on roof of tower renewed.

East Building.—General repairs were made to plumbing. General glazing, kalsomining and painting in rooms and passages. Repairs to electric fittings, doors, locks and ventilators. General repairs to roof and down pipes. Roofs of porches painted. Repairs to stairs and ballustrades. Pipes in furnace renewed.

No. 1 Officers' Quarters.—Interior kalsomined, papered and painted, general repairs to plumbing, conductor pipes renewed, hot water pipes and fixtures, and boilers renewed. Repairs to front door and garden fence.

No. 2 Officers' Quarters.—Interior kalsomined, papered and painted, and repairs to plaster. Plumbing repaired, and new shutter blinds supplied.

No. 3 Officers' Quarters.—General repairs were made to plumbing, walls and chimneys pointed, kitchen and pantries kalsomined and front steps renewed and painted. General glazing done.

No. 4 Officers' Quarters.—Repairs were made to water pipes in basement, and general repairs to electric light fittings. New sink placed in kitchen and pantry, and hot water pipes renewed.

No. 1 N. C. O's. Quarters.—General repairs were made to plumbing. Repairs to plaster, kalsomining, papering and painting done, and repairs to electric light fixtures.

Servants' Cottages.—New doors made. Repairs to hydrant, fire ladder, board walk and ceilings.

Messman's Quarters.—New refuse pit erected, and repairs made to plaster.

Gymnasium.—General repairs and alterations were made to apparatus. Electric light fittings, doors, locks and floor repaired and windows glazed.

Guard Room.—Verandah and walls were painted, a latrine and fence removed.

Bathing Shed and Wharf.—General repairs were carried out.

Pump House and Engineer's Quarters.—General repairs were made to plumbing, and water pipes boxed in to prevent freezing.

College Grounds and Parades.—The college grounds were partly ploughed, harrowed and rolled, and fifty trees planted. Repairs were made to hydrants. The grass was cut regularly, and temporary fences erected.

Hospital.—Repairs were made to plaster in passage, and wire netting in windows. Windows glazed.

Servants' Quarters.—Porch steps were painted, and repairs made to board walk.

Artillery Drill Shed.—General glazing and painting was done. New sash for window, and sill for door.

Entrance Gate House.—Water pipes were boxed in to prevent freezing.

Military District No. 3.

ASHBURNHAM.

Drill Hall.—The drill hall roof trusses at Ashburnham were repaired.

BELLEVILLE.

Drill Hall.—General repairs were made at the Belleville drill hall.

Rifle Range.—A new rifle range was under construction.

PETERBOROUGH.

Drill Hall.—The roof of the Peterborough drill hall was repaired and strengthened.

COBOURG.

Gun Shed.—A new platform for a 62 pr. gun was erected at the Cobourg gun shed, and the forge was moved.

PORT HOPE.

Drill Hall.—General repairs were made at the Port Hope drill hall.

Militia and Defence.

Military District No. 4.

OTTAWA.

Rideau Rifle Range.—Repairs were made at the markers' butts.

Drill Hall.—Alterations and repairs were carried out in the P. L. D. G. armouries. The roof of drill hall was repaired, an ash house erected, and repairs made to main door.

The stoves were put up and generally repaired.

Alterations and repairs were carried out in the G. G. F. Guards armouries, also in the armouries of the 43rd Battalion.

The Trees on Cartier Square were pruned, and a new board walk laid from Maria St. to main gate.

Nepean Point.—A fence at Nepean Point was repaired, and new halyards placed on the flag pole.

Roof gutters were placed on the caretaker's house.

Militia Stores.—The electric motor for hoist was repaired, also waste pipe and ceiling at militia stores.

Military District No. 5.

MONTREAL.

Drill Hall.—Broken glass in skylights was renewed.

Repairs were made to heating apparatus, and also to water pipes.

The interior of Field Battery gun shed was painted.

Fifteen new saddle racks were put in the armoury of the Montreal Hussars.

Repairs were made to roof of drill hall, and ventilators removed.

Broken panes of glass in all parts of the building were renewed, and repairs made to wicket gate at main entrance.

The stairs and ballustrades at Brigade offices were repaired.

A new flag pole was erected on building.

St. Helen's Island.—The brick work under roof of store building at St. Helen's Island was rebuilt.

Repairs were made to military wharf.

New roof covering was put on store building and magazine, also gutters and down pipes repaired.

ST. ANDREW'S.

General repairs were made at St. Andrew's drill hall.

LAPRAIRIE.

Four markers' butts were erected at rifle range, and general repairs made.

CÔTE ST. LUC.

The markers' butts were repaired and strengthened and repairs made to targets, &c., at rifle range.

A pump at the rifle range was moved, and replaced out of the line of fire.

Military District No. 6.

ST. JOHNS, P.Q.

Infantry Barracks.—Slight repairs were made in married men's quarters, "A" barracks.

A new porch was erected at the hospital, and general repairs made.

The officers' mess and quarters were painted and papered.

A new flag pole was erected in barrack square and general repairs were made to plumbing in all buildings.

Military District No. 7.

QUEBEC.

Citadel.—The walls in hall of officers' quarters were repaired, and ceiling renewed in wood.

Alterations and repairs have been made to the w. c's. in Governor General's and officers' quarters.

The arch of sallyport at Citadel Hill was rebuilt.

The roof of officers' quarters was repaired, three galvanized iron chimney pots were placed on chimneys of hospital and officers' quarters, and cap on cook house chimney.

The floor of carriage store was renewed.

New w. c's. for women were put in Dalhousie Bastion. Water pipes at Jebbs Redoubt were boxed in to prevent freezing. The walls also were pointed, flashing around chimneys and roof repaired.

A new floor and iron grating were built in guard room.

Water pipes to cells building, sergeant's cook house, men's cook house, guard room, one casemate and No. 1 wash house were all renewed.

The drain in front of casemates, from main gate to sergeant's cook house, was cleaned out and rebuilt with necessary cess pits.

The walls at chain gate were partly rebuilt, and sidewalks on Citadel Hill renewed.

Cartridge Factory.—Rooms were fitted up in connection with velocity range.

Repairs were made to sewers and cess pit.

Gun pit at Cove Fields was cleaned out and repaired. Concrete foundation of rifle rests was rebuilt there.

Repairs were made to skylights in workshop and foundry. Broken panes of glass in all Cartridge Factory and Cove Field buildings were renewed.

The water supply pipe was repaired.

An addition, 6 x 24, with glazed doors and large window, was built to filling room at Cove Fields.

Two new windows were put in foundry.

Partitions were put in at laboratory buildings.

Ventilating shafts and ventilators were put in different buildings.

One cupboard placed in boiler room of fulminate buildings.

Chimney pot placed on chimney of superintendent's quarters.

Repairs were made to floor and ceiling under main shaft in foundry.

The foreman's quarters were papered, kalsomined and generally repaired.

Field Artillery Barracks.—The roof was repaired, and chimneys pointed and capped.

A chimney was rebuilt on officers' quarters, and a ceiling repaired.

Repairs were made to roof and gutters at sergeant-major's quarters.

Drill Hall.—A new wooden ceiling has been put in.

Married Men's Quarters, St. Louis Street.—The roof of these quarters was renewed in galvanized iron, and the heating apparatus was repaired generally.

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Levis Rifle Range.—The markers' butts have been raised and strengthened with steel plates, and 600 yards firing butt rebuilt with cribwork, and filled in.

Royal Engineer Park and Camp Grounds—Six new latrines were built and repairs made to old ones. The roads were repaired, and two new tent floors made for officers' tents at camp grounds.

The officers' and sergeants' quarters in Royal Engineers' Park were white-washed, and broken panes of glass renewed in officers' quarters.

The fence around Royal Engineers' Park was repaired generally.

No. 2 Fort, Levis—Two floors in casemates have been renewed.

Officers' Quarters, St. Louis Street.—Drain pipes in these quarters were repaired, ventilating pipes put in, and floor renewed.

Armourer Sergeant's Quarters.—The gable end of this building has been partly rebuilt and pointed.

The floors, plastering and water pipes were repaired.

Riding School.—Water supply, hose, sink and waste pipe were put in, and broken panes of glass renewed.

Lt.-Col. Duchesnay's Quarters.—A new floor has been laid in these quarters, and rooms papered and painted.

No. 1 Martello Tower.—A floor in this tower was repaired.

Island of Orleans.—The gun platforms at artillery range were repaired.

Military District No. 8.

FREDERICTON.

Rifle Range—Targets, etc., at rifle range were repaired.

Drill Hall.—The recreation room and offices in drill hall were painted two coats.

Barracks.—Repairs were made to the verandah of men's barracks.

General repairs were carried out in the Sergeants' mess.

The boiler and cooking ranges in men's cook house were repaired, also small repairs in wash-room, men's barracks.

A new floor was laid in the kitchen at Lt. Col. Gordon's quarters.

The roof of officers' quarters was repaired, also general repairs carried out.

ST. JOHN, N.B.

Rifle Range.—General repairs were made at St. John rifle range.

Drill Hall.—The gas fixtures and water pipes in drill hall were repaired.

Fort Dufferin.—The roof of store building was shingled and painted, and two platforms were built.

The flag pole was repaired and painted.

A fence at Red Head Battery was repaired.

SUSSEX, N.B.

Rifle Range.—General repairs were made to rifle range.

Camp Grounds.—Cedar posts were supplied for the renewal of fences on camp grounds.

Military District No. 9.

ANNAPOLIS, N.S.

Fort Anne.—The military buildings, etc., at this fort have been partly restored.

ALDERSHOT, N.S.

Rifle Range.—The markers' butts at rifle range have been repaired.

HALIFAX, N.S.

Bedford Rifle Range.—General repairs and alterations were made at this rifle range.

Old Drill Hall.—The floor in drill hall was repaired, and small repairs made in brigade offices.

The steps at orderly room of 66th Fusiliers were repaired.

KENTVILLE, N.S.

Drill Hall.—General repairs were made at drill hall.

LUNENBURG, N.S.

Drill Hall.—The band room of 75th Battalion in drill hall was enlarged, and alterations made.

SYDNEY, C.B.

Old Barrack Buildings.—General repairs were made to old barrack buildings.

Military District No. 10.

WINNIPEG, MAN.

Drill Hall.—The armouries of the 90th Battalion were repaired generally.

The recreation-room and hall were papered.

Repairs were made to the roof of drill hall.

Two bedrooms in caretaker's quarters at drill hall were kalsomined.

Cavalry Barracks.—General repairs made in these barracks, also one double gate erected on grounds.

Repairs were made to plaster in block "B" and married men's quarters."

The water pipes in cavalry stables were repaired, and general repairs made in the horse infirmary. Slight repairs were made in Officer's Quarters.

Military District No. 11.

VICTORIA, B. C.

Rifle Range.—General repairs were made at the Clover Point Rifle Range.

Brigade Offices.—Cupboards and lockers in brigade offices were repaired.

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NEW WESTMINSTER, B.C.

Rifle Range.—Markers' butts were erected, the stop butts were partly rebuilt, and general repairs made at the Central Park Rifle Range.

VANCOUVER, B.C.

Drill Hall.—New arm racks were placed in the armouries at drill hall.

The usual amount for the supply of materials for Minor Barrack Services and Repairs was authorized at each permanent military station, and the work carried out by the men of the corps.

I have the honour to be, sir,
Your obedient servant,

PAUL WEATHERBE,
Chief Engineer M. and D

Militia and Defence.

APPENDIX No. 3.

TO

REPORT OF THE DEPUTY MINISTER

OF

MILITIA AND DEFENCE.

GOVERNMENT CARTRIDGE AND SHELL FACTORY, QUEBEC,

SUPERINTENDENT'S REPORT FOR THE YEAR 1897.

SIR,—In compliance with instructions dated Headquarters, Ottawa, November 2nd, 1897, calling for a report upon the operations of the Government Cartridge and Shell Factory for the calendar year 1897, I have the honour to report as follows :—

CARTRIDGE FACTORY.

The production of this factory for the year has been 1672000 rounds, of .303-inch, ball, cordite, Mark II, solid case, small arm ammunition. It is gratifying to find that this ammunition is giving general satisfaction throughout the service. Instructions were issued from Headquarters, directing that as far as possible, Canadian-made ammunition was to be used at all camps of instruction during the year, with the result that no complaints have been received.

The accuracy of the ammunition at 500 yards is shown below. The figures are taken from proofs fired periodically for testing the cartridges previous to sending them into store. Ammunition rejected for some manufacturing defect was as a rule employed for these tests. The rifles were held in fixed rests, and the mean radius or "figure of merit" is estimated from the centre of impact of each group.

Maximum radius 9.70 inches.

Minimum radius 4.20 "

Mean radius 6.38 inches. Figure of merit for 1897.

These figures show the great accuracy of shooting attained, and justify the classing of our ammunition as second to none. The following correspondence will make known the high opinion entertained by the Imperial Authorities of the ammunition produced in this establishment. As these testimonials were entirely unsolicited, the cartridges in question having come quite accidentally into the hands of the Imperial troops, they are more pleasing and convincing, than they might otherwise be.

“ HALIFAX, N.S., 21st October, 1897.

From the General Officer Commanding Troops.
Dominion of Canada.
To the Under Secretary of State,
War Office.

SIR,—I have the honour to forward the enclosed report of the Officer Commanding 1st Royal Berks Regt. on the excellent shooting qualities of .303-inch Cordite Ammunition manufactured in Canada by the Dominion Government. The postal regulations do not allow of the transmission of the sample by mail, but, if desired, special arrangements can be made with some steamship company for its conveyance.

I have, &c.,

(Signed.) C. P. LEACH, Colonel,
For General.

Comd'g Troops Dominion of Canada (Absent in another part of the Command),
Chief Ordnance Officer, Halifax, N. S.

I send herewith for your inspection a package 10 rounds of Cordite Ammunition S. A. Ball, .303-inch manufactured in Canada by the Dominion Government. About 9000 rounds of this ammunition have been fired by the men of my battalion during the present musketry year and it has been tested in every way and found quite satisfactory. It might be advantageous to obtain the small arm ammunition required by the Imperial Troops in this command from this source.

(Sgd.) W. A. COLLINGS, Lt. Col.
Commanding 1st Royal Berkshire Regiment.

Halifax, N. S., 18th August, 1897.

O. C. 1st Royal Berks. Regt.

Will you please say under what circumstances ammunition was obtained by you from the Dominion Government.

(Sgd.) C. R. ATKINSON, Lt. Col.
Chief Ordnance Officer, Canada.

Halifax, N. S. 19th August, 1897.

Chief Ordnance Officer, Canada.

The ammunition was issued by the Dominion Government for the musketry course of No. 4 Company R. R. C. I. attached to the battalion under my command. As it had not been received at the time of that company doing their musketry, I issued them some of English manufacture I had in store, taking theirs in exchange when it was received.

(Sgd.) W. A. COLLINGS, Lt. Col.
Commanding 1st Royal Berkshire Regiment.

Halifax, N. S., 20th August, 1897.

The powder used for filling cartridges is cordite manufactured at the Royal Gunpowder Factory, Waltham Abbey, which has proved satisfactory under the trying conditions of great extremes of temperature experienced in this climate. To provide for increase of work, two fourteen-inch engine lathes were added to the plant. Where it has been possible to do so, improvements have been made to the plant and the manufacture simplified. Among the principal changes made are the introduction of double drawing dies, held loosely in the die holder, which allows them to centre themselves; superior workmanship is got thereby with a great

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economy in tools. The piercing of the fireholes has been modified so as to do away entirely with subsequent rectifying by hand which was formerly necessary, and took up a large amount of time. On the bullet plant, the pressing of lead cores and bullet envelope are done in one instead of two operations. The machines for filling cartridges with cordite had when purchased a capacity of 5,000 rounds per day; they have now been modified to increase the capacity to 15,000 per day. The proposal made in my report of last year, to tear down and rebuild the annealing furnace has been carried out. The new furnace is better suited to our requirements and performs the same work with an economy of about 50 per cent in fuel. Your attention is again invited to the very small appropriation voted by parliament for the service of this establishment. It was pointed out last year that the .303 inch cartridge costs considerably more than the Martini-Henry rolled case cartridge formerly manufactured, but that the amount voted has not been increased. The modern cartridges now manufactured are very expensive when the cost is compared with those of the Snider or Martini-Henry rifles; it must not be forgotten however that the comparison ceases here, and that they cannot be classed together in any other respect. The cost of all modern warlike stores is considerable, and unfortunately for us the present case is no exception to the general rule. The price charged for the issue of cartridges on payment cannot however be considered excessive, \$25 per thousand being the rate at present. This ammunition is retailed by dealers in England at \$35 per thousand. The Winchester Repeating Arms Company quote cartridges of the same class as ours, namely these for the .236 inch, Lee Straight-Pull rifle, United States Navy pattern, and the .300 inch United States Army rifle, at \$50 per thousand. It has been ascertained that this ammunition, on which there is a duty of 30 per cent, is sold by the retail trade in our principal towns at 7 cents per round. It is hoped however that we shall still further reduce the cost of manufacture, and with this object in view, a scheme outlining certain changes in the operation of this factory has been submitted for your consideration, and will I trust be approved of. The metal cups for the production of case and bullet envelope are now imported from England and the manufacture of the complete cartridge therefrom is carried out here. It is recommended that a suitable plant for rolling brass and cupro-nickel strip be erected, and that the foundry be enlarged to do the necessary casting. Under present conditions our supply of cups might at any time be cut off, and we are not in a position to be able to provide ourselves with them; this in time of war might lead to serious consequences. It is not expected that the cost of the proposed change will be excessive, and the advantage to be derived is that we shall be able to carry on manufacture with raw materials obtainable in the country at any time, besides which a sum of money varying from \$15,000 to \$20,000 will be paid out here for the benefit of our own work-people, instead of being expended abroad. The fired cases of solid drawn ball cartridges returned to us are not suitable for reloading as such, because the condition of the metal after firing renders it unfit to stand the strain imposed by further firing with ball. Blank cartridge might however be manufactured from these cases if carefully selected, but with present experience it is impossible to say if it would be economical to do so. If, however, we rolled our own strip, the fired cases, mixed in suitable proportions with new metal would no doubt make excellent material, and reduce its costs correspondingly. The factory is at present designed to turn out about six million rounds per annum, whereas our annual output is only one and one-half millions, being the amount required to replace expenditure by the troops. If it is possible to grant us orders for extra work to supply the amount required to keep up a reserve, the cost of production will be greatly reduced. Trials were carried out for the Quarter-Master General's Department to ascertain the thickness of steel necessary for the protection of marker's mantlets against the .303" bullet, and a report thereon was duly forwarded. Trials were likewise carried out for the Quarter-Master General to determine the suitability of ignition provided by the cordite caps of existing ammunition in store. Special care and attention have been given to the preparation of our detonating composition and the manufacture of percussion caps, with the gratifying result that thus far no

failures have been reported. At the time of writing some experiments are being carried on with expanding bullets for the '303" rifle. It is claimed by some that the service bullet lacks "stopping power," and that unless struck in a vital part, the wound inflicted by it is not sufficient to disable a man. The superiority of "soft nose" (Tweedie bullet) or other expanding bullets for sporting purposes, is undoubted, but up to the present time designers have developed the expanding or "mushrooming" property of their bullets at the expense of penetrative power, thereby rendering them unsuitable for military purposes. The object aimed at is to design a bullet which while expanding sufficiently on impact with flesh to produce a disabling wound, will still retain sufficient penetrative power to reach troops posted behind ordinary cover. These two properties are directly opposed to each other and render the solution of the problem somewhat difficult; it is believed that this question will at the best be settled only by a compromise between the two conditions stated above. Our plant can be adapted to turn out any of these bullets on short notice if required.

The following repairs were carried out during the year:—

Office.—Partly painted and plaster repaired.

Main Factory.—Repair to chimneys, spouting and gates.

Danger Buildings.—Buildings painted, engine-room painted, lightning rods and steam boxes repaired.

Shell Factory.—Portion of walls rebuilt. General minor repairs.

In connection with the question of repairs to buildings it is to be noted that the premises we occupy have received only indifferent attention for many years past and the annual cost of maintenance will consequently be greater for some time to come.

SHELL FACTORY.

The output of the factory for the year has been as follows:—

9-pr. R. M. L. common shells.....	3,310
9-pr. R. M. L. shrapnel shells... ..	6,368
40-pr. R. B. L. tin obturating cups.....	950

This output is greatly in excess of that of previous years. This is due to improvements in tools and the introduction of labour-saving devices, doing away with hand labour as far as possible and substituting machinery therefor. Attention is again invited to the question of manufacturing light steel shells, which was recommended in my report of last year. We have, at present, 78 9-pr. R. M. L. guns in the country, for which there is a considerable quantity of ammunition in store. During the current year we shall manufacture a sufficient number of shells to bring the reserve up to 500 rounds per gun as required by regulation, and supply what is necessary for practice purposes with this gun. We have also 36 12-pr. B. L. guns, and 24 more have been ordered in England; when the latter arrive we shall be able to arm 10 batteries with these guns. The total strength of the field artillery being 19 batteries (including A and B field batteries, R.C.A) the importance of taking up at once the manufacture of 12-pr. projectiles is evident. Only a very limited number of these shells were purchased in England with the guns, which will very soon be expended at practice, and there is no reserve. Estimates are being prepared to establish the cost of starting this manufacture on a small scale, as was done in the case of cast iron R. M. L. shells, and the best English firms have been communicated with for this purpose. On account of the great engineering strike at present going on in England, it has been most difficult to obtain the required information sooner, but every effort is being made to do so at an early date. It is suggested that orders be given us for the manufacture of various small laboratory stores which are now imported; articles such as friction tubes, shrapnel primers, &c., can be manufactured here, but we have been prevented from doing so for want of funds, the appropriation voted for this year being insufficient to provide even the quantity

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of shells and cartridges required. A considerable amount of time was lost in this factory last winter through our being compelled to employ some of the hands to assist in the manufacture of small arm ammunition. Now that the latter is well established, delays of this nature will not be experienced.

The engines and boilers from which we get our motive power have been in use for 15 years, and will soon have to be replaced. It is important that we should be quite independent of outside sources for motive power in order that we may be able to carry on our operations without hindrance in times of insurrection or trouble in the town. All details of the proposed change will be embodied in a separate report for consideration.

The success of the past year is due to the hearty co-operation I have met from the staff and employees.

I have the honour to be, sir,
Your obedient servant,

F. M. GAUDET, CAPT. R.C.A.,
Superintendent.

To the Deputy of
The Honourable the Minister of
Militia and Defence, Ottawa, Ont.

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PART 2.

REPORT

OF THE

MAJOR GENERAL

OTTAWA, 31st December, 1897.

The Honourable
The Minister of Militia and Defence.

SIR,—I have the honour to submit my report on the Canadian Militia for the year 1897.

THE PERMANENT FORCE AND SCHOOLS OF MILITARY INSTRUCTION.

The Permanent Force has given entire satisfaction during the year. It has been called upon to render more assistance in the way of instruction to the Militia generally, in District Camps and at Local Headquarters of Corps, than ever in the past, and has fully responded. I am glad to think that the line of demarcation between this Force and the Active Militia is fast disappearing, and that each is willing to recognize the mutual dependence the one on the other, and the obligation towards each other which is mutually due.

An experiment has been successfully tried during the past year, of exchanging a Company of the Royal Regiment of Canadian Infantry with a Company of the Imperial Forces. No. 4 Company of the former regiment was exchanged with a Company of the Royal Berkshire Regiment, stationed at the time at Halifax, for a period of nearly six months. I have received reports from the General Officer Commanding in Canada and the Officer Commanding the Royal Regiment of Canadian Infantry, which bear full testimony to the success of the experiment. The Company belonging to our Force was, for the time being, a Company of the Royal Berkshire Regiment, and the Company from the latter Regiment performed all the duties, even to going into District Camp at Sussex, that would have devolved upon No. 4 Company, R.R.C.I. if the exchange had not been made.

It is intended to repeat the experiment by exchanging a portion of the Royal Artillery stationed at Halifax, with an equal number of the Royal Canadian Artillery, at Quebec, and I look forward to even more important results, as our Artillery will derive great benefit from instruction in the working of the modern armament, which armament does not exist at Quebec. Another advantage, and one which all Canadians will, I am sure in this Jubilee year, recognize as being of the highest, is the welding together of the Imperial and Canadian Forces, a step which must, more than any other, draw the mother country and Canada together.

The schools of Military Instruction are taxed to their utmost to accommodate all who are desirous of attending, both officers and non-commissioned officers and

men. At the present time, if funds admitted of such an addition and there were sufficient barrack accommodation, the number in attendance could be doubled.

The regulation requiring Officers of Field rank and Adjutants to obtain certificates of Equitation before the first day of July next, and also that officers must be in possession of this certificate before they can be promoted to Field rank or appointed Adjutant, has made such a demand for instruction in Equitation that it has been necessary to provide for its being taught at the Artillery Schools at Québec and Kingston. These Schools have satisfactorily met this additional demand on their resources, with the result of a considerable saving to the public, as the cost of transport of an officer from the Maritime Provinces to Québec will be only about half of what it would be if that officer had to go all the way to Toronto.

Another use to which the Schools will soon be put will be to instruct in the use of the Maxim Gun. During the year two officers and ten non-commissioned officers obtained certificates in Maxim Gun drill from the Imperial Forces at Halifax, and as soon as the necessary books on the subject, which have been applied for, arrive, steps will be taken to have instruction imparted on the use of this important weapon, at the Regimental Depots of the Royal Regiment of Canadian Infantry.

The General Officer Commanding in Canada has intimated that he will afford every facility for the instruction of another class of non-commissioned officers, should additional instructors be required to carry on the instruction in our Schools. The hearty support given by the General Officer Commanding in Canada in this and other ways is most helpful and encouraging.

Appended is the Annual Return of the Permanent Force of the Active Militia (non-commissioned officers and men) for the year just ended (appendix "A"), and of Certificates granted to Officers, non-commissioned officers and men (appendix "B"). The latter return shows 737 certificates to have been issued during the year. I am unable to compare the number with the number issued during 1896, as we now make our returns for the year ending the 31st December instead of for the fiscal year. It is worthy of note, however, that a comparison with the returns for the 18 months ending 31st December, 1896, shows, only one more certificate to have been issued during that period than during the 12 months ending 31st December, 1897.

PENSIONS FOR STAFF OFFICERS AND FOR THE PERMANENT CORPS.

The question of adopting some system of pensions for Officers of the Staff and for the Permanent Corps, which has been before successive Ministers for a number of years, is one that should not be lost sight of. Until some system of pension is adopted there will always be difficulties in the way of a proper administration of the Force.

I would strongly recommend a deduction of pay on the Civil Service model. I believe that this would be in accordance with the wishes of the large majority of those at present serving, and it could be an understood condition in the future with those coming on to serve.

THE ACTIVE MILITIA.

With the exception of a few Corps that drilled in the autumn of 1896 and preferred to wait until the spring of 1898 rather than be again called out for drill in an autumn Camp, the whole of the Active Militia has been drilled during the year 1897, with marked beneficial results.

From a personal inspection of many Camps held during the year, and the reports of the Camp Commandants and Inspecting Officers of all Camps, I am enabled to say that there was a distinct improvement as regards the arrangements of the Camps; in the work performed, and in the results attained, all of which I consider highly satisfactory. The Staff of the various Camps endeavoured to utilize to the utmost and to the best advantage the time at their disposal, and all ranks in

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the Corps encamped showed a keen anxiety to acquire as much instruction as possible.

Several months before the spring Camps took place, instructions were issued to all Officers and Corps concerned, respecting the standard and physical requirements of the non-commissioned officers and men to be taken into Camp. These regulations were promulgated to the end that none but non-commissioned officers and men fit for active service should receive training. In order that the Militia should not be an undue expense to the country it is absolutely necessary to keep it greatly below the strength it would attain if the often repeated demands from all parts of the country for authority to organize Corps could be entertained, and I consider that in insisting that none but men fit to take the field are trained we are only guarding the public interests. I am glad to be able to say that while complaints have been made of the hardship of rejecting men who may have been taken into Camp in good faith, still all recognize that the regulations are in the right direction, and cannot fail to be beneficial to the force. These regulations have resulted in a considerable saving to the country, and there is a satisfaction in knowing that if our force is small it consists of none but men physically fit for active service.

The great weakness in our Camps of Instruction is the dearth of useful and efficient instructors. As far as we are able to do so, we divide all available instructors belonging to the Permanent force between the various Camps, for the use generally of all Corps encamped. The necessity for this will be apparent when it is stated that in the spring training some Companies had no qualified Officers, or non-commissioned officers or men with certificates, while the certificates held by others, both officers and men, were of so antiquated a date as to be practically useless.

The limiting of the tenure of command of commanding officers; the retiring of officers who have reached the age limit; the cancelling, for purposes of appointment or promotion, of certificates obtained at Military Schools and from Boards of Officers prior to the 17th December, 1883, and other regulations, are calculated to stimulate and are stimulating officers throughout the force to obtain higher grade certificates than those they hold, as now they know they will not have to wait indefinitely for promotion. In a very few years all ranks above that of 2nd Lieutenant will be filled by officers holding certificates which have been, in almost every case, recently obtained. The officers retired under the regulations limiting the tenure of command are not altogether lost to the force, as, if eligible and desirous, they are placed on the reserve of officers, so that they remain in touch with the force, and, if occasion arises, their services can be utilized by the country.

Heretofore the want of funds has not permitted as many non-commissioned officers and men being attached at the schools of Instruction for Long Course Certificates as were desirous of taking the Course, but now, and due entirely to your unceasing efforts in that direction, we are entering upon an era when a largely increased number of non-commissioned officers and men will be permitted to undergo the Long Course, and as regulations have been promulgated to the end that no corps are to be allowed to have more than their proportion if any other corps are prevented thereby from having their full quota, for this and the ordinary Short Courses, it is confidently expected that in a short time we will have capable instructors in the ranks of every corps.

Another step, and an important one in the direction of providing qualified infantry officers, is the establishment, under certain conditions, of provisional schools for that arm of the service. These schools enable those officers who are unable to leave their civil vocations to take a course at one of the permanent schools, to obtain certificates, and they serve the additional purpose of relieving pressure at the permanent schools. Nine applications have been received for provisional schools to be held during the present winter, but unfortunately, unless a supplementary appropriation is obtained from Parliament, we will be unable to hold more than two, viz.: one at Quebec and the other at Charlottetown, these appearing to me to be the most urgent. The school at present being held in Quebec City has an attendance of over 100 Officers,

which shows that there was urgent necessity for an extension of our means of instruction.

Appended is a return of Officers, non-commissioned officers and men and horses, trained in District Camps (appendix "C"), and at local Head Quarters (appendix "D"); also, a return of Musketry in District Camps (appendix "E").

MOBILIZATION OF THE IMPERIAL TROOPS AND THE MILITIA OF HALIFAX CITY.

The practice mobilization this year was a greater success than on any previous occasion. The total strength of the militia corps taking part was 1372, and the total of all ranks on parade was 952, being 332 in excess of any previous year. The force was under arms from 7 A.M. until 10.30 P.M. The General Officer Commanding the Troops has expressed to me, officially, his satisfaction with the appearance and turnout of the Halifax Militia Battalions. He has also kindly furnished me with a report of the day's operations, which he shows to have been, on the whole, quite satisfactory. The one obstacle to the mobilization being an entire success is the difficulty experienced by the men in getting away from their work for the day. The only remedy for this is to endeavour to get the Imperial authorities to arrange the mobilization for Labour Day, or, if it should be possible, it would be better that Thanksgiving Day should be proclaimed for a date about the middle of October instead of at the end of November as now. If this could be done it would ensure the success of the annual mobilization at Halifax.

TORONTO FIELD DAY.

The same remarks as to Thanksgiving Day apply with equal force to the other parts of the Dominion. The Militia of Toronto set a good example to the rest of the country in having a field day there, which takes place annually on Thanksgiving Day. I was present at these manoeuvres last Thanksgiving Day, and was very much pleased with what I saw. Toronto is proud of its Militia and deservedly so, for a finer and more enthusiastic body of men is not to be found anywhere. If they had been otherwise, this year's operations would have been a failure, as a more unfavourable day, although not unseasonable for the end of November, could hardly have been experienced. Any efforts you could make to have Thanksgiving Day changed to about the middle of October would be greatly appreciated by the Militia of Halifax and Toronto, and possibly by the rest of Canada, and if you should succeed in having it done, I think it very likely that other cities, Montreal and Ottawa for instance, would also be encouraged to hold a field day.

MEDALS FOR SERVICE IN 1866 AND 1870.

The intimation from the Colonial Office that Her Majesty has graciously approved of the issue, by the Dominion, of medals for service on the occasions of the Fenian Raids in 1866 and 1870, and for the Red River Expedition of 1870, has been a source of great satisfaction to the survivors of those campaigns.

As soon as full particulars are received as to who are to receive the medals, a general order will be promulgated containing information to all concerned, and the work of distributing the medals will be entered upon without delay.

ARMS AND MUNITIONS OF WAR.

All the arms and munitions of war ordered by the Quarter Master General when he was sent to England in 1896, have arrived.

Lee-Enfield rifles have been issued to all the city battalions and they will be issued to rural battalions so soon as these battalions are able to provide a central armoury in a suitable building under a proper caretaker. In the meantime, sufficient of these rifles are issued at the commencement of all camps of instruction to permit

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of two battalions being armed with them at one time, one to be undergoing instruction while the other is practicing at the butts. At the close of the camps these rifles are returned into district stores.

This system, although the best which can be devised as a temporary measure, is not very satisfactory, and the general distribution of the new arms should not be much longer delayed. I am of opinion that it will be necessary to require central armouries to be provided at or near the headquarters of the rural battalions, even if it entails the reduction of the amount now allowed by regulations to Captains of Companies for the care of arms.

I shall be prepared to submit a proposal to you shortly dealing with this question.

FIELD ARTILLERY GUNS AND EQUIPMENT.

The six batteries of 12 pr. B. L. ordered by the Quarter Master General at the same time have arrived, but too late for this year's annual drill. They have been found to be entirely satisfactory.

They have been issued to "A" and "B" Batteries, Royal Canadian Artillery, and to the 2nd (Ottawa), 3rd (Montreal), 4th (Hamilton) and 9th (Toronto) Field Batteries of the Active Militia.

Four more batteries are now under order. When they have been received there will still remain nine batteries of the Active Militia to be armed with the new weapon, and it is most important that this rearmament should be completed as soon as possible. It is hoped that four of the nine batteries still required may be provided for in the forthcoming estimates for 1898-99.

RIFLE RANGES.

A new rifle range at Ottawa has been decided upon in place of the Rideau range, which has been closed as unsafe. A great deal of consideration has been given to the question of a location for the new range, and it is believed that the one selected will be found satisfactory.

The subject of rifle ranges in general is still a pressing and difficult one, but it is being gradually dealt with. The markers' butts in all the principal ranges have been steel lined to ensure safety to the markers. It may be here not out of place to remark that the adoption of the Lee-Enfield rifle does not necessarily entail the abandoning of such ranges as are safe for the Martini-Henry rifle. A range safe for the latter weapon needs only to be strengthened at the markers' and stop butts, by making them of sufficient thickness to resist the greater penetration of the Lee-Enfield bullets, to ensure their being safe for the new rifle. A steel lining three-eighths of an inch in thickness is sufficient to do this in the case of markers' butts. The actual range of the Lee-Enfield bullet is not appreciably greater than that of the Martini-Henry bullet.

CLOTHING AND EQUIPMENT.

Considerable changes have been adopted in the pattern, material and system of issue of the clothing for the Militia. It is believed that these changes will conduce to greater economy and efficiency.

As regards a new equipment, unforeseen delays have occurred, mainly owing to the production, at a late hour, of a new pattern for trial. The equipment known as the "Oliver" has been decided upon, having been proved far superior to all others in the trials which have been carried on at the different Regimental Depots. It is to be hoped that before the end of the financial year 1897-98 the greater part of the Infantry Militia will have been newly equipped.

BARBACKS AND DRILL SHEDS.

I have to point out, as I did in my report of last year, that the appropriations for necessary repairs and new constructions have been very seriously curtailed for

some years past. The result is that the pressing demands for expenditure to a very considerable amount are accumulating, and a larger appropriation than we have been obtaining is absolutely necessary if valuable properties are not to be allowed to fall into ruin.

New Barracks are required, as I also pointed out in my last year's report, to replace the Tête-du-Pont Barracks at Kingston. It is probable that the present buildings and site would realize a sum that would go a long way towards building new Barracks. There is an excellent government site available. New Drill Sheds are required at Vancouver, Sherbrooke, Brockville, London and St. Thomas, at all of which places important City Corps are stationed. At the three first named places there are no Drill Sheds at all at present.

ROYAL MILITARY COLLEGE.

Great changes have been made in connection with this institution. They have been fully dealt with by the Commandant, Lieut.-Colonel Kitson, who has entered heartily into the work of making the College more popular and increasing its usefulness, in his report (appendix "F").

From the number of inquiries for information which are being received, it is evident that great and increasing confidence is being felt by the public in the future of the College, and I have reason to expect that the number of successful candidates at the next examination will be quite as large as can be accommodated at the College.

THE QUEEN'S DIAMOND JUBILEE.

This, the event of the year, afforded representatives of our Militia and Permanent Forces and the North-west Mounted Police an opportunity to appear on parade, not only with the Regular Army and Navy at Home, but with representative contingents of the armed forces of all parts of the Empire.

To select a contingent that should be not only representative of the different arms of our service, but also of every Province of the Dominion, and of the two great nationalities that chiefly comprise the population, was not an easy task, and although possibly a better spectacular impression would have been created if we had sent a contingent that would have appeared as one solid body in the great parade, still the course actually taken had many and great advantages, and I believe was altogether satisfactory. It is, I am sure, as gratifying to you as the responsible head of the department and to the Government as it is to myself, that the contingent was so highly appreciated by Her Majesty's Government and the British public.

Appended to this report is a copy of an Army Order, dated the 23rd June, 1897, and of a despatch received from the Right Honourable the Secretary of State for the Colonies (appendix "G"); also an interesting report from Colonel Aylmer, Adjutant General, the Officer who commanded the Contingent (appendix "H").

I am glad to be able to say that the expense of the Contingent was kept well within the appropriation so willingly and cheerfully voted by Parliament.

The completion of the first year that you have been, for the whole period, in charge of the department, sees many important and far reaching changes in force, all of which, it is confidently expected, are in the direction of greatly improving the force. A year during which a Contingent of 200 Officers and men of the Military forces of Canada have been sent to England, and medals have been granted for service in 1866 and 1870, in addition to the important changes referred to in my foregoing remarks, has not been an uneventful one for our Military forces, and I look forward to being able to report, a year hence, that the expectations I entertain of an improvement all along the line have not been in vain.

I have the honour to be, sir,
Your obedient servant,

W. J. GASCOIGNE,
Major General, Com. Canadian Militia.

Militia and Defence.

(APPENDIX A.)

ANNUAL RETURN of Permanent Corps of Active Militia (Non Commissioned Officers and Men) for the year ending 31st Dec., 1897.

Name of Corps.	Authorized Establishment.	Strength on December 31, 1896.	Strength on December 31, 1897.	Become Non-effective.								Enrolled.				Composition of present Contingent as to length of Service.				Serving with Pension from Imperial Government.		
				Discharged by Pursu- chase.	Discharged Unsu- able.	Discharged Invali- d.	Discharged - Time Ex- pired and Free.	Deserted.	Died.	Transferred.	Total.	Enlisted.	Re-enlisted.	Transferred.	Returned from Desertion.	Total.	Under 1 year.	1 to 2 years.	2 to 3 years.		Over 3 years.	
Royal Canadian Dragoons.....	135	129	128	12	3	3	10	16	..	4	48	38	2	1	6	47	35	37	12	44	2	
Royal Canadian Artillery.....	317	318	303	19	15	3	42	30	4	1	114	77	4	2	16	99	85	47	28	143	3	
Royal Regiment of Canadian Infantry.....	298	293	272	23	6	7	35	22	1	13	107	66	5	11	4	86	56	37	24	155	3	
Total.....	750	740	703	54	24	13	87	68	5	18	269	181	11	14	26	232	176	121	64	342	8	
Increase.....																						
Decrease.....																						

NOTE.—Owing to the last return compiled being for the half year ending 31st December, 1896, increases and decreases cannot be shown.

M. AYLMER, Colonel,
Adjutant General.

(APPENDIX B.)

RETURN of Certificates granted to Officers, N.-C. Officers and Men of the Active Militia for the year ending 31st December, 1897.

Arm and Station.	Long Course.		Short Course.				Special Course.				Trumpeters' Course.			Total.	Remarks.		
	A.		A.		B.		A.		B.		1st	2nd	2nd				
	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd							
Cavalry, Toronto...	1	1	4	...	8	9	13	25	*24	*8	...	10	2	...	105	* Includes equitation certificates.	
do Winnipeg...	*3	1	1	6	1	*1	3	...	3	2	1	28	* Infantry certificates.
Artillery, Kingston...	...	...	9	1	2	...	11	5	2	...	...	4	2	1	37	
do Quebec...	...	...	...	...	1	...	26	11	*31	...	...	1	1	7	78	* Includes equitation certificates.
Infantry, London...	3	...	...	1	11	16	4	60	11	25	...	...	...	...	131	
do Toronto...	...	...	3	...	...	12	8	72	15	22	...	...	...	...	132	
do St. Johns...	...	...	...	2	5	9	5	32	22	42	...	...	...	...	117	
do Fredericton...	...	...	...	4	10	11	69	9	6	...	...	...	...	...	109	
Total.....	4	1	16	4	34	57	85	281	115	106	...	18	7	9	737		

NOTE.—Owing to the last return compiled being for the half year ending 31st December, 1896, the increase for the year 1897 over 1896 cannot be shown.

M. AYLMEY, Colonel,
Adjutant General.

Militia and Defence.

(APPENDIX C.)

RETURN showing the Number of Officers, Non-Commissioned Officers and Men and Horses of the Active Militia, trained in the year 1897 in District Camps.

Military District.	Authorized Establishment Called Out.			Received 12 Days Training.			Received Under 12 Days Training.			Untrained.		
	Officers.	N.-C. Officers and Men.	Horses.	Officers.	N.-C. Officers and Men.	Horses.	Officers.	N.-C. Officers and Men.	Horses.	Officers.	N.-C. Officers and Men.	Horses.
No. I.	222	2,336	378	163	*2,078	308	3	19	1	56	241	69
II.	189	2,007	378	140	1,895	304	3	63	1	46	49	73
III.	351	3,607	445	240	3,382	349	23	33	4	88	192	92
IV.												
V.	112	1,140	145	85	1,006	86	2	58	...	25	76	59
VI.	176	1,820	283	105	1,356	268	3	19	...	63	445	15
VII.	219	2,197	79	165	1,977	58	...	73	...	54	147	21
VIII.	161	1,752	437	116	1,592	411	5	18	3	40	142	23
IX.	229	2,413	205	195	2,338	156	6	26	1	28	49	48
X.	13	173	125	11	160	105	...	...	...	2	13	20
XI. ....	...	...	...	...	...	...	...	...	...	...	...	...
XII.	48	451	4	41	447	4	...	...	...	7	4	...
	1,720	17,896	2,479	1,261	16,231	2,049	45	309	10	414	1,358	420

*1st Hussars drilled two over strength.

M. AYLMER, Colonel,
Adjutant General.

(APPENDIX D.)

RETURN showing the Number of Officers, Non-Commissioned Officers and Men and Horses of the Active Militia, trained in year 1897 at Local Headquarters.

Military District.	Authorized Establishment Called Out.			Received 12 Days Training.			Received Under 12 Days Training.			Untrained.		
	Officers.	N.-C. Officers and Men.	Horses.	Officers.	N.-C. Officers and Men.	Horses.	Officers.	N.-C. Officers and Men.	Horses.	Officers.	N.-C. Officers and Men.	Horses.
No. I.....	19	168	3	17	144	3	.....	24	.....	2	.....	.....
II.....	189	1,967	225	165	1,960	200	1	.....	.....	23	7	25
III.....	137	1,455	67	102	1,343	60	..	69	4	35	43	3
IV.....	158	1,664	20	133	1,576	14	1	27	1	24	61	5
V.....	18	218	3	18	218	3	.....	.....	.....	.....	.....	.....
VI.....	84	866	93	67	862	88	.....	.....	.....	17	4	5
VII.....	51	504	4	43	472	3	6	12	.....	2	20	1
VIII.....	93	1,415	8	86	1,128	8	1	120	.....	6	167	.....
IX.....	33	336	50	25	210	24	.....	34	11	8	92	15
X.....	38	592	.....	29	452	.....	.....	91	.....	9	49	.....
XI.....	12	195	.....	11	176	.....	.....	5	.....	1	14	.....
	832	9,380	473	696	8,541	403	9	382	16	127	457	54

M. AYLMER, Colonel,
Adjutant General.

Militia and Defence.

(APPENDIX E.)

RETURN of Musketry in District Camps, 1897.

Military District and Site of Camp.	Corps.	Corps figure of Merit.	Rank and Name of Best Shot.	Score.	Remarks.
<i>District No. 1.</i>					
London Camp	1st Hussars	15	Pte. Benjamin, No. 7 Co	61	Best shot, 1st camp. Best shot, 2nd camp.
	26th Battalion	22 43	Pte. L. A. Conner, No. 5 Co	72	
	27th do	18 83	Col. Sergt. Mawet, No. 3 Co	63	
	28th do	17 66	Sergt. Moore, No. 6 Co	67	
	29th do	20 75	Sergt. J. W. Smith, No. 7 Co	70	
	32nd do	17 33	Sergt. R. Carrick	66	
<i>District No. 2.</i>					
Niagara on the Lake	2nd Dragoons	26 63	Pte. Althouse, C Squadron	67	Best shot in camp.
	20th Battalion	26 01	Pte. Wilson, No. 4 Co	74	
	34th do	21 43	Sergt. Elliott, No. 5 Co	69	
	36th do	21 86	Pte. Jenkins, No. 6 Co	67	
	44th do	22 60	Sergt. Morris, No. 7 Co	68	
	77th do	28 76	Pte. H. English, No. 2 Co	75	
	Sault St. Marie Rifle Co	24 16	Pte. D. Keith	57	
<i>District Nos. 3 & 4.</i>					
Kingston Camp	3rd Dragoons	27 33	Pte. Page, B Squadron	66	Best shot, 2nd spring [camp]. *Sgts. Munsie, Moore and Montgomery tie for best shot in autumn camp. Best shot, 1st spring [camp]. Equal.
	16th Battalion	23 51	Pte. Roat	71	
	40th do	22 71	Pte. Winter	72	
	41st do	26 45	Pte. McGuan	70	
	42nd do	24 77	Pte. Lafayette, No. 2 Co	74	
	43th do	31 86	Pte. H. Irwin	75	
	45th do	23 40	Pte. Gerrow, No. 1 Co	66	
	47th do	31 82	*Sergt. Munsie	79	
	49th do	26 06	Pte. Stout	68	
	56th do	37 23	Pte. Campbell	79	
	56th do	38 69	(*Sergt. Moore, No. 2 Co	79	
	56th do		(*Sergt. Montgomery, No. 5 Co	79	
	59th do	24 51	Pte. Premo, No. 2 Co	69	
	<i>District No. 5.</i>				
Laprairie Camp	51st Battalion	18 63	Pte. J. Jones, No. 2 Co	61	Best shot in camp.
	64th do	15 28	Pte. W. Gibeault, No. 4 Co	53	
	83rd do	17 46	Pte. J. Mousseau, No. 6 Co	63	
	86th do	16 11	Sergt. V. Stradel, No. 3 Co	61	
<i>District No. 6.</i>					
Compton Camp	5th Dragoons	30 89			Best shot, sp'g camp. Best shot, fall camp.
St. John's Camp	52nd Battalion	18 33	Pte. B. Ross, No. 6 Co	58	
	54th do	21 46	Col. Sergt. L. Davis, No. 2 Co	63	
	58th do	22 92	Corpl. J. Cook, No. 10 Co	63	
	79th do	26 51	Corpl. J. Redman, No. 1 Co	70	
	80th do	18 49	Sergt. E. Cormier, No. 4 Co	60	

RETURN of Musketry in District Camps, 1897—*Concluded.*

Military District and Site of Camp.	Corps.	Corps figure of Merit.	Rank and Name of Best Shot.	Score.	Remarks.
<i>District No. 7.</i>					
Lévis.	17th Battalion ..	5·34	{ Sgt. Maj. Richard, No. 4 Co. } { Corpl. Landry, No. 9 Co. ... }	59	Equal.
	23rd do ..	1·73	Pte. B. Audet, No. 3 Co.	52	
	61st do ..	3·59	Corpl. J. Bernier, No. 3 Co.	54	
	70th do ..	5·20	{ Pte. N. Normandine, No. 1 Co. } { Pte. G. Duchesneau, No. 6 Co. }	64	do
	81st do ..	3·95	{ Cpl. H. Thompson, No. 2 Co. } { Pte. J. Hamel, No. 3 Co. ... }	57	do
	87th do ..	5·50	Sergt. Hayes, No. 1 Co.	63	Best shot, fall camp.
	88th do ..	3·67	Sergt. J. Levesque, No. 1 Co. ...	50	
	89th do ..	6·32	Pte. P. Beaupre, No. 5 Co.	66	Best shot, sp'g camp.
<i>District No. 8.</i>					
Camp Sussex ...	8th Hussars ...	44·99	.....	.....
	67th Battalion ..	21·38	Pte. M. Anderson.	67	
	73rd do ..	21·17	Pte. G. Gallagher.	64	
Fredericton Camp	74th do ..	23·66	Hospital Sergt. Beal.	68	Best shot in camp.
	71st do ..	24·87	Q. M. Sgt. J. Wilson.	75	
<i>District No. 9.</i>					
Camp Aldershot ...	K. C. Hussars ...	25·98	Sergts. Harris and Webster. ...	66	Equal.
	68th Battalion ..	21·47	Sergt. Maj. Hiltz, No. 9 Co. ...	76	Best shot, 1st camp.
	69th do ..	26·53	Corpl. L. Whitman, No. 2 Co. ...	74	Best shot, 2nd camp.
	72nd do ..	21·78	Sergt. P. Marshall, No. 1 Co. ...	74	
	75th do ..	21·07	Pte. A. Robar, No. 4 Co.	65	
	78th do ..	25·03	Corpl. J. McLean, No. 5 Co. ...	73	
	93rd do ..	*26·17	{ Sergt. W. Embree, No. 3 Co. } { Sergt. R. Ferguson, No. 6 Co. }	68	*No. 2 Co. not included. Equal.
Camp Baddeck.	94th do ..	34·20	{ Pte. J. McIver, No. 1 Co. ... } { Sgt. J. O. Challoner, No. 5 Co. }	73	Equal.
<i>District No. 12.</i>					
Charlottetown.	82nd Battalion ..	33·67	{ Pte. S. Gay, No. 2 Co. } { Pte. E. Crockett, No. 4 Co. }	76	Equal.

M. AYLMEER, Colonel,
Adjutant General.

Militia and Defence.

APPENDIX " F. "

To the General Officer Commanding the Canadian Militia, President Royal Military College.

KINGSTON, ONT., 16th December, 1897.

SIR,—I have the honour to forward, herewith, for your information, a copy of the report on the mid-summer examinations, which I made to the Minister of Militia last June.

In addition to the details of the examinations set forward, in this report, I am desirous of bringing the following facts to your notice.

(1.) At the commencement of the year 1897, there were 45 cadets in residence. Of these 13 graduated in June, 3 obtaining the diploma with honours. 1 cadet withdrew during the term on account of sickness; 4 cadets failed at the mid-summer examination, and 2 withdrew after the examination. This left the College with 25 cadets. In September, a new class of 31 joined, and 1 old cadet rejoined from sick leave, thus bringing our present numbers up to 57 cadets in residence.

(2.) 14 Officers of the Militia attended the Long Course, of whom 8 obtained a 1st Class Certificate, and only one failed to qualify.

Should you consider that it would be of advantage to the Officers of the Militia, I should be very glad to have a 2nd Long Course, commencing on the 1st September.

(3.) The 3 year system was introduced at the beginning of this term, and as far as I can judge, works very well. The former 3rd and 4th Classes were combined to make the present 2nd Class of 16 cadets in all. Less inconvenience than was anticipated has resulted from this step, owing to the ability shown by the few remaining cadets of the old 4th Class.

(4.) In order to assist the 3 year scheme, the standard of matriculation has been considerably raised. I hope by this means to save a great deal of time formerly spent in teaching elementary subjects. To assist the French Professor as far as lay in my power, the subject of French has been added to the list of obligatory subjects in the entrance examination, and that of Latin, which is not taught at the College, is now a voluntary subject.

(5.) The drill of the cadets is, I hope, up to date in every particular.

(6.) The physical training of the cadets is now carried out, according to the Infantry Drill Book, 1896, rapid marching and the gymnastic march, &c., being practised every morning for 15 minutes between breakfast and 1st study. Marks are now allotted for all outdoor drills, gymnastic and other exercises. A regular course of target practice and revolver practice is now a part of the obligatory training. A course in the carpenter shop and with the field forge is also obligatory, and the cadets receive further instruction in shoeing at the forge of "A" Battery, R.C.A. Lieut. Colonel Drury has also been good enough to give the cadets lessons in fitting of saddlery, and in stable management.

(7.) During the midsummer vacation a party of 10 cadets were employed, under Captain English's superintendence, on a reconnaissance and survey of the country between Kingston, Brockville and Ottawa, and of part of the Niagara Peninsula. This is the 4th year this survey has been executed, and up to this time 5,800 square miles of country have been accurately mapped and reported on.

(8.) With your permission, and with the assistance of the District Officer Commanding and the Officer Commanding A Battery, R.C.A., I was enabled to take the cadets into camp for the inside of a week, and I hope that the practical instruction given to the cadets therein may be of great use to them in after life.

(9.) With your sanction, 6 cadets were attached to Militia Regiments during their annual training, and favourable reports of the usefulness of the cadets so employed, were received by me from the Officers Commanding. Special attention is

now being paid so that the cadets should be thoroughly trained in Communicating Drill, in order that they may be of use as drill instructors in the future.

(10) A large Infantry and Artillery Drill Shed is much wanted at the College. The plans have been submitted to the Chief Engineer, Militia Department.

(11) The conduct of the cadets during the past year has been exemplary.

I have the honour to be, sir,

Your obedient servant,

GERALD KITSON, Lt.-Colonel,
Commandant, R. M. College.

ROYAL MILITARY COLLEGE OF CANADA.

(From the Commandant Royal Military College to the Acting Minister of Militia and Defence.

KINGSTON, ONT., 26th June, 1897.

SIR,—I have the honour to inform you that on assuming my duties as Commandant of the college at the commencement of the year, I was made aware of the last report of the Board of Visitors, and the action taken by the Government thereupon.

While devoting my earnest attention to an inquiry into the instruction given at the college and careful perusal of the examination papers set in previous years, it appeared to me to be absolutely necessary to verify the scholastic results obtained, by an examination conducted by expert examiners other than the Professors who had actually been responsible for the carrying out of the courses of instruction.

For this purpose I obtained from each of the Professors of the various subjects, a syllabus of the course of instruction which he had laid down for his own guidance in teaching the classes under him. This syllabus was made the basis of the examination papers set by each of the independent examiners.

I venture to think that the reports of these examiners entirely bear out the opinions expressed in my various reports to the Honourable Minister and yourself, upon the teaching given at the college, and are sufficient to justify the reforms, which upon my recommendation have recently been adopted.

The reports and remarks of the various examiners are enclosed for your approval.

From a perusal of the marks gained by some of the candidates in the various subjects, and of the reports made by the examiners, it will be seen that in several cases there can practically be no use in retaining at the college some of the worst failures.

Apparently from kind motives, which I cannot help thinking mistaken, it is apparent to me that several of the cadets have been allowed to remain on year after year at the college, who should have been disqualified at the yearly test examinations. It is possible also that the nature of the entrance examination has not been a sufficient test of the acquirements necessary to enable a cadet to keep up with the college course.

In all the worst cases of failure I have written to the fathers of the cadets, recommending them to withdraw their sons from the further course at the college, explaining to them that there could be no hope of their ever obtaining a diploma, in the less hopeless cases I have recommended to the parent or guardian a course of private study during the vacation, promising that the cadet shall be re-examined at the beginning of next term in September.

I am quite persuaded that it is not fair to the more advanced cadets, and also to the college, that their studies should be delayed (as has undoubtedly been this

Militia and Defence.

year the case) by the incapacity and ignorance of the elementary work of the more backward of the cadets.

I attribute a great deal of the unsuccessful results reported by the examiners, to the mistaken kindness of allowing cadets to continue at the college, whom the intermediate examinations must have shown to be incompetent.

As a specimen of the result of this system, you will observe that the Professor of Civil Engineering at the Xmas Examination gives his best candidate 1858 marks out of 1,950, or 95 per cent; and his worst 1,122, or 58 per cent; the whole class averaging 70 per cent.

At the summer examination, the independent examiner gives the best candidate 1,823 marks out of 2,650, or 69 per cent; and his worst, 755 or 28 per cent; the whole class now averaging less than 50 per cent.

It will further be observed that the Professor awards full marks to no less than 8 candidates for their term work.

The same lesson can be drawn in the other subjects.

In this same system of mistaken kindness may probably be found the explanation of the enormous proportion of marks obtained in former years.

I have the honour to be, Sir,
Your most obedient servant,

GERALD KITSON, Lt.-Colonel,
Commandant, R.M.C.

MARKS awarded for Civil Engineering—Term 1896-1897.

	Fall Examination.	Term Work.	Summer Examination.	Total.
Maximum marks allotted	1,950	1,900	2,650	6,500
	1,241	1,900	1,819	4,960
	1,152	1,800	1,030	3,982
	1,202	1,800	869	3,871
	1,613	1,900	1,823	5,336
	1,402	1,900	1,343	4,645
	1,131	1,300	755	3,186
	1,513	1,800	1,386	4,699
	1,454	1,900	1,695	5,049
	1,858	1,900	1,626	5,384
	1,256	1,900	923	4,079
	1,488	1,900	1,457	4,845
	1,122	1,900	1,283	4,305
	1,240	1,800	1,059	4,099
	Marks awarded by Professor Carr- Harris.		Marks awarded by outside-examiner.	
Marks obtained.....				

REPORT OF EXAMINERS IN CIVIL ENGINEERING.

ROYAL MILITARY COLLEGE—1897.

(1) *Practical Hydraulics.*

The cadets seem to have touched upon only the most elementary portion of this subject, and that to a very limited extent.

(2) *Steam.*

The questions in this paper were of an extremely elementary character, with the exception of three questions at the end, which were perhaps a little more difficult.

The time allowed for this paper is, I consider, ample. Only one cadet, however, namely, Number 12, has shown that he has anything like a good knowledge of the subject. I cannot understand the reason, as the amount of work, as specified in the syllabus, could easily be completed within six weeks, two lectures being given per week.

(3) *Energy.*

The questions set in this subject are of an extremely elementary character, and the whole of the work as set forth in the syllabus might easily be done in about three weeks—2 lectures being given per week.

(4) *Railway Substructures, Plans, Profiles, &c.*

The examiner in these subjects states that in consequence of representations made to him as to the amount and extent of the work done by the cadets, he thought it only fair to be lenient both in the oral and written examinations. The greater part of their time seems to have been devoted especially to field surveying and the construction of sub-grade structures, while bridges, track, equipment, maintenance, operation, government regulations, and the general considerations of train resistance, cost of hauling, cost of construction, seem to have been hardly, if at all, touched upon. This is to be regretted, as the latter branches of the subject are becoming daily of more importance. Again, from the answers of the cadets, it would appear that their information in many cases is incorrect and out of date, and it would seem that some of the instruments which they have used in field operations, as described in the papers, are also out of date.

GENERAL REMARKS.

In such a long course as that given at the Royal Military College it would certainly be reasonable to expect that some portion of the time should be devoted to that most important branch of engineering designated the "Strength of Materials" and "Theory of Structures." These subjects come especially under the title of "Engineering," while the subject of "Energy" more properly belongs to "Mathematical Physics." Of course it is an all-important preliminary introduction to the proper consideration of the various conditions of structures in motion and at rest, but the treatment is essentially mathematical and is often included in the mathematical lectures.

Speaking more particularly of the above engineering subjects (practical hydraulics, surveying, steam, and energy), it is evident from the answers to the

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questions that the cadets are a very capable set of young men, and show much intelligence in doing their work, but they seem not to have been thoroughly grounded in the principles which are most essential to a proper comprehension of the subjects. The time spent in these different subjects seems in every case to have been ample. So far as I have heard from the other examiners, they agree with me in the latter statement.

REPORT OF EXAMINER IN CIVIL SURVEYING.

The answers show a distinct lack of practical knowledge of this subject, and the marks obtained depend upon a more or less accurate knowledge of the text-book course, which of itself seems to be very limited in character, especially when it is borne in mind that a considerable length of time is given to the subject, and that this class is the most advanced in the college.

REPORT OF EXAMINER IN FRENCH.

The examination consisted of four parts, French conversation, French dictation, translation from French into English, and translation from English into French.

Taking up these features of the examination in order, I have to report that the candidates understand fairly well when spoken to slowly and distinctly and in simple terms, that their accent is fairly good, but that they possess no facility of expression whatever. Dictation yielded an expected result. The marks obtained in the third and second classes are lower than those taken in the fourth. The first class, however, shows a marked improvement on the two preceding classes.

The French-English translation may be called satisfactory. On the other hand, the English-French translation absolutely bristles with inaccuracies. If the examinations be regarded as a whole, the percentage of failures is seen to be high, and the number of first rank candidates (two) small.

Coming now to the progress made by the several classes, I have to report that the third class shows considerable improvement on the fourth, the second however, is no better than the third. The first class, which represents the finished product of the institution, naturally provokes the question "What can the graduates do?" The answer is that the average man can make out approximately the meaning of an ordinary French passage, (an accomplishment of some value). He cannot write even a passable French letter. He cannot pretend to carry on a French conversation. It appears to me that notwithstanding the extreme difficulty of acquiring a correct knowledge of the French language, the military and engineering profession to day call for much more than this.

REPORT OF THE EXAMINER IN ENGLISH.

The knowledge of the subject may be described as very satisfactory, composition fair, but the spelling and handwriting are generally very bad. The dictation to the fourth class gave very bad results.

REPORT OF THE EXAMINER ON PHYSICS.

With the exception of two students, the electrical papers were poor, especially in the latter half of the paper. This appears to be attributable, partly to the difficulty of the subject, and the shortness of the time allotted to the work, but chiefly to the apparent absence of a suitable practical course of experimental work to supplement the lecture.

The answers to the mechanics paper set to the 2nd class, with few exceptions, were of a satisfactory character. Statements of laws were often vague and inaccurate, and sketches of apparatus very untidy, but the students appeared to have secured a very fair general knowledge and understanding of the subject.

REPORT OF THE EXAMINER ON CHEMISTRY.

Some of the answering was very good and the marks would have been higher, had the candidates given more attention to the questions on Organic Chemistry. Most of them, however, neglected these altogether. Questions involving calculations as a whole were well answered and the class as a rule has evidently been carefully and well taught.

2nd class.

The answering in the case of some of the men in this class is very good, but in a few cases poor considering the small amount of ground to be covered. The inferior candidates appear not to have had sufficient general education before entering college.

REPORT OF THE EXAMINER ON GEOLOGY.

Being a voluntary subject and one to which very little time is devoted, satisfactory answering could hardly be expected. If geology is to be taught at all, more time should be devoted to it.

REPORT OF THE EXAMINER IN GEOMETRICAL DRAWING.

Drawing excellent.

REPORT OF THE EXAMINER IN DESCRIPTIVE GEOMETRY.

Work neatly done. Knowledge of methods as a class poor. Class very unequal suggesting that they are largely self-taught.

Too much time appears to be given to the elementary work to the disadvantage of the more advanced work, which is that of chief importance in an engineering education. Possibly also too much stress is put upon the execution (draughtsmanship) of the work and too little upon the underlying principles.

REPORT OF THE EXAMINER IN FREEHAND DRAWING.

From the general standard of work submitted it appears to me evident that the time allotted to drawing in the curriculum is inadequate, the students seeming to be able barely to keep a moderate standard of proficiency, under such circumstances progress from year to year is scarcely attainable, save in the case of exceptional students.

ELEMENTARY PERSPECTIVE.

The class has a good knowledge of the usual methods of perspective for horizontal and vertical surfaces, but had not had sufficient practice in the methods for inclined planes to be familiar therewith. It follows that the ground set forth in the prospectus has not been covered by the class. Further no member of the class has shown any knowledge of the geometrical proofs of the methods of perspective.

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Class II.

The class has not a thorough knowledge of the subject and as in other classes in this department, are very unequal.

Classes III and IV.

Very unequal classes. Are they self taught or very unequal in ability?

REPORT OF EXAMINER IN TACTICS.

I examined in this subject myself, and was very pleased with the answers of most of the class, but three of them are very weak in this subject.

REPORTS OF EXAMINERS IN MILITARY SURVEYING AND RECONNAISSANCE.

The military surveying of the 3rd class was very good. The reconnoissance of the 1st class was only fair, the scheme executed by the 2nd class was well thought out, except in two instances.

REPORT OF EXAMINER IN MILITARY ENGINEERING.

On the whole the work may be considered as very satisfactory.

REPORT OF THE EXAMINER IN MATHEMATICS.

In each class there are two or three men of exceptional merit; there are also an equal number of exceptional demerit, from which it may perhaps be inferred that the teaching has been at least satisfactory, but that much laxness has existed either in admitting students who were unprepared for the entrance examination or in not insisting upon the due performance of work connected with the lectures.

REPORT OF EXAMINER IN ARTILLERY.

The 2nd class do not appear to be up to the educational standard required at this period of their course. This may be due to their having been passed into the college at too low a standard, or to the fact that previous annual examinations have not been sufficiently rigid.

The 3rd class are a marked contrast to the 2nd, as with one exception the cadets were found to possess a very good knowledge of the subject.

As far as I can judge from notes of lectures, delivered to both classes, it would seem that the cadets should have no difficulty in keeping up to the required standard under the present system of instruction, and my opinion is borne out by the work done by the 3rd class, who have made good use of the opportunities afforded them.

True copies and extracts.

G. KITSON, Lt.-Colonel,
Commandant, R.M.C.

APPENDIX "G."

COMMEMORATION OF THE QUEEN'S REIGN OF 60 YEARS.

The following special Army Order, dated the 23rd June, 1897, is promulgated for general information:—

"The Commander-in-Chief is commanded by the Queen to express Her Majesty's approval to General His Royal Highness the Duke of Connaught, K. G., of the admirable arrangements made by His Royal Highness, not only for yesterday's military procession, but also for the excellent and carefully considered disposition of the troops along the line of route.

"Her Majesty further recognizes the very efficient services rendered to His Royal Highness by Major-General Lord Methuen, C.B., C.M.G., commanding the Home District.

"The Queen also desires to express her gratification at the appearance, upon this occasion, of all the forces, including the Bluejackets, Marines, Militia, Yeomanry, and Volunteers, as well as of the Colonial and Indian contingents, whose presence was an additional source of pride and satisfaction to the Queen-Empress.

"The Commander-in-Chief desires that the necessary steps may be taken to make Her Majesty's approbation known to all who were on duty on the occasion."

THE QUEEN'S JUBILEE CONTINGENT.

"Canada. No. 202.

(*Mr. Chamberlain to Lord Aberdeen.*)

DOWNING STREET, 8th July, 1897.

"MY LORD,—The departure of the Canadian troops on Saturday last has been the commencement of the breaking up of the remarkable military assemblage which has constituted one of the most striking features of the recent Jubilee celebrations; and I cannot allow the occasion to pass without expressing the great satisfaction of H.M.G. that such a unique and characteristic gathering of H.M. Colonial forces should have been so successfully brought about.

"2. The Colonial troops have attracted the marked attention not only of the British public, but of military experts of all nations; and by their soldier-like bearing and appearance, and their discipline and general behaviour both on parade and in quarters, they have won the highest opinions on all sides.

"3. H. M. Colonial Forces during their stay in England have been treated in all respects as regular soldiers; they have readily and cheerfully conformed to every requirement of regimental and barrack discipline and by an intimate association with their comrades of H. M. regular forces have become acquainted with every detail of a soldier's life.

"4. It has been a particular satisfaction to H. M. G., that in the case of Canada every province of the Dominion has been represented on this occasion; and they feel that the organization by which this has been effected reflects much credit upon all concerned.

"5. H. M. G. feel that they are justified in hoping that the effects of this exceptional military gathering will be permanent and that the imperial and national interests which have been by this means so forcibly illustrated and brought home to the minds of all classes of Her Majesty's subjects will now be realized in a manner that has been scarcely possible before. They can hardly doubt that the events of the last few weeks will have done much to knit closer the bonds of union between

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the Colonies and the Mother Country, and to this end the presence of the Colonial troops will have largely contributed.

"6. I will only add in conclusion the expression of my hope that the troops will carry with them to their homes pleasant memories of their visit, and that their stay in this country will have proved not only agreeable but instructive, and I feel confident that in years to come it will be a source of pride and satisfaction to those who are now leaving our shores to think that they have taken part in this great and important national demonstration.

"I have, &c.,

J. CHAMBERLAIN.

(?) I shall be glad if you will publish this despatch.

"Governor General

"The Right Honourable

"The EARL OF ABERDEEN, P.C., G.C.M.G.,
&c., &c., &c."

APPENDIX "H."

OTTAWA, 22nd December, 1897.

To Major General W. J. GASCOIGNE,
Commanding Canadian Militia.

SIR,—Having been appointed to command the Military Contingent to represent Canada at Her Majesty's Diamond Jubilee, which was ordered to mobilize at the Citadel, Quebec, on Wednesday, the 26th May, 1897, I proceeded to Quebec and took over the command on the morning of that day.

The force ordered to mobilize was as follows:—

COMMAND AND STAFF.

Officer in Command of Contingent.

Colonel the Honourable M. Aylmer, Adjutant General of Militia.

Commanding Cavalry.

Major T. D. B. Evans, Royal Canadian Dragoons.

Commanding Artillery.

Major J. S. Hendrie, 4th Field Battery, C.A.

Commanding Infantry and Rifles.

Lieutenant-Colonel James Mason, 10th Battalion "Royal Grenadiers."

Adjutant.

Captain J. C. MacDougall, The Royal Regiment Canadian Infantry.

Paymaster.

Lieutenant Colonel James Munro, 22nd Battalion "Oxford Rifles."

Quartermaster.

Captain C. M. Nelles, 38th Battalion "Dufferin Rifles of Canada."

Medical Officer.

Surgeon-Major C. W. Wilson, 3rd Field Battery, C.A.

The following officers of the Active Militia, selected for executive duty with the contingent:

Cavalry.

Captain Frank A. Fleming, The Governor General's Body Guard.

Captain R. Brown, The Princess Louise Dragoon Guards.

Artillery.

Lieut.-Colonel J. A. Longworth, 4th Regiment, C.A.

Major F. W. Hibbard, 2nd Regiment, C.A.

Infantry and Rifles.

Major H. A. Pellat, 2nd Battalion. "Queen's Own Rifles of Canada."

Captain J. E. Peltier, 65th Battalion. "Mount Royal Rifles."

Captain A. T. Thompson, 37th Battalion. "Haldimand" Battalion of Rifles.

Lieut. R. M. Courtney, 6th Battalion. "Fusiliers."

NON-COMMISSIONED OFFICERS AND MEN.

Cavalry.

Royal Canadian Dragoons.....	8
Governor General's Body Guard.....	4
1st Hussars.....	4
3rd Dragoons.....	4
4th Hussars.....	4
6th Hussars.....	4
8th Hussars.....	4
Princess Louise's Dragoons Guards.....	4
King's Canadian Hussars.....	4
Queen's Own Canadian Hussars.....	4
Manitoba Dragoons.....	4

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Artillery.

Royal Canadian Artillery.....	8
1st Brigade Field Artillery.....	1
1st Field Battery.....	1
2nd Field Battery.....	1
4th Field Battery.....	1
9th Field Battery.....	1
12th Field Battery.....	1
13th Field Battery.....	1
15th Field Battery.....	1
1st Regiment Garrison Artillery.....	2
3rd Regiment Garrison Artillery.....	2
4th Regiment Garrison Artillery.....	2
5th Regiment Garrison Artillery.....	2

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Infantry and Rifles.

The Royal Regiment Canadian Infantry.....	8
The Governor General's Foot Guards.....	4
2nd Battalion "Queen's Own Rifles of Canada".....	4
3rd Battalion "Victoria Rifles of Canada".....	4
5th Battalion "Royal Scots of Canada".....	4
9th Battalion Rifles "Voltigeurs de Québec".....	4
10th Battalion "Royal Grenadiers".....	4
13th Battalion of Infantry.....	4
14th Battalion "The Princess of Wales' Own Rifles".....	4
43rd Battalion "Ottawa and Carleton Rifles".....	1
48th Battalion "Highlanders".....	4
62nd Battalion "St. John Fusiliers".....	4
63rd "Halifax" Battalion of Rifles.....	4
65th Battalion "Mount Royal Rifles".....	4
68th "King's County Battalion of Infantry".....	4
82nd "Queen's County Battalion of Infantry".....	4
90th "Winnipeg" Battalion of Rifles.....	4

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Certain other Officers were selected by the Government to proceed with the Contingent, and ordered to report at Quebec on the day of sailing, viz., the 5th June. They were as follows:—

Ontario.

Bate, Capt. H. A., The Governor General's Foot Guards.
Biggar, Major J. L., 15th Battalion.
Duff, Lieut.-Colonel J., 4th Hussars.
Gibson, Lieut.-Colonel Hon. J. M., 13th Battalion.
O'Brien, Lieut.-Colonel W. E., 35th Battalion.
Tyrwhitt, Lieut.-Colonel R., 36th Battalion.

Quebec.

Burland, Lieut.-Colonel J. H., 6th Battalion.
Hale, Lieut. E. R., 8th Battalion.
Hebert, Major Z. J. R., 65th Battalion.
Labelle, Lieut.-Colonel Alf., 65th Battalion.

Nova Scotia.

Beckwith, Major E. M., 68th Battalion.
Borden, 2nd Lieut. H. L., King's Canadian Hussars.
Humphrey, Lieut.-Colonel W. M., 66th Battalion.
McDonald, Lieut. C. D. W., 63rd Battalion.

New Brunswick.

Domville, Lieut.-Colonel J., 8th Hussars.
Tucker, Lieut.-Colonel J. J., 62nd Battalion.

British Columbia.

Gregory, Lieut.-Colonel F. B., 5th Regiment C. A.
Prior, Lieut.-Colonel Hon. E. G., Reserve of Officers.

Manitoba.

Boulton, Lieut.-Colonel Hon. Senator, Retired List.

Prince Edward Island.

Warburton, Surgeon Major J., 82nd Battalion.

The total strength of the contingent was as follows :—

Officer in command	1
Cavalry—officers, non-commissioned officers and men	51
Artillery— “ “ “ “	28
Infantry— “ “ “ “	77
Other officers selected	20
North-west Mounted Police	25
	<hr/>
Total	202

For purposes of interior economy the contingent, when mobilized, was divided as follows :—

No. 1 Unit.—The Cavalry, under command of Major T. B. D. Evans, Royal Canadian Dragoons.

No. 2 Unit.—North-west Mounted Police, under command of Major Perry, of that force.

No. 3 Unit.—Artillery, under command of Major J. S. Hendrie, 4th Field Battery.

No. 4 Unit.—Infantry and Rifles, under command of Lieut.-Col. Mason, 10th Battalion “ Royal Grenadiers.”

On the day after mobilization I issued the following order :

APPOINTMENTS.

To act as Sergeant Major of No. 1 Unit, Sergeant Major Dingley, R.C.D.

To act as Sergeant Major No. 3 Unit, Sergeant Major O'Grady, R.C.A.

To act as Sergeant Major No. 4 Unit, Sergeant Major Mahoney, 43rd Battalion.

To act as Quarter Master Sergeant, Sergeant McCausland, “ Queen's Own Rifles.”

To act as Hospital Sergeant, Sergeant Cotton, R.R.C.I.

To act as Orderly Room Clerk, Sergeant W. A. Wanless, R.C.A.

Sergeant Major Dingley, R.C.D., will in addition to his other duties act as Sergeant Major to the Contingent.

I subsequently appointed Sergeant Instructor Young, R.C.D., to act as Sergeant Major No. 1 Unit, to replace Sergeant Major Dingley, appointed Sergeant Major of the Contingent. Sergeant Holmes, R.R.C.I., assisted as Sergeant Instructor for the Infantry Company, while Sergeant Major Mahoney, 43rd Battalion, carried on that particular duty, in addition to his other duties, for the Rifle Company, these two Companies composing No. 4 Unit.

Lieut.-Colonel Longworth, 4th Regiment C. A., not having been assigned to any Unit, was appointed Orderly Officer for duty with the Contingent.

On the 28th May the Active Contingent had assembled, with the exception of four officers and five non-commissioned officers and men who had permission not to report until the 31st, and four non-commissioned officers and men of the 48th “ Highlanders ” who had already sailed to compete in the Royal Military Tournament.

This force, selected from every branch of our service, excepting the Engineers, and from every province of the Dominion, settled down in the historic Citadel of the Ancient Capital, happy, contented and determined to add lustre to the already high reputation of the Canadian Militia, and such favourable results as ensued could

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hardly have been realized but for the kindly and soldierly manner in which the interests of all ranks were looked after by Lieut.-Colonel Duchesnay, District Officer Commanding, and his Staff, and Lieut.-Colonel Montizambert, officers and non-commissioned officers and men of the Royal Canadian Artillery at Quebec. The extreme kindness also shown by the citizens generally and the president and members of the Young Men's Christian Association, was also very much appreciated by all ranks.

The Contingent was medically inspected by Surgeon Lieut.-Colonel Sewell, R.C.A., I am happy to say that only two men were rejected, and sending them to their homes was the only painful duty that fell to my lot.

During our stay at Quebec all ranks paraded three times daily for drill and training, chiefly with the object of assimilating the different units and completing the whole as a single command. The successful accomplishment of this was evident when the Contingent paraded on the 5th June before His Excellency the Governor General, His Honour the Lieutenant Governor of Quebec and yourself as General Officer Commanding. His Excellency's address on the occasion was very gratifying.

While stationed at the Citadel the clothing, equipment, &c., sent from Head Quarters were fitted. This proved a wearisome task in addition to the daily parades, but the work was a necessity.

On the 6th June, at 7.45 A.M., the Contingent paraded for embarkation in the R.M.S. "Vancouver," this vessel having been fitted up for our accommodation, under the direction of Colonel Lake, Quarter Master General. The Steamship Company requested that the Contingent, and baggage, should be on board not later than nine A.M., and at 8.55, or five minutes short of the appointed time, the request was complied with. The manner in which this duty was performed called forth from you, I remember, the following remark: "I have seen a great many embarkations of troops carried out but not one better or in a more soldierly manner."

The enthusiasm of the Militia of Quebec City and of the citizens generally while we marched to the wharf and during our embarkation, was most affecting. The scene from the ship's deck as we turned into midstream has probably not been equalled since the landing of His Royal Highness the Prince of Wales at Quebec, nearly forty years ago. It must have been the deep-rooted loyalty of the Canadian people that prompted such an ovation to a handful of our Military forces leaving our shores to represent the people of Canada at Her Majesty's Jubilee, and if there were any present who thought lightly of the tie between Canada and the Mother country, and of the Militia as an important factor in that connection, they must have had their erroneous ideas dispelled.

The "Vancouver" was greatly over crowded, consequently the accommodation for both officers and men was, particularly at first, anything but satisfactory. Fortunately we were favoured with fine weather, which made the close packing less unbearable. Captain Jones, the officers and ship's crew were courteous and obliging. The men's messing, which at first was not satisfactory, was soon made so, and the lavatory and sanitary arrangements, although crude, were eventually made fairly good.

Daily parades were formed on board and a lot of good work in the way of physical drill, setting up drill, and manual exercise was carried on.

In conformity with the custom of the service and to ensure safety in case of accident, I issued an order, Captain Jones cheerfully acquiescing, to the effect that on a given signal the troops would fall in on their private parades on deck, to be told off to their respective "quarters" on board. On the first occasion the men were quietly marched to their "quarters" and the object of the order was explained to them. They were then marched back to their private parades and dismissed. On the following day, at an hour not anticipated by any one but myself, the bugler was ordered to sound the prearranged "calls" and in two minutes every officer and man, without noise or confusion, was at his post.

On reaching Merville, on the 14th June, I cabled you of our safe arrival, and also cabled Colonel Herbert, Grenadier Guards, who, I understood, was to command the Colonial Contingent.

At 3 P.M. of the 16th, we arrived at Liverpool and were met by Viscount Lord Kilcourse, an old friend of Canadians, now Adjutant of the Grenadier Guards, who assisted in the entraining, which was done in a remarkably short time and in the most soldierlike manner. Lord Kilcourse accompanied the Contingent to London.

On arrival at Euston Square, London, at 10.30 P.M., Lord Stratheona and Mount Royal, High Commissioner for Canada, General Lord Methuen, Commanding the Home District, Colonel Herbert, Commanding Colonial Contingent, Lieut. Colonel Ward, D.A.A.G., and other staff officers met us. Arrangements had already been made for the transport of our baggage to Chelsea Barracks. The Contingent was at once marched to Barracks, headed by portions of the Grenadier Guards Fife and Drum Band, Scots Guards Pipe and Fife Band, and Drum and Bugle Band of the 13th Middlesex Rifles (Queen's Westminster Volunteers). Considering the lateness of the hour it was surprising the large number of citizens who turned out to welcome us. They cheered continually all the way to the barracks, and their reception of us was most cordial and enthusiastic. The men slept under canvas that night on the Barrack Square. Such officers as were detailed for duty with the Contingent were quartered chiefly in a corrugated iron hut, which served for our accommodation fairly well, while those officers who were not doing duty with the party under my command were accommodated in hotels not far distant from the barracks.

On the morning of the 16th June, General Lord Methuen turned our men into Barracks, where they were most comfortable during their stay, and well fed, the additional 25 cents per diem granted by our Government being put to good use in providing little luxuries.

A detail of parades each day will, I think, be interesting.

18th June.—All Colonial contingents paraded at 7.45 a.m. in drill order.

At this parade the Canadian force was divided among the Colonial contingents according to the arm of the service they represented. This action created among the Canadians a feeling of disappointment, yet I could not but recognize the fact, even after so short a time, that Lord Methuen and his staff had endless difficulties to contend with in organizing a controllable unit out of such a collection of troops. I therefore made no determined effort to prevent the disintegration of my command, and had I done so and been successful, much harm might have arisen, although our identity as a Canadian contingent would have been assured.

In the Orders for that day by the Officer commanding the Contingent, my name appeared as Chief Staff Officer and second in command.

19th June.—A parade of the Contingent, Lieut. Colonel Mason and myself being mounted.

Lieut. Colonel Mason was appointed second in command of the Infantry, and Captain MacDougall, R.R.C.I., Adjutant. Captain Fleming, G.G.B.G., was detailed for Her Majesty's Escort on Jubilee Day.

The Contingent was told off for Church parade for the following day (Sunday), when they marched with detachments of the Grenadier Guards to the different places of worship.

No. 4 of this day's Orders reads:—

Royal Procession:—The following Officers have been noted to be mounted in the procession on the 22nd instant, and will ride in the place laid down for the deputation of Colonial Officers, immediately in front of the Canadian Cavalry:—

Lieut. Colonel O'Brien	}	Canadian Attached Officers.
“ “ Tyrwhitt		
“ “ Domville		
“ “ Tucker		
“ “ Labelle		
“ “ Burland		

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Embodied in the Orders issued to the Canadian Contingent by myself was included the following letter, which, having failed to reach me at Moville, I had just received :—

“CHELSEA BARRACKS, 13th June, 1897.

“DEAR COLONEL AYLMER,—I send you a few lines to welcome you and all the Canadian Detachment most heartily to the old country, and to tell you what pleasure it gives me to be once more in command of you.

“(Sgd.) IVOR HERBERT.”

21st June.—The whole of the mounted troops paraded at 5.45 a.m. and proceeded to St. Paul's Church Yard, or, in other words, we had a rehearsal of what was to take place on the morrow, the grand Jubilee Day, and the following were the Orders issued affecting the Canadians in relation to that most interesting event:—

“REGIMENTAL ORDERS.

“BY COLONEL IVOR HERBERT, C.B.C.M.G.—COMMANDING.

“21st June, 1897.

“(2) Staff Appointments.

“The following officers are attached to the personal Staff of Field Marshall Lord Roberts, on the 22nd instant:—

“Colonel the Honorable M. Aylmer, A.G., Canada.

“Lieut. Colonel Hoad, A.A.G., Victoria.

“Lieut. Fitzpatrick, N.S.W. Artillery.

“The following officers are taken on the strength of the Colonial Contingent, 22nd instant:—

Lieut. Sutton, Royal Canadian Dragoons.

Capt. and Brevet Major Benson, Royal Canadian Artillery.

Capt. Ogilvy

Major and Bvt. Lieut. Col. Vidal, Royal Regiment of Canadian Infantry.

Lieut. and Capt. Denison

Major Hughes and Deputy Surgeon General Ryerson.

(3) Parade.

“All Troops forming part of the Colonial Procession will parade in Chelsea Barracks to-morrow in Review Order at 7 A.M. * * * *

The Royal Escort will parade at 9 A.M. to-morrow and proceed to Knightsbridge Barracks under Lieut. Colonel H. B. Lassiter, reporting themselves on arrival to the Officer Commanding the 2nd Life Guards.”

(4) Arrivals.

“The Cape Colony Bisley Rifle Team and the Victoria Bisley Rifle Team, also Queensland Rifle Team, are taken on the strength of the Canadian Contingent for the 22nd only.”

The four non-commissioned officers and men belonging to the 48th “Highlanders,” who had proceeded to England in advance of us to compete in the Royal Military Tournament, joined the Contingent this day, and were taken on the strength,

They were heartily welcomed and all the more so for having won fresh laurels for the Canadian Militia.

While I do not want to minimize the splendid achievements of the team in competition with the Regulars, I might here state briefly, and I am sure I will meet with the approval of the Officer Commanding the 48th “Highlanders” in doing so, what these achievements were, as there has been considerable misapprehension on the subject.

There being no competitions for bayonet fighting teams except for the Regular Forces, a special competition between the Volunteers of the Home District and a team of the Regulars from the same district was arranged. On arrival the High-

landers were informed that there was no competition for bayonet fighting except as above. Owing to their great disappointment in not being able to compete, a special competition was arranged between them and the winning team of the competition between the Volunteers and Regulars of the Home District. This competition, which was for honour and glory, resulted in a victory for the 48th men.

In the individual bayonet fighting there were competitions for Volunteers, Colonials, and Regulars, the winner in each series to compete for the Empire medal. Owing to some misunderstanding the Volunteer did not arrive until after the competition had taken place. The fight therefore lay between the best Regular and best Colonial and was won by Private George Stewart, of the 48th "Highlanders."

22nd June.—Diamond Jubilee Day, the day the British people had been looking forward to with such eager expectations, dawned dull, and favourable weather, which had been so anxiously longed and prayed for, from the threatening appearance of the sky was hardly to be expected, but Queen's weather was not to fail us, and in due time the sunshine broke over the city, in fact at the moment Her Majesty left Buckingham Palace.

About 7.30 the Colonial Contingent, led by Lord Roberts with Colonel Herbert, marched from Chelsea barracks to the Victoria Embankment, where the Colonial Premiers were to join us.

On leaving this rendezvous the procession was as follows —

- Band of Royal Horse Guards.
- Advance Party (section) Royal Horse Guards (Blues).
- Field Marshall Lord Roberts, V.C.
- Colonel Ivor Herbert.
- Canadian Mounted Troops.
- Carriage with Hon. Wilfrid Laurier, Q.C., Premier of Canada.
- New South Wales Mounted Troops (Lancers and Rifles.)
- Carriage with Premiers New South Wales and Victoria.
- Victoria Mounted Troops (Rifles.)
- New Zealand Mounted Troops (Rifles.)
- Carriage with Premiers New Zealand and Queensland.
- Queensland Mounted Troops (Rifles).
- Cape of Good Hope Mounted Troops (Rifles).
- Carriage with Premiers Cape of Good Hope and South Australia.
- South Australian Mounted Troops (Rifles).
- Carriage with Premiers of Newfoundland and Tasmania.
- Natal Mounted Troops (Carabiniers).
- Carriage with Premiers Western Australia and Natal.
- Mounted Troops of Crown Colonies.
- Trinidad Cavalry.
- Ceylon Cavalry.
- Rhodesian Horse.
- Band of St. George's Rifle Volunteer Corps.

IMPERIAL FORCES.—Artillery and Engineers (as follows):

- Royal Malta Artillery.
- Jamaica Artillery.
- Sierra Leone Artillery.
- Bermuda Artillery.
- St. Lucia Artillery.
- Hong Kong Artillery and Submarine Miners.
- Singapore Artillery and Submarine Miners.
- Mauritius Artillery and Submarine Miners.
- Jamaica Submarine Miners and Engineers.
- West India Fortress Artillery and Submarine Miners, R.E.
- Royal Malta Submarine Mining R.E.

Militia and Defence.

COLONIAL FORCES.

Canadian Field Artillery.
Canadian Garrison Artillery.
New South Wales Field Artillery.
New South Wales Garrison Artillery and Engineers.
Western Austrlian Artillery.
Trinidad Artillery.
Jamaica Artillery.
Ceylon Artillery.
Band of London Scottish Rifle Volunteers.

INFANTRY (Imperial Forces).

1st and 2nd West India Regiment (detachments).
Hong Kong Regiment (detachments).

COLONIAL FORCES.

No. 1 Company British North America (Canada).
No 2 Company Royal Malta Militia.
Western Australian Volunteers.
Band of London Irish Rifle Volunteers.

No. 3 Company.—British Guiana, British South America and West Indies.
Trinidad Light Infantry.
Trinidad Police.
Jamaica Police.

No. 4 Company.—British Asiatic Colonies :
Malay States Guides (Sikhs).
Malay Armed Police.
North Borneo Police (Dyaks).
Hong Kong European Police.
Hong Kong Chinese Police.
Hong Kong Police (Sikhs).
Ceylon Volunteers.

No. 5 Company.—British African Colonies :
Gold Coast Haussas.
Royal Niger Haussas.
Sierra Leone Frontier Police.
Canadian Mounted Police.

Our route was via the Horse Guards Avenue and along the line of march to St. Paul's Cathedral. On arriving there we took up a position at the end of Ludgate Hill and along the north side of the church yard, this point of vantage having been reserved for the Colonials so that they might be seen by and see Her Majesty, which we were enabled to do as the Royal carriage approached St. Paul's, and during the Thanksgiving service Her Majesty was well within view.

After the service, Her Majesty's carriage moved off; the Premiers, who had left the procession to attend the service, rejoined us, and the Contingent fell in, following Her Majesty to Buckingham Palace, where Lord Roberts relinquished command. I then left his Staff and marched the Contingent on to Chelsea barracks, which we reached shortly after three o'clock, having been a little over eight hours on parade and having covered some eleven miles of march.

I have merely outlined the bald facts of the great procession. To attempt to adequately describe the scenes and circumstances of the day's work would be a task beyond me. The enormous masses along the whole route cheering vociferously as

we passed, seemingly the happiest people in the world, all wonderfully loyal and joyous and well dressed, no matter whether on grand stand or curb, was a scene never before witnessed—the extraordinary success of the parade, judged from any point of view, such patriotic enthusiasm, such superb festooning and decorations could be dwelt upon for page upon page, but I must refrain. It may not, however, be out of place in referring to the presence of nine millions of people in London on Jubilee Day and no “crowd,” and attributing this chiefly to military and police discipline.

23rd June.—Orders, dated the 21st instant, called for a parade of the Contingent at 8.45 A.M., for inspection by the Commander-in-Chief.

Hyde Park has been the scene of many historic events, but few more notable than the march past on this occasion of Colonial Troops, from every clime and nearly every race, to the music of Imperial bands. No other nation could produce such an unprecedented collection of disciplined men, whose presence seemed to emphasize that Mr. Chamberlain's recent happy alliteration “what we have we hold” was no vain boast.

Before the Contingent was marched home, Lord Wolseley addressed the Officers in a most kindly way, and referred with pride to his service in Canada and with Canadian Troops. Subsequently he caused the following Order to be promulgated:—
Regimental Order by Colonel Ivor Herbert, C.B., C.M.G. Commanding.

(3) “The Commander-in-Chief has directed the Officer Commanding the Colonial Troops to make known to all ranks his satisfaction with the appearance they presented at his inspection on the 23rd instant. He desires at the same time to express the pleasure it has given him to welcome from every part of Her Majesty's world-wide Empire, soldiers who, however different in race and language, in customs and conditions of Military service, are all united by the same devotion to Her Majesty's person and the same zeal for her service.

“In the course of his military career it has been the good fortune of the Commander-in-Chief to see Active Service in most parts of Her Majesty's Empire, and to learn by personal experience the value of the fellow-countrymen of those he has now welcomed. In particular, he ever recalls with pleasure his service in Canada where he was present at the foundation of the present existing Military Force. He wished he were capable of addressing all those present last Wednesday in their own language, but he must trust to their own Officers to convey to each and all of their men his heartfelt welcome and his hope that when this unparalleled assembly disperses every man will return to his home with a happy memory of the great occasion that has brought them together.”

25th June.—The Canadian Contingent paraded at 10.30 A.M., in review order, to receive Sir Wilfrid Laurier, Prime Minister of Canada. Lord Strathcona and many other Canadians were present. Sir Wilfrid passed down the ranks and afterwards addressed a few appropriate words to the Contingent. When the parade had been dismissed those ladies and gentlemen who had come to honour the event were invited into the Colonial Mess-Room, where they were entertained so far as was possible at that hour of the day.

26th June.—The Contingent paraded at 4.30 A.M. to attend the review at Portsmouth. This was a most enjoyable day's outing, and although a hard day's work was put in those who witnessed the Naval Review were repaid many times over. I, myself, much to my regret, was unable to attend, having to arrange for our return to Canada.

27th June, Sunday.—The usual Church Parades were held.

29th June.—Officers of the Contingent attended a Levee held by the Commander-in-Chief, who held a short conversation with each one.

30th June.—The North-west Mounted Police marched to Aldershot, to proceed the following day to Windsor for Escort duty to Her Majesty.

1st July.—The Contingent paraded at 8 A.M. for the Aldershot Review. This proved to be a very trying day's work, especially for the Dismounted Corps. The Colonials may be said to have been on parade from 5 A.M. until close upon midnight, when they marched into Chelsea Barracks from Paddington.

Militia and Defence.

The review by Her Majesty of some 27,000 troops was naturally a fine sight, and probably the most interesting feature of it was the soldierly thousand men in their varied Colonial uniforms, representing the loyal outposts of the Greater Britain, headed by Field Marshall Lord Roberts.

While at Aldershot Officers and men were looked after by the many Corps of Regulars stationed there, whose kindness was much appreciated.

Not until our return to barracks, in the early hours of the 2nd July, had the Canadians breathing time to celebrate Canada's Natal Day. In this we were heartily joined by our Colonial brothers from the world over.

2nd July.—The Contingent paraded at 11.45 a.m., and proceeded to Windsor Castle. The Officers lunched in the Castle, and the men had dinner in the pavilions in the Castle Park. In the afternoon all ranks paraded before Her Majesty, marched past, advanced in review order, and one officer and one man of each Colonial Contingent were presented. Those Canadian Officers who were not selected for duty had also the honour of being presented separately. We returned to London by train and arrived in barracks about 8 p.m., having had a most enjoyable day and a delightful experience of Royal hospitality.

3rd July.—The Contingent paraded at 10 a.m. in review order under my command, and proceeded to Buckingham Palace, where the Jubilee Medals were to be presented by His Royal Highness the Prince of Wales.

On this occasion many Canadians, including the Premier and Lady Laurier, as well as friends of other Colonial Troops, were present to view the interesting ceremony. The Contingent formed three sides of a square, inside the Palace grounds, the Canadians on the right, as we had to march off at once and prepare for entraining for Liverpool to embark for home.

When all was ready His Royal Highness the Prince of Wales came on parade and received a salute. He then marched down the ranks and eventually presented the medals, one being presented to each officer and man as his name was called.

After the presentation of medals we at once marched to dinner at Wellington Barracks, where we were well received by the Scots Guards. At 1.45 we paraded and marched to Enston Station, and at 3.30 left by train for Liverpool, the bands of the Scots Guards and the Queen's Westminister Rifles playing us to the station. It was a melancholy pleasure listening to the music of that last march in England, where we all had hoped to remain for at least a week's holiday after the immense deal of hard work we had put in.

At Liverpool we were met by a Guard of Honour from the Liverpool Volunteer Artillery, and the band of the same corps.

The detaining and embarkation were quickly done, and our visit to England was over. I cannot bring my remarks to a close without referring to the kindness and hospitality showered upon us from the hour of our arrival in England to the last moment of our visit. Following are some of the social functions to which we were invited: a private performance at the Lyceum, as the guest of Sir Henry Irving; a reception at the Crystal Palace, by the directors of the Palace in concert with a Committee of the Yeomanry and Volunteer Tournament; a reception to Sir Wilfrid and Lady Laurier tendered by Lord and Lady Strathcona; a visit to the House of Commons, by invitation of Colonel Sir Howard Vincent, who kindly showed us over Westminster; a reception at the Fisheries and Yachting Exhibition at the Garden of the Imperial Institute, by invitation of His Royal Highness the Prince of Wales (Pres'd't) and Executive Council of the Institute, and numerous others. Commander Wells of the London Fire Brigade, kindly sent us an invitation to witness the Fire Brigade drill at 10 o'clock any date, or any time on Saturdays.

To say that we were heartily welcomed, made to feel at home and treated in the kindest possible manner during our stay in England hardly adequately describes our experience. When so much kindness was tendered and received, it is perhaps invidious to make special mention, but to Lord Strathcona and to Mr. Colmer, C.M.G. and also Lord Methuen, Commanding Home District, and Staff, to whom in

their official capacity we felt we could look for sympathy and kindness, we are deeply indebted.

No. 2 Unit.—The North-west Mounted Police, with Major Perry still in command, remained in England. The officers and men of this detachment and the rest of the Contingent were very happy in all their relations during the trip. We found the Police, as everybody knows them to be, a magnificent body of men, and we begrudged them none of the praise they received whenever they appeared on parade. Their detachment had the good fortune to remain intact, and as it could always be readily recognized by the uniform, it received an ovation wherever it went.

The return voyage was uneventful. The R.M.S. "Scotsman" proved to be a capital sea boat, with plenty of accommodation and everything provided of the best. Captain Maddox, officers and ship's company were most obliging.

Officers and men going east landed at Quebec; those for the west, at Montreal. A few of those who landed at Quebec were delayed there for want of train accommodation, but were marched to the Citadel and cared for by the R.C.A.

The expedition, if such it may be called, may be regarded by the people of Canada as another successful test of the soldierly instincts of those of our countrymen who wear Her Majesty's uniform, not for masquerade but for service. From the day of mobilization until the day we dispersed everything went smoothly; the reason is not far to seek; every one understood his duty and performed it. When all did so well I cannot single out any for special mention. The following order issued by myself may possibly cover all that need be said on the conduct of the Contingent:—

S.S. "SCOTSMAN," 11th July, 1897.

(No. 2). "The Officer Commanding in bidding farewell to the Officers N.C. Officers and men of the Queen's Diamond Jubilee Contingent, desires to express his warmest appreciation of the high sense of duty displayed by all ranks in carrying out the serious and responsible duties which devolved upon them since their organization. The manner in which these duties have been performed has gained the highest appreciation of all classes in the Motherland, and reflects the greatest credit upon each individual of the Contingent, the Corps to which he belongs, and the Dominion which he has the honour to represent."

I have the honour to be sir,
Your obedient servant,

M. AYLMER, Colonel,
Adjutant General of Militia, Commanding Canadian Military Contingent.

RETURN

(21c)

To an ORDER of the HOUSE OF COMMONS, dated the 3rd May, 1897, for a return showing,—

1. Each contract for carrying the mails cancelled since 7th July, 1896, showing the locality covered by each contract and the county and province in which situated.
2. The name of each contractor.
3. The price of each contract at the time of cancellation.
4. If new contracts entered into, the contract price of each new contract.
5. The reason for the cancellation of each contract.

By order,

R. W. SCOTT,
Secretary of State.

List of Contracts cancelled in British Columbia since 1st July, 1896.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Salt Spring Island and Mail Steamer Wharf	Vancouver	J. Broadwell	150 00	105 00	Renewed without tendering.
Chilliwack and Harrison Railway Station	New Westminster	Wm. Macdonald	430 56	430 56	"
Chilliwack and Sardis	"	Horatio Webb	150 00	122 00	"
Clayton and Railway Station	"	Chas. C. Cameron	120 00	119 60	"
Denman Island and Steamer Wharf	Vancouver	Robert T. Swan	80 00	80 00	"
Dewdney and Mail Catching Post	New Westminster	John Barker	156 00	156 00	"
Dog Creek and Gang Ranch	Yale and Cariboo	T. M. Graves	250 00	400 00	To be served under Dog Creek and Empire Valley, <i>vid</i> Gang Ranch.
Garnham and Victoria	Vancouver	Wm. Garnham	250 00	150 00	Contract illegal.
Kamloops and Spences Bridge	Yale and Cariboo	John Clark	1,944 00	1,100 00	Renewed without tendering.
Lytton and Railway Station	"	A. Stevenson	175 00	175 00	"
Nanaimo and Railway Station	Vancouver	Thompson and Scoville	296 00	218 00	"
Nanaimo and Street Letter Boxes	"	Thompson and Scoville	267 00	182 00	"
New Westminster and Street Letter Boxes	New Westminster	W. G. Cross	385 70	150 00	"
Mount Pleasant, Street Letter Boxes and Vancouver	Burrard	T. F. Neelands	669 00	300 00	"
Victoria and E. and U. Railway Station	Victoria	A. Henderson	235 00	140 40	"
Nanaimo and Vancouver	Vancouver	Union SS. Co.	10c. p. mile	10c. p. mile	Withdrawal of former contractor.
Lower Nicola and Princeton	Yale and Cariboo	Wm. Smith	720 00	.....	Proposed change of route.
Nicola Lake and Main Post Road	"	A. R. Carrington	150 00	.....	"
Keithley Creek and 150 Mile House	"	B. C. Express Co	800 00	.....	Change in frequency.
Horsely and 108 Mile House	"	C. H. Tingley	545 00	*23,000 00	Proposed change of route.
Alexis Creek and Soda Creek	"	Thos. McAlister	1,100 00	.....	"

* Under contract with Messrs. Kilgour and Miller.

Cancellation of Mail Contracts.

List of Contracts cancelled in Manitoba since 1st July, 1896.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Selkirk and Winnipeg.....	Selkirk	Robert Beal	500 00	609 00	To increase the service from three to six times per week.
Selkirk, East Selkirk and Railway Station.....	"	G. S. Dickinson.....	149 00		Rendered unnecessary by Selkirk and Winnipeg increase of service.
Graburn and Maple Creek.....	Assiniboia, West.....	W. S. Bethune.....	165 00	234 00	To include new office at Conlee. Increased distance, six miles each way.
Parklands and Qu'Appelle.....	Assiniboia, East.....	Thos. Murray, sr.....	70 00		Included in Qu'Appelle and Wishart service without cost.
Beverley and Melita	Brandon.....	F. J. Barker.....	104 00	*104 00	Beverley office closed, 1st May, 1897, and service discontinued.
Morris and C. P. Ry. Station. } Combined	Provencher.....	John D. Burke.....	137 50	100 00	Renewed without tendering.
Morris and N. P. Ry. Station. }	"	John D. Burke.....	90 00		
Winnipeg and C. P. Ry. Stn. } Combined	Winnipeg.....	Joseph Sheppard.....	934 83	832 58	"
Winnipeg and N. P. Ry. Stn. }	"	Joseph Sheppard.....	175 28		"
Winnipeg and C. P. Ry. Station (transfer).	"	Joseph Sheppard.....	540 00	348 00	"
Macleod and Pincher Creek.....	Alberta.....	G. W. Brouillette.....	825 00	600 00	"
Ile DesChenes and St. Boniface.....	Provencher.....	Raphael St. Pierre.....	130 00	74 00	"
Dominion City and Emerson.....	"	Chas. Whitman.....	585 00	312 00	"
Fort la Corne and Prince Albert.....	Saskatchewan.....	Geo. S. Reid.....	489 00	435 00	"
Fort Saskatchewan and Fakan.....	Alberta.....	W. R. Brereton.....	325 00	195 00	"
Brandon and C. P. and N. E. Ry. Station.....	Brandon.....	J. C. Kavanagh.....	584 99	315 22	"
Edmonton and Fort Saskatchewan.....	Alberta.....	C. F. Stewart.....	745 71	345 00	"
Clearwater and Railway Station.....	Lisgar.....	William Cranston.....	90 00	78 00	"
Battleford and Onion Lake.....	Saskatchewan.....	Leeson and Scott.....	1,762 20	370 00	"
Battleford and Saskatoon.....	"	Leeson and Scott.....	7,049 20	1,976 00	"
Qu'Appelle and Railway Station.....	Assiniboia, East.....	Leeson and Scott.....	650 00	440 00	"
Qu'Appelle and Wishart.....	"	Leeson and Scott.....	1,664 00	460 00	"
Saskatchewan Landing and Swift Current.....	Assiniboia, West.....	Leeson and Scott.....	740 00	280 00	"
Argyle and Woodlands.....	Selkirk.....	Edmond de Laroque.....	100 00	150 00	Contract without tendering.

* Temporary arrangement till 1st May, 1897.

List of Contracts cancelled in London Division since 1st July, 1896.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.		Price of new Contract.		Reasons for Cancellation.
			\$	cts.	\$	cts.	
Adare and Maguire.....	Middlesex.....	Alex. Tod.....	60	00	100	00	Superseded by Maguire and Ry. Station; to improve the service.
Centralia and Mooresville.....	".....	Richard Handford.....	200	00	85	00	Superseded by Mooresville and Ry. Station; to improve service.
Cairo and Shetland.....	".....	Geo. Baughart.....	180	00	119	00	Superseded by Florence and Shetland; to improve service.
Cheapside, Jarvis and Railway Station.....	Norfolk.....	John A. Atkinson.....	549	00	312	00	Renewed without tendering.
Victoria and Railway Station.....	".....	Wm. E. Belou.....	80	00	49	00	"
Brantford and Mohawk.....	Brant.....	Robert Cavin.....	307	00	170	00	Superseded by Brantford and Burtch; renewed without tendering.
Kingsmill and Mapleton.....	Elgin.....	L. Johnston.....	170	00	130	00	Renewed without tendering.
Rockford and Railway Station.....	Norfolk.....	M. Cook, jun.....	145	00	110	00	"
London and Lucan.....	London.....	John W. Orme.....	399	00	299	00	"
Appin and Glenwillow.....	Middlesex.....	John Reilly.....	95	00	95	00	"
Appin and Mayfair.....	".....	Robert Earhart.....	90	00	90	00	"
Arkona and Theedford.....	Lambton, E. R.....	Wm. Hester.....	140	00			" service to be superseded
Superseded by Sylvan and Theedford.....	".....	Wm. Randall.....	144	00			"
Arkona and Watford.....	Middlesex, N. R., and Lambton, E. R.....				144	00	"
Avon, Putman and Railway Station.....	Lambton, E. R.....	Frank Hooper.....	450	00	280	00	"
Aylmer West and Dumboyne.....	Middlesex.....	John A. Kinnee.....	350	00	190	00	"
Aylmer West and Railway Station.....	Elgin.....	Wm. L. Pierce.....	500	00	300	00	"
Belmont and London.....	".....	Wm. L. Pierce.....	313	00	49	92	"
Blenheim and Leamington.....	Middlesex.....	John Charles.....	120	00	140	00	"
Bothwell and Florence.....	Kent.....	A. E. Rynal.....	1,195	00			Service to be superseded.
Brantford and Harley.....	Bothwell.....	T. J. Elliott.....	237	00	300	00	Renewed without tendering.
Caledonia and Comboyville.....	Brant.....	Robert Cavin.....	364	00	259	00	"
Canfield and Railway Station.....	Wm. Arrel.....	Wm. Arrel.....	70	00	58	00	"
Cayuga and Kohler.....	Haldimand & Monck.....	Thomas Brown.....	78	25	78	00	"
Courland and Port Rowan.....	".....	Nicholas Degurse.....	75	00	70	00	"
Crediton, Centralia and Railway Station.....	Norfolk.....	Jas. Summerbayes.....	495	00	495	00	"
Dashwood and Park Hill.....	Middlesex.....	Charles Wolf.....	225	00	225	00	"
Denfield and Duncrief.....	Huron.....	Peter McIsaac.....	439	00	334	00	"
Dexter and Sparta.....	Middlesex.....	John Hodgins.....	125	00	70	00	"
Fisherville, Nelles Corner and Ry. Stn.....	Elgin.....	C. M. Pettit.....	125	00	89	00	"
Denfield, Narn and Railway Station.....	Haldimand.....	Henry Reicheld.....	185	00	117	00	"
	Middlesex, E. R.....	John Edwards.....	408	00			Service to be superseded.

Cancellation of Mail Contracts.

Superseded by Denfield and Railway Station.	"		44 00	Supersedes above in part.
by Ailsa Craig and Falkirk	"		85 00	"
Harley and New Durham	"	N.R.	100 00	"
London and London East.	Oxford	Robert Cavin	132 00	Renewed without tendering.
Napier and Strathroy	London	Henry Keyes	144 00	"
Nixon and Railway Station.	Middlesex	John B. Grough	249 00	"
Oil City and Wheeler	Norfolk	E. H. Kingsbury	62 60	"
Oxley and Railway Station	Lambton	John R. Woodwark	104 00	"
Port Frank and Theford	Essex	Adamson Elliott	188 00	"
Strathallan and Woodstock	Lambton	Geo. Burley	89 50	"
	Oxford	Geo. Teetzel	300 00	Superseded by Braemar and Woodstock; re- newed without tendering.
Thanesville and Railway Station	Bothwell	H. L. Johnston	72 00	Renewed without tendering.
Windsor and Detroit	Essex	Michael H. McCarthy	645 00	"
Windsor, Lake Erie and Detroit Ry. Stn.	"	Michael H. McCarthy	187 80	"
Windsor and C. S. Railway	"	Michael H. McCarthy	280 50	"
Clear Creek and Culus	Norfolk	W. U. Buck	200 00	"
Port Stanley and Railway Station.	Elgin	M. Payne	160 00	"
Lucan, Glanboye and Railway Station.	Middlesex	William Read	249 60	"
*Blenheim and Leamington.	Kent	A. E. Rymal	1,195 00	"
Charing Cross and Tilbury.	"	Malcolm Gillis	445 00	To be superseded by postal car service, Lake Erie and Detroit River Railway between Leamington and Ridgeway.
Coatsworth Station and Romney	"	Alice Robinson	43 82	"
Glenwood Station and Merlin.	"	Sales & Halliday	45 00	"
Renwick and Romney	"	G. H. Thomson	50 00	"
Lucan and G. T. Railway Station.	Middlesex, N.R.	William Porte	75 00	Service abolished on 5th May, 1897, as unne- cessary.

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List of Contracts cancelled in Stratford Division since 1st July, 1896.

Crawford and Elmwood	Grey	Peter Cooke	115 00	Renewed without tendering.
Arthur and Canadian Pacific Ry. Station.	Wellington	John Buechlen	125 20	"
Benniller and Goderich	Huron	J. Miller	187 50	"
Orangeville and Railway Station	Wellington	Jos. Haddock	159 00	Service superseded.
Goderich and Kintail	Huron	Win. Potts	445 00	"
		Jas. Bayne and Alex. T. McIntyre	497 50	"
Kincardine and Kintail	Bruce		797 00	Contract without tendering.
Superseded by Goderich and Kincardine	Huron	John C. Johnston	410 00	Renewed
Goderich and Lucknow	"	John Gentles	398 00	"
Kincardine and Port Elgin	Bruce	Jonathan Miller	200 32	"
Goderich and Railway Station	Huron	James Mullin	100 00	"
Belfast and Janes	"	James Mullin	150 00	Service superseded.
Belfast and St. Helen's	"		145 00	Temporary arrangement.
Superseded by Lucknow and St. Helen's	Huron	Mrs Mary A. Moore	375 00	Renewed without tendering.
Auburn, Blyth and St. Augustine Ry. Stn.	Perth	Geo. Loutz	234 00	"
Dorking and Newton	Bruce	Chas. W. Keeling	90 14	"
Carroll and Grand Trunk Ry. Station	"		147 89	"
Clinton and Grand Trunk Ry. Station	Huron	James Beattie	262 92	"

*Superseded by Blenheim and Wheatley at \$689.

List of Contracts cancelled in Stratford Division since 1st July, 1896—Concluded.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Dobbinton and Grand Trunk Ry. Station.	Bruce	Wm. J. Thompson	87 64	87 64	Renewed without tendering.
Dobbinton and Willisroft	"	B. Talbot	120 00	77 00	" "
Dromore and Holstein	Grey	Geo. Sackett	214 50	164 33	" "
Durham and Walkerton	"	Robert Pace	299 00	278 00	" "
Erin and Guelph	Wellington	Wm. Neville	450 00	380 00	" "
Fairview and Stratford	Perth	Wm. Bell	156 00	156 00	Temporary arrangement.
Fergus and Canadian Pacific Ry. Station	Wellington	Jas. C. Morrow	100 16	39 90	Renewed without tendering.
Flesherton and Canadian Pacific Ry. Stn.	Grey	Wm. F. Crossley	175 00	59 00	" "
Fordyce and Whitechurch	Huron	John Phillips	75 00	75 00	Temporary arrangement.
Fordwich and Newbridge	"	William Chapman	124 75	119 00	Renewed without tendering.
Fordwich and Railway Station	"	Robert Mahood	112 68	43 82	" "
Gowanstown and Railway Station	Wellington	Henry Markle	57 91	34 00	" "
Gowanstown and Wallace	"	Henry Markle	100 00	98 00	" "
Harlock and Seaforth	Huron	Thos. Neilands	280 00	280 00	Renewed without tendering, and temporary arrangement.
Hepworth and Railway Station.	Bruce	Samuel Yeo	100 16	110 17	" "
Holstein and Muroloch	Grey	George Pollock	74 75	70 00	Renewed without tendering.
Holstein and Neneagh	"	Thos. Stephenson	234 00	158 00	" "
Kincardine and Railway Station	Bruce	Joseph Hockin	240 38	140 22	" "
Lebanon and Moorefield	Wellington	John Sinclair	100 00	100 00	" "
Lisbon and Wellesley	Oxford	Christopher Hebel	60 00	64 00	" "
Londesborough and Grand Trunk Ry. Stn.	Huron	John Bell	156 50	93 90	" "
Lucknow and Grand Trunk Railway Stn.	Bruce	F. W. McDonald	250 40	175 28	" "
Marsville and Hillsburgh Station	Wellington	Jas. Hanna	325 00	320 00	" "
Melgund and Minto Flag Station	"	Jno. J. Bracken	65 52	59 00	" "
Merritt and Varney	Grey	Jas. G. Wilson	80 00	500 00	Discontinued. Merritt P. O. closed.
Nithburg and Stratford	Oxford	John Yost	520 00	500 00	Renewed without tendering and temporary arrangement.
Olivet and Rothsay	Wellington	John Tremain	60 00	60 00	Renewed without tendering.
Orangeville and Vanatter, now The Maples	"	William Dedrick	88 00	88 00	" "
Southampton and Grand Trunk Ry. Stn.	Bruce	Thomas Lee	120 19	93 90	" "
Tara and Grand Trunk Railway Station	"	John Hamilton	135 87	122 07	" "
Topping and Milverton Station	Perth	Henry J. Miller	225 36	174 00	" "
Waterloo and Berlin Station	Waterloo	Frederick Sars	350 56	230 84	" "
Waterloo and Elmira Branch Railway Stn.	"	Frederick Sars	92 01	85 45	" "
Jackson and Owen Sound	Grey	John A. Johnston	200 00	148 00	" "
Harriston and Railway Station	Wellington	Geo. A. McIntosh	241 09	109 55	G. T. R. and C. P. R. service combined. Renewed without tendering.
Kingarf and Kinloss	Bruce	Benjamin Moulton	60 00	60 00	Service increased to three times per week.

Cancellation of Mail Contracts.

Cotswold and Elora.....	Wellington.....	Herbert E. Gordon.....	449 00	Renewed without tendering and service to be superseded.
Superseded by Cotswold and Palmerston			120 00	
Drayton and Parker.....			135 00	
Moorefield and Rothsay.....			100 00	
Brotherston and Kurtzville.....	Wellington.....	Montezuma Brothers.....	45 00	Change of service.
Gowanston and Kurtzville.....	"	Adam Schade.....	104 00	"
Dashwood and Exter.....	Huron.....	Jcseph A. Wambold.....	289 00	"
Superseded by Dashwood and Sarepta.			35 00	
Hay and Exter Stn. in London Division			153 37	

List of Contracts cancelled in Barrie Division since 1st July, 1896.

	Simcoe.....	W. D. White.....	Winter, per trip \$3 62	P. trip 2 25	Renewed without tendering.
Glen Orchard and Gravenhurst.....	York.....	John Roseman.....	125 00	62 00	"
Holt and Mount Albert.....	"	John Roseman.....	74 00	56 34	"
Mount Albert and Railway Station.....	Ontario.....	Geo. Newton, jr.....	600 00	534 00	"
Cannington and Sutton West.....	"	Geo. Stone.....	892 00	588 00	"
Newmarket and Sutton West.....	Simcoe.....	William Waugh.....	260 00	172 15	"
Waverly and Elmvale Railway Station.....	"	Henry L. Tar-Bush.....	120 00	50 00	"
Angus and Railway Station.....	Cardwell.....	Samuel E. Turner.....	300 00	197 00	"
Athlone and Tottenham.....	"	Robert Colwell.....	370 00	234 00	"
Hockley and Mono Centre.....	Simcoe.....	John M. Coulson.....	168 75	88 00	"
Angus and Baxter.....	"	William Armstrong.....	115 00	99 00	"
Allandale and Holly.....	"	C. T. Hunter.....	160 00	150 00	"
Allandale and Painswick.....	"	J. H. Johnson.....	238 00	234 75	"
Alliston and Rosemont.....	"	Wm. Bell.....	110 00	17 00	"
Autem Mills and G. T. Railway Station.....	"	Jas. McLaughlin.....	210 00	98 60	"
Banda and Railway Station.....	"	Jos. Wm. Cook.....	160 00	120 00	"
Barrie and Midhurst.....	"	Jos. W. Ruin.....	237 60	170 00	"
Black Bank and Lisle Station.....	Ontario.....	Robert P. Perry.....	149 00	125 20	"
Braesbridge and Railway Station.....	York.....	Graham Timmons.....	400 00	365 00	"
Bradford and Newton Robinson.....	Muskoka and Parry Sound.....				
Byng Inlet and French River.....	"	Jos. Lamondin.....	P. trip 5 50	P. trip 4 00	"
Churchill and Lefroy Railway Station.....	Simcoe.....	Ed. H. Siosan.....	220 00	153 37	"
Coboonk and Lorneville.....	Victoria.....	Chas. Bowms.....	939 00	748 00	"
Coulson and Orilla.....	Simcoe.....	William Edgerton.....	450 00	340 00	"
Cresmore and Railway Station.....	"	Alex. Gillespie.....	157 60	93 90	"
Duncan and Hopeville.....	Grey.....	Jas. McKnight.....	80 00	60 00	"
Dundalk and McIntyre.....	"	Arch. McEachern.....	238 00	156 00	"
Fenelon Falls and Station.....	Victoria.....	Wm. J. Robbins.....	360 00	217 00	"
Ivy and Thornton Railway Station.....	Simcoe.....	Ed. Lansfield.....	80 00	61 82	"
Keswick and Roache's Point.....	York.....	Wm. Reid.....	150 00	200 00	"
Nipissing and Powassan.....	Muskoka and Parry Sound.....	Elizabeth Cake.....	130 00	90 00	"
		Henry Alex. Steele.....	230 00	158 00	"

and temporary arrang.

List of Contracts cancelled in Barrie Division since 1st July, 1896—*Concluded.*

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
Primrose and Whitfield	Cardwell	Parsons D. Henry	\$ 156 00	\$ 132 00	Renewed without tendering.
Rossmont and Shelburne	Simcoe	George Moffat	520 00	295 00	" "
Thornton and Station	"	Wm. H. Martin	119 00	70 00	" "
Front Creek and Stopping Place	Muskoka and Parry Sound	Wm. O'Shaughnessy	345 00	345 00	" "
Uphill and Victoria Road	Victoria	John Gilmour	400 00	310 00	" "
Orillia and Rugby	Simcoe	Jas. Willard	225 36	160 00	" "
Perrin and Everett Station	"	William Arnold	225 00	118 00	Service superseded.
Layton and Blackwater Railway Station	Ontario	Edmund Ferguson	97 50	78 00	Renewed without tendering.
Midland and Vesey	Simcoe	Alexander Brown	144 00	119 00	" "
Byng Inlet and Parry Sound	Muskoka and Parry Sound	Chas. Lamindin	Winter, per trip \$10 00	P. trip 12 00	Insufficiently advertised.
Powells' Corner and Railway Station	Victoria	Wm. H. Powels	85 00	75 12	Reduced frequency.
Honeywood and Hornings Mills	Grey, E. R. & Simcoe	Jessie Ostic	206 00	"	Service to be superseded.
Hornings Mills and Shelburne	Grey, E. R.	Jessie Ostic	207 00	"	"
Superseded by Honeywood and Shelburne	Simcoe	Thomas Leary	700 00	274 00	"
Railway Station	Victoria	"	"	78 00	Change in route and service; to be superseded.
Coboconk and Minden	"	"	"	122 00	"
Superseded by Moore's Falls and Norland	"	"	"	"	"
Coboconk and Norland	"	"	"	"	"

List of Contracts cancelled in Toronto Division since 1st July, 1896.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
Killarney and Little Current	Algonia	John J. Taylor	Season, \$594	Season, \$440	Contract without tender.
St. Catharines and Street Letter Boxes	Lincoln and Niagara	J. J. Richardson	337 00	235 00	Renewed without tendering.
Malton and Sand Hill, superseded by Malton and Nortonville	Peel	Samuel Seales	321 00	260 00	Discontinued and superseded.
Brampton and Nortonville	York	John Norton	50 00	180 00	Re-arrangement of service
Aurora and White Rose	"	H. E. Proctor	150 00	224 00	Superseded by Aurora and Vaudorf.
Brougham and Whitby	Ontario	Jerome Scott	400 00	224 00	Renewed without tendering.
Abingdon and Canfield	Wentworth	Wm. Young	275 00	"	Discontinued.
Cheltenham and Campbell's Crossing	Peel	S. J. Reaney	299 00	239 00	Renewed without tendering.
Alloa and Snelgrove	"	Robert Campbell	"	130 00	Discontinued and superseded.
Snelgrove and Can. Pac. Railway Station, superseded by Alloa, Snelgrove and Stn.	"	Robert Quinn	100 00	"	"

Cancellation of Mail Contracts.

Station	Contractor	Amount	Service discontinued.
Davenport and Toronto Junction.	J. S. Kirkwood.	75 00	
Bruce Mines and Railway Station.	Wm. Fleming.	313 00	Renewed without tendering.
Aurora and Railway Station.	H. E. Proctor	120 00	"
Calwell and Caledon.	N. Patterson.	208 00	"
Caledon and Railway Station.	N. Patterson.	105 00	"
Kleinburg and Railway Station.	Jacob Cairns.	150 00	"
Lockton and Railway Station.	Sammuel Squier.	54 00	"
Milton and Lowville.	Wm. Griffith	199 00	"
Millbrook and Railway Station.	William Vance	338 04	"
Oakville and Trafalgar.	Edward Hillmer.	187 80	"
Snyder and Stevensville Railway Station.	Thomas Snyder.	60 00	"
South Baymouth and Tekamah.	Samuel Sloan.	125 00	"
Jefferson and King's Station.	Geo. Harper.	88 00	"
Sowerby and Railway Station.	A. H. Hogan.	96 00	"
Glen Major and Myrtle	Wm. R. Darby.	333 68	"
Abington and Winona.	John Gould.	102 00	"
Bolton, Castleberg and Mount Wolfe	Samuel J. Snel.	134 00	"
Caledonia and Ennere	William Arrel.	372 00	"
Collin's Inlet and Killarney	Chas. W. Pitt	260 00	"
East Toronto and Station.	Simon Kennedy.	290 00	"
Elmhurst and Malton.	Isaac Sanders.	193 99	Service superseded.
Hamilton and Lowville	Thos. Langton.	230 00	Renewed without tendering.
Humber and Weston.	M. & J. Harris	392 00	"
Janetville and Pontypool.	Jas. Chambers.	175 00	"
Myrtle and Midland Railway Station.	W. R. Derly.	300 00	"
		44 00	"

List of Contracts cancelled in Kingston Division since 1st July, 1896.

Station	Contractor	Amount	Renewed without tendering.
Addison and Bell's Station.	H. S. Moffatt.	360 00	
Belleville and Street Letter Boxes.	H. W. Cronk.	256 00	
Keene and Grand Trunk Railway Station.	Robert McIntyre	119 00	
Albury and Rednersville.	David F. Rose.	75 00	
Apsley and Wellesford.	Thos. G. Eastland	229 17	
Battersea and Kingston	Wm. J. Arthur.	279 50	
Combined in service—			
Belleville and Belleville Station	H. W. Cronk.	75 00	
Belleville and Railway Station.	H. W. Cronk.	390 00	
Belleville and Tweed.	Joseph Jackson.	666 70	
Bewdley and Millbrook	Henry Atkins, senr.	350 00	
Bolcaygeon and Silver Lake.	A. Coulter.	100 00	
Baulter and L-Amable.	J. Stewart	550 00	
Chauffey Locks and Engin.	Moses Doyle	100 00	
Clarendon Station and Plevna.	Geo. Wilson.	345 00	
Cloyne and Denbigh	Jas. Quackenbush.	410 00	
Colours and Street Letter Boxes	William Sykes.	200 00	
Colborne and Lakeport.	Thomas Howard	180 00	
Colborne and Warkworth.	John Prater.	400 00	
Consecon and Railway Station.	John G. German	133 20	

List of Contracts cancelled in Kingston Division since 1st July, 1896—*Concluded.*

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Denbigh and Griffith.	Addington.	P. S. Rose	114 00	104 00	Renewed without tendering
Erinville and Napanee.	"	John M. Grange.	475 00	340 00	"
Ewan and Furnace Falls Crossing.	Victoria.	Gen. J. McKee	135 00	100 00	"
Glenora and Picton	Prince Edward	Jas. C. Wilson	225 00	150 00	"
Hiawatha and Peterborough.	Peterborough.	O. A. Craig	145 00	114 00	"
Kenneyway and Wilberforce.	"	Rufus A. Riley	140 00	95 00	Special arrangement.
Kingston and Newburgh	Kingston.	Clarence H. Tinkle.	500 00	400 00	Renewed without tendering; regular contract to be made 1st June.
Lansdowne and Rockfield	Leeds	John Herbison	236 56	150 00	Renewed without tendering.
Lansdowne and Sand Bay	"	Chas. McDonald	211 05	150 00	"
Marmora and Strirling	Hastings.	Geo. O. Tice	400 00	265 00	"
Moirs and West Huntingdon Railway St'n.	"	Wm. H. Dean	175 00	120 00	"
Perth and Westport.	Lanark.	Alfred Palmer	175 00	97 00	"
Combined—					
Peterborough and G. T. Railway Station.	Peterborough	Thos. Fee	300 00	332 80	"
Peterborough and C. P. Railway Station.	"	Thos. Fee	211 64	265 00	"
Peterborough and Warsaw.	"	D. McIntosh.	276 00	119 00	"
Trenton and Wooler.	Hastings	W. H. Richards.	160 00	149 00	"
Picton, West Lake and West Point	Prince Edward.	John R. Tubbs.	165 00	149 00	"
Combined—					
Bethel and The Corners	"	Richard H. Robinson	40 00	230 00	"
Picton and Solemsville.	"	John I. Thompson	238 00	93 60	"
Lakefield and Railway Station.	Peterborough	John Cooper	140 40	93 60	"
Deseronto and Picton	Hastings & Prince Ed.	Deseronto Navig'n Co.	1,964 24		Cancelled as unnecessary.
Deseronto and Northport	"	Deseronto Navig'n Co.	600 00		"
Ferny and Westport.	Addington and Leeds	Kingston & P. Ry. Co.	125 00		Superseded by Westport and K. & P. Ry. Co.
Godfrey and Sangster.	Addington.	Richard A. Poppitwell.	50 00	148 00	"
Railton and K. & P. Railway Station.	"	Patrick Conway	144 00	250 00	Change in service; to be Railton and Kingston.

List of Contracts cancelled in Ottawa Division since 1st July, 1896.

Almonte and Carleton Place	Lanark.	Walker Lawson.	190 00	119 00	Renewed without tendering.
Bishop's Mills and Prescott.	Grenville.	C. W. Knapp	510 00	350 00	"
Brockville and Street Letter Boxes.	Brockville.	James McKenny	150 00	75 00	"
Brooke and Wemyss	Lanark.	B. McKeacher.	70 00	39 00	"
Brudenell and Castile.	Renfrew	E. Bennett.	80 00	52 00	"

Cancellation of Mail Contracts.

Calabogie and Railway Station.	"	Dennis Dillon.....	98 00	49 00	"
Cantley and Lucerne.	Wright.	Robert Blackburn.....	250 00	200 00	"
Casselman and Crayler.	Russell.	J. B. Coriar.....	294 00	245 00	"
Clayton and Rosetta.	Lanark.	Geo. McFarlane.....	125 00	37 00	"
Clayton and Tatlock.	"	Peter Guthrie.....	168 00	113 00	"
Dacre and Griffith.	Renfrew.	Thos. Joyce.....	230 00	140 00	"
Dacre and Renfrew.	"	David Brownlee.....	280 00	174 00	"
Dixon's Corners and Dundela.	Dundas.	J. E. Tuttle.....	75 00	36 00	"
Elmside and Railway Station.	Pontiac.	R. Campbell.....	125 00	77 00	"
Franktown and Railway Station.	Lanark.	John Edwards.....	169 00	96 00	"
Kemptville and Railway Station.	Grenville.	W. Dickinson.....	268 00	200 00	"
Low and Railway Station.	Wright.	Wm. Brooks.....	160 00	125 00	"
Mattawa and Railway Station.	Dist. Nipissing.	E. J. Smith.....	300 48	250 00	"
North Augusta and Bellamy's Station.	Grenville.	William Pear.....	198 25	75 00	"
Northcote and Renfrew.	Renfrew.	David Brownlee.....	250 00	135 00	"
North Onslow and Quyon.	Pontiac.	William Richardson.....	110 00	110 00	"
North Onslow and O'Connell.	"	John Murphy.....	80 00	200 00	Service to be superseded.
Pembroke and Stafford.	Renfrew.	Daniel Childerhose.....	200 00	199 00	Renewed without tendering.
Perth and Railway Station.	Lanark.	Jas. Allen.....	70 00	49 00	"
Perth and Tenmyson.	"	A. Robertson.....	312 00	300 00	"
Portage du Fort and Haley's Railway Station.	Pontiac.	David M. Ratray.....	578 25	578 25	Cancelled, but allowed to remain in operation by verbal instruction.
Prescott and Ogdensburg.	Grenville.	Chas. Plumb, sen.....	100 00	75 00	Renewed without tendering.
Quyon and Railway Station.	Pontiac.	Wm. Richardson.....	301 25	149 00	"
Renfrew and Railway Station.	Renfrew.	David Brownlee.....	198 94	114 00	"
Rockland and Railway Station.	Russell.	A. Campbell.....	480 00	450 00	"
Russell and Osgoode Station.	"	P. Levia.....	459 87	344 00	Renewed without tendering.
Moose Creek and Moulinette.	Stormont.	A. A. McRae.....	100 00	75 00	"
Moose Creek and Canada Atlantic Ry. Sta.	"	Toussaint Dorey.....	200 00	148 00	Superseded.
Bristol and Giengyle.	Pontiac.	J. Duff.....	234 00	144 00	Renewed without tendering.
Superseded by Bristol and Maryland.	Brockville.	William J. Clow.....	428 26	180 00	"
Brockville and Canadian Pacific Ry. Station.	Wright.	Robert Joynt.....	2,170 00	895 00	"
Joynt and North Wakefield.	"	Wm. Brooks.....	55 00	55 00	Discontinued 31st Jan., 1897.
Maniwaki and Greenfield Railway Station.	"	Jos. L. Herreux.....	475 00	475 00	28th Feb., 1897.
Maniwaki and St. Boniface.	Ottawa.	A. Ardley.....	525 00	525 00	Service superseded.
Ottawa and Experimental Farm.	Renfrew & Nipissing.	S. Platzke.....	180 00	249 00	"
Basin Depot and Eganville.	"	S. Sumstrum.....	563 40	48 00	"
Superseded by Basin Depot and Killaloe Station, P. O.	Renfrew.	"	286 00	70 00	Memo. of agreement without tendering.
Eganville and Golden Lake.	"	"	951 00	163 00	Contract made without tendering.
Superseded by Eganville and Gerivamus.	"	"	80 00	400 00	Renewed without tendering.
Golden Lake and Ottawa, Arruprior and Parry Sound Railway Station.	Cornwall.	D. J. McDonald.....	100 00	55 00	"
Fitzroy Harbour and Galetta.	Lanark.	H. Kedey.....	100 00	94 00	"
Hull and Ottawa.	Wright.	H. Dupuis.....	200 00	74 00	"
Hull and Railway Station.	"	H. Dupuis.....	80 00	55 00	"
Richmond West and Stapledon.	Carleton.	Thos. F. Riley.....	100 00	94 00	"
Inkerman and Suff's Crossing.	Dundas.	A. J. Corrigan.....	200 00	74 00	"
Cobden and Canadian Pacific Ry. Station.	Renfrew.	John Ross.....	200 00	74 00	"

List of Contracts cancelled in Ottawa Division since 1st July, 1896—*Concluded.*

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Bryson and Portage du Fort.	Pontiac.	Joseph Brownlee.	200 00	149 50	Renewed without tendering.
Bryson and Railway Station.	"	Jos. Brownlee.	195 00	99 00	"
Rapids des Jochains and Mackie's Station.	"	Jas. Dunlop.	255 00	226 00	"
Shawville and Railway Station.	"	Wm. C. McGuire.	75 00	45 00	"
Cheneville and Papineauville Ry. Station.	Labelle.	H. N. Raly.	230 00		Service to be superseded.
Ripon and St. Andre Avellin.	"	A. Chene.	175 00	124 00	Renewed without tendering.
Bassin du Lievre and Railway Station.	"	Mrs. Loise Chener.	95 00	50 00	"
Fort Coulonge and Railway Station.	Pontiac.	Alphonse H. Leggo.	70 00	40 00	"
Bruddenell and Emmett.	Renfrew.	Mrs. J. O'Grady.	130 00		Superseded 31st May by Emmett and Killaloe Station, P.O.
Combermere and Eganville.	"	Patrick Furlong.	1,400 00		Superseded 31st May by Combermere and Killaloe Station, P.O., and Brudenell and Foy-mout, and Foy-mout and Lake Clear.
Wilno and Railway Station.	Addington.	Adam Prince.	150 00	130 00	Arrangement without tendering.
Morewood and South Indian Ry. Station.	Dundas.	Mrs. Jane Cochrane.	468 00		Service to be superseded.
Chesterville and Morewood.	"	Simon Boggart.	138 00		"
Sheedy and Ashlad Railway Station.	Renfrew.	M. Sheedy.	150 00	110 00	Arranged without tendering.
Spencerville and Railway Station.	Grenville.	A. Carmichael.	80 00	75 00	Renewed.
Wilson's Bay and Sabourin's Ry. Crossing.	Leeds and Grenville.	Alexander Wilson.	70 00	70 00	"
Winchester and Osgoode Railway Station.	Dundas.	Albert Campbell.	660 00	500 00	"
Charteris and North Clarendon.	Pontiac.	J. Ralph.	75 00		Superseded by Charteris and Greer Mt. on 1st July.
Greer Mount and Upper Thorne Centre.	"	F. Maxwell.	75 00		"
Chapeau and Waltham.	"	John J. Poupore.	300 00		Superseded 1st July, Chapeau and Waltham Railway Station.
Mountain and Van Camp.	Dundas.	Reuben Shaver.	140 00	87 00	Renewed without tendering.
Kemptville and Merrickville.	Grenville.	C. W. Putnam.	572 92	380 00	"
Killaloe and Killaloe Station.	Renfrew.	Michael Holly.	75 00		Superseded 1st July, Combermere and Killaloe.
Kemptville and Millar's Corners.	Grenville.	Mary Ann Tompkins.	173 00	150 00	Renewed without tendering.
Perth and Playfair.	Lanark.	John E. Playfair.	400 00	325 00	"
Waltham and Railway Station.	Pontiac.	J. G. Poupore.	156 50		Superseded 1st July, Chapeau and Waltham Railway Station.
Lanark and Watson Corners.	Lanark.	G. Fair.	200 00		Superseded 1st July, Lanark and Poland, Ladore.
Levant Station and Poland.	"	M. W. Paul.	300 00		"
Amesley and North Onslow.	Pontiac.	P. Killoran.	50 00		Service to be superseded.
Bristol Ridge and Caldwell.	"	S. A. W. Horner.	20 00		Superseded, Maryland and Wolfe Lake.
Caldwell and Wenstead.	"	R. Horner.	35 00		"
North Onslow and Rutledge.	"	P. H. McGuire.	37 00		"
Otter Lake and Thornby.	"	J. Hill.	87 00		" Campbell's Bay and Otter Lake.

Cancellation of Mail Contracts.

List of Contracts cancelled in Sherbrooke Division since 1st July, 1896.

	J. F. Tuck.....	Season, \$15.	Season, \$15.	Contract without tendering.
Tuck's Landing and Wharf.....	Brome.....			Contract without tendering.
Sherbrooke, East Sherbrooke and Street Letter Boxes.....	Sherbrooke.....	295 00	265 00	Insufficiently advertised.
Neubois and Scott Junction.....	Lotbinière.....	300 00	200 00	Arranged without tendering.
Coaticook and Rock Island.....	H. A. Channell.....	450 00	450 00	Renewed without tendering.
Adamsville and Railway Station.....	Danaë Larivière.....	74 00	74 00	Renewed without tendering and temporary arrangement.
Agnes and Three Lakes.....	H. W. Albro.....	44 00	44 00	"
Baldwin's Mills and Corliss.....	W. K. Baldwin.....	90 00	90 00	"
Birchton and Railway Station.....	Robert Bridgette.....	50 00	50 00	Renewed without tendering.
Bondville and Fossef.....	W. A. McIntosh.....	75 00	75 00	"
Castlebar and Danville.....	John Jarvis.....	175 00	175 00	"
Clapham and Inverness.....	Joseph Forbes.....	156 00	134 00	"
Cookshire and Island Brook.....	P. Landry.....	225 00	174 00	"
Cote's Mills and West Brook.....	Jas. Miller.....	50 00	49 00	Arranged without tendering.
Danville and Railway Station.....	G. Guillaume Gosselin.....	65 00	49 00	Insufficiently advertised.
Danville and South Ham.....	O. M. J. Ingalls.....	38 00	30 00	Renewed without tendering.
Dell and Scotstown.....	L. A. Turcott.....	370 00	179 00	Section of service superseded.
Dixville and Railway Station.....	M. J. McDonald.....	70 00	70 00	Renewed without tendering.
Dunham and East Dunham.....	Bruce R. Baldwin.....	60 00	60 00	"
Dunham, Stanbridge and Stanbridge Railway Station.....	John G. Wales.....	132 00	115 00	"
Eaton and Railway Station.....	Horace J. Minekler.....	493 00	493 00	" and temporary arrangement.
Farnham and Canadian Pacific and Central Vermont Railway Station.....	Moses Lebourneau.....	100 00	100 00	"
Freighsburg and North Pinnacle.....	W. T. Choquette.....	180 00	120 00	"
Freighsburg and St. Armand Station P. O. Georgeville and Tuck's Landing.....	G. C. Chadburn.....	89 50	89 50	"
	Anson Shelters.....	337 00	294 00	"
	D. A. Bullock.....		Winter, per trip 40c....	Arranged without tendering.
Henderson Vale and Millfield.....	Geo. Little.....	41 6c	40 50	"
Iron Hill and West Shefford.....	William Moffatt.....	190 00	139 00	Renewed without tendering and temporary arrangement.
Keith and Robinson.....	Estate of J. McLennan.....	96 00	96 00	"
Kingsbury and Melbourne Ridge.....	William Broderick, jun.....	170 00	150 00	Contract without tendering.
Knowlton and Railway Station.....	A. E. Kimball.....	50 00	43 68	Renewed without tendering.
Knowlton and Sutton Junction.....	C. A. Stone.....	390 00	281 90	Arranged without tendering.
La Beauce and Railway Station.....	J. B. Gregoire.....	105 00	100 00	Contract without tendering.
La Patrie and Notre-Dame des Bois.....	Jos. St. James.....	180 00	137 00	Renewed
Malmesion and Notre-Dame de Stanbridge.....	M. Cartier.....	120 00	120 00	Renewed without tendering and temporary arrangement.
Maple Grove and Richardville.....	Jos. Lazaugh.....	95 00	95 00	"
Maple Grove and St. Sophie de Megantic.....	Evangeliste Gosselin.....	350 00	350 00	"
Melbourne and Upper Melbourne.....	Newland Coburn.....	100 00	80 00	Renewed without tendering.
New Rockland and Richmond Station.....	William Broderick, jun.....	450 00	300 00	Arranged
Providence and St. Victor de Tring.....	Nap. Gagné.....	60 00	49 00	"
Robertson Station and Sacre Cœur de Marie.....	J. Valliere, jun.....	186 00	95 00	Renewed

List of Contracts cancelled in Sherbrooke Division since 1st July, 1896—*Concluded.*

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Roxton East and Roxton Falls.....	Shefford	E. Dalfé	60 00	60 00	Renewed without tendering and temporary arrangement.
Roxton Falls and Acton Railway Station.....	"	Jos. Benoit	200 00	172 15	Arranged without tendering.
St. Adrien and Wotton	Wolfe.....	N. Dubois	120 00	115 00	Renewed
St. Camille and Sherbrooke	"	Octavius Gefroy	65 00	48 00	"
St. Francis Xavier de Brompton and Windsor Mills.....	Richmond	J. P. Robert	180 00	150 00	"
Springhill and Stornoway.....	Compton.....	Est. of Angus Nicholson.....	280 00	220 00	arrangement.
Stanstead and Railway Station, viz.: Derby Line and Rock Island.....	Stanstead.....	H. A. Channell	180 00	43 00	"
Stornoway and Tolsta	Compton.....	Angus Morrison	55 00	43 00	"
Sutton and Railway Station.....	Brome	Lorenzo D. Jeune	48 00	35 00	"
Cookshire and C. P. Railway Station.....	Compton.....	Stephen J. Osgoode.....	104 00	100 00	"
Combined—Cookshire and Main Central Railway Stations.....	"	Stephen J. Osgoode.....	52 00	52 00	"
Sherbrook and B. & M., Q. C. and C. P. Railway Station.....	Sherbrooke.....	C. H. Toss	350 00	280 00	Insufficiently advertised.
Moore's Station and Railway Station.....	Missisquoi.....	P. C. Moore	24 00	24 00	Service discontinued. P. O. closed.
Trahan's Mills and Weedon Station.....	Wolfe	Chas. Tanguay.....	80 00	80 00	Trahan's Mills closed.
Marbleton and Railway Station.....	"	O. W. Cote.....	170 00	170 00	"
Marbleton and South Ham (recently combined with above).....	"	L. P. A. Darche	273 00	275 00	Services to be combined.
Line Ridge and Marbleton.....	"	O. W. Cote	50 00	50 00	"
Beauce Junction and Jersey Mills.....	Beauce.....	Est. of Richard Grolen.....	792 00	248 00	Renewed without tendering.
Superseded by:—Jersey Mills and St. François Railway Station.....	"	Est. of Richard Grolen.....	373 88	373 88	"

List of Contracts cancelled in Montreal Division since 1st July, 1896.

Cote St. Louis and Montreal.....	Maisonneuve	Napoléon Lachance.....	700 00	376 00	Temporary arrangement; renewed without tendering.
Carillon and Lachine.....	Argenteuil.....	O. R. Navigation Co.....	408 12	408 12	Temporary arrangement.
Como and Oka.....	Vaudreuil	C. Chaurette	67 20	67 20	Temporary arrangement terminated.
Charlemagne and Montreal.....	L'Assomption.....	Napoléon Mercier	550 00	.....	Service to be superseded.
Dalesville and St. Michel de Wentworth (includes service from Edina P. O., costing \$60, which was superseded).....	Argenteuil.....	Napoléon Carrier.....	74 00	83 00	To include the serving of Edina post office.
Grenville and Lost River.....	"	Thos. Cummings.....	240 00	174 00	Renewed without tendering.

Cancellation of Mail Contracts.

Hemmingford and Roxham.....	Huntingdon.....	W. C. Kingsbury.....	50 00	45 00	Contractor left the place.
Hochelega and Longue Point.....	Maisonneuve.....	N. Richard.....	250 00		Service to be superseded.
Hochelega and Maisonneuve.....	".....	Narcisse Racine.....	100 00		"
Hochelega and Montreal.....	".....	".....	450 00		"
Montreal Post Office and Street Letter Boxes	Montreal.....	Mrs. E. T. Kennedy.....	5,457 59	3,400 00	Renewed without tendering.
Montreal Post Office and Central Vermont	".....	Patrick Jones.....	2,222 00	1,475 00	"
Railway Station.....	".....	Joseph Gervais.....	306 00	306 00	" and temporary arrangement.
Montreal and St. Leonard de St. Maurice.....	Two Mountains.....	Hyacinthe Tessier.....	60 00	125 00	Contractor left the place.
La Trappe and Oka.....	Laval.....	Damase Joron.....	50 00	48 00	Renewed without tendering.
Pont Viau and Pont du Saulit.....	Terrebonne.....	X. Plouffe.....	70 00	35 00	Arranged without tendering.
St. Jovite and Railway Station.....	Soulanges.....	A. Desvoysaux.....	200 00	144 00	Renewed without tendering.
St. Clet and Ste. Marthe.....	Two Mountains.....	Philias Gauthier.....	50 00	48 00	Contract without tendering.
St. Eustache and Central Vermont Railway	".....	D. Leonard.....	78 00	49 00	Renewed without tendering.
Station.....	Argenteuil.....	H. Paquette.....	45 00	60 00	Increased frequency of service.
St. Monique and St. Augustine Ry. Station.....	Laval.....	Joseph Paré.....	25 00		St. Elizéar de Laval post office closed.
St. Adolphe de Howard and Ste. Agathe des	St. Laurent.....	New York Central Ry.....	5,400 00	2,704 32	Change from postal car to baggage car service.
Monts.....	Vercheres, St. Hyacinthe and Riche-	Joseph Valois.....	1,050 00		Service to be superseded.
St. Dominique des Cèdres and St. Dominique	lieu.....	Saul Trothier.....	50 00		St. Dominique des Cèdres post office closed.
Station.....	Soulanges.....	Saul Trothier.....	4 00		Superseded on transfer of post office to railway station.
St. Dominique Station Post Office and Rail-	".....	H. Laberge.....	20 00		Service performed by postmaster without cost to department.
way Station.....	Beauharnois.....	Mde. A. Lacroix.....	70 00		Service to be superseded.
St. Louis Station Post Office and Ry. Station	Vercheres and St.	D. C. Dineen.....	80 00		"
St. Antoine and St. Denis Railway.....	Hyacinthe.....	Louis Leduc.....	200 00	65 00	Temporary arrangement without tendering.
St. Agnes de Dundee and Railway Station.....	Huntingdon.....			39 00	
Superseded by Dundee Centre and St.	".....				
Agnes de Dundee Railway Station.....	Beauharnois.....				
Valleyfield and Canada Atlantic Ry. Station					

List of Contracts cancelled in Quebec Division since 1st July, 1896.

St. Raphael East and Railway Station.....	Bellechasse.....	P. Gauthier.....	150 00	36 00	Renewed without tendering.
Bonaventure Island and Percé.....	Gaspé.....	Geo. Aubert.....	79 00	125 00	
Douglasstown and Douglas West.....	".....	Odellin Walsh.....	80 00	24 50	Arrangement without tendering.
Konkanelle and Gaspé Basin.....	".....	John Stanley.....	40 00	40 00	Renewed without tendering.
Fox River and Grande Grève.....	".....	E. Tapp.....	285 00	224 00	"
Fox River and Petite Madeline.....	".....	Adelard Parent.....	500 00	468 50	"
Lake Etchemin and Ste. Rose de Watford.....	Dorchester.....	Ephrim Bougie.....	75 00	60 00	Contract made without tendering.
Petite Madeline and Ste. Anne des Monts.....	Gaspé.....	M. A. Côté.....	550 00	490 00	"
Auvergne and Portneuf Station.....	Portneuf.....	F. X. Demers.....	50 00	50 00	Temporary arrangement without tendering.
St. Cassimir and Railway Station.....	".....	Henri Martin.....	216 00	140 00	Renewed without tendering.
Berthier and Railway Station.....	Montmagny.....	Vital Guilmet.....	140 00	70 00	Insufficiently advertised.

List of Contracts cancelled in Quebec Division since 1st July, 1896—Continued.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
Cap Santé and Les Ecurculls	Portneuf.	O. Gauvreau.	\$ cts. 218 00	\$ cts. 150 00	Renewed without tendering.
Lamartine and Railway Station	L'Islet.	Francois Deschene	60 00	50 00	Service superseded in part.
St. Cyrille de L'Islet and Railway Station.	"	Jean B. Cloutier.	150 00		Service to be superseded.
St. Cyrille de L'Islet and St. Marcel de L'Islet.	"	Thos. Fouchette.	75 00		" "
Superseded by St. Marcel de L'Islet and Railway Station, <i>via</i> St. Cyrille de &c.				280 00	
Father Point and Railway Station.	Rimouski	Jean Heppel.	200 00	110 00	Renewed without tendering.
Fortin and Matane.	"	N. Fortin.	110 00	75 00	Superseded in part.
Grand Metis and St. Octave Station.	"	Chas. N. Page	200 00	200 00	Renewed without tendering.
St. Anaclet and Railway Station.	"	Louis St. Pierre.	92 00	66 00	Distance reduced.
St. Flavie Station and St. Joseph de Lejage	"	J. St. Amant.	50 00	48 00	Contract made without tendering.
Frampzon and Springbrook.	Dorchester.	Jas. Clarke.	60 00	50 00	Renewed without tendering.
Cap. St. Ignace and Station.	Montmagny.	Jos. Boisjotie.	80 00	80 00	Insufficiently advertised.
Ravignan and Ste. Rose de Watford.	Dorchester.	F. Vaillancourt.	40 00	26 00	Temporary arrangement without tendering.
Ste. Claire and St. Malachie.	Beauce.	Mde. H. Turgeon.	268 00	139 00	Renewed without tendering.
St. George East and St. Prosper de Dorc'str.	"	Maxime Gagnon.	80 00	79 00	" "
Gaspe Basin and North Shore River.	Gaspe.	R. A. Miller.	100 per trip.	80 per trip.	" "
Gaspe Basin and Paspébiac.	"	George Sutton.	4,750 00		Service to be superseded.
Superseded by Gaspe Basin and Percé.	"			1,950 00	
Newport Point and Paspébiac.	"			1,120 00	
Newport Point and Percé	"			1,200 00	
Quebec and Wharves and Stations.	Quebec.	George Hough.	2,800 00	2,097 00	Contract without tendering.
Isle Verte and Railway Station.	Temiscouata.	Mrs. L. A. Bertrand.	80 00	76 00	Renewed without tendering.
Laval and Quebec.	Quebec.	J. Auclair.	80 00	50 00	Insufficiently advertised.
Dalton and Railway Station.	Chicoutimi.	G. Larouche.	40 00	60 00	" "
St. Aubert and St. Pamphile	L'Islet.	P. St. Pierre.	265 00	233 00	Renewed without tendering.
Stoneham and Tewkesbury	Quebec.	Mrs. J. Falardean	50 00	50 00	Insufficiently advertised.
Ste. Anne de Beaupré and St. Tite des Caps	Montmorency.	J. Giguère.	469 00	215 00	Arrangement without tendering.
and St. Joachim de Montmorency.	Kamouraska	F. Dechesne.	40 00		To be served by courier from St. Denis de la
St. Philippe de Very and Railway Station.					Boutillerie.
Paspébiac and St. Charles de Caplan	Bonaventure.	F. Arseneau	1,305 20	1,190 00	T. A. without tendering.
Campbellton and Carleton	"	J. Fallee	1,779 00		Service to be superseded.
Maria and St. Charles de Caplan.	"	J. Robertson.	1,305 20		" "
Carleton and Maria	"	F. Giroux.	420 60		" "
Superseded by Campbellton and Neuville.	"			1,055 00	
Marie and Neuville.	"			1,698 00	
Paspébiac and St. Charles de Caplan.	"			1,190 00	
Maria East and Neuville.	"			920 00	

Cancellation of Mail Contracts.

Comblined in one contract—									
Lévis and Railway Station, G. T. R.	Lévis	C. Laflamme	15 00					Superseded by Lévis and Railway Stations.	
Lévis and I. C. R. Market Train	"	C. Laflamme	31 20					"	"
Lévis and I. C. Railway Station	"	F. Bégin	45 00					"	"
Lévis and I. C. Railway (Local)	"	F. Bégin	45 00					"	"
Lévis and I. C. R.	"	A. Laflamme	90 00					"	"
Superseded by Lévis and Railway Stations.	"						150 00		
Buckleland and St. Magloire	Bellechasse	P. Tangway	325 00					Service to be superseded.	
Superseded by Arnagh and Lalayette	"						148 00		
Lafayette and St. Magloire	"						190 00		
Gingras and St. Anselme Station	Chicoutimi	D. Audet	80 00					Gingras post office closed 1st March, 1897.	
Chicoutimi and Laterrière	"	Louis Mattias	325 00					Renewed without tendering.	
Beaubien and Railway Station	Montmagny	Napoléon Dugal	25 00					Beaubien post office changed to Cap St. Ignace, and being on route for Cap St. Ignace and Railway Station, no special provision had to be made.	
St. Henri de Lévis and St. Lambert de Lévis	Lévis	Z. Breteau	200 00				148 00	Renewed without tendering.	
Isle aux Grues and Montmagny	Montmagny	Narcisse LeBel	250 00				245 00	Insufficiently advertised.	
St. Pierre de Montmagny and Station	"	J. Boucher	75 00				80 00	Contractor untrustworthy.	
Quebec, St. François and St. Jean d'Orléans	Quebec	Alfred Maranda	780 00				645 00	Renewed without tendering.	
Murray Bay and Ste. Agnes de Charlevoix	Charlevoix	Thomas Lapointe	140 00				139 50	"	"
Murray Bay and St. Paul's Bay	"	A. Bouchard	1,170 00				849 00	"	"
Murray Bay and St. Stineon	"	Joseph Couturier	560 00				390 00	Contract made without tendering.	
Murray Bay and Steamer Landing	"	G. Bouleau	50c. per trip.				30c. per trip.	Renewed without tendering.	
St. Paul's Bay and St. Urbain de Charlevoix	"	T. Tremblay	120 00				121 00	"	"
L'Islet and Railway Station	L'Islet	Bernard Morin	125 00				95 00	"	"
St. Jean Port Joli and Railway Station	"	Gilbert Poitras	160 00				98 00	"	"
Village des Aulnaies and St. Roch des Aulnaies Station	"							"	"
Buckleland and St. Lazare de Bellechasse	Bellechasse	L. O. Francoeur	180 00				156 00	Service to be superseded.	
Superseded by Buckland and St. Damien de Buckland	"	Frx. Laboute	400 00						
St. Damien de Buckland and St. Lazare de Bellechasse	"						145 00		
St. Alexander de Kamouraska and Ry. Stn. St. Alexander de Kamouraska, and St. Eleanthere	"	Regent Fortier	60 00				117 00	Insufficiently advertised.	
Quebec and Stoneham	Quebec	"	100 00				70 00	Renewed without tendering.	
Chairevaux de Charlevoix and St. Paul's Bay	Charlevoix	John Corrigan	145 00				90 00	"	"
Grande Baie and St. Urbain de Charlevoix	Chicoutimi	J. Guay	60 00				58 00	Service to be superseded.	
Grande Baie and La Cruche	Chicoutimi	Abel Forin	533 00					Rearrangement of service.	
Superseded by La Cruche and St. Urbain de Charlevoix	"								
St. Flavie and Railway Station	Rimouski	Philippe E. Chouinard	400 00				250 00	"	"
Chicoutimi and Railway Station	Chicoutimi	A. Guimond	30c. per trip.				30c. per trip.	Contract without tendering.	
Chicoutimi and Street Letter Boxes	"	P. Girard	47 10				40 00	Arrangement without tendering.	
St. Joseph d'Alma and Railway Station	"	F. X. Letourneau	246 40				215 23	"	"
St. Jean de Dieu and Trois Pistoles	Teminiscouata	Marie D'Auteuil	144 00				135 00	Renewed without tendering.	

List of Contracts cancelled in Quebec Division since 1st July, 1896—*Concluded.*

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Cacouna and Railway Station	Temiscouata	T. Dionne	149 00	103 29	Renewed without tendering.
Cacouna and Local (with St. Arsene)	"	Cyp. Dionne	250 00		
St. Arsene and Railway Station	Quebec	Geo. Houglte	1,830 00	95 00	Arrangement without contract.
Quebec and Street Letter Boxes	Montmagny	C. Lavallie	60 00	1,005 00	Landvilla post office closed.
Landvilla and Station	Rimouski	Alex. Levasseur	80 00		Service reduced from daily to tri-weekly.
Fontanges and Josserville	"	J. Moisan	100 00	49 00	Contract without tender.
Bic and St. Valerien de Rimouski	"	J. Chabot	\$1,000 p. m.	\$80 p. trip.	Renewed without tendering.
Ocean Mail Service, etc	Temiscouata	Joseph L. Gagné	100 00	135 00	"
Ivry and Notre Dame du Lac	"	D. Chouinard	115 00	99 00	"
St. Modeste and St. Modeste Ry. Station	Montmagny	Mde J. Fournier	104 00	136 00	"
Cap St. Ignace and St. Appolline de Patton	Dorchester	Victor Lacroix	210 00	395 00	Contract without tendering.
Cranbourne and Frampton	Gaspé	Thos. J. Miller	448 00	187 80	"
Gaspé Basin and Grand Grévé	Chicoutimi	W. Fortin	150 00	150 00	Renewed without tendering.
Hebertville and Railway Station	Quebec	Patrick Brown	250 00	195 00	"
Lake Beauport and Quebec	Dorchester	Louis Mercier	280 00	148 00	"
Lake Etchemin and Langevin	"	François Gosselin	270 00		"
Lake Etchemin and Standon	"				"
La Petite, River St. Francis and St. Paul's Bay	Charlevoix	P. Bouchard	350 00	150 00	"
Pointe aux Trembles and Quebec	Portneuf	Alfred Angers	494 00	348 00	"
Rimouski and Railway Station	Rimouski	Louis Lavoie	184 00	160 00	"
St. Casimir and St. Ubalde	Portneuf	Joseph Soulard	270 00	195 00	"
St. Francois de Montmagny and Ry. Station	Montmagny	E. C. Boulet	112 00	80 00	"
St. Gervais and St. Lazare de Bellechasse	Bellechasse	J. Belanger	179 00	80 00	"
St. Helene de Kamouraska and Ry. Station	Kamouraska	Anselme Ouellet	40 00	28 00	"
St. Vallier and Railway Station	Bellechasse	J. Corriveau	100 00	48 00	"
Valcartier and Railway Station	Quebec	John McBain	185 00	185 00	"
St. Francois Xavier de Viger and Viger	Temiscouata	A. Jalbert, jr	120 00	80 00	Contract without tendering.
St. Gervais and St. Nérée	Bellechasse	Dominique Lamontagne	200 00	95 00	Renewed without tendering.
Cap. Rouge and Quebec	Quebec	Jos. Drolet	199 00	175 00	"
Levis and Notre Dame de Levis	Levis	M. Gagnon	210 00		Service to be superseded.
Levis and Street Letter Boxes	"	Michael Gagnon	400 53		"
Notre Dame de Levis & Villemay	"	Michael Gagnon	60 00		"
Superseded by Levis, Branch Post Office and Street Letter Boxes	"				"
Montmagny and Railway Station	Montmagny	C. Larcher	100 00	315 00	Renewed without tendering.
Etchemin and South Quebec and Hadlow Côte Station	Levis	P. E. Bourassa	150 00	70 00	"

Cancellation of Mail Contracts.

List of Contracts cancelled in Three Rivers Division since 1st July, 1896.

St. Agapit and St. Sylvester East.	Lothinière.....	Moise Vallancourt.....	500 00	400 00	Insufficiently advertised
Craig's Road Station and Moulin Tetu.	Lévis.....	Nymphus Fournier.....	120 00	144 50	Superseded by "Moulin Tetu and St. Agapit."
Pierreville and Pierreville Mills.	Yamaska.....	Hercule Courtois.....	184 25	178 00	Renewed without tendering.
La Baie and Nicolet.....	".....	F. Vigneau.....	240 00	140 00	"
La Baie and St. Zepherin.....	".....	F. Vigneau.....	675 00	474 00	"
La Baie and Yamaska.....	".....	F. Vigneau.....	125 00	80 00	Arranged
Boulogne and St. Eugene	Drummond.....	George Tangway.....	425 00	325 00	"
St. Eugene de Gr. and St. Guillaume.	".....	Joseph Dupuis.....	175 00	140 00	Contract
St. Eugene de Gr. and Railway Station	Nicolet.....	George Tangway.....	100 00	80 00	Renewed
Arthabaska and St. Wenceslas	Arthabaska.....	Telephore Frchette.....	79 00	78 00	"
Arthabaskville and Railway Station.	Champlain.....	Paul Lavigne.....	210 00	80 00	"
Batiscan and St. Pierre les Beccquet	Nicolet.....	Francois Magny.....	244 00	219 00	"
Beccanour and St. Gertrude.	".....	Athamase Roy.....	197 19	160 00	"
Burchar en haut and St. Gregoire.	Berthier.....	Neres Vigneault.....	154 00	90 00	"
Method's Mills and St. Agathe.	Lothinière.....	Onesime Lemire.....	180 00	110 00	"
Method's Mills and St. Flavien	".....	Louis L. Ratté.....	125 00	65 00	"
Nicolet and St. Gregoire.....	Nicolet.....	Joseph Page.....	374 00	99 00	"
Riviere Noire and St. Rosaire.....	Arthabaska.....	A. E. Beauchemin.....	60 00	90 00	Arranged
St. Aimé and St. David.....	Richelieu.....	Simon Langlois.....	175 00	175 00	Arranged
St. Clothilde and Railway Station.	".....	Paul Ménard.....	55 00	55 00	"
St. Dammien de Brandon and St. Gabriel de	Arthabaska.....	Paul Lavigne.....	214 00	190 00	Renewed
Brandon.....	Berthier.....	Jos. Belanger.....	170 00	170 00	"
St. Donat de Montcalm and St. Lucie de	Montcalm.....	Isaie Mousseau & Fils.....	175 00	100 00	Arranged
Doncaster.....	Nicolet.....	Garniel Bergeron.....	50 00	76 00	"
St. Eulalie and St. Samuel.....	Drummond.....	George Laplante.....	75 00	72 00	Contract
St. Germain de Grantham and Railway St'n	Nicolet.....	Theodule Decorteau.....	100 00	98 00	"
St. Perpetue and Railway Station.	".....	Zepherine Lacerte.....	200 00	180 00	Renewed
St. Pierre les Beccquet and St. Sophie de	Richelieu.....	Bruno Leclaire.....	80 00	50 00	Arranged
Leonard.....	Champlain.....	S. Valois.....	93 00	50 00	Contract
Sorel and U. C. Railway Station.....	".....	Joseph Courtois.....	125 00	93 00	Renewed without tendering.
Sorel and M. & S. Railway Station.....	Joliette.....	Thaisile D. Basinet.....	175 00	200 00	Increase of service from 3 to 6 times.
St. Anne de la Pêrade and St. Prosper.	".....	Geo. E. Prudeau.....	156 00	140 00	Superseded.
St. Emelie de L'Energie and St. Jean de	".....	Alphonse Labine.....	112 00	149 00	Renewed without tendering, service increased.
Mathe.....	".....	Edouard Lessard.....	200 00	140 00	"
Kildare and St. Alphonse	".....	Noe Beaulpre.....	70 00	.....	Superseded.
St. Alphonse and Ste. Cono	".....	Jeremie Provost.....	400 00	.....	Service superseded.
St. Felix de Valois and St. Jean de Mathe.	Three Rivers and St.	Edouard Normand.....	241 80	241 80	Renewed without tendering.
St. Alphonse and St. Beatrix	Maurice.....	".....	448 75	150 00	"
St. Emelie de L'Energie and St. Michael	".....	".....	.....	.....	"
des Saints.....	".....	".....	.....	.....	"
Three Rivers and Railway Station.....	".....	".....	.....	.....	"
Three Rivers and Street Letter Boxes.....	".....	".....	.....	.....	"

and service to be [increased.]

and service to be [increased.]

List of Contracts cancelled in Three Rivers Division since 1st July, 1896—Concluded.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
L'Epiphanie and Railway Station	L'Assomption	E. Leblanc	130 00	123 00	Increased from 12 to 18 times per week in connection with additional service by train from Montreal to St. Gabriel.
Berthier Junction and St. Felix de Valois	Berthier	Severin Tessier	480 00		Superseded.

List of Contracts cancelled in Nova Scotia since 1st July, 1896.

Antigonish and Sherbrooke	Antigonish	Thomas J. Sears	1,119 30	540 00	Renewed without tendering.
Melville's Lake and Sydney	Richmond	John S. M. Morrison	8,565 00		Service to be superseded.
Bay St. Lawrence and Englishtown	Victoria	Thos. D. Curtis	1,625 00	1,198 00	Renewed without tendering.
Christmas Island and East Bay	Cape Breton	John McDonald	624 00	448 00	"
Meteghan and Railway Station	Digby	E. E. Sheehan	200 00	95 00	"
Amherst and Railway Station	Cumberland	Charles F. Hillson	602 88	188 40	"
East Side Pubnico Harbour and Forbes' Pt.	Yarmouth & Shelburne	J. W. Murphy	183 00	124 00	"
Cross Roads, Ohio and Ireland	Antigonish	P. W. McConiskey	50 00		Service discontinued.
Cross Roads, Ohio and James River Station	"	H. A. McDougall	296 00	200 00	Renewed without tendering.
James River Station and Moravan	"	John McDonald	170 00	115 44	"
Advocate Harbour and Apple River	Cumberland	H. H. Mosher	345 00	268 00	"
Annapolis and Grenville Ferry	Annapolis	W. H. Weatherspoon	250 00	225 00	"
Annapolis and Railway Station	"	George L. Bishop	183 34	105 00	"
Antigonish and Lower West River	Antigonish	Thomas McAmis	52 00	49 80	"
Baccaro and Port La Tour	Shelburne & Queens	Wm. R. Snow	39 00		Baccaro to be served by "Barrington and Port Clyde."
Barney's River and Railway Station.	Pictou	A. W. McKenzie	158 00	140 85	Renewed without tendering.
Blue Mountain and New Glasgow	"	John Fraser	1,682 57	244 00	Service superseded.
Superseded by Blue Mountain and New Glasgow and Aspen and Blue Mountain	"	John F. Titus	144 00	541 85	Renewed without tendering.
Bridgetown, Chutes Cove and Parker's Cove	Annapolis	Charles Weir	310 70	110 00	Superseded by "Broadway & W. Merrigomishie."
Broadway and Thorburn	Pictou	Thomas Cox	1,100 00	900 00	Renewed without tendering.
Dean and Shubenacadie	Halifax	Duncan McKenzie	550 00	400 00	"
Denmark Road and Truro	Colchester	J. W. Yorke	1,037 02	165 00	Service superseded.
Estonsville and Parnsboro	Cumberland			800 00	"
Superseded by Advocate Harbour and Estonsville and Advocate Harbour and Parnsboro	"	John Miller	278 00	200 00	Renewed without tendering.
Glen Margaret and Peggy's Cove	Halifax	Henry W. Quinn	1,387 61	1,096 00	"
Halifax and West River Sheet Harbour	"				"

Cancellation of Mail Contracts.

Turo and Railway Station	Colchester	C. B. Archibald	400 00	280 00	"	"
Bridgeville and Railway Station	Pictou	Cyrus F. Ross	75 00	59 47	Arranged	"
Head Wallace Bay and N. Side and Pugwash Junction Station.	Cumberland	M. K. Dotten	175 00	175 00	Renewed without tendering.	"
Pugwash and Railway Station.	"	Mrs. Margaret Chapman	100 00	*100 00	Contract	"
Malagawatch and River Dennis	Inverness	R. McKezic	179 00	*179 00	Renewed	"
Nyanza and West Side Middle River.	Victoria	Alex. McLennan	35 00	24 75	"	"
Halifax and Mahone Bay	Halifax	Gregor Blair	3,100 00	1,925 00	"	"
Forties Settlement and New Ross	Lunenburg	A. M. Ross	90 00	*90 00	"	"
Lake Ramsay and New Ross	"	George Ross	40 00	43 40	"	"
Mill Road and New Ross	"	George Ross	40 00	24 50	"	"
Port Williams and Port Williams' Station.	King's	J. Lovett Bishop	62 49		To be superseded.	"
Antigonish and Georgeville	Antigonish	Roderick McDonald	398 00		"	"
Beaver River Corner and Cedar Lake	Digby and Yarmouth	E. H. Porter	40 00		"	"
Middle Musquodoboit and Moose River	Halifax	Mrs. Jessie Higgins	128 00	117 00	Contractor asked to be relieved.	"
Gold Mines	"	"			"	"
Canada Creek and Waterville via White's Corners	King's	Wm. Canady	50 00		Service to be superseded.	"
Canada Creek and Waterville	"	W. B. Thomas	65 00		"	"
Chipman's Brook and Lakeville	"	C. N. Porter	80 00		"	"
Chester and Kentville	Lunenburg & King's	J. L. Bishop	650 00		"	"
New Ross and Vaughan's	Lunenburg & Hants	George Ross	135 00	134 00	Renewed without tendering.	"
Glendale and Mabou	Inverness	Andrew Boyd	393 00		Change in service; renewed without tendering.	"
Baddeck and Upper Settlement Middle Rv.	Victoria	Dougald Robertson	227 83	173 50	"	"
Eastern Harbour and Port Hastings	Inverness & Victoria	H. A. Archibald	10,099 00		Service to be superseded.	"
Dennistown and Judique	Inverness	Angus Gillis	60 00		"	"
Scotsville and Upper Margaree	"	Hector McKay	30 00		"	"
Strathlorne and Whyocomaugh	"	John A. McKinnon	342 00		"	"
South-west Margaree and Upper Margaree	"	Angus McDonald	41 95		"	"
Whyocomaugh and Orangedale Station	"	H. A. Archibald	300 00		"	"
Orangedale and Railway Station	"	H. A. Archibald	80 00		"	"
Chimney Corner and Dunvegan	"	L. M. McPherson	84 00		"	"
Princeville and West Bay Road	"	Ronald McDonald	120 00		"	"
Melford and River Dennis	"	K. McKenzie	35 00		"	"
Eight Island Lake and Main Post Road	Guysborough	J. R. Sutherland	25 00	*25 00	Contractor refused to perform the services required by Department.	"
Kempt Head and Upper Kempt Head	Victoria	M. McKenzie	42 00	35 00	Renewed without tendering.	"
Antigonish Station, Letter Boxes and Postal Cars	Antigonish	W. G. Cunningham	20 00		To be superseded.	"
Eastville and Upper Steviacke	Colchester	Samuel Ellis	400 00	269 00	Renewed without tendering.	"
Falkland and Herring Cove	Halifax	Thomas Hayes	75 00	50 00	"	"
Fournie and Grand River	Richmond	Donald McLeod	448 00	312 00	"	"
Lower Canard and Port Wm. Station	King's	Jas. L. Bishop	200 00	149 00	Services to be superseded.	"
Lunenburg and Railway Station	Lunenburg	Isaac J. Hurtle	200 00	112 08	Renewed without tendering.	"
Mahone Bay and Railway Station	"	J. B. S. Zwicker	112 08	89 50	"	"
Mahone Bay and Upper New Cornwall	"	Jas. E. Dunn	89 50	69 00	"	"
Melrose and Sunnybrite	Guysborough	H. E. Stewart	444 46	399 00	"	"
Sherbrooke and West River Sheet Harbour	"	John S. Cameron	750 00	693 00	"	"

*Temporary arrangement.

LIST of Contracts cancelled in Nova Scotia since 1st July, 1896—Continued.

Name of Service.	County.	Name of Contractor.	Price when cancelled.	Price of new contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Antigonish Harbour South Side and Lower Settlement South River.	Antigonish	Thos. G. Kiely	100 00	45 00	Renewed without tendering.
Blanche and Cape Negro.	Shelburne & Queen's	John Smith	140 00	65 00	"
East Wentworth and Wentworth Station.	Cumberland	Jas. Barclay	90 00	68 00	"
Judique and Upper South West Mabou	Inverness	Mrs. E. McDonnell	100 00	49 50	"
Gaspereaux and Newtonville.	King's	R. Westcott	20 00	79 00	{ Service to be superseded. { Frequency increased and route extended.
Gaspereaux and Vesuvius	"	Robert Westcott	63 00		
Great Village and Lower Five Islands	Colchester and Cumberland.	John W. Broderick	899 00	600 00	Service to be superseded.
Lower Five Islands and Parraboro	"	John W. Broderick	340 00	189 00	"
Liverpool and Port Medway.	Shelburne & Queen's	Andrew L. West	800 00	400 00	Contract without tendering.
Middleton and Port George.	Annapolis	Rupert G. Anderson	125 00	88 00	Renewed
Antigonish, Arsaig and Glening Pleasant	Antigonish	R. McDonald & Jos. Gillis	199 37		Superseded.
29 Valley	"	A. McGillivray	58 33		To be superseded.
Dunnaglass and McCara's Brook	Colchester	Wm. C. Kennedy	90 00	85 00	Renewed without tendering.
Brookfield and Green's Creek	King's	Robert O. Harris	100 00		To be superseded.
Chipman's Corner and Upper Dyke Village.	Richmond	Charles Doyle	75 00	50 00	Renewed without tendering.
Descousses and Rocky Bay	Yarmouth	B. LeBlanc	200 00	180 00	"
Tusket Wedge and Yarmouth.	King's	Robert Harris	118 00		To be superseded.
Upper Canard and Railway Station.	Yarmouth	Jas. E. Allen	325 00	295 00	Insufficiently advertised.
Rockingham and South Ohio	Annapolis	John H. McLeod	3,495 00		Service superseded.
Annapolis and Liverpool				800 00	
Superseded by Brookfield and Liverpool.				290 00	
Annapolis and Milford.				98 00	\$1,483
Lake Munroe and Milford.				295 00	
Caledonian Corners and Maitland	Shelburne & Queen's	Mrs. Charlotte Hardy	149 00		Service to be superseded.
Brookfield and Pleasant River.	Lunenburg	John Zink	35 00		"
Hemford and Pleasant River.	"	Caleb Chesley	37 96		"
Chesley's Corner and Hemford.					
Superseded by Caledonia Corner and Chesley's Corner					
Iron Rock and Railway Station.	Pictou.	J. G. Fraser	40 00	744 00	Contract without tendering.
St. Paul's and Railway Station.	"	Wm. McDonald	60 00	*60 00	"
Springville and Railway Station.	"	John Holmes	75 00	43 82	"
Sunnybrae and Railway Station.	"	Thomas McDonald	50 00	30 00	"
Avondale Station and Railway Station.	"	A. McLean	20 00	*20 00	Renewed without tendering.
Bailey's Brook and Railway Station.	King's	A. McLean	125 25		Service to be superseded.
Buckley's and Kentville.	"	E. H. Fuller	418 00	*400 00	"
Canning and Railway Station	"	J. C. Heninger	75 00	68 00	Renewed without tendering.

Cancellation of Mail Contracts.

Chignecto and Maccan.....	Cumberland.....	Mathew B. Harrison.....	94 00	"	"
Hudson and River John.....	Pictou.....	Wm. Gannon.....	69 00	"	"
Kingsport and Railway Station.....	King's.....	A. G. Donald.....	55 00	"	"
Lourdes and Railway Station.....	Pictou.....	Alex. McDonald.....	*50 00	Service to be superseded.	
Meadowville Station and Sumbridge.....	"	Hugh Ross.....	69 00	Renewed without tendering.	
Meadowville and Toney Mills.....	"	Wm. Fraser.....	50 00	Arranged	
River John and Railway Station.....	"	Wm. Gannon.....	39 00	Renewed	
Collegville and Lochaber.....	"	Thomas J. Sears.....	*50 00	To be superseded.	
Glenelg and Sherbrooke.....	Antigonish.....	H. E. Stewart.....	83 33	Service unnecessary.	
North End Lochaber and West Side Lochaber.....	Antigonish.....	John A. Stewart.....	230 00	To be superseded.	
Kingsbury and Lunenburg.....	Lunenburg.....	Emerick J. Steverman.....	493 00	Renewed without tendering.	
Moser's River and West River Sheet Harbour.....	Halifax.....	Joseph H. Dimock.....	108 18	"	
South Gut, St. Annes and North River Bridge.....	Victoria.....	A. G. Morrison.....	39 00	Frequency increased and route extended to Tarbutt.	
Lower Foster's Settlement and Newburn.....	Lunenburg.....	Joseph Veinot.....	30 00	Combined with Foster's Settlement.	
Baddeck and Upper Settlement, Baddeck R.....	Victoria.....	Koderick McLean.....	69 75	Contractor deceased.	
Fifteen Mile Stream and Trafalgar.....	Halifax & Guysboro'.....	John Nelson.....	200 00	Service to be superseded.	
Canaan and Tusket.....	Yarmouth.....	Thomas Coleman.....	52 00	Service increased to two trips per week.	
River Bourgeois and River Tear.....	Richmond.....	M. Baudrot.....	94 00	Service to be superseded.	
Cannes and River Bourgeois.....	"	Joseph Delorey.....	60 00	"	
Cleveland and Hureauville.....	"	Joachim Hureau.....	40 00	Hureauville post office closed.	
Meteghan Station and Railway Station.....	Digby.....	Alex. Geddry.....	40 00	Combined with Meteghan and Railway Station.	
Shelburne and Yarmouth.....	Yarmouth and Shelburne.....	Jas. Frost & Sons.....	3,475 00	Arrangement without contract.	
Truro Station, Letter Box and Postal Cars.....	Colchester.....	J. G. Miller.....	50 00	Combined with Truro and Railway Station.	
Ashfield and Whycoomsagh.....	Inverness.....	John McDonald.....	16 00	Ashfield served by Tassifern and Orangedale courier.	
Cumming's Mountain and Sunny Brae.....	Pictou.....	Wm. McDougall.....	16 00	Cummings Mountain post office closed.	
Ferguson's Lake and Main Post Road.....	Richmond.....	John Ferguson.....	25 00	Ferguson's Lake post office closed.	
Kerrowgare and Low Moor.....	Pictou.....	John McDonald.....	20 00	Low Moor post office closed.	
Janvrin's Harbour and West Arichat.....	Richmond.....	H. G. Nicolle.....	90 00	Janvrin's Harbour post office closed.	
Pirate Harbour and Railway Station.....	Guysboro.....	Robert Peoples.....	80 00	Pirate Harbour post office closed.	
Alder River and Main Post Road.....	"	J. D. Chisholm.....	25 00	Alder River post office moved to main road.	
Amherst Stn., Letter Boxes and Postal Cars.....	Cumberland.....	C. F. Hillson.....	25 00	Contract without tender.	
Ardeness and Lismore.....	Pictou.....	Alex. McDonald.....	55 00	Service to be superseded.	
Mount Rose and Paradise Lane.....	Annapolis.....	Chris. Grant.....	65 00	"	
Bridgetown and Dalhousie West.....	"	L. A. Dickie.....	65 00	Renewed without tendering.	
Laurencetown and Outram.....	"	Z. Elliott.....	99 00	"	
Berwick and Buckleys.....	King's.....	W. D. Porter.....	100 00	Contractor asked to be relieved.	
Barney's River and Rossfield.....	Pictou.....	D. R. Bannerman.....	21 00	Starting point of route to be changed.	

*Temporary arrangement.

List of Contracts cancelled in New Brunswick since 1st July, 1896.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of new Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Albert and Elgin.	Albert.	Thos. W. Church.	208 00	145 00	Renewed without tendering.
*Great Shemogue and Shediac	Westmoreland.	L. D. Bondreau.	525 50	489 50	"
Woodstock and Railway Station.	Carleton	H. N. Atherton.	225 36	165 00	"
Woodstock and Railway Station.	"	J. N. W. Winslow	75 00		"
Woodstock and Letter Boxes.	"	J. N. W. Winslow	155 00	84 00	"
*Edmondston and Grand Falls	Victoria	M. Horst	1,495 00	900 00	"
Black Bay and St. George.	Charlôtte.	A. J. Seelye.	274 88	140 00	"
Ossekeag and Upperton.	King's	Geo. H. Barnes.	252 00	200 00	"
Perth Centre and Riley Brook.	Victoria	Wm. Inman.	636 20	335 00	"
Apoahqui and Erb Settlement.	King's	Heber E. Sinnott.	60 00	48 00	"
*Butternut Ridge and Carsonville	"	Chas. J. Keith.	93 00	68 00	Contract
Gagetown and Welsford.	Sunbury and Queen's	Hugh Queen.	400 00	368 00	Renewed without tendering.
Hampton and Ossekeag	King's	Arthur B. Smith	58 90	58 90	"
*Kingston and Rothesay	"	Shalor Cosman.	449 00		Discontinued, re-arrangement of service.
*Nerepis Station and Round Hill.	"	D. W. McKenzie.	100 00	75 00	Renewed without tendering.
*Buctouche and Richbucto	Kent	Andrew Hamlagan.	200 00	200 00	"
*Buctouche and Shediac.	"	James D. Weldon.	494 00	494 00	"
Campbellton and Railway Station.	Restigouche	George Cummings	250 00	197 00	"
Four Falls and Silver Beach.	Victoria	D. Murchison.	218 00	80 00	"
Gagetown and Westfield.	Sunbury and Queen's	Wm. H. Bulger.	624 00	600 00	"
Indiantown and St. John.	St. John	D. O'Connell.	216 00	99 00	"
*Jolicure, Westmoreland Pt. and Ry. Stn.	Westmoreland.	Christopher Wry.	225 00	160 00	"
Lepreaux and Pocologan	Charlôtte.	Sarnuel T. Anderson	100 00	100 00	"
*Maplehurst, Upper Kent and Ry. Station.	Carleton	Alex. Hawthorne.	120 00	106 00	"
Milledgeville and St. John	St. John.	D. O'Connell	195 00	125 20	"
Mispec and St. John.	"	59 75	59 75	49 40	"
Narrows and Wickham	Sunbury and Queen's	G. N. Golding	397 00	323 00	"
Sackville and Railway Station.	Westmoreland.	James J. Wheaton	300 00	245 00	"
Salisbury and Railway Station.	"	G. W. Gagner.	225 00	169 00	"
Milford Railway Station and Pleasant Pt.	St. John	John Irvine.	175 00	75 00	Contractor asked to be relieved and arrangement made without tendering.
St. John and St. Martin's.	St. John.	Townes & Tabor.	1,500 00	894 00	Renewed without tendering.
St. Isidore and Tracadie.	Gloucester	Peter LeBreton.	70 00	65 00	"
Butternut Ridge and Hickeville.	King's.	M. J. Hicks.	30 00	60 00	(Service combined as Butternut Ridge, Hicksville and Railway Station.
*Butternut Ridge and Railway Station.	"	H. Keith.	20 00		Discontinued; rearrangement of service.
Clifton and Land's End.	Gloucester	O. M. Flewelling.	272 80	37 30	Renewed without tendering.
Corn Hill and Petitcodiac.	King's	Warren W. Price.	40 00		Contract without tendering.
Hatfield Point and St. John.	"	C. W. Starkey.	325 00		Discontinued; rearrangement of service.
Kingston and Ferry's Point.	"	John Podock.	28 75		

Cancellation of Mail Contracts.

Nanwigewauk and Railway Station.....	Wm. W. Dodge.....	36 00	36 00	Renewed without tendering.
Downeyville and Tooleton.....	Valentine Vanwart.....	71 00	54 00	"
Fenwick and McKnight.....	E. W. Long.....	16 00	16 00	"
Hatfield Point and Jones' Corner.....	M. Lunn.....	40 00	40 00	"
Beaver Harbour and Penfield Ridge.....	T. Eldridge.....	175 00	128 00	"
* Apolohqui and Avonmore.....	Geo. Z. Parlee.....	85 00	72 00	"
Alison and Moncton.....	W. T. Jones.....	50 00	38 00	"
Blair, Athol, Dalhousie and Dundee.....	Robert Wright.....	274 00	160 00	"
Carquet and Tracadie.....	Phileas Theriault.....	344 00	310 00	"
Centreville and Railway Station.....	Ludlow B. Clark.....	234 75	187 00	Arrangements without tendering.
Chance Har., Lepreaux and Little Lepreaux.....	Alfred Hope.....	260 00	195 00	Renewed without tendering.
Chatham and C. E. Railway Station.....	T. Fitzpatrick.....	80 00	210 00	"
Chatham and I. C. Railway Station.....	A. S. Ulloch.....	298 00	230 00	"
Fredericton and Meductic.....	Jos. Phillips.....	625 00	525 00	"
Fredericton and Tay's Mills.....	R. H. Rainford.....	220 00	180 00	"
Gladstone and Kintmore.....	Thos. Watt.....	156 00	156 00	"
Harvey and Waterside.....	Samuel C. Stevens.....	325 72	279 00	"
Keswick Ridge and Mouth of Keswick.....	Jas. Harrigan.....	364 00	332 00	"
Keswick Ridge and Upper Haynesville.....	John Burton.....	80 00	80 00	"
Petersville and Welsford.....	Robert D. Boal.....	180 00	100 00	"
Sussex Vale and Railway Station.....	D. O'Connell.....	793 90	359 00	"
St. John and Street Letter Boxes.....	Emma Hart.....	156 50	55 00	Contract made without tendering; rearrange- ment of service.
Edmundston and Railway Station.....	D. Murchison.....	32 00	32 00	Service to be superseded.
25 Aroostook Postage and California.....	Daniel B. Hopkins.....	50 00	123 00	"
Four Falls and Silver Beach.....	J. A. Wright.....	80 00	80 00	"
Gillespie and Grand Falls Postage.....	Mrs. Susan Mulherin.....	30 00	30 00	"
Grand Falls and Woodstock.....	J. A. Perley.....	2,700 00	2,700 00	Rearrangement of service.
Upper Woodstock and Railway Station.....	Jas. J. Evans.....	40 00	40 00	"
† Millville Ry. Stn. and Temperance Vale.....	S. A. Jones.....	150 00	180 00	To include Milleville and Railway Station.
Robichaud and Ste. Anne de Shediac.....	F. A. Leper.....	160 00	102 00	Contract without tendering.
Shediac and Railway Station.....	J. D. Waldon.....	291 30	96 00	Renewed without tendering.
Bathurst and Street Letter Boxes.....	Henry Bishop.....	150 00	150 00	Contract made without tendering.
Beresford and Robertsville.....	Marcus Frenette.....	50 00	50 00	Rearrangement of service.
Beresford and Railway Station.....	Joseph Aube.....	35 00	35 00	Discontinued 31st March, 1897.
Jordan Mountain and New Town.....	Edward Marr.....	78 00	65 00	Rearrangement of service.
Penfield Ridge and Railway Station.....	George W. McKay.....	50 00	50 00	"
Beaver Harbour and Black's Harbour.....	E. W. Cross.....	175 00	128 00	"
Beaver Harbour and Penfield Ridge.....	F. Eldridge.....	50 00	35 00	"
Campbellton and Seven Mile Ridge.....	George Cumming.....	50 00	35 00	"
Clifton and Grey's Mills.....	John Rodgers.....	244 00	139 00	"
Florensville and Railway Station.....	Ellen McMullin.....	185 00	45 00	Renewed without tendering.
Rosedale and Upper Woodstock.....	W. E. Hoyt.....	90 00	90 00	Rearrangement of service; superseded.

*Temporary arrangement. †Increase in mileage.

List of Contracts cancelled in Prince Edward Island since 1st July, 1896.

Name of Service.	County.	Name of Contractor.	Price when Cancelled.	Price of New Contract.	Reasons for Cancellation.
			\$ cts.	\$ cts.	
Lot 56 and Sailor's Hope	King's	F. McDonald	97 25	38 00	Renewal without advertising.
Georgetown and Murray Harbour, north	"	J. Phillips	238 00	154 00	"
Mount Stewart and Savage Harbour	Queen's, East	C. McIntyre	89 00	36 40	"
Montague Bridge and Railway Station	Kings	J. J. McDonald	150 00	100 00	Let without advertising.
New Ferth and Poole's Road	"	E. Poole	65 00	43 20	"
Orwell and Orwell Cove	Queen's, East	N. M. Gillis	86 00	68 00	Renewal without advertising.
Higgins Road and Wellington Station	Prince, West	E. Perry	138 61	129 00	Contractor left province.

REPORT

OF

MR. W. T. JENNINGS, C.E.

ON

ROUTES TO THE YUKON

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1898

Routes to the Yukon.

REPORT ON ROUTES TO THE YUKON.

TORONTO, 11th January, 1898.

The Honourable CLIFFORD SIFTON,
Minister of the Interior, Ottawa.

SIR,—I have the honour to transmit herewith the following papers relating to the exploratory work undertaken at your command by myself and assistants late in the season of last year, over that section of the country north of the Stikine River, B.C., to the Yukon, and to say that, until Mr. A. B. Ross, C.E., returns, I will not be able to report further on the portion of the Stikine route lying between the head of the Sheslay River and the Stikine valley via the Clearwater River.

Papers, &c. :

- (1.) Statement of route followed by myself and party via the Stikine to Teslin Lake, dated 15th December, 1897.
- (2.) Report on the Stikine River and routes therefrom to Teslin Lake—with plans, sections and estimate of cost.
- (3.) Report on Teslin Lake and the Hootalinqua River by Saint-Cyr.
- (4.) Report on the McClintock Portage between the Hootalinqua River and Marsh Lake.
- (5.) Including remarks on Taku Arm and route from it via Toosliai Lakes to White Pass, with plans.
- (6.) Report on route from Chilkat Pass to Yukon via Nordenskiöld River (with plans by McArthur) and approximate estimate of cost.
- (7.) Report on route from Dyea through Chilkoot Pass to Lake Bennet, and thence to Tagish Lake and Hootalinqua River, with approximate estimate of cost.
- (8.) Report on route from Skagway via White Pass; thence to Lake Bennet and above route to Hootalinqua River, with approximate estimate of cost, also on an alternative line to a point on Lewes River below White Horse Rapids.
- (9.) Report on route from Taku Inlet to Teslin Lake with approximate estimate of cost.
- (10.) Memorandum of cost of prospectors' outfit.
- (11.) do electric railway, Stikine to Teslin Lake.
- (12.) do wagon road do
- (13.) do packing, by mule service.

In making out approximate estimates of cost of lines over country which I personally have not seen, I wish it to be fully understood that I do so from information as to character of country given me by the gentlemen named, and therefore by comparison and my general knowledge of British Columbia.

I remain, sir, your obedient servant,

W. T. JENNINGS.

M. Inst. C. E.

TORONTO, 15th December, 1897.

The Hon. CLIFFORD SIFTON,
Minister of the Interior, Ottawa.

SIR,—In accordance with your desire for an interim report, covering the examination of country made by me for a highway or railway route between the Stikine River and Teslin Lake, B.C., I have the honour to report that I proceeded from Ottawa to Vancouver, thence up the coast in the Government steamer "Quadra" to Wrangel, Alaska, and by a small steamer from the latter point, via the River Stikine to Glenora, and on by canoe for ten miles to Telegraph Creek at the head of steam navigation, and distant from Wrangel 150 miles, and at an elevation of 540 feet above sea level.

Some ten days' delay was here occasioned through various unavoidable causes arising out of the hurried nature of the trip and the consequent want of a prearranged plan for transport. However, the assistants and outfit having arrived and pack animals secured, I directed Mr. A. B. Ross to proceed to Glenora and seek a pass to the north by way of Shakes Creek or by the Clearwater River, in the hope of finding a shorter and more direct route with a lower summit than that via Telegraph Creek.

On the 25th September, accompanied by Messrs. Saint Cyr and Morley Ogilvie as assistants, the journey to Teslin Lake was commenced, the course for the first 15 miles being up the Stikine trail over a series of high gravel benches and easy sloping and lightly wooded country to the Tahltan River, where a descent was made and the river crossed (at an elevation of 600 feet), near its confluence with the Stikine, which occurs in a cañon with almost vertical walls of basalt. A sharp climb of 200 feet again brought us to the top level of the escarpment, thence we continued over an old (Hudson Bay Co.'s) trail along the slopes on the left side of the Tahltan valley for 28 miles, to the forks of the river, the ground passed over being generally irregular and indicating in many places that clay and gravel slides were of frequent occurrence, particularly about the lower portion of the valley, on the contrary the right slope while not so flat is more regular and the benches are of firmer material. From the forks, to the divide between this stream and the Koketsi River the valley expands, having a bottom width of from $\frac{1}{2}$ to 1 mile with pine and spruce clad hills to the south, and easy hillocks and broken benches to the crest of Level Mountain, a high, gravel covered basaltic plateau extending to the north. Some seven miles from the forks the course of this branch of the Tahltan turns to the north and north-west, terminating in Level Mountain, and, where it enters the valley occurs the divide between the Tahltan and Koketsi formed by the detritus brought down from Level Mountain during the flood periods. This divide is almost imperceptible and that it is apparent at no distant date water flowed from the North Tahltan in both directions. The valley hereabouts is at an elevation of 2,200 feet and is covered with a healthy growth of small pine, poplar and spruce.

Immediately after passing the divide, Koketsi Lake or Taku head-water is reached; it is some two miles in length and one in width, the shores at the eastern and western extremities of the lake being marshy; on the south a mountain with easy foot slopes extends to the lake-side while the north side is bordered by small rock bluffs and the gravelly slopes of Level Mountain.

For the next four miles the valley is from a half to one mile in width (excepting at one point where a 60 feet cascade occurs in the stream) with a marshy area and a small round lake in the middle of it; here the valley now contracts somewhat and the hills descend with steeper yet easy slopes. At ten miles from the divide a valley opens to the south and appears a likely course to the Clearwater River. Three miles beyond, and in the same general N.W.W. course, a level area about one and a half mile square, and timbered principally with cottonwood of good size is reached. Here the Koketsi stream and Egnalls Creek join the Sheslay, which apparently heads some fifteen miles south

Route to the Yukon.

in snow and ice capped mountains, but its most easterly branch, as far as could be seen, appeared to extend through low timbered country; and it is by this valley I hope that my assistant, Mr. Ross, will find a way to the Stikine River.

The Sheslay is a formidable stream even at this point and flows north through an open valley for fifty miles to the Inklin or Taku River, and is flanked on the west by snow mountains. The elevation of the flat land at the junction of the Sheslay and Koketsi Rivers is about 1,900 feet, and here the built trail terminates, at an old Hudson Bay Co. post called "Egnalls," from thence a course (not yet worthy of the name of a trail) and made by miners and others, ascends Egnalls Mountain to the north of the flats until an elevation of some 1,200 ft., (or 4,000 ft. above sea level) is reached, thence northerly it winds about for two or three miles in a series of marshy depressions until open rolling country some 300 feet lower is reached. From the high ground on Egnalls Mountain a good view of the head valleys of the Sheslay and Doo-de-dontooya Rivers was obtained and if a route by the former proves practicable to the Stikine, a shorter route to the north will result. From this high vantage point it was observed that the Doo-de-dontooya headed in Level Mountain, and near that of the north fork of the Tahltan, in a country favourable for a route via Telegraph Creek, and undoubtedly the shortest course to Teslin Lake if the Clearwater proves unfavourable.

From Egnalls Mountain the character of the country changes, the valley is from three to eight miles wide and lies in view for many miles, but while it is a valley in comparison with the high flanking terrace of Level Mountain on the east, and Heart Mountain valley to the west, it has many isolated hills and dunes breaking the general plane of its surface. At a distance it appears open and grasslike, but on approaching one finds the surface covered with loose turf and moss, very wet and unpleasant to travel through, but all on a hard bottom of gravel and detritus formed by glacial and volcanic action. Three streams head in this valley, viz., the Doo-de-dontooya, Matsa-tuya and the Koshin, which are fed principally by streams rising in Level and Heart Mountains. At thirty miles north from Egnalls, Koshin Lake is situated under a high wooded hill which continues in easy undulations to the Nahlin. To the east of Koshin Lake, a fine open flat extends for at least three miles to the foot of the long, regular timbered slope of Level Mountain.

From Koshin Lake to the Nahlin, the course of travel continues for some thirty-three miles along the slope on the right bank of the Koshin River, through an easy country, generally wooded with a small growth of spruce, black pine, poplar, alder and willow, and at a general elevation (falling towards the Nahlin), of from 3,600 to 3,000 feet in the above distance.

The Nahlin is a rapid river (150 feet by 6 feet at flood) flowing in a defined, gravel-sloped valley some 1,200 feet wide and 225 feet deep. Its direction from the source, in Level Mountain, is generally west for thirty-six miles, when it turns abruptly to the south and so continues for eight miles, then again curves to the west. In its course it is fed by streams from a large lake area to the north, it also receives the waters of the Koshin, Doo-de-dontooya and Sheslay Rivers, and, from its confluence with the latter, it is lost in name, and onward to a junction with the Nakina River, it is called the Inklin; thereafter, to a point of discharge in Taku Inlet, it is called Taku River.

From the Nahlin River northward for 48 miles the valley contracts from 20 to 8 miles in width and has in its central section a continuous stretch of rounded hills all heavily timbered with spruce and pine, while on either side in the low grounds, are many lakes and marshes; the valley to the eastward being the widest and best for railway purposes. The watershed of Teslin Lake and Taku River basins occurs only some four miles from the Nahlin River, in the middle of a prairie dividing a large lake in the eastern valley, and at an elevation of about 3,600 feet above sea level.

In this area the water courses, observed on the slopes of the high land to the east, are lost in a succession of lakes and marshes extending northward for 25 miles, when finally the waters unite at the foot of Hoot-sa-gola Lake and thence, after tumbling over "White Swan" Cascades, form in a defined channel (200 feet by 5 feet at flood), flowing north for eight miles, (between gravel banks nearly 100 feet in height) to the south end of Teslin Lake. Teslin Lake is from two to four miles wide and 2,400 feet above sea level, and extends

in a north-westerly direction for 60 miles, thence discharges by a navigable river of the same name into the Lewis River at a point some 100 miles beyond the lake.

While the country over which the so called trail extends between the Nahlin River and Teslin Lake is not suited for railway purposes owing to its undulating and elevated character; still a good route for a trail, wagon road, or railway may be had on either side of the valley proper (and preferably by the east side) over an easy country (with light undulating gradients) all the way from the head of the Doo-de-dontooya River.

While the whole country is covered with tufty grass, moss and occasionally mire and unpleasant to travel over in unseasonable weather, yet a road can be inexpensively made, as the soil is good for the purpose and would be dry if relieved of its heavy blanket of moss.

From the Nahlin River northward and to the east of the valley the high ground continues in a more abrupt form and should not there be called Level Mountain as some of the peaks are rugged and snowcapped, while to the west the same chain of snowy peaks continues from the head of the Sheslay River to Teslin Lake with only one break where the Inklin River passes through it.

Immediately at the south end of Teslin Lake and for many miles down its eastern side extends an easy, gently sloping bench; therefore, a terminus can be selected at any one of various favourable points. The lake for the first ten miles is river-like with two prominent narrows, the water was found (on the 15th October) to be 4 feet in depth, with soft bottom; while high water mark indicated $11\frac{1}{2}$ feet above the level then taken, and 8 feet above an observation made in June last.

At Teslin Lake an Indian trail from Taku Inlet terminates. One 7 feet by 9 feet log shanty dignified by the name of the "post" was the only evidence of the advance of civilization in the locality, and it contained but a meagre quantity of supplies.

Teslin Lake was reached on 13th October. I was fortunate in being able to at once obtain a "scow" boat, 22 feet long, and a "skiff" boat of smaller size, and in these boats I despatched Messrs. Saint Cyr, D.L.S., and Morley Ogilvie, B.A.Sc., with three men to survey Teslin Lake and its outflowing river, of the same name, to its confluence with the Lewis River, with instructions to Mr. Ogilvie to part company with Mr. Saint Cyr at the portage leading to McClintock River and Lake Marsh (on the Skagway route) and from the point of separation to make a track survey with copious notes of the elevations, and physical features of the country passed over, also from Lake Marsh to proceed south to Taku Arm of Tagish Lake, and continue his survey and notes from a point where terminated by Dr. Dawson in 1887, on the supposed good route for a road to Skagway, via White Pass, and where I proposed to re-join him, my intention being to return to the sea at Juneau by Taku trail and inlet, (or by Taku and Kaitine Rivers to Atlin Lake, etc.) as I learned that engineers, under orders from a private company were examining that route to Teslin Lake; however, in this I was disappointed, as neither white or Indian packers were available, and it being impracticable to take horses over the mountains so late in the season, I was thus forced to return to the Stikine River.

As Mr. Saint Cyr's survey of Teslin Lake and River and Mr. Ogilvie's work, as mentioned above, will form the subject of a later report, I will now only mention that Teslin Lake was found to be 60 miles long and from 2 to 4 wide, generally straight and with good depth of water and teeming with magnificent trout. Teslin or Hootalinqua River, from the north end of lake continues for 25 miles (to McClintock Portage) in a generally direct N. N.W. course, and I learn by wire from Mr. Saint Cyr that it is wide and of ample depth for passage of steamers to the Lewis River.

The return journey was commenced on October 14th, over the same route to the Koketsi and Tahltan divide, thence up the hillside and through a valley to the main or south fork of the Tahltan; a rapid stream 80 feet wide and two feet deep, and evidently draining a considerable area of the high land to the south. From the trail crossing, the valley of this stream extends in a south-westerly direction and is flanked by rolling ridge-like hills lying in a north-western direction and all densely clad with a small growth of spruce and pine.

From the crossing of the Tahltan the route continues in a south-easterly direction in the valley of a small stream and over easy gravel slopes and benches to Telegraph

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Creek divide, which is an open, straight gladelike pass from 150 to 300 yards wide, covered in the bottom, and for a few hundred feet up the slopes with a coarse description of tufty grass and scrub willows, growing in a wet surface soil.

The elevation of the summit of this pass is 3,600 feet above sea level, or 3,100 feet higher than the Stikine River at the mouth of Telegraph Creek. The flanking mountains rise some 2,000 feet higher and are covered with an open growth of small spruce and willow trees, gradually decreasing in density and size as the timber limit is reached.

Some 8 inches of snow had fallen in the pass, and the two small lakes were frozen over. From the summit the course of Telegraph Creek is south-east, straight and gradual. About seven miles from the summit the higher slopes on the north side of the Stikine Valley terminate in a wide bench (with isolated hills dotting its general surface), which extends up the Stikine valley towards the mouth of the Tahltan and down to Glenora or beyond.

Telegraph Creek was reached on the 22nd October, after a continuous journey of at least 350 miles. The weather was fine for the time of year. Light rain fell on several days and two snowfalls of about 5 inches each occurred, but strong "Chinook" winds soon caused it to disappear. The temperature during night hours almost invariably fell below freezing point, but not more than 22 degrees of frost was observed at any time.

On the 23rd October I took passage in a canoe, for Wrangel, with the intention of proceeding to Skagway, and on nearing the Clearwater River was fortunate in meeting Mr. Ross, who had just returned from the exploration of a route up Shakes Creek and over to the Sh. Tahltan head. A pass 3,850 feet high and distant 40 miles from the Stikine River was found, but it is higher and the route much longer than that by Telegraph Creek.

Mr. Ross had finished a plan and report of his operations thus far and was then ready to work up the Clearwater valley to the Sheslay River as directed.

I requested him to get through as soon as possible, and, if a favourable route was found, to continue down the Sheslay or send a competent man to examine the slopes of that river north to the Inklin. I have since learned from Mr. Ross that owing to the low stage of water and other disturbing influences, due to the lateness of the season, he was only able to advance some ten miles up the Clearwater, when he decided to retrace his steps and proceed by Telegraph Creek trail to Egnalls, and from that point endeavour to ascend the Sheslay Valley and over into that of the Clearwater, thence to the Stikine and home.

The Stikine River and its branching head waters rise in the Cassiar Mountains between latitudes $56^{\circ}20'$ and $59^{\circ}20'$ N. and longitudes 128° and $131\frac{1}{2}^{\circ}$ W. The main stream and its upper feeders, the Tanzilla, Tooya, and Tahltan, gradually converge and eventually unite in one grand watercourse within a distance of from 10 to 26 miles above Telegraph Creek, which is at the extreme head of steamboat navigation, and distant from the sea, at Fort Wrangel, Alaska, 150 miles.

The feeders (excepting the Tooya) and main river run as a rule in deep, and more or less contracted valleys, with occasional cañon walls and generally steep lower slopes, while high undulating and mountainous country form the surroundings.

From Telegraph Creek southward for some 30 miles, or to the inland border of the Coast Range, high gravel terraces or "benches" of a fairly regular level and outline are noticeable especially on the east side of the valley, while near the water level low benches are of more frequent occurrence, greater extent and with few rocky projections on the river sides.

About 116 miles from the sea the Clearwater River, a large tributary flowing through an open valley enters from the north-west.

Below the Clearwater and to within 20 miles of the sea, the general course of the valley is south, and it is from one to three miles in width, but the river makes many bends and swings from side to side of it, and the bottom lands are more frequently divided by sloughs or by-channels cut (during freshet seasons) through the silty and loose formation. The Klootchman and Little Cañons being almost exceptional points where there is only one channel, confined between rugged but receding rock walls, respectively 300 to 400 ft. apart and $\frac{1}{3}$ of a mile in length at the former, and 100 to 150 ft. apart

for $\frac{3}{8}$ of a mile at the latter. In both cases the direction of the river between the rocky shores is straight.

Below the Little Cañon and on to the sea the flat lands increase in extent and the by-channels in number and capacity.

The Och-sa Kieen, Scud, Porcupine and Iskoot Rivers flow into the Stikine River from the east at varying intervals, also many small streams from glaciers and mountain clefts on both sides. The Iskoot River which is the largest of the tributaries named, enters 35 miles from the sea, and ten miles below it the Stikine changes direction to the west, passes out through the main range of mountains and on through an expansive valley to its wide delta-like mouth on the coast line, some 12 miles north of Wrangel and in latitude $56^{\circ} 40' N.$ and long. $132^{\circ} 20' W.$ The range of mountains cleft by this river valley is principally of granite rock and grand to look upon, as the peaks are lofty, rugged and irregular, and some five or six large and many small glaciers are yet to be seen, but with few exceptions they are "dead." The whole valley and slopes to the timber limit are clothed with cotton-wood, spruce and alder trees, which decrease in size and quantity as the interior country is reached.

The Stikine River is usually navigable for powerful steamboats of suitable design to Glenora or Telegraph Creek, (a distance of 150 miles), between the 1st of May and a date sometimes well on in October, dependent of course on the openness of the season and the amount of rain and snowfall. Its width varies from half a mile on the lower river to 500 feet at Telegraph Creek. The depth is generally good and the channel is remarkably free from snags, sunken rocks or boulders. At Little and Klootchnan Cañons (respectively 96 and 106 miles from the sea), during high water periods when many drift trees are running, it is with considerable risk that the passage through these contracted reaches are made and delays are common, as the drift-wood is liable to become foul of the rudders or wheel. The first 50 miles from the sea, or to the Great glacier, is very good water with a moderate current not exceeding three miles per hour, while from this point upwards the channel becomes somewhat more tortuous and contracted, with an increasing general rate of current varying from three to eight miles per hour, however, the exceptionally swift sections are few and usually not over a half mile in length.

A powerful river steamer should be able to make the Little Cañon in one day's run from the mouth of the river, and the Glenora or Telegraph Creek on the second day.

The sum of \$5,000 could be advantageously spent in removing snags and boulders, and in placing permanent cables for use in the heavy water principally above the Little Cañon.

I reached Wrangel on the 25th October, where I had the unexpected pleasure, sir, of meeting you, and as you deemed it inadvisable for me to attempt an examination of the Dyea and White Passes at such a late date, I returned with you on the "Quadra" to Vancouver where we arrived on the 1st November.

The next day I proceeded to Victoria and obtained from the Surveyor-General of British Columbia some data which I thought might be useful in this connection, and at once left for home.

I inclose report on the routes examined, accompanied by the following plans and sections:—

Plan from Wrangel up Stikine River to the Tahltan River.

Plan of the country from the Stikine River to Teslin Lake.

Sections on the various projected routes.

A package of photographs, taken by me, showing the general character of the Stikine River and country traversed.

All of which are respectfully submitted.

I remain, sir,

Your obedient servant,

W. T. JENNINGS,

M. Inst. C. E.

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REPORT OF A RAILWAY ROUTE BETWEEN THE STIKINE RIVER AND TESLIN LAKE, B.C.

SIR,—In reporting on the result of my observations for a railway route between Stikine River and Teslin Lake, B.C., I would, however, first refer to the means of communication between the sea and a suggested point of debarkation on the river, by mentioning that the Stikine has been navigated by steamers to Glenora and Telegraph Creek, (a distance of from 140 to 150 miles from the sea) since the early seventies, when the Dease Lake and Cassiar mining excitement was at its height, but while so navigated during the open season, usually between May 1st and October 20th, the journey has almost invariably been considered slow, tedious and not without danger, partly owing to the inferior class of steamers used and partly to the fluctuating state of the water. At times the river is too low for speed with a reasonable cargo; or, the stream may be very high and the riffles difficult to make headway against, with the additional danger of drift trees or snags getting foul of the steering gear or wheel. The latter danger is most to be feared where the channel is contracted such as in Little and Klootchman's Cañons where, if any mishap occurred to the vessel's machinery, she would at once be carried against the rugged rock walls by the swift, swirling, disturbed waters, and sunk by having her planking either torn out or stove in. The distance of 96 miles between Wrangel and Little Cañon can be made by a powerful steamer in one day, whereas by reason of the swift and difficult water above it will take two *days more to reach Telegraph Creek a further distance of only 54 miles or 150 miles from the sea, therefore, with these facts before one, it seems reasonable that on a route where safe and speedy transit is contemplated it is advisable to commence the railway well down the valley at a point to be determined on below the Little Cañon, and on the left bank of the river 96 miles from the sea.

The route from a point below the Little Cañon, where suitable dock and siding accommodation is to be had, on for thirty miles to a crossing of the river near Shakes Creek, has been laid down on the left side of the river, as being the least subject to snow slides owing to the mountain slopes being more distant and less precipitous, and to enable the line to be carried through a depression between the eastern termination of the granite spur through which the Little Cañon extends (in a straight cleft) and the mountain side, thence across the Ok-Sa-Ki-een a rather formidable mountain stream which will require a pile bridge of at least 100 feet in length also protection cribwork; from here to the Klootchman Cañon, some 10 miles from the Little Cañon, the course will be generally over flat lands, and occasional short jagged and sloping points of granite and changed rocks, avoiding as far as practicable by-channels or sloughs, some of which will require to be closed by the introduction of rough cribwork.

At the Klootchman Cañon it is advisable to carry the line at somewhat higher level than ordinary to ease the curvature and avoid filling in the water where short, sharp indentations in the shore line exist.

From the latter point broken flats and occasional rocky points will have to be crossed to reach the left shore at the Grand Rapid (a particularly swift section of the river) where the foot slope of the last spur of the Coast Range proper comes in close proximity to the river, here a short strong shed will be required, as it is evident that snow slides annually; passing this spur, a gravel bench will have to be cut into, thence the line will continue over the Doch-da-on, a stream very similar to the one before referred to, and on over bottom lands and along the river's side of an almost isolated ridge of granitic or altered rock facing the Clearwater valley, thence continuing on gravel benches and short irregular rocky projections, and across several minor streams, to a point where the river may be crossed by a bridge about 775 feet in length, placed at such an elevation as will ensure its safety during high waters periods, when the water level is fully 15 ft. above its lowest mark.

* Morning of second day, running in daylight only.

I would here mention that should it be desirable at a later date to continue a railway to the vicinity of Dease Lake or to meet a line from the Skeena or Nasse Rivers the ground ahead is favourable for construction at moderate cost.

Again, should a route, now being examined by one of my assistants (via the Clearwater) be found practicable the Stikine would likely be more advantageously crossed lower down the river, however of the Clearwater route I am unable at present to say more than that the valley of that river appears open and easy, as viewed from the Stikine River.

From the crossing of the Stikine to the divide between the Tahltan and the Koketsi streams there is a choice of routes. The first by an immediate and steep ascent along the right slope of the Stikine valley, over rock and gravel formation, and through an indentation in the range where Telegraph Creek has its rise in a regular glade like pass at an elevation of 3,100 feet above the river level (at crossing) and distant 27 miles therefrom; thence down the easy pine clad slope of Arthur Creek to the South Tahltan and on over flats and light rolling ground to Koketsi divide, a distance of 19 miles from the pass or 46 from the crossings.

The grades on this section (particularly on the Stikine slope) will be severe, and reaching in places to 4 per cent, to ensure moderate construction cost.

The second route follows the right slope of the Stikine with a gradual rise, over better ground than to be had on the Telegraph Creek route, to the eastern or tongue-like end of the range terminating at the confluence of the Tahltan and Stikine Rivers and where the mountains gradually fall away to high rolling lightly timbered hills.

The ascent to this point (some 1,200 ft.) would be reached in 30 miles, over moderately inexpensive country with gradients which need not exceed 2 per cent.

From this point the route continues along the right slope of the Tahltan, in places over steep and rocky ground, with only such light undulations in the grade line, as local circumstances may economically demand, to near the Forks of the Sh. Tahltan where the stream should be crossed and the line continued over easy clay and gravel slopes and benches to the Koketsi divide, or to the same point as described for the first or Telegraph Creek route, a total distance of 59 miles from the Stikine crossing and 12 miles longer than by Telegraph Creek.

I would here point out that route No. 2, although longer, has several advantages over the other to which due consideration should be given, viz.: The gradients are lighter so that with the same engine power in about equal time heavier tonnage could be transported to Koketsi.

The work of construction would be less per mile.

It would approach 12 miles nearer the Dease Lake district and Tooya River basin than that via Telegraph Creek, therefore more favourably situated for future extension eastward to Dease Lake, or to meet a line from that district, or the sea coast via the Naas or Skeena River valleys.

It is also possible that a route from here to Teslin Lake via the Tooya River is to be found, and, as it may be inquired why that country was not fully examined, I would state that the time or means at my disposal was not sufficient to enable me to cover, personally, or by assistants available, more country than was examined.

At Koketsi (1,700 feet above the Stikine crossing) there apparently occurs another choice of route, for a short distance, and to which I again refer to as numbers 1 and 2.

Number one extends from Koketsi up the valley of the north fork of the Tahltan River to its head (distant say 6 miles), in Level Mountain (a vast basaltic, and gravel covered plateau extending northward to the Nahlin River, a distance of 70 miles) and at an altitude of about 1,600 feet above Koketsi thence descending (200 feet) slightly for eight miles through a broken, lumpy and irregular looking valley (bounded on the north by the escarpment and slope of Level Mountain) to the Head of the Doo-de-dontooya River at Me-a-de-le Lake, a total distance of 14 miles.

The route from the Koketsi divide, is through an open valley as far as seen by me (2 miles) but I am informed by an assistant who examined it, that towards the head it is a series of cañons and broken irregular masses of rock intermixed with gravel on the slopes, however, by commencing to rise with a heavy gradient some distance back on

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the last section it is probable that a line may be obtained above the "cañon" portion the walls of which are not usually very high in this section.

The summit once reached, the descent (as viewed by me from an elevation of 4,000 feet at Egnalls Mountains) would be made through a section of country apparently composed of broken and disconnected hills as above described.

Number two, or the alternative route, would be a distance of 15 miles from Koketsi to the head of the east branch of Egnalls Creek, with a rise of 1,400 feet thence in 7 miles a descent of say 150 feet to Me-a-de-le Lake, in all 22 miles from Koketsi, or 8 miles longer than No. 1 route by the north fork.

It is evident that with a distance of 15 miles in which to make the rise of 1,400 feet a much easier grade can be had than by way of the North fork, but I cannot advise such a course unless the whole of route No. 2 be adopted, when it would be an object, to incur the expenditure for additional mileage, for the sake of obtaining easier gradients; again, within the limits of this part of the route are several alternative plans.

1st. To keep on easy ground to the right of the Tahltan to Koketsi divide, thence along the southern margin of the lakes of same name, and crossing the stream at Profile rock and there commencing an ascent for 9 miles, along the side hill to the summit of Egnalls Creek, with a 3 per cent grade, easy curvature and comparatively light work: thence from this point descending to Me-a-de-le Lake over the ground before referred to.

2nd. A line should be tried through a high depression north of Profile rock by commencing the ascent east of the North fork crossing.

3rd. A minute examination should be made up Quartz creek ravine, as it appears open to the north.

Only by an instrumental survey, with measured distances, can the proper route in this vicinity be determined, and the base of operations should be established by running up the North fork and over the summit to Me-a-de-le Lake and returning by Egnalls Creek and the Koketsi to place of beginning.

From Me-a-de-le Lake, for the next 118 miles, one line is common to both routes, and extends northward in a very direct course for 57 miles to the Nahlin River over flats, glades and gentle slopes in the valley near the base of the western shed of Level Mountain with a small percentage of curvature, easy gradients and light work. For a considerable proportion of the distance the country is timbered with a small growth of spruce, pine, scrub willow and alder, the spruce however predominating. The surface of the ground through the whole valley is covered with a deep growth of moss and in places "bunch" and coarse tufty grass.

The soil consists of light clay, sand and gravel with drift boulders and occasional masses of basalt and limestone.

The seven or eight streams passed over are small and unimportant; a short pile trestle being sufficient for each. The names of the largest being the Doo-de-dontooya Mas-atooya Kakatooya and Ka-hak.

The Nahlin River, where crossed on the trail, is at least 150 x 6 with 1% fall at flood, and runs in a valley about 1,200 feet wide, 250 feet deep and with 1½ to 1 slopes, but where the line is projected, at a point some 4 miles above the trail crossing, it runs in a much contracted V-shaped trough, about 100 deep and 350 wide.

At the Nahlin River Level Mountain or plateau terminates, but the high ground continues northward, in a more elevated, irregular, and mountainous form; and it is at the foot of its western slope and bordering the eastern edge of an extensive marsh and lake district called "Grand Valley" that the line is projected in a northerly course to a regular easy rolling bench area reaching from the Cascades of "White Swan" River to and along the margin of Teslin Lake.

On the section of 67 miles between the Nahlin and Teslin Lake several streams are crossed but none of such importance as to require more than an ordinary pile structure. The soil is principally of a sandy gravel nature, and very little rock will be met with on the location line.

From the "Cascades," and to the end of a river (which I have named White Swan) flowing into the extreme south end of Teslin Lake, northward for many miles, the slightly

undulating gravel bench land covered with small spruce, etc., continues; therefore the point for a terminus need not now be defined, beyond the statement that it should be situated north of the shallow narrows and on the open portion of Teslin Lake at least ten miles beyond where "White Swan" River enters its estuary-like southern end, thereby ensuring a longer season of navigation, as the shallow contracted portion doubtless freezes over some weeks before the lake. As Teslin Lake and its outflowing river of the same name will form the subject of another section of this report, I will only say that both lake and river are favourable, during the open season, for navigation by steam and other craft.

Should the Clearwater valley prove favourable for railway or road construction, a very considerable saving in distance will be effected to Egnalls mountain, where the line may be united with any one of the routes above described, or it can be carried down the Sheslay River, some ten miles, and through a gap near the north end of Heart Mountains to the Doo-de-dontooya River, thence to a junction with the first line.

In conclusion, I may state that provided all arrangements are made and the location determined upon by April next the line of railway by either route shown on the plan can be completed and in operation by September following, at a cost of four million dollars; that portion situated on the Stikine River below the crossing, including the bridge, costing \$746,000 of the total amount.

I remain, sir, your obedient servant,

W. T. JENNINGS,
M. Inst. C. E.

TORONTO, 17th December, 1897.

EXAMINATION OF TESLIN LAKE AND HOOTALINQUA OR TESLIN RIVER--200 MILES.

By the attached report from Mr. Arthur Saint Cyr, D.L.S., who I detailed to make a track survey and examination of Teslin Lake and the Hootalinqua River, it will be seen that these waters are navigable during the open season between the 20th of May and possibly the 1st of November, for such steam and other craft as are suitable for the purpose, and that no doubt need be entertained as to the depth and soft bottom in the various narrows near the south end of Teslin Lake, as the water (which was in the middle of October eleven feet below H.W.M.) keeps up to a good level until the heavy frosts of October check the outflow from its watershed.

From a miner who spent the winter of 1896-97 on its shores, I learned that Teslin Lake was frozen over on the 27th October, 1896, and opened on the 18th of May, 1897, also that the lake is well stocked with trout, white ("Dagolly") pike, and "Inconnu" fish, of which I had evidence when there. This is also reported as a good district for moose and cariboo, also for bears, foxes, beaver and other fur bearing animals.

There are very few Indians living in the district which is apparently hunted over by, and under the control of a tribe whose headquarters are on the Nakinah River at head of canoe navigation on the Taku River and distant about 70 miles from Teslin Lake.

The result of the chase is thus lost to Canada, as these Indians trade exclusively in Juneau, now an American town.

I may be allowed to mention that our investigations amply corroborate the statement made by Dr. C. W. Hayes, who traversed Teslin Lake and the Hootalinqua River in 1891, and whose report thereon is to be found in Vol. IV. of the National Geographic Magazine, Washington.

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JANUARY 6th, 1898.

W. T. JENNINGS, Esq., C.E.

SIR,—After receiving the Surveyor General's message and letter dated Ottawa, August the 18th, requesting me to place myself under your orders for the rest of the season and make such surveys as you might require, in connection with a proposed railway line to the waters of the Yukon River, I discontinued the exploration of the Tooya River Valley at which I was at the time engaged, and nearly through with for the season, and reported to you at Telegraph Creek, on September 20th.

After giving you all the information that I had been able to gather during the summer exploration of the country between Teslin Lake and Telegraph Creek, I accompanied you on your trip to the lake. There I received your instructions for the survey of Teslin Lake and Hootalinqua River and proceeded at once to carry them out.

I now transmit to you my report on both lake and river, and the country in their immediate vicinity.

This survey commenced on October the 14th, and was completed thirteen days later, on October 27th.

Whenever the weather was favourable observations for latitude were taken with a pocket sextant, and after being reduced, afforded a good check on the work.

The distances I find are as follows :—

Length of Teslin Lake	60½ miles.
From Teslin Lake (foot) to Lewes River	139½ “
Total distance	<u>200 miles.</u>

Distance between the foot of Teslin Lake and McClintock

Portage by the river

42 miles.

Both lake and river lie in a wide and partly timbered valley, the general trend of which is in a north-westerly direction. Along the lake, the valley averages about two miles in width and along the river one mile.

The water level of the lake was found to be 11 feet below high-water mark.

At two miles from its head the lake contracts, forming narrows which extend fully a mile in length.

Soundings taken in these narrows revealed a depth of four feet of water with muddy bottom.

From the end of the first narrows the channel runs along the mouth of a shallow bay lying on the west side of the lake. The mouth of the bay is about one mile wide. Immediately beyond the bay the channel is obstructed by a bar with only five feet of water.

From this point for a distance of four miles the lake is comparatively narrow ; (about 600 yards in width.) Then another large bay (about two miles across the mouth) extends one and a quarter mile to the south-west where it receives a large stream which drains a considerable area of country.

The last narrows (Moose) occur after passing the second bay. The width of the lake is here reduced to about two hundred yards. A good sized stream empties into the lake on the east side, immediately beyond Moose Narrows, and has deposited a large body of silt forming an area extending nearly to the west side of the lake and leaving a channel only about thirty yards wide. This narrow channel runs along the west shore for a distance of nearly half a mile from the narrows.

Here commences the lake proper, and for fifty miles is plain sailing, with a good depth of water until the foot of the lake is reached, where the channel is again reduced in depth by a bar with only six feet of water over it.

Lake Teslin is bounded by mountains of from three to four thousand feet in height, and at some distance in the interior detached snow clad peaks, rising to an altitude of six thousand feet, are often to be seen.

Two deep indentations were noticed along the east shore of the lake; the first one, occurring thirty-six miles from its head, receives a good sized stream which flows in from a south-westerly direction.

The other one, which is the deepest, is three miles further on and receives the Ne-Sutlin-ni River, which is the largest stream entering the lake on that side.

Besides these two rivers there is another one which enters the lake only a short distance below the Moose Narrows. It heads from the south-east and at its mouth the Taku Indians have established a fishing station.

Of the three principal streams which enter the lake on the west side, one was particularly noticed, nearly opposite Ne Sutlini Bay, on account of its valley which is very wide. This valley extends in a southerly direction, and may possibly connect with the Nakinah Valley and leading towards the Taku River, in which case it would afford a pass from that direction to Teslin Lake.

In the lake are several small islands. They generally lie close to the shore and at some anterior period were undoubtedly part of the mainland. Their sides are formed by high bluffs and escarpments. As a rule the water is very deep close to them.

The Hootalinqua River which flows out of Teslin Lake is quite a large stream. It varies greatly in width at different parts of its course, expanding sometimes to half a mile, in which case it is partly obstructed by large bars which however leave a deep though sinuous channel; again in places it divides into several channels thus forming large islands, where timber of good size and quality is generally to be found; while in other parts it narrows down to a single channel a few chains in width.

The current which is rather slack for a short distance below the foot of the lake increases gradually till it reaches a velocity of nearly five miles an hour near the confluence of the Hootalinqua with the Lewes River. Only in a few places, in bends, and for very short distances, was a velocity of six miles an hour recorded.

The prominent feature of the valley in the immediate vicinity of the river is the high benches which skirt it on either side.

From McClintock Portage down to its confluence with the Lewes, the river is very crooked, and where close to the foot of these benches it has caused extensive land slides which have left bare the face of the hills, thus forming high cut banks of clay and gravel. These alternate with flats formed from the materials carried down by the stream during the season of high water.

Further inland the benches gradually change to rough hills, mostly timbered, and culminating in high mountain ranges of four thousand feet above sea level.

Eleven miles below McClintock Portage the river divides into two wide channels. The left hand channel is the principal one. It runs close to the left bank which is here formed by a cut bank three hundred feet high. This channel is narrow and the water runs swiftly. The other, although the shorter of the two, is full of bars and is obstructed by snags. It is separated from the main channel by a large island.

A careful examination was made of the confluence of the Hootalinqua with the Lewes River for bars which are likely to occur at a point where two streams meet. Such a bar here exists and is situated in the Lewes River, some distance above the mouth of the Hootalinqua and spreads southerly into a large island, of which more later on.

This bar divides the Lewes River into two channels. The main channel follows close to the left bank, while the other deviates towards the Hootalinqua River which it actually enters, forcing by its own velocity a passage for itself through the comparatively sluggish waters of the Hootalinqua after which it again re-enters the main Lewes River.

The bifurcation of the Lewes at this point and the presence of an island covering the Hootalinqua mouth has frequently caused boat parties of miners intending to winter there to be carried so far down stream before discovering their error, as to determine them to go on rather than return against the stream.

Routes to the Yukon.

So said a party of American miners whom I met on the Hootalinqua some six miles above its mouth, and no doubt accounted for the absence of a number of their friends who were a short distance ahead of them, and who promised to stop at the Hootalinqua for the winter. They further explained that they had nearly made the same blunder, mistaking the waters of the Hootalinqua, which are a dirty brown colour, for those of a slough or of marshy water.

At the confluence of the Hootalinqua with the Lewes River there is a large island the sides of which are constantly wearing away under the action of both streams.

The materials thus eroded are carried down and deposited under the island, causing a serious obstacle in the form of a bar with only fourteen feet of water on it, in a channel at one and a half chain from the east bank of the river, but it must be kept in mind that the water was then very low, being ten feet below high water mark.

Timber of good quality was seen at several places along the Hootalinqua River. It is mostly spruce of 18 inches to 24 inches diameter. It grows on the islands and the flats adjoining the stream. Some pines and cottonwoods of large size were also noticed.

The permanent streams flowing into the Hootalinqua from the high lands on each side of it are not numerous and are generally of small size.

Only one fair sized stream entering from the east was noticed. It is fifty feet wide from bank to bank, with a very swift current. The water was two feet deep and running over large boulders and, I infer from the colour of the water, which is of a bluish tint, that it heads in a lake in the interior.

Up to November 10th, the day on which I left the river, ice had not formed along its margin, nor did I see any floating down, although the thermometer for several days, registered as low as 44 below zero, but a steady falling of the water, averaging two inches a day, had, however, been observed.

I remain, sir, your obedient servant,

ARTHUR SAINT CYR,

D.L.S.

McCLINTOCK RIVER PORTAGE.

BETWEEN THE HOOTALINQUA RIVER AND FOOT OF MARSH LAKE—29 MILES.

Feeling reasonably sure that the correctness of former reports of the navigability of the Hootalinqua River would be established by the exploration party under my charge, I deemed it advisable to have this link between the two great sources of the Yukon examined, that, in the event of the development of the district by the construction of a rail or wagon road, the department would be fully conversant with the locality. I therefore detailed Mr. Morley Ogilvie to assist Mr. St. Cyr in the survey of Teslin Lake and the Hootalinqua River to the point where the Indian portage trail commences, then to "track survey" the country to Marsh Lake and, thereafter, continue the same work southward on Taku Arm of Tagish Lake, and, returning along the western margin of the lake, to explore to the White Pass by way of Too-tshai River and Lakes, that course having been much referred to of late as a more suitable route between White Pass and Tagish Lake than the one in use.

The work having been accomplished I am able to report that the Portage trail ending on the Hootalinqua was found at a point some 42 miles by river from Teslin Lake (Lat. N. 60° 50' 14") at an abrupt turn in the river where Mary's Creek, a stream flowing almost parallel to the Hootalinqua, enters from the west.

The western side of Mary's Creek was followed for some 6 miles to a flat bench (600 feet above the Hootalinqua and 900 feet above the Marsh Lake) forming the divide between its waters and those of the McClintock River which from this point extend, in a south-westerly direction for some 29 miles, to where discharged in Lake Marsh

near its outlet. The McClintock is a small stream which passes through an open valley flanked by high rolling hills and an almost continuous line of gravel and sand benches, with a bottom area consisting of numerous swamps and hay meadows, the latter predominating especially near its mouth.

The higher slopes of the valley and the bench lands are covered with a growth of small size black pine, while spruce of fair dimensions was observed in secluded damp spots, and the swampy bottom lands support a growth of scrub willow.

From the information obtained it is evident that this section of the country affords a very inexpensive route for a railway, wagon road or trail to the Hootalinqua, thereby avoiding the cañon and rapid waters of the Lewes River.

I might here point out that there exists another trail through the low open valley between the foot of Teslin Lake and the outlet of Tagish Lake (near the Military post), but time would not permit of its examination.

The shore line of Taku-arm was defined to a point some miles beyond the outlet of Toot-shai Lake and the latter river and lakes of same name were surveyed and noted to White Pass, with the result that the course from White Pass to navigable waters on Tagish Lake was found to be much longer, and through a very much rougher country than that traversed by the present trail to Lake Bennett.

RAILWAY ROUTE FROM CHILKAT PASS TO THE YUKON RIVER, VIA NORDENSKIOLD RIVER—245 MILES.

A railway covering the above named district may be commenced at a suitable harbour and town site on either Chilkat or Dyea Inlet at head of Lynn Canal; thence up the valley of the Chilkat River for a distance of 20 miles to near the Indian village of Klookwan at the confluence of the Klaheena and Chilkat Rivers, where an elevation of 115 feet above sea level is gained.

The course on this section would be generally straight between the points mentioned, and principally over bottom lands of alluvial deposit, covered with a growth of scrub spruce and alders.

If the west side, or from Pyramid Harbour, is selected, the line will cross the Kat-se-ka-hin, Tah-kin and Tisku glacier fed rivers, thence up the valley of a slough of the Klaheena River, whereas on the opposite side of the valley there are no entering streams, but a large slough of the Chilkat extends close to the base of the mountains for a great part of the distance, leaving but little room for a road-bed clear of the foot slopes, which would, however, have to be used on either side, for short distances, at unavoidable points.

From the 20th to the 50th mile the valley of the Klaheena is followed in easy bottom country somewhat similar to that first described, at the 38th mile where the Klaheena River is crossed, the ascent to the summit (3,280') becomes steeper, necessitating a gradient of 4 per cent for 12 miles to overcome it; but this gradient can be reduced by a more gradual rise, on a $2\frac{1}{2}$ per cent grade, commencing at the 28th mile (480') and using the mountain slopes formed of broken rock, and gravel benches; or, another modification is suggested by commencing a $1\frac{1}{2}$ per cent gradient at the 28th mile and using the lower slope to reach a gravel bench at the 42nd mile (1,500') thence continuing in the bottom for the next eight (8) miles, with a 4 per cent gradient to the summit. However, all the engineering features above expressed can only be fully determined after a careful location survey has been made on each route.

From the summit (3,280') at the 50th mile on to 71½ mile (3,200') at the "height of land" the course is projected over easy, grass and heather covered country with springy slopes, and composed principally of earthy soils intermixed with loose masses of rock and boulders.

Routes to the Yukon.

A branch of the Chilkat is crossed at the 58th mile, and the line carried to the back of a knob at the 59th mile, thence with a slight descent in the next $1\frac{1}{2}$ miles a small lake is reached, and from this point to the "height of land" the line is, with light gradients and few curves, projected over easy, prairie-like country, which continues to the 73rd mile, where the Alseck River is crossed (3,200') and the right side of the valley taken at the foot of heavy undulating gravelly country to the 81st mile, where the second crossing (100 ft.) of the Alseck is made (3,150').

From this point on to Dalton's House, situated at the 96th mile, and where the north and south branches of the Alseck River unite (2,520'), the country is heavier than the last section, the valley more contracted, and with bluff cañon-like walls of clay and silt, and it is a question which an instrumental survey can alone determine as to whether it would not be more advisable to keep out of the bottom and upon the slopes above the bluffs, to a point 7 miles beyond Dalton's.

At the crossing of the Alseck a bridge of say 150 ft. in length will be required.

From Dalton's, for seven miles up the north branch of the Alseck River, the same clay cañon-like side slopes continue, then the valley broadens out, with flat side hills containing many springs and wet spots, to Kluk-shu Lake (2,625') at the 112th mile.

The stream having been crossed at the 103rd mile the line is thus on the east side of the valley, and so continues past Kluk-shu Lake, over an easy, lightly wooded bench-like country to Des-a-deash Lake (2,625') at the 117th mile, and whose waters flow in both directions; from here northward for the next 20 miles the line continues over timbered, sandy side hills, and with light undulating gradients until the Klu-hina River is crossed at the 137th mile (2,725') thence for the next 5 miles a sharp ascent (2 per cent grades) over sandy ground is made to reach the altitude of a depression (3,295') between a bluff-faced knob and the mountain proper.

The line from this point descends with light gradients and over open, grass covered clay and sand benches and flats to the 162nd mile (2,600') where the Kas-kawulsh River turns abruptly to the west; here an ascent of 500 feet in 5 miles is made through lightly wooded undulating sand hills to the divide (3,100') of the Alseck and Yukon waters.

From the divide, at the 167th mile, (3,100') for the next 8 miles, the line passes through a valley about a quarter of a mile wide with alluvial bottom, thence along the east side of valley on gravel slopes and benches extending along the Hootchei Lakes to the Indian village of Hootchei, and continuing to the foot of the lake, crosses its out-flowing stream at the 190th mile (2,590'), thence along the west bank of the Nordenskiöld River to its forks, about the 230th mile, where a crossing is made, and, in the course of the next two miles, the branch stream is passed, thence continuing on the right bank almost to its mouth the Nordenskiöld is crossed (1,600') for the last time and the valley slope of the Yukon gained at a point 5 miles below "Five Finger Rapids" (at an elevation of 1,600' above sea level) and distant from Lynn Inlet 245 miles.

The country traversed from Hootchei Lakes down the Nordenskiöld River is of an open, gravelly bench and flat character, covered with a sparse growth of small spruce and pine. The rivers and streams crossed are unimportant and may be readily bridged.

From the terminal point on the Yukon River to Fort Selkirk is a distance of 57 miles. The country is easy and open, and the river is wide and good for steamboat navigation.

I am indebted to Mr. McArthur, D.L.S. (who examined the district), for all verbal information and photographs used to enable me to furnish this report.

From the said information and a general personal knowledge of British Columbia, I conclude that a single track railway extending from the sea to the Yukon River, with all appliances for business will cost approximately \$5,635,000 or \$23,000 per mile.

RAILWAY ROUTE.

DYEIA VIA CHILKOOT PASS TO TAGISH LAKE AND THENCE TO HOOTALINQUA RIVER IN CANADA—111 MILES.

The town of Dyea is situated at the extreme northerly end of Dyea Inlet of Lynn Canal in Lat. N. 59° 30, and long. W. 135° 22'.

There is a good depth of water in the harbour for the largest ocean going vessels, but to make a suitable landing place considerable expense would be entailed owing to the high tides and shallow water immediately at the head of the inlet.

The distance from Dyea to the summit of Chilkoot Pass is fifteen (15) miles and the altitude of the latter point 3,562 feet above sea level, therefore it will be seen that the average rate of gradient after allowing for loops and curvature will be 4 per cent and this is only to be obtained by commencing the ascent at the sea and continuing along the eastern side of the valley, on the mountain side in heavy rock and earth work (with occasional snow sheds), throughout the whole distance.

Any modification in the amount of work, or cost of construction, can only be made by continuing in the valley bottom for so many miles, more or less, and finally ascending to the summit with such heavier gradients as the ground and distance will permit, and about as follows, for a distance of $12\frac{1}{4}$ miles; the first $8\frac{1}{2}$ miles of which would be on a gradient of $\frac{1}{2}$ per cent followed by $2\frac{1}{2}$ miles of $3\frac{1}{4}$ per cent and $1\frac{1}{4}$ mile of $4\frac{1}{2}$ per cent. From the latter point to the summit a distance of $2\frac{1}{2}$ miles the ascent would be 2,512 feet or at an average rate of 17 per cent, so steep as only to be overcome by a cable line or the use of a rack rail.

The cost of a bottom line would not be as great as the one projected along the mountain side and of course would not have its capacity on an equal power basis.

From the summit to Lake Lindeman, a distance of $8\frac{1}{2}$ miles, a descent of 1,397 feet, or say three per cent, average gradient can be had, with heavy work in rock, and a considerable amount of curvature.

The next section of 30 miles along the shore of Lakes Lindeman and Bennett to Caribou crossing at Nares Lake would, for the 15 miles, be almost entirely over rugged, irregular points and hummocks of glaciated granite rock, with about one mile of light work on a sandy ridge between the two lakes mentioned, and the remainder of the distance, along the easterly shore of Bennett Lake, would be over mixed country, rock and gravel, not heavy, and with undulating surface. The crossing at Caribou Narrows (600 feet) is unimportant, a sixty foot span with trestle approaches being ample.

From the latter point, for a distance of 18 miles, to the outlet of Tagish Lake, good ground for a moderately inexpensive line may possibly be had by following a fairly direct course, between the points mentioned, with a very low summit to overcome and thereafter a slight descent to the crossing point (2,150') near Tagish village where the river between Tagish and Marsh Lakes is about 460 feet wide and 12 feet deep, with a silty bottom of unknown depth.

The next section of 33 miles, extending from the Tagish houses in a north westerly direction through an open valley and over a low divide to the Hootalinqua River (2,350') would, as far as known, be of moderate cost, with light curves and gradients, as the country is not abrupt and rocky, there being gravelly hills and terraces, as observed on the McClintock River route between the foot of Marsh Lake and the Hootalinqua River.

With the exception of a few miles about the summit of Chilkoot Pass, the country through which this projected line passes is covered with a growth of small pine, spruce, and poplar and the streams crossed, other than these referred to, are small and unimportant.

The total length of the line over the route described would be approximately 111 miles and the cost probably \$27,318 per mile or a total of \$3,030,000.

Routes to the Yukon.

I am indebted to Wm. Ogilvie, D.L.S., for the information given regarding this route and on which I have formed the above approximate estimate of cost.

It is just possible that from Caribou crossing northward 42 miles by the Watson River valley (to a point below "White Horse Rapids" on the Lewes River) a favourable route may be had (with likely a small saving in distance of railway mileage and water transport, to a common point at the mouth of the Hootalinqua,) but the waters of the Lewes River (here called Thirty Mile River), are much swifter and less suitable for navigation than those of the Hootalinqua, therefore no appreciable gain would be made by adopting such a course. Indeed a line to the Hootalinqua, would, according to present knowledge of the country, appear to be of greater value as the country to the east of that river and Teslin Lake is looked upon as likely to develop in a very favourable manner.

RAILWAY ROUTE.

SKAGWAY VIA WHITE PASS TO TAGISH LAKE, THENCE TO THE HOOTALINQUA RIVER—123 MILES.

Skagway is situated some 2 miles from the north end of Dyea Inlet Lynn Canal, (Long. 135° 22' W., Lat. N. 59° 28') and may be safely reached from the open sea by vessels of any class, but as shallow water extends for some distance from the shore, long wharfs or landing stages will be necessary to facilitate transfer of cargo and passengers from and to ships and the shore. There is ample room for a town on the lowlands formed by the detritus brought down from the mountains by the Skagway River.

The valley of this river is open and very suitable for railway construction for nearly 4 miles, when it becomes contracted, with cañon walls in places, and of steep gradient. At the 12th mile a large branch enters from the left, or easterly side, after which the valley contracts gradually to a bald canony gulch in the mountain rock.

The bottom of the valley may be followed for ten (10) miles with such moderate gradients as it affords, and thereafter, in the next six miles to the summit with an ascent of 1,770 ft. (or about $5\frac{1}{2}$ per cent). However, this course would not be practicable unless under special power conditions and at an enormous expense for protection from sliding rock and snow.

The only feasible way of passing through this rugged defile appears to be by commencing to ascend, with an average 4 per cent gradient, at a point about three (3) miles from the sea, and continuing along the mountain side to the left where high above the valley the slopes are flatter than near the base.

In this way the summit (2,600') may be reached in a distance of 16 miles, with heavy rock work, and somewhat costly snow sheds, in short lengths, at several places.

The next section of $24\frac{3}{4}$ miles would be through a broken, hummocky, uneven but generally level and rocky country, passing near a number of small lakes, and eventually reaching Lake Bennet; thence continuing on the same route as projected from Dyea to the Hootalinqua River, a total distance of 123 miles from the sea.

The streams crossed on this section are small and may be effectively bridged at small cost.

About the summit level and for some distance on each side the country is devoid of timber; elsewhere the usual growth of small spruce, pine and willows is to be found.

From information furnished by Messrs. W. Ogilvie and McArthur, D.L.S., I have been enabled to furnish this statement, with approximate cost of construction and equipment at \$28,309 per mile or a total of \$3,236,000.

RAILWAY ROUTE VIA TAKU INLET AND NAKINAH RIVER TO
TESLIN LAKE—145 MILES.

Juneau, one of the principal seacoast towns of the district, is situated on the main shore near the head of Gastineau Inlet, in Lat. 58° 18' N., and Long. 134° 23' W., and is the business centre for Taku Inlet and the mountain country to the east of it.

The shore line from Juneau S.E. for 12 miles to Bishop's Point, and thence northerly up Taku Inlet, for 38 miles, is very irregular, and the mountain slopes are steep, rocky and rugged, with several "live" glaciers discharging large masses of ice therefrom annually, thus making this part of the route impracticable for railway construction.

The south shore of the inlet is free from glaciers, but it is rough and irregular, and therefore too costly.

The inlet is reported as a very unsafe place for navigation owing to the very high winds and consequent rough water which prevail here at all seasons, coupled with the additional dangers due to masses of ice discharged from glaciers fronting on the Inlet, which, floating about, frequently pack in the various narrows.

However, conceding that during the open season between May and October the inlet is navigable, especially for vessels of moderate draft, to a point 33 miles by water from Juneau, or 21 miles from the entrance to the inlet, it appears to me that the railway may here be commenced on flat land immediately to the west of "Twin" glaciers and continued along the bottom lands and foot slopes forming the north or right hand side of the Taku Valley to the confluence of the Slocoh and Nakinah Rivers at head of canoe and, possibly light draft steam, navigation, a distance of 51 miles.

The valley proper is from $\frac{3}{4}$ to $1\frac{1}{2}$ miles wide, with almost continuous bottom lands, timbered with spruce, poplar, aspen and Canada balsam, but frequently cut into by sloughs or by-channels of the river proper, which in places lie close to the mountain foot slopes. The entering streams are not numerous or important, the largest being the Tallaskaway at the 21st mile, and Salmon River at the 31st mile. The structures for these streams should be of span work, as a considerable quantity of drift wood and ice, no doubt, passes down during freshet periods.

From the opposite side of the valley three streams enter, viz.:—the Wright, a glacier stream, at the 11th mile, the Quorn at the 37th, and the Inklin at the $43\frac{1}{2}$ mile. The latter being the largest feeder to the Taku and draining a vast area, extending eastward 80 miles and including the watershed of the Nahlin River heading in Level Mountain near Tooya Lake, and southward 60 miles to the head waters of the Koketsi and Sheslay Rivers, near the Stikine.

The Inklin, Sheslay and Koketsi Rivers form a continuous salmon run to Koketsi Lake. The Nahlin, being broken and steep beyond the confluence of the Sheslay, is impassable by salmon to where the Teslin-Stikine route crosses it.

The Nakinah River, which is 200 feet wide at its mouth and 150 feet above sea level, should, owing to passage of drift material at freshet times, be bridged with ample openings.

From the confluence of the Slocoh and Nakinah, at the 51st mile (E. 250 feet), on to the summit (4,100 feet), at the 111th mile (or a rise of 3,850 feet in 60 miles, $1\frac{1}{4}$ per cent average gradient), the ground found would likely be generally broken, with moderately heavy work in earth and rock for 75 per cent of the distance. The summit section of from 10 to 15 miles in extent, and called "Ptarmigan flat," is open, moss-covered, and light for construction.

From the summit at 111th mile, to the south end of Teslin Lake, at the 126th mile, the descent would be 1,700 feet (or to the lake level of 2,400 feet above the sea), giving an average gradient of say $2\frac{1}{4}$ per cent, over sloping earthy side hill ground, timbered with spruce, pine, alder and poplar.

Routes to the Yukon.

An easier gradient may be obtained by extending the line from the summit to almost any point on the west shore of Teslin Lake beyond its estuary-like southern terminus, but especially on to a terminus near the centre of the lake, as the ground for a railway is alike favourable, and a terminus on the lake proper would afford at least two weeks more communication than if placed at the first mentioned point. Thus including distance for an easy gradient, the total length of the railway line from the head of Taku Inlet to Teslin Lake would be 145 miles.

Such a line may be operated all the year, but in conjunction with a service on Teslin Lake and the Hootalinqua only between June 1st and November 1st, and would cost, approximately, say \$3,485,000 or \$24,034 per mile.

A wagon road starting from the same point and extending 120 miles to Teslin Lake can be built over this country at a cost of from \$1,200 to \$1,500 per mile, and a trail at from \$100 to \$250 per mile. The road and trail can be operated free from snow during the period above mentioned.

Food for pack animals is scarce on the lower river, but in fair quantity from the summit plateau to near Teslin Lake.

I am indebted to Wm. Ogilvie, D.L.S., and C. W. Hayes for information obtained from their reports regarding the route described as far as the divide, and from my own observations of the sloping ground near that point to Teslin Lake.

TRAIL—STIKINE RIVER TO TESLIN LAKE, B. C.

Should it be considered advisable to construct a trail from the Stikine River, a short and good route, with few undulations, and over which fast time may be made, would be to start from Shakes Creek or Glenora, on the Stikine River, and up the right side of the Stikine Valley to the higher benches, thence through Telegraph Creek Pass and down the slopes of Arthur Creek to a crossing point on the Tahltan, below the present ford, where a bridge 100 feet long (in short spans and on piles or bents), will be ample, I do not think that ice or logs run to any extent in this stream, which is too deep and swift to ford during several months of the open season.

From the Tahltan crossing the trail should be carried with as light ascent to gravel benches and sloping ground and, again descending, continue for eight miles along base of hills to the Kokesti divide, thence up the North fork to its head, in Level Mountain, and over a low summit to the head waters of Doo-de-dontooya, thence along foot of slopes of Level Mountain (and on the east side of Mosquito and Koshin valleys), to the Nahlin River, which would no doubt require to be bridged in a manner as described for the Tahltan. From the Nahlin River the route should continue along the east side of the valley to Teslin Lake, thus securing firm gravelly ground with slight undulations, and crossing the few streams encountered, where small and in defined courses. It would pass through and near good grazing grounds.

A trail constructed on the above course will be about 175 miles in length, and will cost from \$100 to \$250 per mile, according to its completeness and capacity to stand the wear and tear incidental to a large amount of travel, and as it is likely that the travel will be heavy, with many more animals passing over than the local "feed" to be found by the way will sustain, "cache" houses should be erected at reasonable intervals in which packers doing business on the route may store feed and grain. The trail should also be constructed in a substantial manner.

In bush or scrubby land the clearing should be at least ten feet in width, and the moss and turf removed for the entire width, that the sun's rays, light and air may the more rapidly dry up the moisture, and thus help to preserve the road.

The trail base should be at least four feet wide on level or gently sloping ground, and formed, as far as possible, on a natural foundation from cuttings, and the material removed, if not required for embankments near by, should be "wasted" clear of and below the elevation of base. A trail so constructed will ensure good footing on ground so compact as not to be churned into holes, ruts and mire, in wet weather, or so loose and friable that the water discharged from the clouds or the hill side above will wash it out, or form guttering channels in its line.

Soft, marshy ground or swales should be logged, brushed and top-dressed with coarse, gravelly material or broken stone, care being taken to make ample provision for the passage of water, with ditches above leading to the openings and an off-take ditch to carry the water away from them. Streams should be sufficiently bridged as their dimensions demand. Smaller streams can be economically spanned by structures formed of round logs, which are to be found where required. They should be finished with a path of coarse gravel or broken stone, held in place by side timbers, securely fastened to the cross pieces below.

Where fords are practicable they should be adopted (as the pack animals require water) and care should be taken to see that they have easy and firm approaches, such crossing places should be freed from boulders and other obstructions to the safe passage of animals, and flatted side logs should be provided for the passage of pedestrians.

A trail as above described can be built in two months or less from time of commencement, provided that arrangements are made at an early date for men, supplies and transport.

Various other routes might be referred to, but as the country generally has the same characteristics it seems unnecessary to describe them, and as developments occur and localities demand, so trails as above described may be built in a rapid manner.

WAGON ROAD—STIKINE RIVER TO TESLIN LAKE, B. C.

A wagon road may be constructed on the general course referred to for a trail but with a slight addition in length due to the fact that it should be carefully located with gradients not exceeding 5 per cent and these only at unavoidable points.

The clearing should be made at least 25 feet in width, and the moss, &c., removed from the area to be occupied by embankments, and from the slope above side hill cuttings.

The road should have a base of at least 12 feet, and, where made on ground sloping transversely, be formed two-thirds in cutting. Passing places should be provided.

To thoroughly sustain heavily loaded wagons the bridges should be designed and built on a more substantial plan than suggested for a trail.

In other respects where applicable, the mode advised for trail construction may be followed.

A substantial road can be built on the above route between the points mentioned in 90 days from time of commencement, for a sum not exceeding \$1,400.00 per mile.

Routes to the Yukon.

Cost and maintenance of a mule train on route between Stikine River and Teslin Lake, also estimate of season's results in packing a round trip distance, of say 300 miles, light one way, and allowing that the beasts be well fed and cared for:—

Cost of pack train consisting of 50 animals large, young and strong with "rigging," &c., complete. Delivered at Telegraph Creek	\$3,750 00
Interest on and depreciation of outfit at 15 p.c. per annum	562 50
Feed—75 tons chopped stuff at \$40.	3,000 00
Feed—40 tons hay at \$15	600 00
1 herder and general man, per annum	600 00
1 foreman packer, 7 months at \$150 (rates paid in 1897)	1,050 00
3 ordinary " " \$75 (do)	1,575 00
1 cook for " 6 months at \$60 (do)	360 00
Food for 5 men " season	400 00
Repairs to rigging, shoes, &c	300 00
Total	\$8,597 50

RESULTS.

Allowing four animals for packers' use, two out of service, one carrying kitchen and food for packers, and three distributing food along trail, &c., leaving forty paying pack animals.

Estimating that eight round trips be made in the season, each animal carrying 300 lbs. paying cargo.

300 x 40 — 12,000 x 8 — 96,000 lbs. at 9c. per lb. or net cost	\$8,640 00
Season's profit at 12c. per pound	\$2,880 00

The above mule train would thus only be able to convey one year's food supplies and outfit for 48 prospectors; therefore, if a large number pass over this route, more animals will be required to transport them than can find food along the trail, therefore it is obvious that a supply of grain, &c., will have to be distributed along the trail and cached, in readiness for feeding when the grass gives out or is destroyed by fire or frost.

Assuming that one person consumes 4 lbs. of food per day and the charges therefor are as under:—

1½ lbs. bacon at 13½ cts.	20 cts.
1½ lbs. Flour at 3¼ cts.	5 "
½ lb. Beans	2 "
½ lb. Sugar, tea, apples, &c.	10 "
	37 cts.
Freighting from Victoria or Vancouver to Stikine River	4 "
" Stikine to Teslin, 12 cts	48 "
	89 cts.

PERMANENT WAY.

MATERIALS, &c., required for One Mile of Railway Track, &c., in position on formation.

	\$	cts.
Steel rails, 56 lb. per l. yd., 88 tons, \$30		2,640 00
Angle plates, 2 ft. long, 18 lbs. each, 176 joints, 4 bolt holes, 704 plates at 18 lbs., 12,600 lbs. at 2 cts		252 00
Bolts, $\frac{3}{4}$ in., round, oval neck, 1 lb. each, 1,408 lbs. at $3\frac{1}{2}$ cts.		49 28
Spikes, $5\frac{1}{2}$ x $\frac{3}{8}$ in., 6,000 lbs. at $2\frac{1}{2}$ cts.		150 00
Ties, spaced, 2 ft., centre to centre, 3 ft. 6 in. by 8 in. face, 2,640 at 25 cts		660 00
Washers, vulcanite		25 00
		3,776 28
Tracklaying, per mile	\$ 250 00	
Ballasting, per mile, 2,000 cubic yds. at 40c.	800 00	
		1,050 00
Total		4,826 28
Steel rails, 70 lbs., 110 tons at \$30		3,300 00
Angle plates, 30 lbs., 704 plates, 21,120 lbs. at 2 cts		422 40
Bolts (6 bolts) 1 lb. each, 2,108 lbs. at $3\frac{1}{2}$ cts		73 98
Spikes, $5\frac{1}{2}$ x $\frac{3}{8}$ in., 6,500 lbs. at $2\frac{1}{2}$ cts.		162 50
Ties, 2,640 at 25 cts.		660 00
Washers.		25 00
		4,643 88
Tracklaying, per mile	\$ 250 00	
Ballasting, 2,000 cubic yds. at 40 cts.	800 00	
		1,050 00
Total		5,693 88

Cost of constructing One Mile of Roadbed.

LIGHT WORK.

	\$	cts.
Clearing, 9 acres at \$25		225 00
Close cutting, 2 acres at \$35		70 00
Grubbing, 2 acres at \$50		100 00
Earthwork, 15,000 yds. at 25 cts.		3,750 00
Rockwork, 1,000 yds. at \$1		1,000 00
Structures		800 00
Engineering, \$600; stations, &c., \$150; water supply, \$150; telegraph line, \$110.		1,010 00
Sidings		350 00
		\$7,305 00
Contingencies 10 per cent.		730 50
		\$8,035 50
Permanent way (Light rails, 56 lbs)		\$4,826 28
Total		\$12,861 78

Routes to the Yukon.

Cost of constructing One Mile of Railway.

MEDIUM WORK.

	\$ cts.
Clearing 9 acres at \$20	180 00
Close cutting 2 acres at \$30	60 00
Grubbing $\frac{1}{2}$ acre at \$50	25 00
Earthwork, 20,000 cubic yards at 25cts	5,000 00
Rock work, 20,000 do \$1	20,000 00
Structures	1,000 00
Engineering, \$700; telegraph, \$110; stations, &c., \$150; water supply, \$150	1,110 00
Sidings	400 00
	27,775 00
Contingencies 10 per cent.	2,777 50
	30,552 50
Permanent way (heavy rails, 70 lbs)	5,693 50
Total	36,246 00

HEAVY WORK.

	\$ cts.
Clearing 9 acres at \$25	225 00
Close cutting, 3 acres at \$35	105 00
Grubbing, 2 acres at \$60	120 00
Earthwork: 4 ft. bank, 15 ft. base, 3,000 ft., 9,330 c. y. at 25c	2,332 50
Rock work: 5 ft. cut, 22 ft. base by $\frac{1}{4}$ to 1 slope, 2,300 ft., 10,350 c. y. at \$1	10,350 00
Structures	1,000 00
Engineering, \$700; telegraph lines, \$110; stations, etc., \$150	1,110 00
Water supply, \$150	400 00
Sidings	400 00
	15,642 50
Contingencies, 10 per cent.	1,564 25
	17,206 75
Permanent way (light rails, 56 lbs)	4,826 28
Total	22,033 03

Stikine River Section—30 Miles.

CLASSED AS MEDIUM.

	\$ cts.
30 miles of railway line complete at \$22,000	660,000 00
Dock siding and freight house	6,000 00
Bridge over river	80,000 00
Total	746,000 00

Whole Section, Stikine River to Teslin Lake.

	\$ cts.
30 miles as above	746,000 00
125 miles, light, at \$13,000	1,625,000 00
30 miles, heavy, at \$36,000	1,080,000 00
23 miles, medium, at \$22,000	506,000 00
208 miles, say \$19,000 per mile—	
Grand total	3,957,000 00
Rolling stock as per list.	

STIKINE RIVER AND TESLIN LAKE, B.C.

ESTIMATE FOR ELECTRIC RAILWAY.

Length—165 miles.

Five power stations complete with hydraulic plant, &c.	}	\$2,850,000 00
Twenty large cars, fitted with 4 motors each		
Railway line fitted with feed and other wires, &c.		
Dynamos and "boosters"		
Railway line-light rail.		
Wharf at each end, also freight houses		
Two construction engines and 40 cars		

ANNUAL COST OF OPERATION.

For six months	\$ 55,000 00
Interest and depreciation on cost \$2,850,000 at 10 per cent.	285,000 00
Total	\$ 340,000 00
Say 3 steamers plying on Stikine, bringing on average 100 prospectors per day for 4 months—12,000 passengers—	
165 miles rail haul at 5 cents per mile—\$8.25	\$ 99,000 00
And $\frac{1}{3}$ of a ton of freight per man—9,000 tons at \$50 per ton	450,000 00
Expenses as above	\$ 549,000 00
	340,000 00
Profit and loss	<u>\$ 209,000 00</u>

STIKINE-TESLIN LAKE ROUTE, B. C.

As the cost of freighting is of interest in this connection, the undernoted statement may be of value, but it must be borne in mind that it is based on the assumption that the animals are supplied with food for the greater part of the year, whereas it is likely that those working on this route would be removed at the end of the season to a locality where they could be kept in the open and without expense except for the wages and keep of a herder.

Calculated cost of mules, wagons, &c., delivered at, say, Glenora, food and expenses, for a season's work of six months, teaming between above points—150 miles each way, returning light:—

Ten large team mules, delivered, \$100 each	\$1,000 00
Ten sets harness, &c., \$25 each	250 00
Wagons, tent, kitchen, &c.	500 00
Total cost of plant	\$1,750 00
Interest and depreciation, 15 per cent.	\$ 262 50
Keep of animals, 6 months=180 days; each animal 16 pounds hay and 10 pounds oats per day; 10x16=160x180=28,800 pounds hay at \$40 per ton*	\$576 00
10x10=100x180=18,000 pounds oats at \$40 per ton	360 00
Teamster, 6 months, at \$75	450 00
do do food at \$15	90 00
do boy and food	125 00
Repairs and shoes, &c.	150 00
	<u>1,751 00</u>
Total	<u>\$2,013 50</u>

Say, 10 trips in season, each of 3 tons net=30 tons=\$2,013.50 ÷ 30=\$67.12 per ton.

Cost per ton	\$67 12
Government toll on, say, road=one-half cent per pound	10 00
Total, per ton	<u>77 12</u>

= 3.856 cents per pound.

*As a considerable quantity of green "feed" is to be had *en route* during the greater part of the season, the amount of hay may not be required.

Routes to the Yukon.

Food and other supplies required by one man for one year's maintenance in the Yukon District.

FOOD SUPPLIES.

400 lbs. flour (Hungarian), at 3¼c	\$ 13 00
500 do bacon, at 13½c	67 50
50 do oatmeal	1 80
50 do pilot bread	2 00
100 do beans (Bayo), at 3c	3 00
40 do evaporated apples, at 6¼c	2 60
10 do do onions, at 40c	4 00
40 do do potatoes, at 25c	10 00
10 do tomatoes	2 50
40 do split peas, at 2½c	1 00
40 do rolled oats, at 3¼c	1 30
50 do sugar (granulated), at 5¼c	2 63
13 do tea, at 25c	3 25
10 do green coffee, at 25c	2 50
20 do salt, at 1c	0 20
1 do pepper	0 40
½ do mustard, at 40c	0 20
½ do spices, at 60c	0 30
2 do baking soda	0 40
1 doz. Johnson's Extract of Beef, 4 oz., at \$4.50 per doz.	4 50
3 lbs. soup vegetables, at 33c	1 00
3 do lime juice tablets, at 30c	0 90
1 tin matches	1 00
1 box candles	1 75
Baking powders in tins	10 00
10 bars soap, at 50c., 4 at 50c.	1 00
½ doz. condensed milk, at \$2 per doz.	1 00
10 lbs. currants and raisins	0 80
Gross weight, say 1,600 lbs.	\$ 140 53

In packing food or other supplies, boxes should, as far as possible, be avoided, and sugar, flour, beans, etc., in addition to the ordinary sacking, be placed in canvas bags. Packages should not be over 30 inches in length, and 14 to 16 inches in diameter, and not more than 50 lbs. in weight.

I also add a list, with cost, of articles which one prospector should take with him to ensure comfort, and the means of making his venture a success in paying ground.

If prospectors form parties, a saving in articles, cost and transport charges may be made per man proportionate with the numerical strength of each party.

ARTICLES required for Boat, Sluice and House Building; also for Prospecting and Placer Mining:—

1 pocket (magnetic) compass	\$ 1 00
2 lbs. quicksilver	1 25
2 gold pans	1 50
1 shovel (round point, solid back)	1 25
1 Pick (steel points, medium weight, two handles)	1 50
1 hammer (3 lbs. and one handle)	0 70
*1 chopping axe (3½ in., 2 handles)	1 00
*1 do (2½ or 3 inches)	1 00
*1 hand axe with claw handle	0 50
*1 small handle—each for x cut and rip	2 00
*1 single x cut saw, 4 feet	2 00
*1 single whip saw and handle light	3 50
*1 eye augur, each ½, ¾, 1½ and 2 inches	3 00
*1 Jack plane	0 75
*1 spoke shave, round and flat	0 50
*1 doz. awls—assorted sizes	0 15
*½ doz. gimlets	0 25
*½ doz. pack needles	0 15
*½ lb. twine (pack)	0 15
*1 ball heavy twine	0 50
*200 ft. ¼-in. rope	0 75
*100 ft. ¼-in. rope	1 00
	\$ 24 40

The articles marked thus * in above list are sufficient for a party of six.

ARTICLES required for Boat, Sluice and House Building ; also for Prospecting and Placer Mining :—*Continued.*

6 lbs. wire nails, each 2-inch and 3-inch.....	\$ 0 60
2 do do 1-inch and 1½-inch.....	0 40
1 file for each kind of saw (4).....	0 60
2 mill saw files, 12-inch, for sharpening axes, &c.....	0 25
1 small whetstone.....	0 15
1 sheet emery cloth each, medium and fine.....	0 12
1 chisel each ¾-inch, 1-inch, and 1½-inch.....	1 25
1 common rule.....	0 20
1 lead pencil.....	0 05
1 drawknife.....	0 50
3 lbs. caulking cotton for boat.....	0 75
3 lbs. caulking pitch, mixed, for boat.....	0 50
2 pairs rowlocks for boat.....	0 75
1 sheet iron stove with oven and pipes.....	7 00
1 nest of tin kettles.....	1 75
1 tin teapot.....	0 40
2 bread pans.....	0 60
2 wash basins (one for bread).....	0 30
1 butcher knife, 9-inch.....	0 25
1 coffee mill.....	0 75
2 frying pans, 10-inch.....	0 40
1 iron fork.....	0 10
3 iron spoons, long ladle, 12-inch.....	0 25
6 tin plates.....	0 25
3 tin bowls.....	0 21
1 tin cup.....	0 10
3 tin teaspoons.....	0 05
3 tin table spoons.....	0 10
3 pairs knives and forks.....	0 75
6 yards cotton for dish cloths, &c.....	0 50
2 canvas buckets, 2-gallon.....	3 00
	<hr/>
	\$22 88

The tools enumerated above, also tin kettles and buckets, ample for a party of six—spoons, plates, &c., for a party of three.

PERSONAL EFFECTS.

1 pair gum boots.....	\$ 5 00
1 do long, 12 leather boots.....	3 50
1 do heavy laced boots.....	3 50
1 do do slippers.....	1 00
1 do rubbers.....	1 00
1 do do gloves.....	1 25
1 do woollen mitts.....	0 50
1 do goggles, smoked glass.....	0 50
1 do snowshoes and thongs.....	5 00
1 do moccasins.....	1 25
2 suits woollen clothes.....	30 00
1 heavy overcoat.....	10 00
2 drill shirts.....	3 00
2 pair canvas and blue jean trousers.....	3 00
3 pairs heavy woollen socks.....	1 50
2 do medium do.....	1 00
2 do knickerbocker stockings.....	1 20
2 suits heavy woollen underclothes.....	4 00
2 do medium do.....	4 00
1 felt (soft) hat.....	1 50
1 heavy knit cap with ear banflap for winter use.....	0 50
1 necktie.....	0 50
1 woollen comforter.....	0 50
1 pair woollen mitts.....	0 50
1 do braces.....	0 50
2 skeins black linen thread.....	0 10
2 do white do.....	0 10
2 do light drab linen thread.....	0 10
2 papers needles to suit.....	0 10
2 darning needles.....	0 06
1 hank each black and white yarn.....	0 20
An assortment of buttons.....	0 10
1 buckskin.....	1 00
1 pound babiche for snowshoes.....	0 25
	<hr/>
	\$87 21

Routes to the Yukon.

PERSONAL.

1 tent, 6 ft. x 8 ft., 10 oz. duck with 2 ft. wall (good for two men)	10 00
1 dunnage bag, 30-in. x 16-in. diameter, canvas	1 00
1 do do do oiled	1 25
1 tarpaulin (10 oz.) 6 ft. x 8 ft. (do for boat sail and for bed)	3 00
1 oiled cotton tarpaulin, 6 ft. x 6 ft.	1 50
2 pairs blankets, 4 points and bag for ditto	18 00
1 small looking glass	0 15
2 towels	0 50
1 towel, bath	0 50
1 comb	0 10
1 brush, each, teeth, 25c.; hair, 75c.	1 00
1 doz. (3 grs.) quinine pills	0 25
1 box anti-bilious pills	0 25
1 small roll sticking plaster tape	0 25
1 do lint	0 10
2 bottles painkiller	0 40
2 bottles Jamaica ginger	0 30
1 small bottle chlorodyne	0 25
1 pot vaseline	0 25
1 scissors, ordinary	0 25
	\$39 30
1 gill net, 3 lbs., say 50 ft. long, 3-in. or 3½-in. mesh when stretched	3 00
150 ft. deep sea line for ditto	0 50
3 doz. assorted eye fish hooks	0 20
3 short common fishing lines	0 10
2 trowing lines, 100 ft. each	0 60
2 trowing spoons	0 80
2 extra triple hooks, heavy for "gigging" fish	0 15
1 lb. sheet lead	0 07
1 lb. buckshot	0 07
1 rifle, light, say 44	15 00
50 do cartridges, bullet	1 50
50 do do shot	1 50
1 straight knife, wooden handle, blade 6-in. long	0 25
1 light belt and sheath for knife	0 50
	\$24 24
Total	\$338 56

The above articles are sufficient for a party of six.

RETURN

[30a]

Showing approximate amount of gold taken out of the Yukon District from 1886 to 1897, inclusive.

By Order.

R. W. SCOTT,
Secretary of State.

GOLD PRODUCT OF YUKON DISTRICT (CANADA).

The estimated value of the gold obtained in the Yukon district of Canada, from 1885 to 1897 (both inclusive), is given in the following table. From the beginning of mining, in 1880 or 1881 to 1884, inclusive, it is supposed that the aggregate output may have been \$62,000.

The figures given in the table are those which have been employed in the several years in the mineral returns of the Geological Survey, modified in a few cases by subsequent information, but it must be understood that they are at best merely rough approximations. There has, up to the present time, been no recognized method of obtaining statistics in the district, or of ascertaining in regard to gold exported by the river, how much was derived from Canadian, and how much from Alaskan placers.

1885	}	\$100,000
1886		
1887.....		70,000
1888.....		40,000
1889.....		175,000
1890.....		175,000
1891.		40,000
1892.....		87,500
1893.....		176,000
1894.....		125,000
1895.....		250,000
1896.....		300,000
1897.....		2,500,000
Grand total since 1886.....		\$4,038,500

GEORGE M. DAWSON,
Director, Geological Survey.

Feb. 12th, 1898.

C O P Y

(30b)

Of the following papers :

- No. 1. Particulars of the standard and gauge of the Kaslo and Slocan Railway.
- No. 2. Of proposal of J. Wesley Allison, representing a syndicate for construction of Skagway and Lake Bennett and Dawson City Railway.
- No. 3. Of a proposal from a syndicate represented by Lord Charles Montagu, Mr. Clarence H. Mackay, and Mr. H. Maitland Kersey, for construction of railway from Stickine River to Teslin Lake.
- No. 4. Of letter to Minister of the Interior, dated 22nd January, 1898, from Mr. H. Maitland Kersey.
- No. 5. Of letter to Minister of the Interior, dated 23rd January, 1898, from Mr. H. Maitland Kersey.

By Order.

R. W. SCOTT,
Secretary of State.

 No. 1.

OFFICE OF THE DEPUTY MINISTER AND CHIEF ENGINEER,
OTTAWA, ONT.,

Extract from the sworn return of the Kaslo and Slocan Railway, dated 4th October, 1897, and made to the Department of Railways and Canals, in accordance with the Railway Act, and under oath of the president and secretary.

Length of line.....	31·8 miles.
Length of sidings.....	8,450 feet.
Weight of rail per yard.....	45 pounds.
Radius of sharpest curve.....	193 feet.
Number of feet per mile of heaviest gradient.....	171·6 feet.
Gauge of railway.....	3 feet.

Under the authority of the Act of Parliament of Canada, 49 Vic., chap. 37, sec. 24, Revised Statutes of Canada, 1886, I certify the foregoing to be a true copy of the original thereof, which is in my custody and charge as secretary of the Department of Railways and Canals.

OTTAWA, 14th Feb., 1898.

L. K. JONES, Secretary.

No. 2.

Copy of proposal from Mr. J. Wesley Allison, representing a Canadian and British Syndicate for the construction of a railway from Skagway or Dyea to a point on Lake Bennett, and thence to Dawson City, a distance of about five hundred and forty miles.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior, Ottawa.

The memorial of the undersigned J. Wesley Allison, of the city and district of Montreal, financial agent, humbly presents :—

That your petitioner is the representative of a strong Canadian and British syndicate, who are anxious upon being granted concessions to co-operate with your Government by the building of railways and other means of transportation in that part of the Dominion of Canada north and above Skagway in British Columbia, and further north so far as the requirements of the country may demand.

1. They propose to build a line of railway from Skagway or Dyea to a point on Lake Bennett, which they respectfully represent as the only feasible route which can be constructed in the immediate future to be of service for the handling of the large volume of business sure to offer during the season of 1898. From this latter mentioned point they desire by means of suitable boats to navigate the waters of Lake Bennett and through the connecting rivers and by water and overland where necessary build a route, in all of five hundred and forty (540) miles or thereabout to Dawson City.

It is proposed that this route should follow the following known points passing through Lake Bennett to and through Lake Levarge, from thence to Hootalinqua river down the Lewes river to Fort Selkirk, and from thence by the Yukon to Dawson City.

Further, to construct by means of railways and boat facilities a line of communication from a point at or near Fort Selkirk, thence along the Pelly river and its navigable tributaries to Francis Lake, and thence along the Liard river into the Great Slave Lake, thence along the waters of the Slave, Athabasca, Peace and Pembina rivers with their navigable tributaries to the boundary line of British Columbia on the west and Athabasca Landing on the south. Further along the pack trail and wagon road proceeding in a northerly direction from Athabasca Landing to Francis Lake.

That your petitioners propose to immediately construct a wagon road from Glenora to the foot of Teslin Lake, and to provide boats and barges for the navigation of Teslin Lake and the Hootalinqua, Lewes and Yukon rivers, which your petitioners state is the only means of developing the country during the year eighteen hundred and ninety-eight, and until such time as supplies necessary for the construction of heavier works can be introduced into that country.

That your petitioners should have the right to charge such toll for the use of said wagon road and upon a schedule of tolls as they may hereafter decide.

That your petitioners ask for no assistance or subsidy for the building of said wagon road, but as fast as the said company constructs its railway from the boundary of the North-west Territories along the border of Teslin Lake and up the Hootalinqua river, it shall be entitled to obtain patents of alternate sections of twenty-four miles square of the unceded lands belonging to the Government for each ten miles of road constructed along the valley of the Pelly river, with all the mining and mineral rights and timber thereupon, until the full and final completion of the road to Selkirk; in other words, as the construction of the road from the boundary between British Columbia and the North-west Territories up to Fort Selkirk progresses, the allotment of alternate sections shall be earned along the valley of the Pelly river, the construction of each ten miles of completed railroad entitling the company to alternate sections of twenty-four miles square.

That, as the road is constructed along the Yukon valley towards Dawson City, the company for each complete ten mile section of the railway shall have the right to

Kaslo and Slocan Railway.

sections of twenty-four miles square, in so far as the unoccupied lands in the said territory will permit of, and if the unoccupied lands along the said Yukon valley are insufficient to provide the full land subsidy hereinbefore provided for, shall then have the right to choose its said sections, or such balance thereof as may remain, elsewhere in the North-west Territories, as may be decided upon by it.

That as the railway is constructed along the Pelly river towards Great Slave Lake, such lands as have not been conceded as land concessions for the construction of the road along the Hootalinqua and Lewes rivers, as hereinbefore specified, shall be allotted and patents issued therefor as each ten mile section of the road is built, and if, when in the construction of the said road, all of the alternate sections have been taken up, then and in that case, the company shall have the right to locate necessary to make up the remainder, at such other place or places in the North-west Territory as it may select.

That it is to be understood that in all cases all concessions of lands granted to or earned by the company shall vest in it, the title to said lands and all mining and minerals rights, timber rights, water powers and all the incidents of ownership, subject to the provisions hereof.

That your petitioners are prepared to make satisfactory arrangements by which bona fide miners or settlers will have the right to locate and work mining concessions upon any of the property conceded to your petitioners, and on the payment of reasonable royalties to your petitioners, of which royalties your petitioners are prepared to pay a fair percentage to the Government.

That your petitioners are prepared to satisfy the Government that they are able to carry out the undertaking.

And your petitioners, as in duty bound, will ever pray.

Dated at Montreal, this 30th day of December, 1897.

J. WESLEY ALLISON.

No. 3.

Copy of a proposal from a Syndicate represented by Lord Charles Montagu, Mr. Clarence H. Mackay and Mr. H. Maitland Kersey, for the construction of a railway from a point at or near Glenora on the Stickine River, to a point at the head of Teslin Lake, an approximate distance of one hundred and fifty miles.

POSTAL TELEGRAPH-CABLE COMPANY,
253 BROADWAY, POSTAL TELEGRAPH BUILDING,
NEW YORK, 20th December, 1897.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior, Ottawa.

SIR,—I have the honour to submit a memorandum of agreement which my syndicate, represented by Lord Charles Montagu, Mr. Clarence H. Mackay and myself, is prepared to enter into with the Government of the Dominion of Canada, for the development of adequate means of transportation from a point on the Pacific coast to the interior of the Yukon country, and I would beg to recall the conversation which I had the pleasure of having with yourself in Ottawa, on Friday, the 10th instant.

It is understood that the Government of Canada and the Government of British Columbia desire to develop at the earliest possible moment a British-Canadian route between some point on the Pacific coast and the territory known as the Yukon.

It is believed that the earliest available route on the above lines is by means of the Stickine River, from a point at or near Glenora to a point at the head of Teslin Lake, a distance of approximately 150 miles.

It is believed that all that will be required in the first instance will be a wagon road over this distance.

It is believed that a railway may also prove to be necessary and available over the same route, but that this cannot be decided until further information as to the value of the country, and the inducement to settlement is at the disposal of the Government and of our syndicate.

The syndicate, however, is prepared to undertake the construction of a wagon road, to be followed by a railway if required, and to devise all possible means of transportation for the requirements of miners and others who will be anxious to reach this country in the spring.

It is understood that the Government of the Dominion and British Columbia will both assist in this development.

It is proposed therefore that the Dominion Government should be asked to give the sum of \$1,000 per mile towards the construction of a wagon road, and not less than \$6,000 per mile towards the construction of a railroad, presupposing that the Government of British Columbia will further assist in the work.

The syndicate has made direct proposals to the Government of British Columbia.

With regard to the development of the waterways north of Teslin Lake, the proposal of the syndicate is to provide means of communication for the whole of the section of country from Teslin Lake to Fort Selkirk and Dawson City by means of the Hootalinqua and Lewes rivers.

It is proposed to provide all necessary means of water transportation by steamboats owned and sailing under the British flag on the rivers above mentioned, to provide trading posts, stores with miners' outfits, goods and supplies.

The hurried development of all the above means of transportation in order to provide for the large number of people to be handled in the spring, involves an especial expenditure and immediate action, while presenting great difficulties. The character of the work to be done and the nature of the country to be traversed, as the syndicate have taken means to ascertain, is such as to call for the expenditure of large sums of money. The work will have to be commenced at once and carried on rapidly in the winter time, and must be thoroughly done in order to stand the rush of travel which soon will be upon it.

The syndicate desires at certain points along the rivers alluded to to be deeded absolutely blocks of 1,500 acres of land at points to be afterwards determined, for the purpose of erecting and maintaining trading stores and centres, the principal one of which would be at Fort Selkirk, where it is understood the Government has established their central military post.

In pursuance of its intentions the syndicate has already secured wharf sites, timber and grazing lands at the head of Teslin Lake and is at the present moment constructing steamboats, barges, small boats, a saw-mill and other buildings on the spot, placing themselves, it is believed, in the position of being the *only* parties who, some two months before the navigation of the Yukon is open, will be capable of carrying passengers and stores in to the Yukon territory by direct means of water transportation.

In addition to the above, we believe that it may later be to the advantage of the Dominion to secure the construction of a line of railway from some point at or near Pyramid Harbour, on the west shore of the Lynn Canal, northerly to Fort Selkirk. This will furnish a route of great value to the Dominion in competition with the all-water routes and will be the quickest, cheapest and easiest for the traffic. The syndicate will be prepared to undertake with the Government the construction of this line of railway when the Government desire to grant aid in the construction thereof.

We are prepared to make arrangements satisfactory to the Government by which *bona fide* miners or settlers will have the right to locate and work mining concessions upon any part of the property conceded to the syndicate, and on the payment of reasonable royalties to the syndicate, of which royalties the syndicate will be prepared to pay a fair percentage to the Government.

Kaslo and Slocan Railway.

The syndicate will proceed with the work above alluded to with all possible despatch and subject to any reasonable conditions which the Government may see fit to impose, and will also be prepared to modify their proposition with respect to the proposed railway as subsequent surveys and developments may necessitate.

The syndicate will further be willing to negotiate with the Government for the development of the Edmonton-Peace river route.

I believe Sir Wilfrid Laurier has received from London satisfactory assurances of the strength and power of my syndicate to carry out any agreement we may enter into.

I have the honour, sir, to remain,

Your obedient servant,

H. MAITLAND KERSEY.

No. 4.

OTTAWA, 22nd January, 1898.

The Honourable CLIFFORD SIFTON,
Minister of the Interior, Ottawa.

DEAR MR. SIFTON,—With reference to our conversation of last evening, I communicated fully by cable last night both to Devonshire House and Chatsworth the ideas of the Government as I understand them with regard to the construction of the railway between Glenora and Teslin.

Saturday, as you are aware, is a difficult day to transact business in London, but as I had already prepared my friends for the message which was sent last night, I have every hope of receiving an answer at any moment, and that I shall be able to lay before you a definite and favourable proposition for the construction of the work within a few hours.

I advised London that the Government requested a definite decision to-day, but that in any event they would not wait after Monday. I shall therefore be in the position to either make you a definite offer not later than Monday or to withdraw entirely in favour of other applicants. I am now having the proposal drafted on the lines of my cable so as to save every possible moment. As I advised you yesterday, we have a fleet of boats building on the coast, including two steamers and numerous small boats on Teslin Lake itself, the engines and boilers for these boats and a saw-mill being sent in over the snow, and I have further a full equipment of men, sleighs, etc., under an experienced man who knows the trail, waiting in Victoria at the present moment for news to come of the taking of the ice on the Stikine River in order that they may proceed to open up the trail.

I understand that we shall have to guarantee the construction of the road by the 1st of September, putting up a deposit, and I have so advised London.

Thanking you for your courteous attention.

I am, yours faithfully,

H. MAITLAND KERSEY.

No. 5.

OTTAWA, 23rd January, 1898.

The Honourable CLIFFORD SIFTON,
Minister of the Interior.

SIR,—With reference to the offer which I made to you on behalf of my syndicate in early December, and to the conversation which I had the pleasure of having with you on Friday last, in relation to the construction of a wagon road and railway from

Glenora to Teslin Lake, I have to advise you, after consultation with London, that we deem it inadvisable to make a further offer to the Government which would of necessity involve the guaranteed completion of the line by the 1st of September next, and which offer would have to be based on a land grant unaccompanied by any cash subsidy.

I have to thank you for so kindly postponing action, to enable me to communicate with my friends in England, and have the honour to remain

Your obedient servant,

H. MAITLAND KERSEY.

RETURN

(30c)

TO AN ORDER OF THE HOUSE OF COMMONS, dated 22nd February, 1898, for copies of all papers respecting any proposal made by Mr. Hamilton Smith for the construction of a railway towards the Yukon.

By Order.

R. W. SCOTT,

Secretary of State.

OTTAWA, 14th February, 1898.

To the Right Honourable

Sir WILFRID LAURIER, K.C.M.G., Premier.

SIR,—In connection with several London associates, we have made application to the present parliament for a charter for a railway from Lynn canal by the Chilcat pass to a point on the Lewes river, just below Rink rapids. As I find upon my late return from London that your government has made a provisional contract, which, if carried out, would prevent any charter being granted to myself and associates, I beg leave to submit the following statements and propositions :—

My associates and myself have for many years been connected with the Treadwell mine and other gold mines on the coast of Alaska, so that we have been specially familiar with that northern country. Last year, at our instance, Mr. Henry Bratnober was sent on an exploring expedition from Lynn canal to Dawson, with instructions to see what route was best adapted for the construction of a railway from the coast to the unobstructed waters of the Yukon. He returned via the so-called Dalton trail from Rink rapids by Hootchei and Dalton's post, to Pyramid harbour, noting elevations, distances and the character of the country. He was, we are informed, the second white man who had passed over the entire length of this line. His report to us was so favourable as to the many advantages of this route that as soon as your Minister of the Interior returned from the west, I approached him, through a mutual friend, offering to build in the year 1898 a substantial railway from Pyramid harbour to Rink rapids, with no cash subsidy, but with a reasonable land grant covering mineral rights. At the time, I referred by authority to several of the largest financial firms in London, showing that our ability to build such a line was beyond question.

The answer I received was, that the government might prefer the Stikine-Teslin route; to this I replied, that, in my judgment, which I felt sure, from my familiarity with the country, was correct, the Stikine line had practically no value as a commercial route, and that no sane capitalist would invest a penny in it, but, of course, if the government would give the right assistance, we would build the line, while disclaiming any responsibility for its value when constructed.

Doubtless these informal negotiations were communicated to the cabinet.

In this connection allow me to state that no offer to build the line was made, for the house of N. M. Rothschild & Sons, as has been stated in the House of Commons.

I was then compelled to go to London, and just before leaving on my way back to Canada, was surprised to hear by cable that a contract was being arranged with other

parties, and that myself and friends were not offered the opportunity of making a tender. This seemed to us strange, considering the financial strength of the names I had given as being shareholders of our proposed company, and as we were the pioneers of the Dalton route and had given the government full information as to its advantages.

It is now, I believe, admitted by almost all persons conversant with the subject, that the Dalton line is the most favourable of any route yet proposed, but with your permission I will contrast it with the Stikine-Teslin line.

The Stikine line commences at Fort Wrangel on acknowledged territory of the United States, but with certain treaty rights as to the navigation of the Stikine, thence about 150 miles up that river, which some times from low water and other times from floods, is difficult of navigation, so much so that your engineer, Mr. W. T. Jennings, in his report of 11th January, 1898, advises the construction of a railway from Little Cañon up the Stikine 54 miles, to a point where the line will leave the river. The Stikine, he states, is generally open for navigation 5½ months; my information is that in some seasons it is closed fully seven months.

I gather from Mr. Jennings' report that he advises the following route:—

	Miles.
Fort Wrangel by boat to Little Cañon on Stikine.....	96
Little Cañon by rail up Stikine.....	54
Stikine Crossing by rail to Koketsi	59
Koketsi by rail to Lake Mo-a-de-le (crossing divide 3,840 feet above sea level)	14
Lake Mo-a-de-le by rail to southern end Lake Teslin (lake 2,400 feet above sea level).....	118 or 124
Along Lake Teslin to deep water by rail.....	10
From deep water Lake Teslin to its discharge by boat	50½
Teslin Lake to junction Hootalinqua and Lewes by boat.....	139½
Down Lewes from junction Hootalinqua to Rink rapids by boat (elevation Rink rapids 1,600 feet above sea)	135
Total distance.....	676 miles.
Of which 96 miles are by boat up Stikine.	
255 “ rail to Lake Teslin.	
325 “ boat to Rink rapids.	
676 miles.	

My information is that at times in certain seasons the Hootalinqua is not navigable for steamboats of any size, and so occasionally portages would have to be made. Lake Teslin is not open for more than about five months, owing to its elevation of 800 feet above Rink rapids, it doubtless is not open as long as the lower part of the Lewes river. Below the junction of the Hootalinqua with the Lewes boats must pass through the swift water of the Five Finger rapids, and also through Rink rapids.

Now contrast such a route, involving at least two breaks of carriage, with our proposed Dalton trail. In the latter we start from a point on deep water, at an admirable harbour, open at all times to the largest steamers afloat; where the ships will be moored at a pier alongside the railway trains; this harbour very possible may be in Canadian territory; then with a grade which can be kept at 2 per cent to the coast range summit 3,070 feet above sea, and then with easy grades and lower elevations, to the Lewes River where boats drawing five feet can go down at all times, when the river is open, to Dawson City or even to near the Yukon Flats.

By the Stikine-Teslin line the distance is 676 miles open only five months in the year, and uncertain at that. By the Dalton line the distance by our survey is 288 miles all rail, and the line can be kept open the year through. (Mr. Jennings states this distance to be 245 miles.)

Hamilton Smith Proposal.

On behalf of my associates I now offer to build a well equipped narrow gauge line on the Dalton route to be completed the present year, and so constructed that it can be readily changed to a broad gauge line in the season of 1899, upon the condition that the government will give no new charter for railways from Lynn canal in the next five years ; will authorize for that term proper traffic rates ; and will give us a subsidy of one million acres of land on the same general terms as the provisional contract before spoken of.

Or, if the government insists upon the Stikine line also, we will build a light railway for the Stikine and a substantial one on the Dalton line for a concession of two million acres. From Mr. Jennings' report one infers that the land grant in the provisional contract will be from 4,500,000 to 5,000,000 acres for the Stikine line alone.

We have devoted much time and considerable expense to this affair, having had a detailed survey made of our proposed line up to the coast summit. The standing of the London gentlemen, I represent, is also, as you doubtless have been informed, of the very highest ; so I hope this communication will meet with the careful attention of your cabinet.

I have the honour to remain,
Yours very respectfully,

HAMILTON SMITH.

I inclose a copy of our first map, which was shown to the Minister of the Interior last year.

H. S.

PRIVY COUNCIL, CANADA,
OTTAWA, 19th February, 1898.

Sir WILLIAM VAN HORNE,
General Manager C.P.R., Montreal.

DEAR SIR WILLIAM VAN HORNE,—On the 15th instant I received from Mr. Hamilton Smith a letter, as to the statements of which I would desire to communicate with you.

Mr. Smith, in his letter, makes the following assertions :

“My associates and myself have for many years been connected with the Treadwell mine, and other gold mines on the coast of Alaska, so that we have been especially familiar with that northern country. Last year, at our instance, Mr. Henry Bratnober was sent on an exploring expedition from Lynn Canal to Dawson, with instructions to see what route was best adapted for the construction of a railway from the coast to the unobstructed waters of the Yukon. He returned via the so-called Dalton trail from Rink rapids by Hootchei and Dalton's post, to Pyramid harbour, noting elevations distances, and the character of the country. He was, we are informed, the second white man who had passed over the entire length of this line. His report to us was so favourable as to the many advantages of this route, that as soon as your Minister of the Interior returned from the west, I approached him, through a mutual friend, offering to build in the year 1898 a substantial railway from Pyramid harbour to Rink rapids, with no cash subsidy, but with a reasonable land grant covering mineral rights. At the time, I referred by authority to several of the largest financial firms in London, showing that our ability to build such a line was beyond question.

“The answer I received was, that the government might prefer the Stickine-Teslin route to this. I replied, that in my judgment, which I felt sure from my familiarity with the country was correct, the Stikine line had practically no value as a commercial route, and that no sane capitalist would invest a penny in it, but, of course, if the government would give the right assistance, we would build the line, while disclaiming any responsibility for its value when constructed.

“Doubtless these informal negotiations were communicated to the cabinet.”

The Hon. Mr. Sifton, to whom I gave immediate communication of this letter, stated that the above assertion was altogether untrue. I thereupon invited Mr. Hamilton Smith to meet me this morning in my office, and he accordingly met me there in presence of a few of my colleagues, and then, in answer to our inquiries, stated that you were the mutual friend who had communicated between him and Mr. Sifton.

Under such circumstances, I would feel obliged if you would let me know at your earliest convenience, whether, as is claimed by Mr. Hamilton Smith, you can corroborate his statement.

Believe me, as ever,
Dear Sir William,
Yours very sincerely,
WILFRID LAURIER.

RIDEAU CLUB,
OTTAWA, 18th February, 1898.

Rt. Hon. Sir WILFRID LAURIER, G.C.M.G.,
Ottawa.

DEAR SIR WILFRID,—In reply to your inquiry of this date, I beg leave to say that I have never communicated to the Hon. Mr. Sifton or anybody else any proposition from Mr. Hamilton Smith concerning the building of a railway towards the Yukon district, nor had I authority from him to make any proposition.

Faithfully yours,
W. C. VAN HORNE.

RIDEAU CLUB,
OTTAWA, 18th February, 1898.

To the Rt. Hon. Sir WILFRID LAURIER, G.C.M.G.,
Premier.

SIR,—In view of the strongly expressed opposition to a subsidy of mineral lands with power to the concessionaire of selection in very many different localities, I beg leave to amend my proposition of the 14th instant, as follows:—

If a charter is granted to myself and associates not later than the 10th of March next, we will agree in the present year to build a substantial railway of three feet gauge (so constructed that it can afterwards be easily changed to a standard gauge) from Pyramid harbour to the foot of Rink rapids, a distance of about 288 miles, on condition that the government will give no new charter for railways from Lynn canal in the next five years; will authorize for that term proper traffic rates, and will give us a grant in fee simple (covering mineral rights) of alternate sections of one mile square for a distance of ten miles on each side of the railway from the 60th parallel of latitude to the northern terminus at Rink rapids; this grant would embrace a length of about 195 miles, and, being at the rate of 6,400 acres per mile of railway, would amount to say 1,248,000 acres.

In this connection I may state that very little prospecting for gold has been thus far done in this locality.

Permit me again to call your attention to the fact that the *ocean* terminus of this Dalton line is nearer Dawson City than the *northern* terminus of the proposed Stikine line.

BY DALTON ROUTE:

	Miles.
Pyramid harbour to Rink rapids by rail.....	288
Rink rapids to Dawson by large boats.....	225
	—
	513

Hamilton Smith Proposal.

BY STIKINE ROUTE :

	Miles.
Southern end Lake Teslin to mouth of Hootalinqua.....	60½
Hootalinqua River to its junction with Lewes.....	139½
Lewes river from Hootalinqua to Rink rapids.....	135
Rink rapids to Dawson City.....	225
	<hr/>
	560

If Mr. Jennings' advice be carried out, that the railway should be extended ten miles north of end of Lake Teslin, the distance from inner terminus of Stikine line to Dawson would be 550 miles, or thirty-seven miles further than from Pyramid harbour to Dawson.

Or, if the government still insists on Stikine line alone, we will build that on same general terms as the provisional contract with Messrs. Mackenzie & Mann, for one million acres, but without the right of lateral or end extensions of the blocks of land.

The government is, I believe, informed as to our financial ability to execute such work, but if there are any doubts as to this, a cable or so to London will speedily give the desired information.

I have the honour to remain, yours very respectfully,

HAMILTON SMITH.

SUPPLEMENTARY RETURN

(31)

To an ADDRESS of the SENATE, dated the 9th April, 1897, for a Statement showing for each Department of the Civil Service the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof and of such persons not in the Civil Service employed by the Government in any Department since the 13th July, 1896, and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of and grounds for such removal, and the length of notice given to the persons removed, and the amount of superannuation or gratuity granted, if any ; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place thereof, or as a consequence of any such removal.

By order.

R. W. SCOTT,
Secretary of State.

Names of Postmasters removed from office since the 13th July, 1896, and the person appointed to succeed them.
(*Motion of Senator Kirchhoff.*)

Name of Post Office.	Province.	Name of Postmaster Removed.	Date of Removal.	Cause of Removal.	Salary of Office.	Name of New Postmaster.
Westmount.	Que.	F. D. McCall.	July 31, '96	Non-residence of postmaster	\$360.	Miss M. F. McCall.
Beach Meadows	N.S.	Henry Wentzel.	Sept. 1, '96	Refusal of postmaster to carry out official instructions.	\$16.	Edward Corkum.
St. Pierre Montmagny	Que.	Mrs. E. W. Dionne.	3, '96	Offensive political partisanship.	\$200 (including forward)	George Garné.
St. Agnes de Dunlées.	"	D. C. Dineen.	1, '96	Inconvenient situation of post office.	\$40.	Thos. Rowley.
Port Lewis.	"	Jos. Genier.	9, '96	Unsuitable location	\$16.	Samuel Carson.
Lost River.	"	M. Bethune.	14, '96	Inconvenient situation	\$20 (including forward)	Alex. Fraser.
Priceville.	Ont.	John McArthur.	11, '96	Cancellation of appointment—considered to have been improperly made.	\$236	Miss M. A. A. Brown.
St. Agnes de Charlevoix.	Que.	Juste Pilote.	15, '96	Cancellation of appointment	\$16.	Joseph Gaudreault.
Pont Viau	"	D. Joron.	15, '96	Inconvenient situation of post office.	\$20.	Arthur Primeau.
East Aldfield.	"	C. V. Casault.	15, '96	"	\$12.	Charles Drotte.
Weissenburg.	Ont.	Ignatz Schlosse.	18, '96	Unsatisfactory management of post office.	\$16.	Andrew Stefried.
Big Bank	N.S.	Donald Smith.	21, '96	Incompetence of postmaster	\$12.	Hector McNeill.
Magenta.	Que.	Jacques Fourmier.	24, '96	Offensive political partisanship.	\$12.	Treffle Robert.
Ste. Louise.	"	H. Potvin	30, '96	Neglect of duty, mis-delivery correspondence.	\$96.	Joseph Blanchet.
Ste. Adelaide de Pabos	"	D. Duguay.	20, '96	Offensive political partisanship.	\$116 (including night duty.)	Naraisse Goulet.
Cedars	"	A. M. Bissonnette.	Oct. 1, '96	"	\$220.	J. O. Guilletier.
St. Anne des Monts.	"	A. J. Sasseville.	1, '96	"	\$136 (including night and forward.)	Joseph Thibeau.
Mont Louis.	"	Jos. Lemieux.	1, '96	"	\$236.	Louis Letourneau.
St. Alexandre de Kamouraska.	"	R. Fortin.	1, '96	"	\$40.	Mrs. Andre Onellet.
St. Ferdinand	"	P. A. Palleter	Sept. 30, '96	Intemperance of postmaster and neglect of duty.	\$326 (including forward)	Mme. Emma R. Pelletier.
Bartonville.	Ont.	R. T. Gould.	25, '96	Cancellation of appointment—considered to have been improperly made.	\$60.	W. J. Gage.
Metabeuchouan	Que.	L. Desbiens.	28, '96	Offensive political partisanship.	\$152 (including forward)	J. Gauchier.
Lyster.	"	F. X. Cote	Oct. 1, '96	"	\$164.	J. B. Houle.
Black Lake.	"	A. Blondau.	1, '96	"	\$300 (including forward)	Edouard Beaudoin.
Rishorough.	"	A. Richard.	2, '96	Inconvenient situation of post office.	\$16.	Edouard Beaudoin.
Westfield.	N.B.	Geo. Watters.	Sept. 30, '96	Cancellation of appointment—considered to have been improperly made.	\$100 (including forward)	Mrs. Agnes A. Nasse.
Ferndale	"	D. H. Bannister	Oct. 1, '96	Inconvenient situation of post office.	\$10.	Hiram W. Bishop.

Civil Service Removals.

Margaree Harbour.	N.S.	J. P. McFarlane	"	2, '96	Offensive political partisanship.	\$180 (including forward).	W. S. Lawrence.
Feb'ron.	"	Charles Cahan.	Aug.	24, '96	"	\$290.	Samuel A. Bain.
St. Joseph du Lac.	Que.	St. Joseph Legault.	Sept.	29, '96	"	\$36.	V. Desjardins.
La Baie	"	J. L. Belcourt.	"	24, '96	"	\$362 (including night duty and forward).	François Belisle.
Tremblay	"	L. N. Tremblay.	"	23, '96	"	\$96.	Onésime Harvey.
Chambord	"	Job Bilodeau.	"	28, '96	"	\$108 (including night duty and forward.)	Luc Boily.
Jonqueres.	"	Jos. Brassard	"	28, '96	"	\$163	Onésime Brassard.
Bagotville.	"	A. Simard	"	23, '96	"	\$52.	Etienne Leveque.
Pasteur.	"	X. Lesourd.	"	23, '96	"	\$34 (including forward)	Jos. Tremblay.
Escuminac	"	Jos. Doherty.	Oct.	1, '96	"	\$288	Donald Campbell.
Pierreville	"	U. Comtors.	"	5, '96	Cancellation of appointment in order to restore to office Mrs. Boucher who had been unjustly dismissed.	"	Mrs. S. G. Boucher.
Delisle.	"	F. Larouche.	"	5, '96	Offensive political partisanship.	\$28.	Alfred Gagné.
Grande Baie	"	J. Gauthier.	"	7, '96	"	\$152 (including night and forward).	Jonny Tremblay.
St. Amour	Ont	H. St. Amour	Oct.	6, '96	Offensive political partisanship.	\$36	J. B. Ravary.
Causapcal.	Que.	Alfred Blais.	Sept.	29, '96	Offensive partisanship.	\$72	Nazare Garon.
Father Point	"	Jean Heppel	Oct.	6, '96	Offensive political partisanship.	\$108 (including forward)	Peter Rouleau.
Notre Dame de Rimouski.	"	J. B. Corbin	Sept.	29, '96	"	\$62	J. E. Belanger.
St. Anaclet.	"	Ovide Couture.	Oct.	6, '96	"	\$72	S. Z. Coté.
St. Flavie	"	Leon Langlois	"	29, '96	"	\$50	Jos. Lavoie.
St. Felicité	"	H. Gagnon	Sept.	29, '96	"	\$88 (including night duty)	Bruneau Fremont.
St. Gabriel de Rimouski.	"	Auguste Caron.	"	29, '96	"	\$40	A. Leblanc.
Sayabec	"	H. Boulay	"	29, '96	"	\$72	Théophile Bouchard.
Ste. Luc Station.	"	P. Tremblay	Oct.	6, '96	"	\$130 (including night and forward duty).	J. B. Danjou.
Oka	"	Cy. Chaurette	Sept.	28, '96	"	\$120	U. Forget.
Cap St. Ignace.	"	Jos. Boesnotte	"	29, '96	"	\$180	Narcisse Lavoie.
Isle aux Grues.	"	Louis Lavoie.	"	29, '96	"	\$40	Fenelon Vézina.
Chapleau.	Ont	H. L. Nicholson	"	30, '96	Irregularity in post office accounts.	\$382 (including night duty and rent).	P. Mulligan.
Port Daniel Centre.	Que.	Thos. Enright	Oct.	3, '96	"	\$68 (including night duty)	Edward Sweetman.
St. Godfrey	"	S. Lebrasseur	"	7, '96	"	\$40	Jeremiah Sullivan.
Ruscon Station	Ont.	J. D. Mathers	"	6, '96	"	\$80	Robt. McNaughton.
Cape Cove.	Que.	Jas. Baker.	"	8, '96	Offensive political partisanship.	\$172 (including night duty).	John Savage.
Shigawake	P.E.I.	J. Poirier	Sept.	26, '96	Inconvenient situation of post office.	\$82	Joseph Hayes.
Belfast.	"	Martin Martin.	"	"	"	\$150 (including forward duty).	Mrs. Je-sie McDonald.
Farran's Point.	Ont	Geo. Kerr	Oct.	16, '97	Unsatisfactory management of post office duty.	\$90 (including forward duty).	Robt. S. Sheets.
Wales	"	Jos. Kerr	"	16, '97	"	\$410 (including forward duty).	John D. Colquhoun.
Oswald	Man	Ed. de Laroque.	"	20, '97	Postmaster sentenced for forgery	\$40	Geo. Stodkell.
St. François Xavier de Viger.	Que.	F. Castonguay	"	23, '97	Incompetence of postmaster	\$16	Guillaume Caron.
Stonewall.	Man	Mrs. E. H. Rutherford	"	23, '97	Offensive political partisanship on part of postmistress's husband.	\$531 (including forward duty and rent).	Ira Stratton.

NAMES of Postmasters removed from office since 13th July, 1896, &c.—Continued.

Name of Post Office.	Province.	Name of Postmaster Removed.	Date of Removal.	Cause of Removal.	Salary of Office.	Name of New Postmaster.
St. Sébastien de Beauce	Que.	Louis Paradis, jun.	Oct. 26, '97	Inconvenient situation of post office.	\$120	J. Lacombe.
Chaudière Curve	"	Ed. Lafontaine	" 28, '97	Offensive political partisanship.	\$72 (including duty).	Emmanuel Routhier.
St. Camille	"	J. H. Crepeau	" 28, '97	"	\$140	F. C. Gingras.
St. Euscache	"	Philias Gauthier	" 30, '97	Offensive political partisanship.	\$264 (including duty).	Oliver Paquette.
Mansonville	"	D. A. Manson	" 31, '97	Cancellation of appointment—considered to have been improperly made.	\$260	W. R. Oliver.
River Joseph	"	Thos. White	Nov. 2, '96	Inconvenient situation of post office.	\$12	Arthur Roy.
St. Paul de Chester	"	A. Lafontaine	" 4, '96	Unsatisfactory management of post office.	\$100	Anedee Dionne.
D'Israël	"	Jos. E. Rheault	" 4, '96	Offensive political partisanship.	\$300 (including duty).	S. E. Adam.
Denison's Mills	"	T. Bonhill	" 5, '96	Inconvenient situation of post office.	\$44	Wm. S. Denison.
Oakwood	Ont.	J. Sheridan	" 6, '96	Abandonment of office by postmaster.	\$210	A. O. Hogg.
Sailor's Hope	P. E. I.	F. Macdonald	Nov. 6, '96	Offensive political partisanship.	\$12	A. McDonald.
Belleisle Creek	N. B.	W. A. Fowler	" 6, '96	"	\$40	W. H. Henderson.
St. Alphonse	Que.	F. N. Trudeau	" 6, '96	"	\$35 (including duty)	Alexis Delpe.
Maniwaki	"	Chas. Logue	" 6, '96	"	\$216	Jas. P. Kavanagh.
Grand Fonds	Que.	Mrs. V. Dufour	" 9, '96	Inconvenient situation of post office.	\$10	Mrs. C. D. Otis.
Ste. Cunegonde	"	G. M. Ducharme	" 10, '96	Offensive political partisanship.	\$820 (including rent)	Chas. F. Forlier.
Maisonneuve	"	H. Bellerose	" 12, '96	Inconvenient situation of post office.	\$200	M. Lepine.
Elgin Road	"	A. St. Pierre	" 12, '96	Offensive political partisanship.	\$12	S. Duval.
Knowlton	"	R. N. England	" 13, '96	"	\$664 (including duty and rent).	Fred. A. Knowlton.
Millington	"	Aylmer Place	" 13, '96	"	\$44 (including duty).	Thos. Vaughan.
St. Jean, Port Joli	"	H. H. Fournier	" 13, '96	Cancellation of appointment—considered to be improperly made.	\$168	Jos. Palletier.
Douglasstown	"	L. Bossé	" 14, '96	Inconvenient situation of post office.	\$102 (including night duty).	T. B. Rider.
Fitch Bay	"	J. A. C. Gage	Jan. 1, '97	Offensive political partisanship.	\$130	August Johnson.
Virginia	Ont.	John Kay	Nov. 16, '97	Inconvenient situation of post office.	\$24	Moses F. Parks.
Village Richelieu	Que.	N. D. D. Besette	" 18, '96	"	\$72	Z. Hensbee.
Californis	N. B.	John Langley	" 19, '96	"	\$10	"
Half Island Cove	N. S.	W. S. Diggan	" 19, '96	"	\$28 (including night duty)	"
Salem	"	A. W. Kinney	" 23, '96	Offensive political partisanship.	\$144	Mrs. Nettie Seaman.

Civil Service Removals.

South Ohio.....	Wm. Crosby.....	"	23, '96	"	"	"	\$120 (including forward duty).	Thos. Eldridge.
St. Roch L'Achigan Berthier (en bas).....	John Dealongchamps C. Bouffard.....	"	23, '96	"	"	"	\$96	Jos. A. Mercier. Gilles Joncas.
St. Paul du Buton Mercier.....	M. St. Pierre Agance Mercier.....	"	23, '96	"	Cancellation of appointment—to have been improperly made.	"	\$52	Zeph. Gagné. Paul Toupin.
Chester Nord. Matane.....	Mrs. A. Lebel Geo. L. Palfeter.....	"	23, '96	"	Inconvenient situation of post office.	"	\$10	Joseph Prince. (Octave Dionne.
Helena.....	Chas. B. O'Reilly Noel Fortin.....	"	27, '96	"	Inconvenient situation of post office.	"	\$56	Joseph Tallon. Etienné Martel.
Midland. Lower Ridge. New Town.....	A. M. Sherwood John C. Ferry A. S. Pearce.....	"	28, '96	"	Offensive political partisanship.	"	\$20	Wm. Sharps.
Nauwigewauk.....	W. H. Dodge.....	"	28, '96	"	"	"	\$12	D. H. Keith.
Butternut Ridge. Springfield.....	Chas. J. Keith J. A. S. Kierstead.....	"	28, '96	"	"	"	\$38 (including forward duty).	A. S. Mace. Sam'l Perry.
Dunkin. Perry's Point. Les Eboulements.....	Asa Leach S. P. Lamb Chas. E. Tremblay.....	Que.	28, '96	"	Neglect of duty on the part of postmaster.	"	\$30	R. G. Crowell.
Granby.....	J. L. Dozois.....	Que.	2, '96	"	Offensive political partisanship.	"	\$12	B. A. Fiewelling. Jos. Tremblay.
St. Remi de Tingwick. Roxham. Wallington Station. Ftna. Stony Island.....	J. C. Champagne W. C. Kingsbury F. J. Arseneault M. Dawson A. C. Ross.....	"	5, '96	"	Unsatisfactory management of post office.	"	\$48	Geo. F. Payne.
St. Boniface.....	Mrs. J. Marion.....	Man.	4, '96	"	Offensive political partisanship of P. M.'s husband.	"	\$59 (including forward duty and rent).	A. Leveque.
Nictaux South. Macnider. St. Damase de Rimouski. Dunmore.....	F. H. Smith L. Rousseau A. Lamontagne J. C. McIntosh.....	N.S. Que. N.S.	9, '96	"	Inconvenient situation of post office.	"	\$10	Jacob Banks. M. Bélanger. Jos. Turcotte. Hugh McGillivray.
Huntingville. Somerset. Sadowa. St. Leon. Beaubien. Canso.....	C. Ives F. B. J. Nichols Thos. Hart A. Garneau Nap. Dugal J. J. McKenzie.....	Que. Ont. Man. Que. N.S.	9, '96	"	Offensive political partisanship to have been improperly made.	"	\$22	Myron L. Hunting. W. M. Rand. Wm. Reid. L. Vaurdin. J. S. Bernard. A. M. Roberts.
Rosenfeld.....	Jos. Burke.....	Man.	22, '96	"	Non-residence of postmaster.	"	\$112 (including forward duty and rent).	Alex. Acheson.

NAMES of Postmasters removed from office since 13th July, 1896, &c.—Continued.

Name of Post Office.	Province.	Name of Postmaster Removed.	Date of Removal.	Cause of Removal.	Salary of Office.	Name of New Postmaster.
Bic	Que.	J. Colclough.....	Dec. 23, '96	Unsatisfactory management of post office	\$330 (including night duty).	Alfred Parent.
Wallace	Ont	Miss B. Markle.....	" 24, '96	Unsuitable location of post office.....	\$56.....	Louis Gobel.
Tamworth.....	"	Daniel E. Rose.....	" 28, '96	Cancellation of appointment—considered to have been improperly made.	\$448 (including forward duty and rent).	Jas. Aylsworth.
Aylmer, West	"	D. H. Price.....	" 28, '96	"	\$1,390 (including forward duty and rent).	F. A. Ashbough.
Kinbrae	Assa.	W. H. Minhinick.....	" 29, '96	Offensive political partisanship.....	\$24.....	Gideon Smith.
Sunmer.....	"	Jas. Sumner.....	" 29, '96	"	\$56.....	Wm. Cosgrave.
Sutton, West.....	Ont	J. R. Bourchier.....	" 29, '96	Unsatisfactory management of post office	\$455 (including forward duty and rent).	Hy. Treloar.
Consecon.....	"	J. A. Johnson.....	" 29, '96	Inconvenient situation of post office.....	\$212 (including forward duty).	Jas. Baird.
Alder River	N.S.	Jno. Chisholm.....	" 31, '96	"	\$12.....	Jas. Bowles.
Erinville	"	John Kelly.....	" 31, '96	"	\$12.....	Wm. Mackinnon.
North Intervale	"	W. G. Atkins.....	" 31, '96	"	\$12.....	Jas. Ferguson.
St. Pacôme.....	Que.	F. Michaud.....	" 31, '96	Offensive political partisanship.....	\$140.....	Luc Lizotte.
St. Julie de Verchères	"	Elie Bordua.....	" 31, '96	"	\$44.....	Dr. Z. Malo.
McArras Brook	N.S.	A. McGillivray.....	Jan. 4, '97	"	\$14 (including forward duty).	Ronald McDonald.
Broughton Station	Que.	Jas. McGee.....	" 5, '97	Non-residence of postmaster.....	\$192 (including night duty).	Dr. A. Pichette.
Larry's River	N.S.	F. A. Mahoney.....	" 5, '97	Cancellation of appointment—considered to have been improperly made.	\$24.....	E. B. Pelrine.
Collina.....	N.B.	Mrs. Mary Folkins.....	" 7, '97	Political partisanship and a absence of postmaster from duty.	\$108.....	C. Chamberlain.
Les Fonds.....	Que.	Jos. Garneau.....	" 8, '97	Inconvenient situation of post office.....	\$24.....	Chas. Bergeron.
Terence Bay	N.S.	S. G. Slauwhite.....	" 13, '97	Non-residence of postmaster.....	\$12.....	Ed. Wheatley.
Annapolis	"	Harvey West.....	" 14, '97	Cancellation of appointment—considered to have been improperly made.	\$836.....	G. A. Hardwick.
Beauharnois.....	Que.	A. Dautre.....	" 15, '97	Offensive political partisanship.....	\$508.....	Octave Laurin.
Goshen.....	N.S.	J. D. Sinclair.....	" 16, '97	Inconvenient situation of post office.....	\$20.....	Alex. Sinclair.
St. David de Lévis.....	Que.	Mrs. Julie Halle.....	" 16, '97	Misconduct of postmaster tampering with mails.	\$44.....	Joseph Halle.
Spencerville	Ont	Andrew Carmichael.....	" 16, '97	Offensive political partisanship.....	\$220 (including forward duty).	Geo. Fairbairn.
Hopefield	P. E. I.	Angus McPhee.....	" 18, '97	Change in site of office.....	\$12.....	Mark H. Bonnell.

Civil Service Removals.

Gawood	Que.	Stephen Knox	"	18, '97	Inconvenient situation of post office.	\$12	(Geo. Foster.
Waterford	N.B.	J. J. McAfee	"	18, '97	"	\$40	Andrew McAfee.
Rimouski	Que.	Samuel Côté	"	18, '97	Mismanagement of office and robbery of registered letters.	\$792 (including night duty, forward and rent)	H. Lepage.
Northfield	B.C.	Isabella R. McMann	"	18, '97	Inactivity of postmaster to callers at office.	\$140	Duncan S. McDonald
Greenvale	P.E.I.	Jos. McDonald	"	19, '97	Inconvenient situation of post office.	\$10	(George Mooney.
South Wiltshire	"	Thos. Yeo	"	19, '97	Non-residence of postmaster	\$12	John McDougald.
Sté. Anne de Sorel	Que.	Ed. Latraverse	"	19, '97	Offensive political partisanship.	\$20	Appmt. not yet made
Petite Matane	"	Pierre Marquis	"	28, '97	"	\$92 (including night duty)	Mrs. Aèle Guay.
Dalibaire	"	Pierre Verrault	"	28, '97	"	\$30	Thos. Cruselet.
Grosses Roches	"	Jos. Ross	"	28, '97	"	\$12	F. Tremblay.
Cap à la Baleine	"	Jos. Boudier	"	28, '97	"	\$14 (including night duty)	Cyrille Pelletier.
Hartney	Man	J. H. Hartney	"	28, '97	"	\$556 (including forward and rent.)	John Blair.
Griswold	"	Geo. Lindsay	"	28, '97	"	\$686 (including night duty, rent and forward duty.)	A. E. Hill.
Sheffield	Ont.	Smith Willard	"	28, '97	Neglect of postmaster to attend personally to duties of office.	\$440 (including forward and rent.)	W. A. E. Bond.
St. Joseph de Beauce	Que.	Jos. Poirier	"	28, '97	Offensive political partisanship.	\$12	Mrs. P. J. Doran.
Carter's Point	N.B.	A. A. Whelpley	Feb.	6, '97	Inconvenient situation of post office.	\$12	Fred. Wood.
Greenfield, Col.	N.S.	Edward Sisson	"	6, '97	Offensive political partisanship.	\$16	(Geo. P. Hart.
		R. McKenzie	"	10, '97	Prolonged unauthorized absence of postmaster.	\$76	Mrs. R. McKenzie.
St. Marguerite de Dorchester	Que.	J. B. Cadrin	"	10, '97	Inconvenient situation of post office.	\$24	Louis Laflamme.
Little Islands	P.E.I.	A. Smith	"	10, '97	Unsuitable location of post office.	\$66	Laehlin Currie.
Buxton	Ont.	J. Gilhula	"	11, '97	Neglect of postmaster to attend personally to duties of office and offensive political partisanship.	\$60	B. G. Burke.
Port George	N.S.	R. G. Anderson	"	26, '97	Removal of postmaster from the place.	\$22 (including night duty.)	Mrs. A. Elliott.
Bernadette	Que.	Mrs. F. X. Belanger	"	12, '97	Unsatisfactory management of post office.	\$1,392	A. Frechette.
Moscomin	Asss	Jos. Daniel	"	12, '97	Offensive political partisanship.	\$16	John G. Donald.
St. Marcel de L'Islet	Que.	Thos. Fouchette	"	12, '97	Offensive political partisanship.	\$34	Pierre Pelletier.
Garnau	"	J. B. Pelletier	"	12, '97	"	\$24	Alfred Lepage.
St. Joseph de Lepage	"	P. Plante, jun	"	12, '97	"	\$96	Mrs. G. Dumais.
Lac Métapsedia	"	Jos. Smith	"	15, '97	"	\$40	Jos. Gosselin.
Sté. Monique des Deux Montagnes	"	D. Leonard	"	16, '97	"	\$60 (including forward)	Fred. Giroux.
Asnaguac	N.B.	G. H. Davidson	"	16, '97	"	\$24	A. E. Saunders.
Bismarck	Ont.	John Sundry	"	17, '97	Inconvenient situation of post office.	\$120	F. R. Olmsted.
St. Raphael East	Que.	Phil. Gauthier	"	17, '97	Offensive political partisanship.	\$80	Jean Labrecque.
La Fayette	"	Eph. Côté	"	17, '97	"	\$30	F. Larochelle.
Stanley Bridge	P.E.I.	A. J. McNeill	"	18, '97	Default of postmaster in his post office accounts.	\$160	John McLeod.
St. Cuthbert	Que.	C. N. Paquin	"	18, '97	Inconvenient situation of post office.	\$14	L. P. A. Roberge.
Carunnook	Ont.	D. Harrison	"	18, '97	"	\$46 (including forward)	Jas. Moffatt.
Burnbrae	"	Alex. Donald	"	18, '97	"	\$172	Wm. Fry.
Hampton	N. B.	W. J. Flewelling	"	18, '97	Offensive political partisanship.	\$172	A. W. Hicks.

Names of Postmasters removed from office since the 13th July, 1896, &c.—Continued.

Name of Post Office.	Province.	Name of Postmaster Removed.	Date of Removal.	Cause of Removal.	Salary of Office.	Name of New Postmaster.
St. Magloire	Que.	Pierre Tanguay	Feb. 18, '97	Offensive political partisanship	\$36	Elzéar Garant.
Buckland	"	M. Bernard	" 18, '97	"	\$36 (including forward)	New apmt. not yet made.
Strange	Ont.	W. L. Brown	" 18, '97	Non-residence of postmaster	\$40.	"
St. Leon	Que.	U. Chevalier	" 19, '97	Offensive political partisanship	\$80.	Philippe Lesage.
North East Harbour	N.S.	E. W. Perry	" 19, '97	Inconvenient situation of post office	\$32 (including forward)	F. P. Greenwood.
Birchtown	Que.	J. S. Harris	" 19, '97	"	\$32	Rosewell Brown.
Garlaant	Que.	Mrs. A. Laroche	" 19, '97	Destruction of post office by fire and inability of postmaster to find suitable premises.	\$12.	Jos. Dallaire.
Dablon	Que.	Guil. Larouche	Feb. 19, '97	Offensive political partisanship	\$52	Jos. Potvin.
Murray Harbour Road	P. E. I.	A. McDonald	" 22, '97	"	\$16	A. McKinnon.
Wood Islands, North.	"	D. Crawford	" 22, '97	"	\$16	Jno. McMillan.
Kinross	"	David Ross	" 23, '97	"	\$22 (including forward)	James Gillis.
St. Valerien de Rimouski.	Que.	Jean Moisan	" 24, '97	"	\$30	Mrs. Jos. Rioux.
St. Antoine de Lotbiniere.	"	A. Bergeron	" 25, '97	"	\$96 (including night duty and forward)	R. Breton.
Leclercville.	"	Danase Beaudet	" 26, '97	"	\$80	A. Parrot.
Allandale.	N. B.	D. Connolly	" 27, '97	Inconvenient situation of post office	\$12	D. W. Doherty.
Lakeville Corners.	Que.	Emery Briggs	" 27, '97	"	\$12	Alfred Randall.
St. Bonaventure	Que.	O. Salois	" 27, '97	Offensive political partisanship	\$84	Alma Letandre.
Val des Bois	"	B. David	Mar. 2, '97	Inconvenient situation of post office	\$20	Chas. Morin.
Elkhorn	Man.	J. McLeod	" 4, '97	Unsatisfactory management of post office	\$702 (including rent, night duty and forward)	New appointment not yet made.
Pinewood.	Ont.	E. Treau	" 4, '97	Unsuitable location of post office	\$20	Mrs. R. Tilson.
Canning	N.S.	C. E. Borden	" 4, '97	Postmaster convicted of unlawfully selling liquor	\$470 (including rent and forward duty)	Chas. A. Dickie.
Port Mulgrave Station.	"	Mrs. R. Trites	" 4, '97	Change of site of office	\$242	Jno. F. Reeves.
Blmsdale	"	J. D. Scott	" 5, '97	Unsatisfactory management of office	\$200 (including forward)	Mrs. Ruth V. Reid.
Finehmont	"	A. McKenzie	" 5, '97	Inconvenient situation of post office	\$12	Wm. McInnis.
Tinehead	B. C.	R. S. McInglis	" 5, '97	"	\$20	D. M. Robertson.
Cap Sante	Que.	J. G. Morrisset	" 5, '97	Cancellation of appointment—considered to have been improperly made.	\$120	Louis Jacques.
St. Ubalde	"	P. C. Gravelle	" 5, '97	Cancellation of appointment—considered to have been improperly made.	\$110	Jos. Davis.
Portneuf	"	Jos. Marcotte	" 5, '97	Cancellation of appointment—considered to have been improperly made.	\$184	Mrs. J. H. Hamelin.

Civil Service Removals.

Grey's Mills	N.B.	R. E. Lyon	"	5, '97	Offensive political partisanship.	\$12	Wesley Patterson.
Coe Hill Mines	Ont	Robt. Waddington	"	5, '97	Incompetence of postmaster	\$188	R. S. Troy.
Upper Maugerville	N.B.	F. B. Shields	"	4, '97	Inconvenient situation of post office.	\$24 (including forward)	Emery Sewell.
Temperance Vale	"	G. T. Pinder	"	5, '97	Offensive political partisanship.	\$24	Gardiner Covey.
St. Mary's Vale	"	C. L. Estabrooks	"	5, '97	"	\$380 (including rent)	Elisha Vanwart.
Campbellton	"	A. D. Mackendrick	"	6, '97	"	\$1,060 (including rent and forward)	New appointment not yet made.
Boulogne	Que.	H. Dupuis	"	6, '97	Non-residence of postmaster	\$28	Jos. Conlombe.
Smith's Town	N.B.	W. B. Smith	"	6, '97	Inconvenient situation of post office.	\$12	Moses D. Smith.
Ellen's Town	"	D. Saunter	"	6, '97	"	\$12	Jas. Tweedie.
Dealhousie Junction	"	W. Jamieson	"	6, '97	"	\$40	Timothy Robinson.
Kingston (Kent)	"	Miss E. Harnett	"	6, '97	Unsatisfactory management of post office	\$492 (including rent and forward)	Martin Lanigan.
St. Louis Station	Que.	H. Laberge	"	8, '97	Non-residence of postmaster	\$28	New appointment not yet made.
Upper Nagnac	N.B.	W. McKnight	"	8, '97	Inconvenient situation of post office.	\$16	New appointment not yet made.
St. Nicholas	Que.	N. Laliberté	"	9, '97	Offensive political partisanship.	\$112 (including night duty and rent)	Miss E. Fecteau.
Hay	Ont.	Abel Walper	"	9, '97	Non-residence of postmaster	\$88	New appointment not yet made.
St. Jean de Dieu	Que.	J. D'Auteuil	"	9, '97	Offensive political partisanship.	\$32	Jos. Lirois
St. Epliege	"	A. Parent	"	9, '97	Non-residence of postmaster	\$40	Leo. Hamel.
River de Chute	N.B.	H. E. Miller	"	10, '97	Inconvenient situation of post office.	\$20	D. B. Baird.
Paspébiac	Que.	P. D. Loisel	"	10, '97	Irregularities in post office accounts.	\$560 (including night duty and forward)	New appointment not made.
Spry Bay	N.S.	W. C. Henley	"	11, '97	Offensive political partisanship.	\$62 (including forward)	Gaspard J. Leslie.
Bergerville	Que.	Mrs. C. Petticlerc.	"	13, '97	Physical disability of postmaster.	\$120	Miss C. Petticlerc.
Sutton	"	Geo. H. Boright	"	13, '97	Offensive political partisanship.	\$436 (including rent)	Chas. H. Griggs.
St. Tite des Caps	Que.	Rev. J. L. Pérusse	"	15, '97	"	\$50 (including night duty)	Adolphe Paré.
Cartwright	Man.	T. S. Menary	"	16, '97	"	\$300	Andrew Loughlin.
Beausville	Ont.	W. D. Fairbrother	"	17, '97	"	\$566 (including forward and rent)	Alex. Allan.
Montebello	Que.	F. Major	"	18, '97	Unsatisfactory management of post office.	\$312	F. F. Aubry.
Upper Musquodobit	N.S.	J. S. Stewart	"	19, '97	Offensive political partisanship.	\$156 (including forward)	Jno. P. Robinson.
Burlington	"	A. C. Hall	"	22, '97	Inconvenient situation of post office.	\$22 (including forward)	Mrs. E. Rawding.
Ten Mile House	P.E.I.	J. Fitzpatrick	"	23, '97	"	\$10	Daniel Mullen.
Dalhousie	N.B.	H. A. Johnson	"	23, '97	Irregularities in post office accounts.	\$490 (including forward)	John A. Johnson.
Port Joli	N.S.	L. Robertson	"	25, '97	Inconvenient situation of post office.	\$22	Arch. Robertson.
Carleton	Que.	Jean Lefebvre	"	25, '97	Offensive political partisanship.	\$148	Jos. Boudreau.
Port Haney	B.C.	D. Dockstader	"	25, '97	Unsatisfactory management of post office.	\$150 (including rent)	Fred. Armstrong.
Trail	Ont.	E. S. Topping	"	25, '97	Neglect of duty of postmaster.	\$950 (including forward)	F. Brown.
Cobourg	Que.	Chas. Guillet	"	26, '97	Cancellation of appointment—considered to have been improperly made.	\$1,996 (including forward)	Alex. Pratt.
St. Charles de Caplan	Que.	T. Poirier	"	31, '97	Offensive political partisanship	\$68 (including night duty)	Louis Arsenault.
Pickering	Ont	Wm. Logan	April 2, '97	Affixing a signature without authority to a certain certificate.	\$372 (including rent)	\$372 (including night duty)	Richard A. Bunting.
St. Guillaume d'Upton	Que.	F. Maher	"	2, '97	Unsatisfactory management of post office.	\$304 (including forward)	Azilda Leclair.
Little Métis Station	"	Mrs. E. Burgoin	"	3, '97	"	\$88	Paul Warden.
St. Vallier	"	Eus. Bélanger	"	5, '97	Offensive political partisanship.	\$52	Arthur Lamarre.

NAMES of Postmasters removed from office since 13th July, 1896.—*Concluded.*

Name of Post Office.	Province.	Name of Postmaster Removed.	Date of Removal.	Cause of Removal.	Salary of Office.	Name of New Postmaster.
Earlton	N.S.	Alex. Baillie	April 5, '97	Offensive political partisanship.	\$56 (including forward)	New appointment not yet made.
Maple Lake	Ont.	Mrs. Cath. Melville	" 5, '97	Unsatisfactory management of post office.	\$24	Durlin DeMill.
St. Rose du Dégel	Que.	Hor. Lapointe	" 5, '97	"	\$68	Mrs. Alma Morel.
Milltown	N.B.	T. W. Butler	" 6, '97	Offensive political partisanship.	\$380 (including rent)	Chas. E. Casey.
Plumas	Man.	W. E. Hill	" 6, '97	Inconvenient situation of post office.	\$20	J. E. Birch.
St. Moïse Station.	Que.	Jos. Vaillancourt	" 8, '97	Offensive political partisanship.	\$56 (including forward)	Julien Mitehaud.
Anqui	"	Theodore Ross	" 8, '97	"	\$164	Louis A. Poullet.
Little River, East	"	John Baker	" 12, '97	Neglect of duty and offensive political partisanship.	\$44 (including night duty)	Sylvain Lencup.
Rogersville	N.B.	P. Thibodeau	" 12, '97	Immoral conduct of postmaster and irregularities in his accounts.	\$180	New postmaster not yet appointed.
Green Point	"	Wm. Devereaux	" 13, '97	Inconvenient situation of post office.	\$12	Geo. A. Fournier.
Economy Point	N.S.	Sam. G. Moore	" 13, '97	"	\$32	David S. McLaughlin.
St. Flore.	Que.	T. Marcotte	" 14, '97	Offensive political partisanship.	\$100	Honor. Rocheteau.
St. Dominique Station	"	S. Trotter	" 15, '97	Inconvenient situation of post office.	\$30 (including forward)	Jos. Royte.
Upper Branch	N.S.	A. Klock	" 15, '97	"	\$10	Enos Beck.
Mariapolis	Man.	C. H. Carbonneau	" 17, '97	Unsatisfactory management of post office and offensive political partisanship.	\$80	Calixte Laundry.
St. Adolphe de Howard.	Que.	W. Lajeunesse	" 20, '97	Inconvenient situation of post office.	\$12	P. D. Filion.
Newport	"	M. J. Ahern	" 20, '97	Intemperance of postmaster and offensive political partisanship.	\$40 (including night duty)	Jos. Cormier.
Carman	Man.	James Bruce	" 20, '97	Unauthorized absence of postmaster.	\$771 (including forward and rent).	New appointment not yet made.
St. Louis de Ha Ha	Que.	Alphonse Thibault	" 20, '97	Intemperance of postmaster.	\$52	"
St. Timothée	"	N. Seguin	" 20, '97	Unauthorized absence of postmaster.	\$100	"
Sudbury	Ont.	S. Fournier	" 20, '97	Irregularities in post office accounts.	\$398 (including night duty, rent and forward)	"
McCarthy.	N.S.	S. McCarthy	" 26, '97	Inconvenient situation of post office.	\$12	Malcolm McLeod.
Willoughby	Sask.	A. Cameron	" 26, '97	"	\$26 (including night duty)	J. F. Foster.
Strathroy	Ont.	— McLellan	" 26, '97	Abandonment of office by postmaster.	\$24	Rod. Deschambault.
Terrebonne	Que.	J. S. Archambault	" 27, '97	Non-residence of postmaster.	\$454 (including forward and rent).	"
Lake Charles.	Ont.	Jos. Davidson	" 26, '97	Inconvenient situation of post office.	\$16	New postmaster not yet appointed.
L'Anse à Giles	Que.	D. Langelier	" 27, '97	Offensive political partisanship.	\$56	Eustache Menard.

Civil Service Removals.

Notre Dame du Rosaire...	"	Jacques Fournier...	"	30, '37	Inconvenient situation of post office.	\$12	New postmaster not yet appointed.
Hopeville	Ont	I. W. McArdle	"	30, '37	Unsatisfactory management of post office.	\$68	A. McEachern.
Valleyfield	Que.	D. Pitre	May	4, '37	Offensive political partisanship.	\$1,024 (including forward)	New postmaster not yet appointed.

STATEMENT showing the names, &c., of permanent and temporary employees in the Office since the 13th July, 1896, and the names, &c., of those

INSIDE

Where Serving.	Name.	Rank or Class.	Age.	Salary.	How Removed.
				\$	
Savings Bank Branch....	A. E. Meighen....	3rd class clerk....	23	550	Services dispensed with
" "	J. F. Scribner ..	"	36	800	Retirement.....
Accountant's Branch....	Miss A. Graham..	Copyist	26	400	Services dispensed with
Dead Letter Branch....	John Esdale	Labourer.....	55	\$1.00 a day	"
Money Order Branch....	N. Mitchell.....	"	26	400	Dismissal

OUTSIDE

New Brunswick Division	P. L. Mercure....	3rd cl. ry. m. clerk	23	180	Services dispensed with
Stratford Division.	J. Dundas.	1st "	51	960	Dismissal
Manitoba "	T. A. Porter	3rd "	27	520	"
" "	W. H. McCracken	3rd "	28	520	"
Quebec "	L. P. Thibeault...	M. trans. agent...	42	600	"
Quebec Post Office	M. P. Laberge....	Asst. postmaster	38	1,600	"
" "	J. P. T. Gingras..	Letter carrier..	48	600	"
Montreal "	R. Destroismaisons	"	34	420	Retirement
" "	J. Boudreau	"	33	600	Dismissal
" "	A. P. S. M. P. J. Royal.	3rd class clerk....	28	720	"
" "	L. Mercil	"	36	610	Services dispensed with
" "	S. Gorman.....	Letter carrier	60	600	Superannuation
" "	T. F. Larseneur	1st class clerk	62	1,400	"
" "	E. Mayer	2nd "	63	1,200	"
" "	E. H. Forbes.....	3rd "	71	800	"
" "	L. Dubé	Letter carrier	69	600	"
" "	P. Lapointe	"	66	600	"
" "	J. P. Plante	"	59	600	"
St. John, N.B., Post Office	J. Woodrow	Asst. Postmaster	64	1,600	"
Toronto Post Office.....	J. S. Courtney	Letter carrier	31	540	Dismissal
" "	W. H. Douglass	2nd class clerk	45	1,050	"
" "	D. Flack	Letter carrier	35	600	"
Windsor "	F. X. Meloche....	Asst. Postmaster	57	1,200	Superannuation
" "	J. Jeffers	Messenger	69	600	"
Montreal Post Office	R. Bennett.. ..	Labourer	19	360	Services dispensed with
" "	C. B. Biron	Clerk	48	400	"
" "	A. Beaudoin	Letter carrier.....	31	360	"
" "	J. H. Brisette....	"	22	360	"
Quebec "	R. G. Bourget....	Labourer.....	.....	1.50 a day	"
Montreal "	M. Bell	Stenographer	26	1.50 a day	"
" "	H. Bourdon	Labourer	27	1.50 a day	"
" "	N. Coderre.....	Clerk .....	.....	400	"

Civil Service Removals.

Inside and Outside Service of the Post Office Department, who have been removed from who were appointed or promoted to fill the position so vacated.

SERVICE.

Grounds of Removal.	Amount of Superannuation allowed.	Amount of Gratuity granted.	Date of notice given.	Date of leaving the service.	APPOINTMENTS OR PROMOTIONS TO FILL VACANCIES SO CREATED.			Remarks.
					Name.	Age.	Salary	
<i>Permanently employed</i>	\$ cts.	\$ cts.					\$	
Ill health				Sept. 14, '96	Not filled			
"		544 44	Dec. 29, '96	Jan. 1, '97	"			
<i>Temporarily employed</i>								
Services no longer required.			About Nov. 10, '96.	Dec. 1, '96	Not filled			Verbally notified.
Not qualified.			Sept. 19, '96	Sept. 20, '96	"			"
Misconduct			Aug. 4, '96	Aug. 1, '96	"			"

SERVICE.

<i>Permanently employed</i>								
Unfit for service			Oct. 30, '96	Jan. 1, '97	Not filled			
Interference in politics.			Mar. 16, '97	Mar. 20, '97	"			
Intemperance			Nov. 21, '96	Sept. 4, '96	"			
"			Feb. 24, '97	Jan. 27, '97	"			
Interference in politics.			Mar. 16, '97	Mar. 12, '97	"			
Permitting fraud			Dec. 22, '96	Dec. 15, '96	J. B. Caoutte	42	1,600	
Larceny			Mar. 12, '97	Feb. 25, '97	Geo. Corriveau	35	360	
Ill-health		110 84	Feb. 10, '97	Jan. 31, '97	Geo. Gravel	45	360	
Theft			" 4, '97	July 1, '96	Not filled			
Interference in politics.			Mar. 16, '97	Mar. 19, '97	"			
Unfaithful services			" 23, '97	May 1, '97	"			
Age and infirmity	264 00		April 1, '97	" 1, '97	"			
"	980 00		" 1, '67	" 1, '97	"			
"	480 00		" 1, '97	" 1, '97	"			
"	288 00		" 1, '97	" 1, '97	"			
"	288 00		" 1, '97	" 1, '97	"			
"	324 00		" 1, '97	" 1, '97	"			
"	312 00		" 1, '97	" 1, '97	"			
Age and ill-health	1,124 00		" 1, '97	April 1, '97	"			
Intemperance			Dec. 31, '96	Oct. 1, '96	J. Ryan	21	360	
Misconduct			Mar. 23, '97	Nov. 25, '96	Not filled			
Unsatisfactory conduct, leading to a loss of confidence on the part of his superiors.			April 1, '97	Jan. 1, '97	"			
Efficiency and economy.	408 00		April 1, '97	May 1, '97	"			
Age and economy	180 00		" 1, '97	" 1, '97	"			
<i>Temporarily employed</i>								
Economy			Mar. 25, '97	May 1, '97	Not filled			
"			" 25, '97	" 1, '97	"			
"			" 25, '97	" 1, '97	"			
"			" 25, '97	" 1, '97	"			
"			Nov. 19, '96	Dec. 1, '96	"			
"			Mar. 25, '97	May 1, '96	"			
"			" 25, '97	" 1, '96	"			
"			" 25, '97	" 1, '96	"			

STATEMENT showing the names, &c., of permanent and temporary employees in

Where Serving.	Name.	Rank or Class.	Age.	Salary.	How Removed.
				\$	
Montreal Post Office.	A. P. Côté	Labourer.		1.50 a day	Service dispensed with.
"	H. Dion	Letter carrier	25	360	"
"	W. R. Fuller	"	24	360	"
"	J. B. E. Gervais	Clerk	35	400	"
"	R. Guilbault	Labourer.		1.50 a day	"
"	J. Gélinas	"		1.50 a day	"
"	B. J. A. Hudon	Letter carrier	35	360	"
"	F. J. Howe	Labourer.	34	1.50 a day	"
"	M. Leduc	Letter carrier	25	360	"
"	E. Lalonde	Clerk	23	400	"
"	D. Larin	Labourer.	21	1.00 a day	"
"	J. A. Millette	Letter carrier	29	360	"
"	T. Murray	Labourer.	30	1.00 a day	"
"	F. Monette	"	31	1.00 a day	"
"	E. Nugent	"		1.50 a day	"
"	L. J. Pelletier	Clerk	36	400	"
"	A. Ratelle	Letter carrier	28	360	"
"	L. P. Trudel	Labourer.	36	1.50 a day	"
Ottawa Division.	J. E. Cavanagh	Mail trans. agent	33	400	"
Windsor Post Office.	Miss M. Kelly	Clerk	27	400	"

STATEMENT showing the Names of all Lawyers retained or engaged in any way by the Crown to conduct each case, the amount paid or to be paid to each Lawyer or Counsel so engaged.

Name of Official.	Official Position and Location.	Name of Lawyer.	Amount Paid or to be Paid.
			\$ cts.
D. McAllister	Landing Waiter, Cobourg, Ont.	W. Kerr, Q.C.	73 76
Wm. Logan	Postmaster, Pickering, Ont.	F. Pedley	146 83
Thos. Farrow	" Brussels, Ont.	W. M. Sinclair.	84 07
Wm. Campbell	" Goderich, Ont.	J. E. Martin	280 00
Charles Guillet	" Cobourg, Ont.	Kerr & Kerr	154 90
J. M. Roberts	" Dungannon .....	.....	.....
D. E. Munro	" Auburn .....	.....	.....
John J. Austin	Railway Mail Clerk, Hamilton	L. E. Dancey	120 00
James A. Dalton	Mail Clerk, Ashfield .....	.....	.....
Mr. Stewart	Supt. Rocky Mount'n Park, Banff, N.W.T.	A. L. Sifton	454 00
Duncan J. McPhee	Indian Agent, Rama, Ont.	R. M. Noble (advance)..	75 00
Niagara Post Office in- vestigation .....	.....	Denton & Dods	28 50

ABSTRACT OF REPORTS of Commissioners appointed to inquire into and report upon charges preferred against any employee of the Government; in answer to an Address of the Senate, dated 9th April, 1897, &c.—Continued.

Name, Residence and Designation of each Commissioner.	Location of Inquiry.	Date of Commission or Appointment.	Subject Matter of Commission.	Official's Name.	Official Position and Location.	Report of Commissioner.	No. of Days Occupied.	Per Diem Allowance of Commissioner.	Total Paid Commissioner.	No. of Witnesses.	Total Paid Witnesses and others.	No. of Bailiffs and Constables.	Amount Paid Bailiffs and Constables.	New Officials Appointed.	Salary.
								\$ cts.	\$ cts.		\$ cts.		\$ cts.		\$ cts.
<i>Customs Department.</i>															
Bloomfield Douglas, R.N.R., Halifax	Maritime Provinces	Nov. 16, 1896	Charges of active partisanship by officials.	Michael McNeill	Sub-Collector Customs, Grand Narrows, C.B.	Report of evidence				3					
				Donald Campbell	" " Big Bras d'Or, C.B.	Charges proved				10	1 90			Geo. Livingstone, age 52.	160 00
				James H. Carr	Preventive Officer, Steep Creek, Guysboro' Co.	Report of evidence				2	2 00	1	3 80	E. S. McAlpine, age 52.	150 00
				Valentine McDonald	Sub-Collector Customs, Whitehead	" "									
				Patrick O'Toole	" " Louisburg, C.B.	" "				6	1 50				
				Chas. H. Rigby	" " Glace Bay, C.B.	Charge admitted									
				Ronald McDougall	" " Main-a-Dieu, C.B.	" not proved				4	2 80	1	1 70		
				Vincent Mullins	Preventive Officer, South Bar, Sydney	Report of evidence				4				Joseph Day, age 43.	150 00
				Samuel Plant	" " Little Bras d'Or, C.B.	" "				1					
				Rémi Benoit	Collector Customs, Arichat, C.B.	Recommends leniency				0					
				Rod'k Bain	Boatman, Customs, Big Bras d'Or, C.B.	Charge not proved				3					
				John A. Blakney	Preventive Officer, West Jeddore, N.S.	Report of evidence				5					
				Thos. C. Cook	Collector Customs, Port Canso, N.S.	" "				7					
				Donald McGregor	Sub-Collector Customs, Merigonish, N.S.	Charge not proved		*4 00	1376 53	1					
				J. R. Henry	" " River John, N.S.	Report of evidence				3					
				Joseph McKay	Tide Waiter, Tiverton, Digby Co.	" "				2					
				James Bingay	" " Port Gilbert	" "				4					
				Geo. A. Moorhouse	Sub-Collector Customs, Sandy Cove, Digby Co.	" "				4					
				Brenton Jones	Tide Waiter, Weymouth, N.S.	" "				2				Forbes Jones, age 56	400 00
				Joseph K. Tobin	Sub-Collector Customs, Digby, N.S.	" "				4					
				Andrew Doyle	Tide Waiter, Halifax, N.S.	" "				3		1	1 00	William Case, age 24	\$55 per mo.
				William Logan	Engineer, SS. "Argus," Halifax, N.S.	Charges proved				7					
				John R. Power	Landing Waiter, Halifax, N.S.	Report of evidence				23	2 70				
				Geo. E. Hadley	Preventive Officer, Mulgrave, N.S.	Recommends leniency									
				R. H. Bolman	Sub-Collector Customs, Sand Point, N.S.	Report of evidence				6					
				Jas. A. Mitchell	Tide Waiter, Halifax, N.S.	Charges proved				4		1	1 20	Daniel John Reddy	550 00
Chas. A. Lebel. Thos. Woodyatt. Alex. McPherson E. H. McAlpine, Barrister, St. John, N.B.	New Brunswick	Jan. 9, 1897	Charges of partisanship by officials	E. A. Calder	Collector of Customs, North Head, Grand Manan	Charges admitted									
				D. J. W. McLaughlin	Preventive Officer, Grand Harbour	" not proved									
				David C. Cleveland	Sub-Collector of Customs, Alma, Albert County	" proved				9					
				Chas. W. Anderson	Preventive Officer, Waterside	" "									
				Rufus C. Ward	Sub-Collector of Customs, Rockport, Sackville	" "				6					
				W. C. Milner	Collector of Customs, Sackville	" "				21					
				Joshua M. Steeves	Collector of Customs, Hillsboro', Albert County	" "		*10 00	150 00	11					
				Geo. A. Bedell	Sub-Collector of Customs, Andover	" admitted									
				Gilbert Brewster	Sub-Collector of Customs, Harvey Bank	" not proved									
				Wm. R. Wood	Preventive Officer, Shediac	" proved				5					
				Ferd. Robidoux	Collector of Customs, Shediac	" "				4					
				Alex. Ford	Tide Waiter and Harbour Master, Sackville	" "				13					
H. James Palmer, Stipendiary Magistrate, Charlottetown, P.E.I.	Prince Edward Island	Jan. 9, 1897	Charges of partisanship by officials	George Conroy	Sub-Collector of Customs, Tignish	Report of evidence	4	*10 00		1	0 96	1	0 48		
				Wm. Callaghan	Preventive Officer, Miminegash	Charges proved				3	2 63	1	2 72		
				John P. Brennan	Sub-Collector of Customs, Alberton	Report of evidence				8	4 27	1	2 88		
Charles Seager, Police Magistrate, Goderich, Ont.	Cobourg, Ontario	Nov. 25, 1896	Matters relating to Cobourg Custom-House.	D. McAllister	Landing Waiter, Cobourg	Charges proved		*10 00	96 05						
				J. G. Hagerman	Preventive Officer, "	" not proved									
<i>Post Office Department.</i>															
S. S. Lazier, Master in Chancery, Belleville, Ont.	Provinces of Ontario	Jan. 7, 1897	Charges of illegal conduct	William Logan	Postmaster, Pickering, Ont.	Charges proved	7			12	18 35	2	3 75	R. A. Bunting	380 00
	Ontario, W. R. and Huron, W. R.			Thomas Farrow	" " Brussels, Ont.	Report of evidence	6		239 60	17	22 90	2	13 00	Benj. Hayden	48 00
H. James Palmer, Stipendiary Magistrate, Charlottetown, P.E.I.	Prince Edward Island	Feb. 22, 1897	Charges of political partisanship by officials	Allan McDonald	" " Peake's Station, P.E.I.	Charges admitted								M. Campbell	34 00
		" 20, 1897	" " " "	J. McDonald	" " Caledonia	" proved								M. P. Robertson	480 00
			" " " "	Peter Gordon	" " Montague Bridge	" "								S. Chaisson	12 00
			Charges of political partisanship and misconduct in office.	Jerome Buote	" " Little Tignish	First charge proved, second disproved									
			Charges of political partisanship.	Celestin Perry	" " DeBlois Station	Charge admitted				10	100 00	36	24 32	A. Chaisson	14 00
			" " " "	M. Paquet	" " Souris East	Report of evidence								H. Arthur	30 00
			" " " "	R. Y. McCoubrey	" " New Glasgow	Charge proved									
			" " " "	Lemuel C. Hayden	" " Elmsdale	" not proved									
			" " " "	Angus McKinnon	" " Coleman	" proved									
M. H. Chabot, Advocate, Quebec City	Province of Quebec	Jan. 7, 1897	" " " "	Peter McGrath	" " Hunter River	Report of evidence									
		" 5, 1897	Charges of active political partisanship.	L. P. Thibault	Mail Transfer Clerk, Lévis	Charges proved	6		551 90					Jean LaBrique	140 00
				P. Gauthier	Postmaster, St. Raphael's East	No enquiry	0								
				E. Teasdale	Messenger P. O. Inspector's Office, Three Rivers	Charge proved	6					1	6 25	Onésime Tessier	120 00
				D. Heon	Postmaster, St. Wenceslas	" "	4								
				Miss G. A. L'Heureux	Postmistress, Chateau Richer	No action taken	4								
				Albert Godbout	Postmaster, Ste. Anne de Beaupré	Charge proved	4					1	3 20	François Fortier	170 00
				F. X. Asselin	" " St. Famille	" admitted	2							Zepherin Asselin	28 00
				Jean d'Auteuil	" " St. Jean de Dieu	" proved	3							Joseph Sirois	40 00
E. H. McAlpine, Barrister, St. John, N.B.	New Brunswick	Mar. 12, 1897	Charges of active political partisanship.	E. B. McLeod	Railway Mail Clerk, N.B. P. O. Division	" "			100 00						
M. Sweetman, Chief Post Office Inspector, Toronto	Quebec City	Sept. 23, 1896	Conduct of Ass't Postmaster at Quebec City	M. P. Laberge	Assistant Postmaster, Quebec City	Charges proved	No return.							J. B. Caouette	1,600 00

ABSTRACT OF REPORTS of Commissioners appointed to inquire into and report upon charges preferred against any employee of the Government; in answer to an Address of the Senate, dated 9th April, 1897, &c.—Concluded.

Name, Residence and Designation of each Commissioner.	Location of Inquiry.	Date of Commission or Appointment.	Subject Matter of Commission.	Official's Name.	Official Position and Location.	Report of Commissioner.	No. of Days Occupied.	Per Diem Allowance of Commissioner.	Total Paid Commissioner.	No. of Witnesses.	Total Paid Witnesses and others.	No. of Bailiffs and Constables.	Amount Paid Bailiffs and Constables.	New Officials Appointed.	Salary.					
								\$ cts.	\$ cts.		\$ cts.		\$ cts.		\$ cts.					
<i>Marine and Fisheries Department—Continued.</i>																				
Edwin H. McAlpine, Barrister, St. John, N.B.	New Brunswick	Jan. 12, 1897	Charges of political partisanship by officials.	James G. Barber	Keeper Lighthouse and Fog Alarm, Cape Enrage, Albert Co., N.B.	Charges not proved.														
				B. R. Palmer	Lighthouse-keeper, Kars, King's Co., N.B.	" " " "		10 00	\$500 00											
				Boaz Gross	Harbour Master, Hillsborough, Albert Co., N.B.	" proved														
				R. C. Williams	Lighthouse-keeper, William's Whf., Kingston, N.B.	" admitted														
H. James Palmer, Stipendiary Magistrate, Charlottetown, P.E.I.	Province of Prince Edward Island	Jan. 6, 1897	Charges of political partisanship by officials.	Harding E. Graves	Harbour Master, Harvey Bank, Albert Co., N.B.	" " " "														
				Stephen C. Moore	Lighthouse-keeper, Waterside	" not proved														
				John Mountain	Range Light-keeper, Alberton, P.E.I.	" " " "														
				Michael McElroy	Harbour Master, Tignish, P.E.I.	" admitted														
				Angus Morrison	Light-keeper, Cardigan River, P.E.I.	" not proved														
				Frank Cahill	" Sandy Island, Alberton, P.E.I.	Report of evidence.														
				Wm. D. White	Harbour Master, Alberton, P.E.I.	Charges proved		10 00	\$100 00											
				William McDonald	Panmure Island, Lighthouse-keeper, P.E.I.	" not proved														
				Charles McDonald	Light-keeper, Whiteman's Point, P.E.I.	" " " "														
				John P. Brennan	Pilot Commissioners, Alberton, P.E.I.	" proved														
				William P. Ried		" " " "														
				James E. Birch		" " " "														
Capt. B. Douglas, R.N.R., Halifax, N.S.	Province of Nova Scotia	Nov. 16, 1896	Charges of political partisanship by officials.	Augustine Hackett	Light-keeper, North Cape, P.E.I.	" " " "														
				Jonathan L. Parsons	Agent Marine Dept., Halifax, N.S.	Report of evidence.														
				John W. McGill	Fishery Officer, Shelburne, N.S.	Case adjourned <i>sine die</i> .														
				J. A. Hatfield	" Tusket, Shelburne Co.	Resigned office.														
				David Vaughan	" East Chezzetcook, Shelburne Co.	Charges admitted.														
				Wm. M. Bailey	Fishery Overseer, Round Hill, Annapolis.	Report of evidence.														
				Thomas C. Shreve	Overseer of Fisheries, Digby, Annapolis.	Charges proved.														
				John D. McQueen	Fishery Overseer, Little Harbour, Pictou Co.	Report of evidence.														
				Robert Sutherland	" River John	No defence made.														
				Allan McPhee	" Barney's River	Proceedings stayed.														
E. H. McAlpine, Barrister, St. John, N.B.	Province of New Brunswick	Jan. 12, 1897	Charges of political partisanship.	Justus H. Gray	Fishery Warden, Springfield, N.B.	Charges proved.														
				Wm. B. Deacon	Overseer of Fisheries, Shediac, N.B.	" " " "														
				Chas. E. Munroe	" Port Elgin, N.B.	" " " "														
				Sutherland Stewart	" Alma, N.B.	" admitted														
Charles A. Lebel	District of Gaspé, Province of Quebec	Nov. 24, 1896	" " " "	Johnny Joncas	Fishery Overseer, Matane	" proved														
				John Purdy	" Kingston, Ont.	" not proved														
O. B. Shephard, Inspector of Fisheries, Toronto	Province of Ontario	Jan. 13, 1897	Charges of active political partisanship.	James McHlynn	" Wolfe Island, Ont.	" proved														
				J. H. Davis	" Gananoque, Ont.	" not proved														
				Theodore Peltier	" Dover South, Ont.	" proved														
				E. H. Sills	" Napanee, Ont.	" not proved														
<i>Interior Department.</i>																				
Archer Martin, Barrister, Victoria, B. C.	Province of British Columbia	Feb. 2, 1897	Affairs of Dominion Crown Timber Agency in British Columbia.	T. S. Higginson	Crown Timber Agent, New Westminster, B.C.	Charge of neglect of duty proved; resigned office.	24	20 00	400 00	39	157 20 Exp's 251 47		18 80							
John T. Ross, Barrister, Halifax, N.S.	Halifax, Nova Scotia	" 8, 1897	Charges in connection with office.	Edwin Clay	Immigration Agent, Halifax, N.S.	Report of evidence.	5½	20 00	110 00	11			15 00	John A. Kirk	1,200 00					
Edwin F. Stephenson, Agent Dominion Lands, Winnipeg, Man.	Banff, N.W.T.	" 2, 1897	Facts relating to alleged sale of lots in the town of Banff.	Mr. Stewart	Superintendent Rocky Mountain Park, Banff, N.W.T.	Report of evidence and proceedings.	20	Salary.			Exp's 100 05		3 75							
<i>Indian Affairs Department.</i>																				
Hugh O'Leary, Q.C., Barrister, Lindsay, Ont.	Province of Ontario	Dec. 1, 1896	Charges of alleged irregularities in office and offensive partisanship.	Duncan J. McPhee	Indian Agent, Rama, Ont.	Proceedings stayed.	2		50 00											
E. J. Rainboth, Provincial Land Surveyor, Ottawa	Maniwaki, Province of Quebec	" 14, 1896	" " " "	James Martin	" Maniwaki, P.Q.	Charges proved; official dismissed.	19	15 00	285 00	18	Exp's 43 00			W. J. McCaffrey, age 46.	600 00					
<i>Justice Department.</i>																				
F. C. Wade, Barrister, Winnipeg	Province of Manitoba	Feb. 9, 1897	Charges of offensive partisanship by officials.	Officers and Guards	Stony Mountain Penitentiary	No report.														
E. A. Meredith, Toronto	Kingston, Ontario	{ Oct. 18, 1896 Jan. 8, 1897 }	The management of and affairs at Kingston Penitentiary.	Officials	Kingston Penitentiary	Report laid before House of Commons.	90	*10 00	790 00 220 00											
James Noxon, Inspector of Prisons, Toronto							90													
O. K. Fraser, Lawyer, Brockville							70													
D. A. Lafortune, Advocate, Montreal, Que.	St. Vincent de Paul Penitentiary	Mar. 25, 1897	Affairs of St. Vincent de Paul Penitentiary.	"	St. Vincent de Paul Penitentiary	Investigation not finished														
O. K. Fraser, Barrister, Brockville							Regina, N.W.T.	Dec. 24, 1896	Charges against officers of Regina Gaol.	T. J. Bennet	Deputy Gaoler, Regina	Charges sustained.	5	10 00	50 00					
James Noxon, Inspector of Prisons, Toronto																				
T. C. Johnstone, Barrister, Regina	Moosomin, N.W.T.	Feb. 9, 1897	Charges against certain officials at Moosomin.	G. B. Murphy	Sheriff, Moosomin	No report.		*10 00												
Levi Thompson, Barrister, Wolseley							City of Quebec	Mar. 2, 1897	To investigate claims for damages from land slide at Quebec City.	Oliver Neff	Clerk of Court, Moosomin		30	10 00						
A. D. Cameron, Barrister, Brandon													30							
W. Cook, Advocate, Quebec City				A. G. Hamilton	Constable, "															
F. Murphy							30													
J. C. Howe, M.D.							30													

* And expenses. † Stenographer. ‡ On account of pay and expenses. § Account not received. ¶ The report of the Commissioners shows that 78 persons were entitled to receive consideration, and that the amount of the claims to be considered aggregated \$38,768.48. The number of witnesses examined was 77. No payment has been made Commissioners.
NOTE.—No Commissions were issued by the following Departments to inquire into and report on charges of offensive partisanship preferred against any employee of the Government:—Finance, Geological Survey, Privy Council, Trade and Commerce, Public Works, Militia and Defence, Agriculture and Inland Revenue.
(31a to 31e)—4

RETURN

[36]

To an ORDER of the HOUSE OF COMMONS, dated 22nd February, 1898, for copies of all papers respecting the establishment of a line of vessels between Canada and France.

By order.

R. W. SCOTT,
Secretary of State.

(Translation.)

COMPAGNIE DES BATEAUX-A-VAPEUR DU NORD,
62 Avenue Bois de Boulogne,
PARIS, December 6th, 1897.

To Sir WILFRID LAURIER,
Prime Minister of Canada,
Quebec.

SIR,—In reply to your esteemed letter of the 10th September last, I have the honour to enclose a complementary note as to the organization of a Franco-Canadian Navigation Line, and to inform you that I am prepared to undertake to operate the said line on the following terms:—

The line to be called "Ligne de Navigation Franco Canadienne."

The vessels to be built in France and to sail under the French flag.

The tonnage of the vessels to be 4,000 tons gross.

Effective speed, 12 knots.

Vessels to be designed exclusively for the carriage of merchandise.

Points of call, in France: Boulogne, or Dunkerque, at my option; in Canada: Montreal, or Halifax, according to season.

The run to be made directly between the two ports, without any intermediate call, except St. Pierre-Miquelon. But the vessels may call at other ports after making their direct trip.

The number of voyages to be twelve in summer (Montreal), and six in winter (Halifax), in all eighteen a year.

The contract to stand for ten years. As to further conditions and details, I would refer to the agreement made on April 26th, 1896, with La Colomba-Belge.

To enable me to face the heavy charges incident to this undertaking, especially for the first ten years, I ask from the Canadian government a yearly subsidy of one hundred thousand dollars, conditioned on a like subsidy being granted to me by the French government, leaving it to the two governments to come to an understanding in that behalf; or a guarantee of five per cent interest and sinking fund on the capital sum of six millions deemed requisite for the undertaking.

I ought to be in a position to rely, moreover, on the co-operation of the railways of both countries, to be given me in the shape of substantial subsidies, or cheap capital.

Lastly, I should need the good offices of the Canadian government in purchasing in France a quantity sufficient to complete the loading of my vessels on leaving France.

I may say, sir, that should the Parliament of Canada and the French legislature vote the subsidies asked for in time, La Ligne Franco-Canadienne might go into operation next spring, but on condition that, pending the construction of the vessels in France, it be possible to use French vessels, not built in France, or foreign vessels.

My experience in maritime matters, the co-operation of La Campagnie des Bateaux à Vapeur du Nord with its many connections enabling me to gather freight from every part of France, the conferences I have held with members of the French Government, and with the managers of our railways, and with leading exporters, justify my conviction that my undertaking will be crowned with success.

I rely, moreover, Sir Wilfrid, on your high and powerful help in securing the success in Canada of an enterprise in which you take so hearty an interest, and the carrying out of which, while developing the commercial interests of both countries, will prove to be the best means of nourishing the sentiments of mutual esteem and friendship inspired by our common origin.

I remain, Sir Wilfrid,

Your most obedient servant,

G. VERBERCKMOES.

ORGANIZATION OF A NAVIGATION LINE BETWEEN FRANCE AND CANADA.

For years the government of Canada, desirous of developing its trade with France, has given its attention to the organization of a steamship line between the two countries.

The various attempts made in that direction have so far remained fruitless.

The Canadian government first entered into a contract with Messrs. Bossière Frères, of Havre, to whom they granted a subsidy.

That company made sixty-three sailings, but inasmuch as, on leaving France their ships touched at Southampton, English interests took umbrage, and for that reason and others the company had to retire in pursuance of a subsequent arrangement with the Canadian government.

The latter then conceived the idea of creating a fast service, with a speed of about eighteen knots, but the expenses of a high speed line are so great that the several companies that took the matter in hand demanded subsidies wholly out of proportion with the end in view.

The matter was considered by the Compagnie des Messageries Maritimes, The Forwarders' Association and La Compagnie Générale Transatlantique, all of whom declined in view of the sacrifices involved, or demanded subsidies amounting to several millions.

More recently, that is to say, on April 26, 1896, an agreement was made between the Canadian government and La Colomba-Belge.

This time the speed was lowered to ten and one-half knots, and the amount of the subsidy was fixed at \$50,000 a year, for a service, fortnightly in summer and monthly in winter, with vessels of 2,500 tons, between Antwerp, Boulogne and Montreal (Halifax in winter.)

Unfortunately this agreement did not take effect.

In fact, on the one hand, the personal resources of La Colomba-Belge were insufficient, and on the other hand the contract conditions laid down by the Canadian government were so rigorous that it was impossible to secure the capital required.

It must, however, be admitted, that La Colomba-Belge had well weighed the special conditions under which it was possible to organize the line.

The lack of trade between France and Canada was then an undisputed fact, but by taking Antwerp as the headquarters of the line, there was a certainty of getting quite a large quota of freight from Belgium, Holland and Germany.

Franco-Canadian Navigation Line.

Would this be the case to-day since the denunciation of the treaty admitting into Canada Belgian, Dutch and German goods under the most-favoured-nation clause?

Under the circumstances, prudence must compel the organizers of the new line to look with real confidence only to the carriage of freight between France and Canada.

Now, while it may be anticipated that a regular and well conducted service will bring about an important expansion of trade between France and Canada, it must be admitted that the carrying trade, at present, in spite of the figures quoted by the Board of Trade of Montreal, is limited and poorly remunerative.

As shipments from Canada, we have: the cereals, lumber and timber, cattle, and especially the products required for the manufacture of paper; all of which are bulky articles paying little freight, and requiring, therefore, large vessels.

As cargoes from France we have a better class of articles: wines, brandies and all articles from Paris, which pay better. But these articles are shipped in limited quantities, and vessels of smaller tonnage would suffice for the service.

As to the question of passengers, it is useless considering it, in view of the rapid-service lines in operation between England, Germany and Canada. Something might be done with emigrants, but the French do not emigrate largely, and the adaptation of the vessels, the complement of employees, in fact the whole outfit and working, becomes far more costly with but a small return for the outlay.

Under these circumstances, we consider that in order to establish a really industrial and practical line, it would be necessary to organize a regular service sailing direct from Boulogne to Montreal and *vice versa*, fortnightly, during the six summer months, and from Boulogne to Halifax and *vice versa*, monthly, during the six months of winter.

The vessels should be allowed to call, *en route*, at St. Pierre-Miquelon, and to make any other calls, except of course between France and Canada.

But we find the tonnage—2,500 tons—stated in the contract of 26th April, 1896, as the capacity of the ships, entirely insufficient for the large return cargoes, and we consider that ships of 4,000 tons gross are absolutely required in order to insure a proper return freight.

As to the speed of $10\frac{1}{2}$ knots required by the contract, we consider it also quite too low, in view of the progress things are every day making; and, while admitting the large consumption of coal, we are of opinion that it is absolutely necessary to secure a minimum efficient service speed of 12 knots, (or 13 on trial).

The foregoing preliminaries set-out, it would, in our opinion, in order to make up for shortage in freights and cover the losses of a certain number of years of operation, be necessary to combine the advantages of the French law granting a bounty for steamship navigation, with a subsidy from the French government and another from the Canadian government, of a higher figure than that granted to La Colomba Belge.

As the building in France of the ships required for this service would take at least three years, the company must obtain from the French government, by way of a subsidy, pending the construction of the vessels, a sum equivalent to what it would have derived from the bounty allowed to merchant shipping.

Another plan, probably a less costly one for the two governments and safer for the promoters of the line, might also be examined with advantage.

This would consist in a guarantee of interest and capital sinking-fund, analogous to that extended to the French railways.

The French law grants to steamships, built in France and navigating the high seas, a bounty of 1 franc, 10 centimes per gross ton, per 1,000 miles run.

The distance from Boulogne to Montreal being:—

Outward	3,000 miles
Inward	3,000 “
In all	6,000 miles

You get,—taking the average bounty calculated for 10 years,—0.92 centimes, which gives for the subsidy, per round trip:

$$6\ 000\ \text{miles} \times 4\ 000\ \text{tons} \times 0.92\ \text{centimes} : = 22,080.$$

Hence, if the new line makes one sailing every fortnight during six summer months, or 12 sailings; and one sailing every month during the six winter months, or six sailings; it will accomplish in the year eighteen complete voyages.

The mercantile marine bounty will, therefore give, as the contribution of the French government:—

22,080 x 18:—387,440 francs, or in round numbers, 400,000 francs.

The French government should add to this bounty of 400,000 francs a subsidy of 100,000 francs.

Should that government consider it difficult to cumulate the bounty and the subsidy, the company working the line would give up the bounty, and ask for a subsidy of 500,000 francs.

The Canadian Government ought to give the same amount, as a subsidy, that is to say, 100,000 dollars.

For it is evident that, taking into account the higher speed offered—12 knots in place of 10½ knots,—the increased size of the vessels—4,000 tons in place of 2,500 tons,—and the still greater increase in the consumption of coal, the subsidy of 100,000 dollars asked for is, relatively speaking, far lower than that granted to *La Colombar-Beige*; and that the practical results of the service will certainly be far more advantageous to both the countries.

We do not hesitate to add, as we can certainly do without risk of contradiction, that however high the combined figure of the two subsidies may seem, they would of themselves be quite insufficient to insure the normal and remunerative operation of the Franco-Canadian line.

If you calculate the charges for interest, sinking fund, insurance, repairs, provisions, wages, coal and port charges, you will find that the outlay amounts to something appalling.

In order to make the receipts equal the outlay, the ships must make their runs uninterruptedly, with full cargoes and medium freight rates.

But to look for this would be a mere delusion.

It would, therefore, be necessary to secure additional aid, over and above the two subsidies, and in particular:—

1. The co-operation of the Canadian railways.
2. The co-operation of the French railways.

3. The means of completing the cargoes of the ships at all times, at Boulogne, with cement for Canada.

Established on this basis the position of the undertaking would still be nothing very extraordinary, and the capital invested, taking into consideration the many disappointments and risks attending maritime business, can hardly be expected to exceed five per cent.

It would be quite another thing if the five per cent were guaranteed by the governments.

At the outset, the guarantee would be availed of, but it is to be presumed that, with an efficient service and upright dealing, it would certainly be found that by the end of the third or fourth year the 500,000 francs required from each of the two governments would not be exceeded, and that at the opening of the fifth year, as a result of the development of trade relations, the governments would be exonerated from every claim.

There remains another means of improving and largely increasing the effective working of this line, namely, to secure a loan of the capital required for the construction of the three vessels, by way of subsidy, from the French and Canadian railway companies.

If the loan were secured at three per cent, the insufficiency of the receipts would be largely covered, and such a reserve fund could be established as would afford real security for the capital invested.

G. VERBERCKMOES.

Paris, December 6th, 1897.

COMMISSION

[38]

Of MAJOR WALSH as Executive Officer of the Yukon District.

CANADA.

ABERDEEN.

VICTORIA, by the Grace of God, etc., etc., etc.

To JAMES MORROW WALSH, of the town of Brockville, in the province of Ontario, in our Dominion of Canada, Esquire,

Greeting :

Know you, that, reposing trust and confidence in your loyalty, integrity and ability, We have constituted and appointed and we do hereby constitute and appoint you, the said James Morrow Walsh, to be Chief Executive Officer of the Government of Canada in the Yukon District, with the title of Commissioner of the Yukon District.

To have, hold, exercise and enjoy the said office of Commissioner of the Yukon District unto you, the said James Morrow Walsh, and for the purposes aforesaid, we do confer upon you the necessary and requisite power and authority in the following matters, that is to say :

1. To remove, suspend or supersede any official or officer of our Government of Canada (except the judge of our Supreme Court of the North-west Territories) pending the action thereon of the Minister of the department in which such official or officer is employed or acting.

2. To vary, alter or amend any Mining Regulations issued under the authority of Our Governor General in Council, governing the granting of mining claims, where such change may, in the opinion of you our said Commissioner, be necessary or expedient in the public interest.

And we do also empower you, our said Commissioner, to have and exercise full command of the North-west Mounted Police who may be stationed or quartered in said district, and we do order and direct that the officers and men shall receive their instructions from you, and shall obey any lawful orders which may be issued by you, our said Commissioner.

And to the end that proper and necessary discipline may be enforced, we do authorize and empower you to remove, suspend, or supersede any member of the said North-west Mounted Police, stationed or quartered in said district, whose actions or conduct would, in the opinion of you, our said Commissioner, warrant such action on your part.

And we do further order and direct that you shall send by each and every mail a full report, in writing, to our Minister of the Interior, upon all matters and things affecting your said office and upon and concerning the administration of the various departments or branches of our Government of Canada under your supervision or control in said district, and with all and every the powers, rights, authority, privileges, profits, emoluments and advantages unto the said office of right and by law appertaining during pleasure.

In testimony whereof we have caused these our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. Witness : Our right trusty and right well beloved cousin and councillor, the Right Honourable Sir John Campbell Hamilton Gordon, etc., etc.

At our Government House in our city of Ottawa this seventeenth day of August, in the year of our Lord one thousand eight hundred and ninety-seven, and in the sixty-first year of our reign.

By Command.

R. W. SCOTT,
Secretary of State.

COPY

[38a]

OF THE ORDERS IN COUNCIL of the 17th and 26th August, 1897, appointing James Morrow Walsh, Esquire, Chief Executive Officer of the Government in the Yukon Territory.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 17th August, 1897.

On a Memorandum, dated 11th August, 1897, from the Minister of the Interior, submitting that for the proper enforcement of law and order, as well as for the successful management of the Government's interests in the Yukon Territory, he is of opinion that it is necessary that an officer representing the Government of Canada should be appointed who shall be the chief executive officer of the Government in that district; and that the chief executive officer should be vested with the fullest authority over all the officials of the various departments of the Government, and should have power to remove, suspend or supersede any official except the judge of the Supreme Court, pending the action of the Minister under whose department such official is employed.

That he should also be placed in full command of the North-west Mounted Police force, and the officers of the force should receive their instructions from him and obey any orders that may be issued by him. In order to maintain proper discipline he should be empowered to remove, suspend or supersede any member of the Mounted Police force whose conduct, in his opinion, would warrant such action.

The Minister further submits that the chief executive officer appointed herein should also have the power to vary, alter or amend any mining regulations issued under authority of Your Excellency in Council, governing the granting of mining claims, where such change may, in his opinion, be necessary in the public interest.

The Minister states he should make a full report to him, the Minister, by each mail upon all matters affecting his office and the administration of the various departments of the Government in the territory under his control.

The Minister, therefore, recommends that John M. Walsh, of the town of Brockville, province of Ontario, be appointed Chief Executive Officer of the Government in the Yukon Territory, and that he shall be known as the Commissioner of the Yukon Territory; and further that he be vested with the authority as hereinbefore contained. And that his appointment shall take effect from and after the 15th day of August, 1897, and that he shall receive a salary at the rate of \$5,000 per annum.

The Committee submit the above recommendations for your Excellency's approval.

JOHN J. MCGEE,

Clerk of the Privy Council.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 26th August, 1897.

On a Memorandum, dated 23rd August, 1897, from the Minister of the Interior, recommending that the name James Morrow Walsh be substituted for that of "John M. Walsh" in the Order in Council of the 17th instant, appointing a Chief Executive Officer of the Government in the Yukon Territory.

The Committee submit the same for your Excellency's approval.

H. G. LAMOTHE,

Asst. Clerk of the Privy Council.

RETURN

[38b]

RETURN TO AN ADDRESS OF THE SENATE dated the 17th March, 1898, for copies of all letters and reports received by the Government or any department thereof, from Commissioner Walsh, while on his way to the Yukon District, or since his arrival there.

By order.

R. W. SCOTT,
Secretary of State.

SKAGWAY, Oct. 24th, 1897.

The Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

MY DEAR SIR,—We have affairs here in fairly good condition and will leave to-day for Dyea. To-morrow, I hope to cross the Chilkoot Pass and proceed to Selkirk.

We have now four months' rations for seventy men north of the pass and I have arranged that two months' additional rations will be forwarded from here as soon as Assistant Commissioner McIlree's requisition of the 22nd inst. arrives. A further additional two months of this will put us across the pass in February or March, when the rate of transportation will be much less than it is to-day, and be forwarded down to Selkirk. This will complete the nine months' rations for seventy men.

I inclose an order I issue to-day. You will see that J. D. McGregor starts out with ten horses and ten teams of dogs with supplies as soon as the ice forms on the river and lakes sufficiently strong to bear their weight.

Captain Wood follows with a second train as soon as the supplies called for by Assistant Commissioner McIlree's requisition are received.

I have abandoned the idea of constructing a stable here, hoping there will be no horses to take care of at this place by the 15th of December. The horses can be made comfortable for the present, and if we do not meet with great disappointment, will all be on the trail by the above mentioned date en route for Selkirk.

A sergeant and one man will be left here to take charge of the stores and property left behind.

Mr. McGregor's train will supply the mail posts that I hope to have established in advance of him. His train will also serve another purpose. In the event of Starnes's party or my party being interrupted on our passage by ice, McGregor's train can take us through.

The last of the supplies furnishing me with four months' rations, should leave Bennett to-day, and if we are not delayed there in securing boats, we will be sailing across the lake on Thursday next.

I have heard nothing from Starnes's party since they passed the summit, which they reached in very good condition.

Mr. Hurdman is improving and refuses to come here, saying he will be better in a few days and return to Lindeman.

All our people are well and in good spirits.

I inspected all the stores, tents and stock of the police here yesterday, and Mr. McGregor and I walked to the camp at the foot of the hill and inspected the stock

there. I found the horses in fair condition, considering the hard trip from which they have just returned. I selected ten for McGregor's train, and they should be in good condition with a rest of a week or two.

In looking over the whole situation, I think the programme decided upon now is the most advisable under the circumstances.

I have the honour to be, sir,

Your obedient servant,

J. M. WALSH,
Commissioner of the Yukon.

YUKON DISTRICT ORDERS.

October 24th, 1897.

No. 1. Until further orders, Captain Wood, Inspector of the North-west Mounted Police, will have command of the district commencing at the international boundary on the south, to Fort Selkirk, at the junction of the Yukon and Pelly rivers on the north, and will report direct to Controller White, at Ottawa, and to Major Walsh, at Selkirk, and also make his requisitions on Ottawa.

No. 2. Immediately the ice forms on the river and lakes sufficiently strong to bear the weight of the horses, a train of ten horses and sleighs, and ten teams of dogs and sleighs, loaded with sixty days' forage and 180 days' rations for five men, and 5,000 pounds of provisions, will leave Skagway for Selkirk. This train will be in charge of J. D. McGregor, and will march forward with the greatest possible speed. Mr. McGregor will leave one or two teams of dogs and provisions that may be required at the mail stations I propose to establish in advance of him, the object being to always have two teams of dogs at each post.

No. 3. The return before me, received from Assistant Commissioner McIlree, shows that there are now between Bennett and Tagish Post, five months' rations for 70 men. It is important that two months' more, making in all seven months' rations, should be sent over to Bennett and down the river and lakes to Selkirk with as little delay as possible. When the 25 tons of provisions, recently ordered by Assistant Commissioner McIlree arrive, which should be not later than November 25th, 12½ tons will be sent forward by horses and dog trains, following the trail by the river and lakes passed over by McGregor's train. Work should be commenced at once making preparations for this journey by getting the sleighs, harness, horses and dogs in condition, and the forage and dog food required for the trip over to Bennett. This train should consist of about 20 horses and all the dogs after McGregor takes out his ten teams. Captain Wood will accompany this train through to Selkirk.

No. 4. The force here after the departure of this train will be reduced to one non-commissioned officer and one constable who will take charge of and look after all Government property. The non-commissioned officer will send a monthly report to Controller White at Ottawa and to Major Walsh at Selkirk and copies to Captain Wood, giving full information regarding the condition of the trails and passes, what travel and business is being done over them, the quantity of goods passing into the territory and anything he may think would be of interest to the Controller and the Yukon Commissioner. Also to look after the mails, incoming and outgoing, and to do all he can to aid their quick despatch. The remainder of the force will be distributed between Bennett Lake and Tagish.

J. M. WALSH,
Commissioner of the Yukon.

Reports from Commissioner Walsh.

COMMISSIONER'S OFFICE,

BENNETT, October 31st, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have been able to purchase a few thousand pounds of first class provisions at Lindeman at the very reasonable price of thirty-five and forty cents per pound, which puts me in possession of sufficient provisions to ration my staff and the force from Selkirk to the international boundary line for six months, less 4,400 pounds of flour and 3,300 pounds of bacon to supply Tagish and Bennett, which I have written to Wood to forward. I have, therefore, written Wood countermanding the order for his winter trip to Selkirk, namely, that he should make a trip with horses and sleighs carrying provisions to Selkirk and instead I have instructed him that during the winter at a time when freighting across the pass is cheapest, to have the provisions taken to Bennett and stored for shipment. I have further instructed him to construct boats and at the first opening of the water, to ship down three months' supplies which will carry us up to the end of July.

From the date of this letter, Captain Wood, as regards the receiving and shipment of supplies and the supplying of provisions to my staffs and the force in the interior, will have to receive orders direct from Ottawa, as the mail service between Selkirk and Skagway is too uncertain and it would be taking too great risk to depend upon my being able to do it. I wish, therefore, you would please give White the necessary instructions.

Your obedient servant,

J. M. WALSH,
Commissioner of the Yukon.

COMMISSIONER'S OFFICE,

BENNETT, October 31st, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Inclosed you will find a copy of a letter that I have written to-day to Mr. White. I am putting Wood in command of the district from the international boundary line to Fort Selkirk, and this might perhaps cause Herchmer to send a man to Skagway to relieve him of the superintending the receiving of supplies, but it is not at all necessary, for Wood can attend to both. I wish you would please instruct White accordingly.

Your obedient servant,

J. M. WALSH,
Commissioner of the Yukon.

COMMISSIONER'S OFFICE,

BENNETT, Oct. 31st, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Inclosed you will find memorandum showing the provisions on hand and the quantity required to give Strickland and McGregor their 180 days' rations. I have instructed Wood to purchase this shortage immediately and send it to Bennett, and when it arrives here, the force between Selkirk and the international line will have their supply of provisions up to the first of May.

Very truly yours,

J. M. WALSH,

Commissioner of the Yukon.

Supplies on hand at Lake Bennett after Major Walsh's boats have been loaded :—

	Bennett.	Can be bought.	Total in sight.	Strickland balance.	Mc-Gregor's	Short- age.	Surplus.	Nor- wood's Short- age.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Flour.....	800	1,000	2,100	4,100	*1,500	4,400		*900
Biscuits.....	300							*150
Bacon.....	200	335	535	3,000	*650	2,900		
Beans.....	3,100		3,100	700	200		2,200	
Coffee.....	500		500	30	30		440	
Tea.....	950		950	35	72		840	
Bologna.....	100		100		50			
Pemmican.....	385		385		50			
Corned beef.....	600		600		500			
Pease.....	200		200		50		150	
Mutton.....	150		150		50			
Fluid beef, (boxes).....	1½		1½		1			
Fruit.....	800		800	450	150		200	
Milk, (gals.).....	1		1		1			
Salt.....	400		400	150	100		150	
Oatmeal.....	700		700	200	100		400	
Pepper.....				25	15	40		
Mustard.....	25		25	15	5		5	
Baking powder.....	135		135	56	40		40	
Canned vegetables, (gals.).....	2		2		2			
Sugar.....	1,650		1,650	450	200		1,000	
Matches, (tins.).....	2½		2½	1	1			
Rice.....	700		700	250	100		350	
Butter.....	400		400		200		200	
Soap.....	50	25	75	50	25			
Candles.....	300		300	120	60		120	

Comptroller's supplies = 1,900 Rations.

Reports from Commissioner Walsh.

COMMISSIONER'S OFFICE,

TAGISH, November 5th, 1897.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I arrived here last night and hope to leave for Lake Marsh this afternoon. I am sorry that I could not get away this morning, but my boats are not in condition and will have to be pitched and considerable repairs made to them. Judge McGuire's party left here last Sunday. Norwood with my supplies and two boats left here yesterday morning, and should be at the rapids to-night. I expect to overtake him at the Hootalinqua.

From reports coming in from the north, of ice, the chances are I shall overtake the judge's party about Nordenskiel, and perhaps we shall all have to camp there and await the arrival of McGregor. It may be something can be done with the hand-sleighs, and a march made to Selkirk; but the party is so large it is doubtful. Were I alone I could very likely accomplish this.

The people of my party are all in good spirits, and, although the camping and the work has been pretty severe on them, there are no complaints.

I find Strickland has his quarters pretty well advanced, and they will be very good after completion.

There will be no scarcity of provisions in this district, as the Indians are bringing in considerable game, moose, etc.

I have granted Strickland leave of absence to go home immediately after Christmas to bring up his wife. Wood being in charge of the district can look after Strickland's duty here; see that everything is taken care of.

I spoke to Inspector Strickland last night about the appearance of the police, and told him as soon as the clothing came on they should be put in proper uniform.

The customs collections since we were here last are not very large, and Strickland does not think they will amount to much until about the month of July, when they will commence again to be very heavy. I have instructed him to receive all the money collected here by the customs official and send it to Wood, and I have instructed Wood to receive this money and pay his accounts with it, in order to save the trouble and expense of forwarding it from Victoria.

Strickland sent on the mail for the interior by Starnes, which amounted to It is going to be very heavy this winter, and if the route can be kept open will tax the strength of the dogs to the utmost. The American mails are enormous, but we will do the best we can.

I received a report from Starnes written before his departure from here. It informs me that his party had a very exciting experience coming from Bennett to Tagish. The second day out they encountered a heavy storm, and to save two of the boats, part of their luggage and provisions had to be thrown overboard. The boats, it appears, were too heavily laden at Bennett, a mistake that I find here too frequently. The supplies lost were one staff tent, two stoves, 400 pounds bacon, 100 pounds flour, dog driver Fiddler's bedding, including his fur coat, and Dr. Bonner's bag of clothing. The rest thrown overboard was pitched up the following day on the beach. Fortunately I was sending a couple of tents for use at this post, and Starnes took them on. With these and the other large tent, he will be able to keep his party under good cover. They all left from here feeling well.

The customs returns here since we were here last are about \$2,500. I will take about \$1,500 of this with me and leave the balance to be forwarded to Wood.

Very truly yours,

J. M. WALSH,

Commissioner of the Yukon.

THE JOURNEY FROM OTTAWA TO WINTER QUARTERS
ON THE YUKON.

FROM OTTAWA TO VANCOUVER.

I left Ottawa for Winnipeg on Thursday, 23rd September, for the purpose of transacting some business before the arrival there of yourself and your party consisting of Captain Bliss and Mr. Dufferin Pattullo of my staff and Chief Astronomer King and Messrs. Magurn, Collier and A. F. Hurdman, who were to accompany the expedition a portion of the way. Philip Walsh in charge of six Fort William Mission Indians left Port Arthur for Winnipeg on Sunday, 26th September. It was with great pleasure that I met you and your whole party on the arrival of the afternoon train in Winnipeg on Monday, September 27th.

At Winnipeg we joined Mr. Wade and left by the afternoon trans-continental train for Vancouver. An enthusiastic welcome was accorded us here and immense crowds thronged the railway platform in honour of the departure of the expedition. When Brandon was reached at 11 o'clock p.m., J. D. McGregor, Inspector of Mines, was added to the party and to my staff. Judge McGuire joined us at Regina at 8 o'clock on Wednesday morning. There were no further additions to the party until we reached Vancouver. Most cordial receptions were accorded us all along the way. We arrived in Vancouver at noon on Friday, October 1st, and were met at the station by Inspector Wood of the North-west Mounted Police. The following afternoon was taken up in purchasing supplies, checking stores and provisions over to the Government steamship "Quadra," and in building kennels for the dogs. With Inspector Wood was a detachment of twelve policemen and six dog drivers. During the night the dogs arrived by freight train in charge of Constable Connor. My orders to the staff were to be prepared to go on board the "Quadra" at 2 o'clock to-morrow afternoon.

Shortly after 2 o'clock on Saturday, 2nd October, the stores had been loaded and the dogs put aboard. At 2.35 all persons were on board and we cast off and put out to sea. An enthusiastic crowd lined the wharfs and bade farewell to those on board. No mishaps occurred and nothing was left behind. We proceeded with fair weather and calm sea.

PERSONNEL OF PARTY.

The administration party consisted of the Commissioner; Hon. Mr. Justice McGuire, judge of the Supreme Court; Mr. F. C. Wade, Crown Prosecutor, Registrar of Lands and Clerk of the Court; Captain H. A. Bliss, Accountant; Captain H. H. Norwood and J. D. McGregor, Inspectors of Mines; Mr. Dufferin Pattullo, Private Secretary to the Commissioner; and Mr. Philip Walsh in charge of transports and Indians.

Accompanying the expedition as far as Dyea there were besides yourself, Mr. W. F. King, Chief Astronomer of the department and formerly Boundary Commissioner; Mr. William Ogilvie, Astronomer and Surveyor, who had joined us at Vancouver; G. R. Maxwell, M.P., Vancouver; Rev. R. M. Dickie, Presbyterian Missionary; Mr. A. J. Magurn, Ottawa Correspondent of the *Toronto Globe*; Mr. D. Stewart, Vancouver; and Dr. Carruthers of Edinburgh, Scotland.

The Mounted Police contingent consisted of Corporal Rudd and eight privates under command of Inspector Wood. Nine experienced dog-drivers and six Fort William Mission Indians, skilled in the navigation of swift waters and in portaging and wood craft, and my own servant completed the party.

For supplies, transport, arms and ammunition, we took on board the following:

SUPPLIES:—Four months' rations for sixty men, and over and above that, six weeks' rations for eight men.

Reports from Commissioner Walsh.

TRANSPORT :—Seventy-eight dogs, some pure huskies, and a number of long-haired Indian dogs ; twenty-five sleds shod with steel and bound at the joints with babiche ; seventy-five sets of dog harness and a supply of dog moccasins.

ORDNANCE, ARMS :—Two Gatling guns, and a full complement of Winchester carbines and Enfield revolvers, with 5,000 rounds of ammunition, each man supplied 20 Winchester and 12 Enfield cartridges in addition to the 5,000 rounds.

VANCOUVER TO SKAGWAY.

The ship proceeded on her way until 8.50 p. m., making 70 miles, when we came to anchor at Yellow Rock Lighthouse on the coast of Vancouver Island.

S. S. "QUADRA."

The "Quadra" is a steel ship, schooner rigged, with ship's bow and round stern, fore-castle and poop. She was built by Fleming & Ferguson, Paisley, Scotland, under the supervision of her present commander, Captain Walbran, who brought her through the straits of Magellan for the Canadian Government in 1891. Her length is 175 feet from figurehead to taffrail, tonnage 573 tons gross, 265 tons net register. Her engines are of Fleming & Ferguson's make, quadruple expansion, cylinders 15, 21, 32 and 46 inches in diameter, stroke 34 inches, and boiler pressure 200 pounds. She has hitherto been used as an official cruiser, and in buoy and lighthouse work on the British Columbia coast. If this ship is to be used in the development of the Yukon district, numerous improvements should be made in her construction. The cabin accommodation is certainly inadequate, and there is practically no protected storage room on deck.

PACIFIC COAST RAINS.

Sunday, October 3rd, 1897.—Weighed anchor in a drizzling rain. By noon it had developed into a heavy downpour. The proportion of rainy weather in these latitudes is extraordinary. At Skeena river the record is said to be 276 days rain and snow in a year. Here it is even greater. At the request of Captain Walbran, Rev. Mr. Dickie conducted Divine Service. We made 141 miles, and at 6.53 p. m. anchored at Fort Rupert, west of Cattle Islands, in a heavy rain.

Monday, October 4th.—Weighed anchor and left Fort Rupert at 6 a.m. A great deal of work was accomplished by the staff during the day in preparing accounts, completing correspondence and furthering arrangements for debarkation so as to avoid delay on reaching Skagway. Made 101 miles.

Tuesday, October 5th.—Weighed anchor 5.36 a. m. Dark, foggy morning, and drizzling rain. At an early hour the men were set to work taking the dogs out of their boxes and leading them about the deck. The much-needed exercise was greatly enjoyed by the poor brutes. The members of the staff have been busily engaged in their cabins all day. The Indians are hard at work in the ship's hold making fishing nets. Made 143 miles, coming to anchor in Cardine Bay, at 7.47 p.m.

Wednesday, October 6th.—Constant rainfall during the night. Weighed anchor at 6.02 a.m. At 8.12, ship's time, we spoke the steamship "Rosalie" to ascertain if Messrs. St. Cyr and McArthur were on board, with the object of obtaining from them any information as to the Dalton Trail, and news from the north. Found St. Cyr and his party had returned from the north some days ago, McArthur not on board, and passengers consisted mostly of people returning after unsuccessful efforts to get over the mountain passes.

OUTFITS DISTRIBUTED.

In the afternoon partial outfits were distributed to each member of the staff as follows :—Eiderdown sleeping bag, two eiderdown quilts, two pairs Hudson Bay blankets,

one rubber sheet, two pairs of moccasins, one pair duffles, two pairs buckskin mits, one pair woolen mits, one goat robe, one Colt revolver and one hundred cartridges, one holster and belt. The eiderdown sleeping bag has proved an invaluable portion of our equipment. The frame work of strong brown duck is bound to be durable, and the interior lining of eiderdown, of the finest quality, affords great protection from the cold. Made 136 miles and anchored in Tolstoi Bay, a snug anchorage, completely protected from the ocean, at 6.50 p.m.

Thursday, October 7th.—The morning broke fair and clear with north-west wind blowing and at 6 o'clock the ship proceeded. Our passage to-day lies through Chatham Strait and it is the intention to keep running all night so as to reach Skagway early to-morrow afternoon. Distance made at midnight 190 miles.

IN SKAGWAY BAY.

Friday, October 8th.—At 1 o'clock p.m. we anchored in Skagway Bay, having completed a voyage from Vancouver to Skagway, a total of 896 miles by ship's log.

THE EARLY NAVIGATORS.

I will make but one or two general observations with regard to the voyage. The names of places on all sides recalled the voyage of the early Spanish navigators and of Cook and Vancouver. The "Quadra" herself is called after one of the Spanish officers. Johnston's strait takes its name from the commander of one of Vancouver's boats. Mount Lazar was so called by Captain Heceta who navigated these waters in the "Santiago," in 1775. Revilla Gigedo, Viceroy of Mexico when Vancouver sailed, is immortalized by an island of the same name.

AN OCEAN VOYAGE BY CANAL.

The most noteworthy fact bearing on communication by water with the Lynn Canal in Alaska, is the complete manner in which the route is protected from the ocean storms by islands extending nearly all the way along the coast. The first 225 miles of the voyage is between Vancouver Island and the mainland.

Then comes Queen Charlotte's Sound where there is no protection from the sea. After leaving the sound, Culvert, Hunter, Campbell and Bardewell Islands form a natural barrier to the fury of the ocean, until Millbank Sound is reached. Price, Princess Poyal, Pitt and Percher and Stephen Islands extending over 130 miles protect our route as far as Chatham Sound. After crossing Chatham Sound and Dixon Entrance, Duke, Annette, Revena and Prince of Wales Islands continue the protection as far as Christian Sound. After that Baronof and Chicagof Islands guard the balance of the passage, 150 miles to Lynn Canal.

ADVANTAGE OF PRESENCE OF THE MINISTER OF THE INTERIOR.

I cannot too strongly express my appreciation of the benefits derived by myself and my party from your continued presence with us during the transcontinental trip and during the voyage to Skagway. You were enabled to become more closely acquainted with all the members of the staff and to instruct a number of the officials in their respective duties. You were also able with the assistance of Mr. King and Mr. Ogilvie to impart much useful information besides assisting me by your counsel and advice in reaching conclusions upon many questions of importance entailing serious responsibility. Your presence also contributed to bring all the members of my party nearer together and to the creation of an "esprit de corps" absolutely necessary to the work before us.

Having anchored in Skagway Bay, the ship's yawl was lowered at 1.30 p.m., and bore Captain Bliss, Captain Norwood and J. D. McGregor ashore to notify Assistant

Reports from Commissioner Walsh.

Commissioner McIlree of our arrival. Shortly afterwards with yourself and the rest of the party, I went on shore and the Assistant Commissioner returned to the steamer with us.

DISAPPOINTING CONDITION OF AFFAIRS AT SKAGWAY.

From information furnished by the Mounted Police authorities at Ottawa, we had expected to find that sufficient provisions had been carried over the mountain passes to enable the party to proceed to Dawson City, and that preparations had been completed to move our further supplies and outfits across without delay. We had also hoped that enough boats had been constructed to accommodate us on the way over the lakes and down the Yukon. This had not been done.

THE ASSISTANT COMMISSIONER IN BAD HEALTH.

We found the Assistant Commissioner in very bad health. The cost of packing had reached a high point, 3,200 pack horses lay dead on the Skagway trail, the rain was falling incessantly and so many stories were told of the impossibility of reaching the interior, that he had hesitated to incur the expense necessary to complete preparations for the expedition. The surroundings were certainly not encouraging and a stage in our progress had been reached where the wisdom of your decision to accompany us a portion of the way was amply demonstrated. Had you not been present to realize the difficulties to be contended with and to assume a large portion of the burden of responsibility now devolving upon the expedition, our task would have been difficult indeed to perform. Practically no preparations had been made for us at Skagway, the season was far advanced and serious delay was unavoidable.

DECISION TO EXAMINE PASSES BEFORE TAKING OVER EXPEDITION.

Any information obtainable as to the condition of the passes, the possibility of obtaining packers, the facilities for building boats at Bennett, was so unsatisfactory, that after consultation we decided that it would be unwise to forward the expedition and supplies over the mountain passes without first having made a personal examination of both passes, and an investigation as to the condition of affairs at Bennett and Tagish. At so late a date in the season such a trip would have to be made with the greatest possible rapidity. The task was no easy one to contemplate but the necessary information could not be obtained in any other way.

CONSTRUCTING BOATS AT BENNETT.

Saturday, Oct. 9th.—The ship's yawl proceeded to Dyea, having on board Captain Norwood and A. F. Hurdman, Carbo, five dog drivers and five Indians. Captain Norwood will proceed to Bennett where he will purchase and construct sufficient boats to carry forward our outfits and supplies. Mr. Hurdman will check the supplies as they are delivered by packers at Lake Lindeman. Corporal Holmes will check the supplies from the Skagway trail at Bennett. At 10 a.m. Mr. Ogilvie and I proceeded with you to Dyea. The morning on board the "Quadra" was spent in getting the supplies from the main hold. Everything was hoisted on deck except some oats and personal baggage. Towards evening a north-west gale blew and it was found necessary to put out a second anchor. All work had to be suspended.

PREPARING TO PACK SUPPLIES OVER THE PASSES.

Sunday, Oct. 10th.—Strong southwest wind still blowing with passing squalls. At 8.30 a.m. Mr. Ogilvie and I accompanied you on the ship's launch to Dyea, to ascend the Chilkoot Pass. We took with us two policemen and our Indians. Before leaving on

our trip over the mountains, Inspector Wood was instructed to superintend the forwarding of supplies and outfits over the Chilkoot Pass to Lake Lindeman, and J. D. McGregor was placed in charge of the purchase of pack animals and the forwarding of our supplies and forage over the Skagway trail. Captain Bliss was instructed to have the dogs delivered to Assistant Commissioner McIlree. At 2.30 the dogs were unloaded into scows and landed at Skagway; at 3.15 they were duly delivered.

PACKING OVER THE CHILKOOT AND SKAGWAY TRAILS.

Monday, Oct., 11th.—Seven Indians and six dog drivers proceeded to Sheep Camp to assist Inspector Wood. By noon Inspector Wood had engaged a number of pack horses, and had them at work on the trail. C. C. McGregor with one policeman weighed the supplies as they came from the barge at Dyea, saw the trains loaded, and kept track of the weights as they went forward. J. D. McGregor left during the morning for Skagway to purchase pack animals for the White Pass. On board ship the stores in the forward hold were cleared away ready for landing.

Tuesday, Oct. 12th.—J. D. McGregor still engaged at Skagway purchasing pack animals. Herron's pack left Dyea for Sheep Camp with over 2,000 pounds of supplies. The scow "Bjax" was loaded with forage and dog feed from the forward hold. At 4 o'clock the "Bjax" was landed at Skagway, and the forage and dog feed forwarded to police headquarters.

Wednesday, Oct. 13th.—J. D. McGregor sent out eleven pack horses with 1,600 pounds of feed over the White Pass, 500 pounds to Twelve Mile Camp, and 1,100 pounds to the Ford; the pack animals to return the same day. In the afternoon pack oxen with pack averaging 300 pounds, including feed for one day, started over the pass. Herron's pack moved from Dyea with 2,300 pounds, and Burke's with five tons of provisions. The former went to Sheep Camp, the latter as far as the Cañon.

Thursday, Oct. 14.—Wet weather in the passes, the trails deep with mud and slush. J. D. McGregor proceeded to Dyea to see that everything had been shipped except the stoves and tents. Inspector Wood had the following outfits started from Dyea, Captain Bliss taking charge of their shipment from the "Quadra," and C. C. McGregor checking as the packs were loaded: Herron's outfit, 2,700 pounds; Henning's, 8,000 pounds; Knapp's, 1,600 pounds; Burke's, 9,000 pounds; total, 21,300 pounds.

Two packers took 100 pounds each to Sheep Camp. Corporal Rudd was placed in charge of the balance of supplies at Dyea.

Friday, Oct. 15th.—A heavy downpour of rain all night and still continuing. The muddy condition of the trails renders them almost impassable, nevertheless ten of our pack horses started over the White Pass with packs of from 150 to 200 pounds each. De Witt's outfit was sent up the Dyea trail with 1,500 pounds.

BACK TO SKAGWAY.

October 16th to 19th.—On October 19th about 2 o'clock p.m. we reached Skagway over the White Pass, having made our trip from Dyea over the Chilkoot Pass to Tagish Post and back to Skagway by the White Pass in nine and one-half days. At Lake Bennett, we found that there was a shortage of supplies for the police post there. Fortunately we were able to purchase about 775 pounds of supplies at the low price of 35 cents per pound from some people who were anxious to return.

AT TAGISH POST.

At Tagish Post the Collector of Customs had in some cases taken supplies in payment of customs duties, and the post was sufficiently supplied with stores. We found Inspector Strickland in charge of the post with a corporal and four policemen. Mr. John Godson, Collector of Customs, and his servant made up the strength of the post.

Reports from Commissioner Walsh.

The barracks, 70 feet by 22 feet, and the officers' quarters, 50 feet by 22 feet, were rapidly nearing completion. The customs collections at this point during the summer and fall had been considerable, but at the time of our arrival were rapidly falling off. Hereafter this post will be known as Fort Sifton.

Inspector Starnes was to have met us at Bennett, with horses, on our return from Tagish, but had been detained on the Skagway trail. This incident forced us to purchase horses and forage, and the bargain made was certainly unique. We bought a bunch of six selected pack horses, paying \$50 for the whole six, and a half sack of oats for \$30. Twelve miles up the trail we met Inspector Starnes with policemen and horses and were accompanied by him to Skagway.

THE CHILKOOT AND SKAGWAY PASSES.

The Chilkoot Pass as compared with that on the Skagway Trail is a good mountain pass for a large portion of the distance covered by it. The last rise from the "Scales" to the summit presents the greatest difficulty. The Skagway trail is all that it has been described to be, such a scene of havoc and destruction as we encountered through the whole length of the White Pass can scarcely be imagined. Thousands of pack horses lay dead along the way, sometimes in bunches under the cliff with pack saddles and packs where they had fallen from the rocks above, sometimes in a tangled mass, filling the mudholes and furnishing the only footing for our poor pack animals on the march—often, I regret to say, exhausted but still alive, a fact that we were unaware of until after the miserable wretches turned beneath the hoofs of our cavalcade. The eyeless sockets of the pack animals everywhere accounted for the myriad of ravens all along the road. The inhumanity which this trail has been witness to, the heart-breaking sufferings which so many have undergone, cannot be imagined. They certainly cannot be described. In this I do not wish to express my opinion of the wagon road now under construction along the course of the Skagway River, which is claimed by its proprietors to afford a good trail.

ADVANCE PARTY TO DAWSON CITY.

On returning to Skagway we found the work of packing our stores over the two passes, which had been entrusted to Inspector Wood and Mr. J. D. McGregor, had been carried out according to instructions, and very efficiently. As our supplies had been considerably augmented by the purchase at Bennett, it was determined to send a portion of the party in advance on the way to Dawson. Full instructions were given to the Assistant Commissioner for Inspector Starnes, and the following party left in the afternoon for Fort Sifton, Fort Selkirk and Dawson City in charge of Inspector Starnes: Judge McGuire, F. C. Wade, Dr. Bonner and C. C. McGregor. Inspector Starnes was instructed to escort Judge McGuire and Mr. Wade to Dawson City, taking with him four police and dog drivers. Dr. Bonner was to remain at Fort Sifton and C. C. McGregor to remain at Selkirk.

Thursday, 21st October.—The party at Dyea were up at 4 a.m. and breakfasted at 5 o'clock. They left at an early hour with pack trains carrying 4,883 pounds of supplies and baggage, reaching Sheep Camp at 2.45 p.m., where Corporal Rudd was found in charge with seven policemen and six dog drivers. As a heavy snowstorm was blowing in the mountains camp was made and baggage and supplies checked out to packers.

DEPARTURE OF THE "QUADRA".

From the ship all baggage had been landed at Skagway at 9.30 a.m., and the balance of the party went ashore. Inspector Wood, of the Mounted Police, was placed in charge at Skagway, and the Assistant Commissioner returns east with the "Quadra," as a further stay in this dripping cold climate would be most injurious to his health. This afternoon we bade adieu to yourself and all on board the "Quadra," and shortly afterwards she steamed out of Skagway Bay.

Friday, 22nd October.—J. D. McGregor will remain at Skagway until the rivers and lakes are frozen over, when he will follow with horses, dogs and sleighs. Four of our Indians left for Dyea to pack oars, oakum, pikepoles, etc., from Dyea to Sheep Camp. The party with Inspector Starnes was up at 5 a.m. at Sheep Camp and got away at 6.30 and reached Long Lake at 3.50 p.m., where Inspector Starnes remained over to meet the packers coming in during the night, some of the rest pushing on to Lindeman. DeWitt's outfit of 20 horses and mules, loaded with supplies, started over the White Pass.

Saturday, 23rd October.—Inspected Mounted Police camp four miles up Skagway trail. The party with Inspector Starnes reached Lake Lindeman at 10.55 a.m., and found Captain Norwood had gone to Bennett. At 1.25 the first loaded boat put away with Judge McGuire and two others, Inspector Starnes and the rest waiting over for the return of the boat and for the remaining packers to come in.

SECOND PARTY LEAVES SKAGWAY FOR DAWSON CITY,

Sunday, 24th October.—Mr. Wade's boat got away at 11.40 a.m., Inspector Starnes followed, and all got into camp at Bennett at 6.55 p.m. At 2 p.m. the second party, in command of Capt. Bliss, which I accompanied, left for Dyea to proceed over the Chilkoot Pass. Inspector Wood was left in command of the Mounted Police from the international boundary line on the south, to Fort Selkirk on the north. On arriving at Dyea we went into camp and completed preparations for the journey into the interior.

RATIONS.

We have now four months' rations for 70 men, north of the passes, and arrangements made for the forwarding of two months' additional rations as soon as the Assistant Commissioner's requisition is filled.

ORDERS ISSUED.

I issued the followed orders to-day :—

No. 1. Until further orders, Captain Wood, Inspector of the North-west Mounted Police, will have command of the district commencing at the international boundary line on the south, to Fort Selkirk at the junction of the Yukon and Pelly Rivers on the north, and will report direct to Controller White at Ottawa and to Major Walsh at Selkirk and also make his requisitions on Ottawa.

No. 2. Immediately the ice forms on the river and lakes sufficiently strong to bear the weight of the horses, a train of 10 horses and sleighs and 10 teams of dogs and sleighs loaded with 60 days' forage and 180 days' rations for five men, and 5,000 pounds of provisions, will leave Skagway for Selkirk. This train will be in charge of J. D. McGregor and will march forward with the greatest possible speed. Mr. McGregor will leave one or two teams of dogs and provisions that may be required at the mail stations I propose to establish in advance of him, the object being to always have two teams of dogs at each post.

No. 3. The return before me, received from Assistant Commissioner McIlree, shows that there are now between Bennett and Tagish post, five months' rations for 70 men. It is important that two months' more, making in all seven months' rations, should be sent over to Bennett, and down the rivers and lakes to Selkirk with as little delay as possible, when the 25 tons of provisions recently ordered by Assistant Commissioner McIlree arrives, which should not be later than November 25th, 12½ tons will be sent forward by horses and dog trains, following the trail by the rivers and lakes passed over by McGregor's train. Work should be commenced at once making preparations for this journey, by getting the sleighs, harness, horses and dogs in condition, and the forage and dog feed required for the trip over to Bennett. This train should consist of about

Reports from Commissioner Walsh.

20 horses and all the dogs after McGregor takes out his 10 teams. Captain Wood will accompany this train through to Selkirk.

No. 4. The force here after the departure of this train will be reduced to one non-commissioned officer and one constable who will take charge of and look after all Government property. The non-commissioned officers will send a monthly report to Controller White, at Ottawa, and to Major Walsh, at Selkirk, and copies to Captain Wood, giving full information regarding the condition of the trails and passes, what travel and business is being done over them, the quantity of goods being passed into the territory, and anything he may think would be of interest to the Controller and to the Yukon Commissioner. Also to look after the mails, incoming and outgoing, and to do all he can to aid their quick despatch. The remainder of the force will be distributed between Bennett Lake and Tagish Post.

J. M. WALSH,

Commissioner of the Yukon District.

SKAGWAY, 24th October, 1897.

AT SHEEP CAMP.

Monday, Oct. 25th.—At 4 a.m. our baggage and supplies had been weighed, amounting to 5,037 pounds. I reached Sheep Camp at 12.30 p.m., and the rest of the staff arrived at 1.30 p.m., which included Captain Bliss, Dufferin Pattullo, Philip Walsh, my servant and four Indians. We had dinner at Sheep Camp at 2 p.m. and went into camp for the night.

STORMS ON THE CHILKOOT.

Tuesday, Oct. 26th.—At 4 a.m., a strong south wind was blowing heavy sleet up the pass and over the summit. At 7.05 a.m., the weather clearing, McFarlane, contractor, with Constable Barnes and dog driver Whitcombe, led off to break trail for the packers, about 50 in number, over the summit. At 9 a.m., the wind increased to a gale and word came back that a man had been blown over a precipice. This afterwards proved to be untrue, but the packers were nervous in consequence and we decided to remain another day in camp and see the supplies over the summit before allowing the party to cross. At 11.30 a.m., though the day was now clear, the wind had not abated and some of the packers returned from the Scales declaring the summit impassable to-day. At noon I wrote Inspector Wood to hurry forward our toboggans, and sent Pattullo and Phil Walsh to the Scales with two Indians to see as to the safety of the supplies cached there by the packers. At the scales they met McFarlane's party returning who reported that 20 packers had crossed the summit safely and that the balance of the supplies would be sent over early next morning. The day was an eventful one with Inspector Starnes' party. At 10 o'clock yesterday the three boats left Bennett in charge of Inspector Starnes, Mr. Wade and Senior Constable Rogers respectively, and proceeded till 4.45 when the wind dropped. It was too dark to proceed further and they went into camp. At 7.45 to-day the boats were loaded and got away. A heavy sea was running and only 200 yards had been made when the boats began to ship water and threatened to founder, and they had to return to shore. At 9.18 a severe snow-storm was blowing in the mountains, and the field glass showed the waves rolling high and breaking into white caps towards the left arm. The party remained on shore and made new steering oars until late in the afternoon.

THE STORM OVERTAKES THE ADVANCE PARTY ON LAKE BENNETT.

At 3.20 no white caps showing through the glass and the water appearing calm the boats got under way again and made for the Left Arm. They had gone three-quarters of a mile with a fair wind, when a hurricane sweeping down through the mountains caught them about a mile from shore. It was impossible to turn towards the shore without getting into the trough of the sea which would mean certain destruction. The only chance lay in going with the gale. The boat in charge of Constable Rogers was built high from the water and got through without mishap. The other two seemed almost certain to founder. Inspector Starnes was forced to throw out a portion of his load. Mr. Wade's boat was lower in the water than the rest, and narrowly escaped destruction. She was kept before the wind until she had taken about nine inches of water, and the waves were pouring in over both gunwales. Baling with pails did not improve matters, and nothing remained but to throw over a portion of the cargo. All the boats finally reached the shore where the lightest of them was rapidly unloaded and sent out to save any of the articles that might still be afloat. They returned later with some bedding, kit bags and supplies. The party did not get settled in camp until after dark.

ROUGH WEATHER AT THE SCALES.

Wednesday, 27th October.—At 3 a.m. a north wind was blowing but the weather was clear. We breakfasted at 4.30 a.m. and started at daylight to cross the summit. At 7.30 Pattullo with a party of two police, 5 Indians and a number of packers went forward to the Scales. A heavy sleet had set in and the wind from the north had increased. At 8.45 the snow was three feet deep, and a blinding sleet blew along the mountains. They found it impossible to keep the trail, and by 9 a.m. were forced to climb almost straight ascents and clamber over snow-capped rocks on hands and knees. About 9.30 they were struggling along in snow up to their armpits when the red flag, warning them that they were approaching the last climb to the summit, came in view. At 10 a.m. the Scales had been reached, and shortly after Philip Walsh reached the same point, with Scott and my servant Carbo. Packers kept coming in, but refused to go further and deserted us. We were then on the side of the mountains 700 feet from the summit, in a blinding storm of snow and sleet. Orders were given to pitch the tents and go into camp. With one shovel and a frying pan the snow was shovelled away to make room for our tent. We soon reached the surface of the rocks, but such a camp ground. Protruding rocks everywhere jutted up under our blankets, making sleep and comfort quite impossible. Kindling we had brought with us, but we were far above the timber line and not a stick of firewood could be got. Several of the Indians were despatched in search of wood, and later, word was sent by Scott to Sheep Camp to have a further supply sent up. It was almost useless to search for water in the storm, but luckily, by making a hole in the snow, a stream was finally uncovered, and at 1.30 p.m. we were all able to sit down to a hearty and much-needed meal. At 2 p.m. the storm had abated slightly, and at 3.45 our five Lake Superior Indians were sent up to the summit with packs with instructions to report the condition of the trail. At 5.20 p.m. they had carried their packs over the summit and were back in camp and reported a hard passage. They brought back with them a Mrs. Schan and her husband who tried to cross the summit from Long Lake. It was fortunate that our Indians encountered them as the snow was from five to fifteen feet deep and travelling very dangerous. About 10 o'clock the wind had grown into a gale and threatened the tent with destruction. All hands got up from their blankets and surrounded it with a wall of snow six feet high. After that though it blew with increased fury we felt secure for the night.

During the day a heavy sleet with snow prevented Inspector Starnes and his party from leaving Lake Bennett. At 8.30 a.m. Mr. Wade and Mr. C. C. McGregor searched the north shore of the lake for six miles and found a number of the packages which had been thrown out of the boats. Constables Rogers and Dickson searched the south shore but found nothing. Inspector Starnes arranged with Mr. Hart of New York, then

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on his way to Dawson, to carry 800 pounds of our stores to Fort Sifton. About midnight the same gale which gave us so much trouble at the Scales, struck the camp on Lake Bennett and blew down two or three tents.

PACKING OVER THE SUMMIT.

Thursday, 28th October.—At 6 a.m. it was still windy at the Scales with slight sleet. At 8 o'clock, no packers having arrived from Sheep Camp, our Indians were set to work packing over the summit. At 9.05 Scott and McFarlane arrived with their packers. By this time our Indians could be seen returning from the summit, having deposited their packs on the other side. The dismay and indignation of the packers when they found themselves relieved of their packs and packstraps caused a good deal of amusement to my own party and some confusion on the part of the packers. By 9.30, however, the packers had all come in and all our baggage and supplies were moving over the summit. At 10.30 we struck camp and began the almost perpendicular ascent from the Scales to the summit of the Chilkoot.

THE SUMMIT.

At 11.10 we reached our destination and halted on the summit, 3,378 feet above canoe navigation, and 3,498 feet above tide water. We were now 15 miles from the head of Taiya Inlet, over 1,000 feet above the timber line and eight miles from Lake Lindeman, which lay in the valley 1,354 feet below us. At 11.30, on reaching Crater Lake, we found it frozen over with slush ice on top but unsafe for travel. On reaching Long Lake, at 3.30 o'clock, Pattullo went ahead with orders to Captain Norwood at Lake Lindeman, to prepare for the arrival of the party. Captain Norwood had gone to Bennett, leaving Constable Purser in charge at Lindeman. At 6 o'clock we arrived, not having tasted food since early daybreak. We were able to dry our clothing, by this time thoroughly soaked in the streams which we had been forced to ford in coming to Long Lake. During the night packers kept coming in, and word arrived that Captain Bliss and A. F. Hurdman, whom I had ordered to bring up the rear, after all the supplies had been shipped over the summit, had crossed the summit and would go into camp at Long Lake.

Inspector Starnes was not able to move out of camp on Lake Bennett till 3 o'clock in the afternoon, as the gale of yesterday still continued causing a heavy sea. The boats were turned over and pitched with hot irons, and inventory made of the articles lost in the accident. Everything had since been recovered with the exception of 500 pounds of stores, two round stoves, one staff tent, two bundles of bedding, one kit bag, one parcel office supplies and one box of medicine and surgical instruments. The party proceeded at 3 o'clock and reached the Shallows near Cariboo Crossing in the dark, going into camp at 5.45 p.m.

Friday, 29th October.—At 7 a.m. the balance of the packers began to come in. Despatched an order to Sheep Camp to Corporal Rudd to send on Constable Woodhouse with two drivers and sleighs and suitable outfit to join the party at Bennett and to Captain Norwood at Bennett to report here. At 11.45 Capt Bliss and A. F. Hurdman with two constables arrived from Long Lake and at 3.05 Captain Norwood came in from Bennett. Bliss, Norwood and Hurdman go to Bennett at 3 a.m. to-morrow. Appointed Mr. Hurdman our agent here. Captain Norwood to proceed with two constables and three Indians and carry to the Hootalinqua six months' rations for A. Cyrette and two Indians whom he will leave at that point, also six months' rations for twelve men. Cyrette will build a post to accommodate six people at the Hootalinqua and Captain Norwood will go forward to Nordenkiold if possible and put out a post there.

Inspector Starnes' party was ready to make for Cariboo Channel at 4.55 a.m., but continued the search along the shore of the lake for the staff tent and other lost articles until 8.30. At 8.45 nothing further having been found they left camp, entered Cariboo Channel at 9.50, reached Tagish Lake at 1.10 and after encountering severe weather on the Big Windy Arm, went into camp at 5 p.m. about three hours' run from Tagish Post.

Saturday, 30th October.—At 3 a.m. Captain Bliss, Captain Norwood and A. F. Hurdman got away to Lake Bennett. At 7 a.m. a policeman and two Indians were sent to Long Lake to bring down a boat for inspection. At 12.15 they returned with the boat which we purchased. We were also able to purchase a considerable quantity of provisions from some parties who had decided to go no further and were returning to Dyea.

ARRIVALS FROM DAWSON.

At 6.45 two men arrived from Dawson having made the journey in 35 days. They reported flour selling at \$6 a sack and that two steamers loaded with provisions were on their way to Dawson. This was very encouraging, but we soon found that matters at Dawson had undergone a great change since their departure.

INSPECTOR STARNES' PARTY AT FORT SIFTON.

Inspector Starnes party reached Fort Sifton, (Tagish Post) at 11.30 and found Inspector Strickland in charge and with him a sergeant, a corporal and four policemen. Mr. Godson, Collector of Customs and his servant completed the party. They were still living in tents but the new barracks and officers' quarters were well advanced towards completion. Mr. Wade requested Dr. Bonner, who was remaining over here, to exhume the body of the Swede, Peterson, murdered near this post last summer.

CAPT. BLISS' PARTY LEAVES LINDEMAN.

Sunday, 31st October.—At 6 a.m. the temperature of the atmosphere at Lake Lindeman was four below freezing and of the water two degrees above. At 7.45 Pattullo and Philip Walsh with two policemen and a boat load of supplies left Lindeman for Bennett. Following later, I arrived at Bennett at 12.15 p.m. and had the boats lowered over the rapids, turned over on shore and pitched thoroughly so as to be able to go forward to-morrow.

As Mr. Hart had left at Fort Sifton the 800 pounds of provisions which he had kindly carried for the advance party free of charge, Inspector Starnes made arrangements with Mr. Monohan's party to carry 1,200 pounds as far as they might be able to proceed on the way to Dawson City. They left Fort Sifton at 9.20 a.m. crossed Marsh Lake and went into camp on reaching the river again at 7 p.m. Heavy shore ice along the end of the lake compelled them to travel a mile before a camp ground could be reached.

CAPTAIN BLISS' PARTY LEAVES BENNETT.

Nov. 1st and 2nd. On November 2nd, at 2.40 p.m., all arrangements for our departure having been completed, our four boats put out from Bennett in charge of myself, Captain Bliss, Dufferin, Pattullo and Constable Coates respectively. From this date it is hardly necessary to give the daily detail of the journey of our party. Both wings experienced a good deal of rough weather on Lake La Barge, but after leaving there the rest of the journey is by rivers.

RIVER JOURNEY.—VELOCITY OF THE CURRENTS.

The journey by river from La Barge to Dawson covers a distance of about 360 miles, most of it over swift running water. We had no opportunity to determine the velocity of the currents, but the figures given by Mr. Ogilvie are no doubt correct. According to him the Thirty Mile River leaves Lake La Barge at four miles an hour for the first five miles, and then travels at five miles an hour to the Hootalinqua. The Hootalinqua, itself a large river, about 100 miles in length, empties into the Lewes at

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nearly three miles an hour. From the junction with the Hootalinqua, the main river flows at a rate of five miles an hour for thirty-three miles, until the Big Salmon is reached, and continues at the same rate to the Little Salmon, thirty-six miles further down stream. The Big and Little Salmon are both large, swift rivers. Below Five Finger Rapids the current of the Yukon travels at the rate of six miles an hour. At Fort Selkirk the Pelly enters at five miles an hour, and further on the White River pours its waters into the main stream at a rate of eight miles an hour. For hundreds of miles between overhanging mountains the current of the Lewes and Yukon Rivers, they are really one and the same, whirls around points and headlands with extreme velocity on its way to the sea.

DANGER FROM RUNNING ICE.

But this very rapidity, so acceptable to the toiling boatmen in the summer months, becomes a source of great danger as soon as the ice begins to form. The ice cakes from the lakes and rivers, pouring into and down the main channel with great velocity, soon renders travel difficult, if not impossible. When Inspector Starnes' party passed the mouth of the Takena, on November 5th, it was pouring its ice into the Lewes. On November 9th they had to contend with the ice of the Hootalinqua as well.

ADVANCED PARTY GOES INTO CAMP AT LITTLE SALMON.

On the 11th the ice of the Little Salmon brought matters to a crisis, choked the main stream at that point and rendered further progress inadvisable. Inspector Starnes, after consulting with the members of his party, decided to go ashore and await further developments, and if the river did not improve, to go into winter quarters.

BLOCKED BY THE ICE.

On November 12th, and for a week afterwards, the ice cakes became thicker and harder, and so increased in volume that no further headway could be made. A number of parties, seventeen people in all, had already pulled out their boats and were building cabins for the winter a few hundred yards from the mouth of the Little Salmon River. Inspector Starnes pitched his camp on the right bank of the river, in a thick forest of spruce, about a mile below the junction of the Little Salmon with the Lewes.

Captain Bliss' party encountered the Takena ice on November 9th, and travelled all day through floes on Lake La Barge towards the foot of the lake. On the 13th we overtook Messrs. Bowles, Weinbeg and Freeman at the Hootalinqua. They had been freighting for us and had waited over for our arrival. The thermometer this morning registered 8 below zero, and travelling in open boats had become anything but agreeable. The sun now puts in his appearance over the mountain tops about 10 a.m. and disappears each day at 3.30 p.m. During part of the forenoon we were enveloped in thick fog, and darkness cut short the afternoon at an early hour. The ice of the Hootalinqua, emptying at this point, obstructed our progress considerably. On November 16th, when the Big Salmon River was reached at 2 p.m. the thermometer showed 14 below zero. We went into camp six miles below the Big Salmon, having made 39 miles despite all obstacles. On the morning of the 17th the temperature had dropped to 18 below zero. We were anxious to join the advance party if possible. At 7.45 my boat got under way, the rest following shortly after. Captain Norwood and his two boats, with whom we had come up at the White Horse Rapids, had camped just below us. The ice had become thicker, and we all kept a sharp lookout on the river. Unfortunately at about 9.30 a.m. an ice jam formed ahead of us, and a sad accident overtook the American party preceding us by which Mr. John J. Freeman, of Seattle, lost his life. The following particulars of this lamentable occurrence are from Mr. Pattullo's diary :—

SAD DROWNING OF MR. FREEMAN.

"About 8.30 o'clock my boat was delayed through encountering a small jam of ice, and was considerably behind the other boats. Shortly afterwards I came upon Major Walsh on shore who was waiting for me to inquire as to my delay and to warn me against a small rapid just ahead. He pulled out immediately; I came up and started ahead. We had gone but a short distance when we neared what we now called Freeman's Point, a sharp turn in the river about 12 miles below the Big Salmon River. Before reaching this point, Major Walsh had made a landing on the ice running along the left bank. Ahead was Bowles, Weinburg's and Freeman's boat in the very front of a heavy ice jam and Captain Bliss' boat not far from them, also in the thick of the jam. Captain Norwood with his two boats had been able to effect a landing at the turn on the right bank and was now busy unloading his boats and getting supplies ashore. In order to land on the same side of the river as the rest of the party, Major Walsh ordered my boat up the river along the shore ice, following with his own boat at the same time. When it was thought we had gone sufficiently far up stream to enable us to reach the opposite side in safety, we struck across, Major Walsh, after a great deal of difficulty, made the right bank in safety. My boat was not so fortunate, and getting caught in the floating ice we were unable to make the shore and were hurried towards the thick of the jam. Just as we reached the point, I could see Bliss crawling on his hands and knees over the heavy slush ice, making for the shore.

"Joe Crow and I. Collen, Indians, had made the shore on snow-shoes. S. Collen and T. Collen, Indians, got to shore by means of tent poles stretched across the ice. A. Cyrette, in one of Captain Norwood's boats, on reaching the turn in the river, jumped out into water up to his waist and running to shore with a line, lashed it around a tree and saved his boat. Captain Norwood threw a rope which was caught by Marcelle of Cyrette's boat, on shore, and in spite of the cold and fearful pressure of the ice, hung on and saved his boat. His hands, however, were so severely frozen as to be a mass of huge blisters in the morning. Meantime Major Walsh had made a landing on the right bank a short distance above the turn and had run down to direct the saving of the boats. Bliss made the shore in safety and called to me to get ashore as a man had been drowned. I tested the slush ice, but found it would not bear me. I took my snowshoes and crawled to shore on my hands and knees. Norwood's boat had been made fast and unloaded, Major Walsh's boat the same, and what could be rescued out of Bliss' boat and my boat was brought ashore by the Indians on snowshoes, the jam having tightened up considerably. In this way, tents, stoves, all our personal baggage and a considerable quantity of provisions were saved. Too much credit cannot be given our Indians for the courage they displayed under very trying circumstances. Meantime, Bowles, Weinburg and Freeman's boat had turned over and poor Freeman was drowned. No assistance could possibly be rendered him. He was engulfed in a moment. Bowles and Weinburg told me afterwards that they had told Freeman to follow them as they got out of their boat, but that he had delayed apparently to get something and that he had then jumped out on the opposite side and sank into the heavy slush. He put up his hand to grasp the side of the boat, but that moment, the jam further tightening up, the boat was overturned and poor Freeman was lost. Bowles and Weinburg were now on the opposite side of the river and Major Walsh ordered his boat pulled over the ice at the side of the river and launched in the open water below the jam, to bring Bowles and Weinburg across from the other side and to catch our boats when the jam gave way, should they still be upright. Four of our Indians brought Bowles and Weinburg across in safety and they were from that moment taken on our strength. The jam now gave way and Bliss' and my boats were being carried down stream, Bliss' boat sank once, but came up again. My boat was hoisted on a huge ice cake and was carried down stream, still upright. Joe Crow, Indian, followed here down for some miles and on her being thrown close to the shore, secured her with a pike pole and saved a boat load of provisions. Bliss' boat was lost.

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OUR RIVER TRIP TERMINATED.

"Made camp on the point which Major Walsh named Freeman's, in memory of the poor fellow who lost his life. Had we been half an hour earlier, or six hours later, we would have encountered no jam at this point, as the river was running open down the centre." This effectually terminated our water trip.

SHORTAGE OF PROVISIONS.

For a time it was difficult to tell just what course to take. The American boat now under the ice was carrying a ton of our supplies. About 1,000 lbs. of supplies had gone down with Capt. Bliss' boat.

On Lake Bennett Inspector Starnes' party had been forced to throw overboard 500 pounds. We were now in a sense stranded with half of our provisions gone. Fort Sifton, the nearest point of supply, was 176 miles distant, and the provisions on hand would not last more than three months. On the 19th, however, Captain Norwood was sent back to the Big Salmon River, where there were about 40 campers, to purchase any available supplies. On the 23rd he returned, having purchased about 1,600 pounds. On the 24th, Joe Crow, returning from the Little Salmon, reported the finding of Bowles and Weinburg's boat with part of the cargo still intact, six miles this side of the Little Salmon River.

PORTION OF PARTY SENT BACK THE LINE.

As we still had about 4,843 pounds between the White Horse Rapids and the Hootalinqua, or enough to ration nine men for 180 days, while only four men were stationed between these two posts, I decided to send Captain Norwood back with four men to be distributed between these two posts, and to move a portion of our party up to the Big Salmon and ration them on the provisions purchased from the campers there. On the 28th, having ascertained by special messenger from Inspector Starnes that they had only 90 days' rations for eleven men, which was not enough to carry them over until June 15th, I relieved him of three policemen and two dog drivers, who have returned to Tagish Post. Since then by watching every opportunity for the purchase of supplies, we have been fortunate to secure sufficient to ration our whole party over the winter, and until further stores can be obtained from Bennett in June next.

PURCHASING SUPPLIES FROM CAMPERS.

From campers returning to the coast I managed to procure 4,294, in addition to the 1,600 pounds obtained at the Big Salmon. Inspector Starnes also purchased from campers returning from the Little Salmon, and from a camp five miles below, 2,890 pounds. The spare rations will place us in a position to relieve many cases of distress and destitution among those making their way by this route from Dawson City to the coast.

PRESENT DISTRIBUTION OF THE PARTY.

The present distribution of the party is as follows: At this point there are besides myself, Captain Bliss, Dufferin Pattullo, Philip Walsh, a cook and two Indians. At the Little Salmon, with Inspector Starnes are: Judge McGuire, Mr. F. C. Wade, C. C. McGregor and two men. Four Indians are camped in charge of the stores at Freeman Point. Two policemen are in charge of the post at the Hootalinqua, and two at the White Horse Rapids. Dr. Bonner and A. F. Hurdman are at Tagish Post. Captain Norwood is on the road to Bennett. J. D. McGregor is expected here daily with the horses, dogs and transport necessary to carry the party forward to Selkirk. The rest of the policemen have been sent out to Fort Sifton. Dog drivers Marion and Fiddler

left on the 30th of November with a dog team, the former to go to Skagway with the mail, the latter to meet Mr. McGregor on the way in and return with him to this post.

IN WINTER QUARTERS ON THE YUKON.

LOCATION OF POSTS.

The following posts are now established :—

At Lake Bennett we have a substantial log cabin 30 feet by 16 feet and well suited for occupation and storage. About 47 miles further on at Fort Sifton (Tagish Post) are the new barracks 70 feet by 22 feet divided into a sleeping room 40 feet long, mess room 20 feet and kitchen 10 feet long and officers' quarters 50 feet by 22 feet containing an orderly room, customs office, sleeping room and kitchen; fifty miles further on at White Horse Rapids a substantial log post has been erected; at the Hootalinqua, 33 miles above here, a post about 15 feet by 16 feet has been completed, and at the Little Salmon 35 miles below this place, Inspector Starnes and his party have been for some time in occupation of their log cabin, dimensions 14 by 16 feet. At the foot of Lake La Barge, 30 miles above the Hootalinqua Post and 60 miles below the White Horse Rapids a cabin has been erected 14 by 16 feet and two men stationed there. Arrangements have also been made to construct a storehouse 16 by 24 feet and another cabin to accommodate from six to eight men.

To temporarily furnish accommodation from the White Horse Rapids to the foot of Lake La Barge, a distance of 61 miles, arrangements were made with Mr. McIntosh who is camped at the foot of Lake Marsh, and with the chief at the Indian village at the head of Lake La Barge to furnish shelter and lodging for mail drivers and any members of my party requiring it. A complete chain of posts from the Little Salmon River, sufficient for present purposes at any rate, has already been located.

TEMPORARY DISAPPOINTMENT.

My first feeling when our trip was suddenly terminated by the ice was one of disappointment. I had expected to reach Dawson City before the river froze over. The season of the year was much too far advanced to look for anything of the kind. It was important to go as far as Fort Sifton if nothing else could be done, as at that point I would be inside the limits of my jurisdiction and be in a favourable position to examine into a number of questions connected with the development of the country. I had hoped that it might have been within the limits of possibility for Judge McGuire and Mr. Wade to get through as far as Fort Selkirk, from which point Dawson City might be reached by dog train, but found that this could not be accomplished without great and unnecessary danger. In any case it was important to push down the river as far as possible to shorten the trip by dog trains or at the worst to lessen the difficulties of reaching Dawson City immediately after the break up of the ice in the spring. My disappointment has now, however, been supplanted by feelings of great gratification. It seems fortunate, even providential, that the trip terminated for the time being as it did.

A GENERAL ICE JAM.

By Nov. 25th the appearance of the ice indicated that a general jam along the river might be looked for. The cakes were grouping in large numbers and the shore ice gradually crept towards mid-channel. On the night of the 26th in an hour's time the water rose six or seven feet, carrying with it all boats that had not been drawn up on shore. The river was now jammed for hundreds of miles. During the night the terrific crashing of masses of ice disturbed the usual quiet of the Yukon. The appearance of the surface of the river next morning was almost appalling. The entire channel as far as the eye could see was filled with ice cakes stood on end. This was the condition of

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affairs no doubt for hundreds of miles, and over this ice those leaving Dawson would have to make their way.

A ROUGH WINTER TRAIL.

As was to be expected, the first arrivals from Dawson presented a wretched appearance. They had started out from Dawson City on November 3rd, taking with them a sled and 140 pounds of provisions each. When 125 miles of the journey had been covered, the sleigh and almost all of their blankets, shoes and clothes had to be thrown away. Keeping a single blanket each, and the smallest amount of provisions that would enable them to make the trip, the poor fellows tramped on over the snow and ice in the bitterly cold weather of November, spending their days in almost hopeless labour, and their nights under the open sky, with nothing but a camp fire between them and death by freezing. One after another they arrived at the Government posts with frozen hands and feet, and few escaped with their faces untouched by the frost. The worst case of suffering was that of the poor boy Byrne, of Chicago, who arrived at the Five Finger Rapids with his legs so badly frozen as to require amputation below the knees. Many reached Big and Little Salmon posts sick or destitute.

RELIEF ON THE TRAIL.

Although at first we found ourselves short of rations, the laws of humanity required that we should share, as far as possible, with those even more unfortunate than ourselves. Since our position in this respect improved, we have been able to accomplish more than could have been expected. In many cases a mere exchange of provisions is all that has been required, those coming out having too much of one staple and nothing of another. There were several cases, both at the Little Salmon and here, of complete destitution. There was nothing for it but to supply these people with enough stores to support them for the remainder of the trip, or issue an order to all the posts on the way out to ration them from post to post all the way to Lake Bennett. Even a resting place for the night has often proved most acceptable, particularly to those travelling during the very cold weather last month without tents or stoves. On November 26th, the thermometer registered 32 degrees below zero, on the 27th, 34 below, on the 28th, 38 below, on the 29th, 52 below, and on the 30th, 58 below zero. The hardships attendant on travelling during such severe weather over the sharp, rough ice, and on an almost unbroken trail, by people poorly supplied with food, without a tent to cover them or a stove to thaw out their frozen clothing, are necessarily very great.

UTILITY OF OUR POSTS AND CABINS.

At the Little Salmon, our log cabin and a spare cook tent, with stove, were greatly appreciated. Between here and there we placed a tent, with a stove, on the trail for general accommodation, in addition to our camp six miles this side of the Little Salmon and at Freeman's Point. In one case of illness and destitution we were able to maintain a man and his companion for several weeks, and then send them out with rations to carry them to the coast. A dog driver has just been despatched to the Hootalinqua to bring down a Swedish woman to the village here to prevent her from risking a passage out. She will be given quarters by some of the people in the village. Two other women have unfortunately already started out over the trail from a point above here, though instructions had been given to some of the men going out to inform them that we would take care of them during the winter. Unfortunately the message was not delivered, and the women are already, no doubt, suffering the hardships of the trip out.

The freezing of the river, which terminated our progress and landed us here, stopped a good many others between here and Pelly. This too, in many cases, has been a blessing in disguise. Many of them carried sufficient provisions for a few months, but not

enough to go through the winter at Dawson. The sale of their supplies has been of great assistance on the trail, besides furnishing them with money to outfit themselves again and return by the river in the spring.

ADVANTAGES OF OUR POSITION.

Our position has proved to be an important one from another point of view. Situated half way between Dawson and Dyea, I have been in a position to meet daily large numbers of the people coming over the trail from the gold districts, to ascertain from them the causes of the famine, the condition of the people, the difficulties of transportation as affecting the food question, and their opinion upon all questions affecting mines and mining and as to the nature of the regulations which would prove most satisfactory and at the same time effective.

CHEAP FOOD THE FIRST ESSENTIAL.

The food supply is the most important of all the questions pertaining to the development of this country with which we have to deal. There will always be those who are willing to risk all in the hope of making a fortune quickly. As long as the present condition of affairs continues to exist, every spring will see the same wild rush to the Klondike gold fields, and every winter must witness its food famine followed by the usual exodus over the ice, with all its attendant hardships. In this way fortunes will be made, and some of the richest places will be developed, but anything like a thorough development of the country must be looked for in vain. Above all things, the miner must be certain of his food supply. When the prospector shoulders his pack to journey forty or fifty miles into the hills and along the creeks and gulches, it must be with confidence that, on his return, provisions will be available. This is an absolute condition precedent to any systematic prospecting and development. The second condition is that it should be cheap as well as certainly procurable.

DIFFICULTIES OF MINING IN THE KLONDIKE.

The difficulties of mining in the Klondike are probably unexampled. The conditions are said to be different to those prevailing in any other mining camps in the world. California, Montana and Australia are all different. The mining camps of Siberia alone are said to have some resemblance. The country for 100 miles around Dawson is one great glacier, carrying a surface of moss two feet thick. The great summer heat melts this moss and ice clay about four feet down, leaving the moss saturated with moisture through which the prospector must wade with his pack of supplies on his back, seeking for a favourable location. When the location is found he must erect a cabin, pack in his supplies, and then commence operations. He must dig through this moss and clay, until the frost is reached, cut wood and melt through the frost, using a shovel until bed rock is reached to find a paying claim, or meet with disappointment. The supplies necessary to do this work must be packed in on a man's back, and the greatest amount that can be carried by any one man on a prospecting tour is fifty pounds. Unquestionably placer mining on a large scale cannot be looked for unless the food supply is both certain and procurable at reasonable rates. Wages also must be excessive. But little, if any good can be accomplished when flour sells at \$2 a pound, and labour commands \$15 a day as in Dawson during the months of November and December this year.

THE DISTRICT TO BE SUPPLIED.

The district to be supplied is not confined to the Klondike gold fields. Nearly every tributary of the Yukon and Lewes rivers will require a supply of its own. Prospectors are at present at work sinking holes to bed rock on the Hootalinqua, at the

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Cassiar, and other bars on the Lewes, and in gulches along the shores of the main river, on the Big and Little Salmon, and on the Pelly, and probably 150 men have begun operations on the Stewart and its tributaries. Any system of supplying provisions framed without regard to the demands of the district extending along the shores of the Hootalinqua, and from its junction with the Lewes to Dawson City, a distance of 360 miles, must be imperfect, and in many respects useless.

THE ST. MICHAELS ROUTE UNSATISFACTORY.

The route by ocean to St. Michaels and up the north Yukon from its mouth, has never yet afforded sufficient transportation facilities. The boats arriving at Dawson by this route leave St. Michaels in the previous October, and proceed as far as Fort Yukon, and waiting there proceed on their journey in the following spring, reaching Dawson City in June. The two boats which left St. Michaels this autumn, loaded with provisions for Dawson City, are wintering as usual at Fort Yukon. But the shortage of food at Dawson has driven from 500 to 800 people from Dawson to Fort Yukon, a distance of 380 miles, to winter. This population, added to that already at Fort Yukon, will, it is said, consume the entire supplies available there, and no supplies need be looked for from this quarter in June. The two steamers will have to return to St. Michaels and reload, or proceed to Dawson City empty. The boats arriving at Dawson from St. Michaels in the middle of July, or beginning of August, cannot leave St. Michaels until July 1st, owing to the ice in Norton Sound and at the mouth of the Yukon River. The first boat did not arrive this year until July 27th, and the last on September 30th. The Government officials at Dawson City in the meantime gave up the hope of seeing any others, and issued an urgent appeal to the population of the city to proceed at once down stream to Circle City and Fort Yukon in small boats. On September 28th, however, the "Weir" hove in view, and two days later the Alaska Commercial Company's boat "Balla" arrived. They brought but a small quantity of provisions, and the statement was made that one or both had been held up and plundered of provisions by miners armed with Winchesters at Circle City. If this is the case, it is not impossible that supplies expected to come in by this route in the middle of July next may disappear in the same way. As the trip from St. Michaels to Dawson occupies from sixteen to twenty days, only two trips in a season are possible, and the second is precarious and unreliable. From information picked up from people passing en route for the coast, I learn that the tonnage of the six boats and three barges on the Yukon River, upon which the country depends for its food supply, totals about 2,400 tons. If two trips can be made in a season, they can carry from St. Michaels 4,800 tons. Before the exodus this fall the population of Dawson and district was estimated to be about 7,500. This population in a mining camp means in food, clothing and merchandise, about one ton per head per year, so that the population of Dawson and district will require next spring, on the return of the people now going out, 7,500 tons for one year from next July, or almost double the carrying capacity of the steamers and barges now operating on the Yukon route from St. Michaels to Dawson. Even if the number of boats was doubled, nothing would be left over for the immense increase of population which may take place at any time, and the entire district from Dawson along the Yukon and Lewes rivers to the Hootalinqua, including the Pelly and all tributaries of the larger streams, would be left unsupplied. Besides this, while it may be possible for a few boats to be run in connection with two large commercial companies looking for their profits outside of freight rates, it cannot be expected that freight can be carried at reasonable prices over a route by which only one or two trips at most can be made in a season, and until cheap and efficient transportation is afforded, cheap food cannot be looked for, and wages must continue to command almost prohibition prices.

THE DALTON TRAIL.

The Dalton trail overland from Chilkat Inlet to Fort Selkirk appears to afford a good route for summer travel. Cattle and sheep in considerable numbers were success-

fully driven over the trail last autumn. Leaving the coast on August 2nd, they arrived at Five Finger Rapids, where they were butchered and the beef floated down to Dawson, reaching there about the middle of October. Good campgrounds, plenty of wood and water, and food for stock can be found along the trail. The snow is said to fall too deep for winter travel. As a route for driving in stock, it will no doubt be largely used, but railroad construction over the Chilkat Pass, and 350 miles into the interior, would be a serious undertaking, especially as there is nothing to lead to settlement along the way, and operations would be limited to the summer months. It would be of no service whatever to the districts from Fort Selkirk to the Hootalinqua, and would not afford a Canadian seaport.

THE DYEA AND SKAGWAY ROUTES.

The routes from Dyea over the Chilkat Pass to Lake Lindeman, and from Skagway over the White Pass to Lake Bennett, and thence by the lakes and rivers to Dawson City possess one of the advantages which are lacking in the St. Michaels route and Dalton trail. Commencing at the source of the Lewes River, every point from Lake Bennett to Dawson City can be served except the valley of the Hootalinqua. The Chilkoot and White Passes are no doubt capable of vast improvement. There are many reasons, however, why they will never be able to afford the means of transportation required to supply cheap food at Dawson City, and throughout the Mineral belt. The cost of packing over the passes is one of these. At Miles Canon, for five-eighths of a mile, the waters of the Lewes rush between the rocks at a rate of $12\frac{1}{2}$ miles an hour, and just below, the White Horse Rapids, for three-eighths of a mile are incapable of navigation by the larger class of boats. Sometimes they are navigated by small boats, but even this is attended with the utmost danger. The rapid current of the Thirty Mile River from Lake La Barge to the junction of the Hootalinqua and Lewes rivers, studded with rocks all the way, is also a constant source of danger. Steamboat navigation either by the Yukon from St Michaels, or down the river from the head waters of the Lewes, to its junction with the Hootalinqua, will never afford suitable and safe transportation. On the route down the Lewes, the water is too shallow, the channels are too narrow, and the currents too swift for the safe passage of boats of paying capacity. As a winter route it is equally objectionable. The exodus of people from Dawson was stopped for a number of days on the Thirty Mile River during November and December, owing to long stretches of open water. Travellers were forced to clamber over the rocks and cliffs for days with loaded sleds. Lake Bennett did not freeze over until a very late date. Both as a winter and summer route it has very many disadvantages.

VALUE OF THE GREAT WATER STRETCHES.

Under any circumstances all the above routes must continue to be of assistance in the transportation of food. Without the water stretches of the Rainy Lake and the Seine River districts and of British Columbia, mining development would have been impossible for many years to come in those districts. The different series of water routes to the Yukon are probably the most remarkable of all. If they are made use of as they should be there is no reason why an unlimited and cheap food supply should not be easily procurable. The opening up of the route by Telegraph Creek, Teslin Lake and Hootalinqua River to its junction with the Yukon, would unquestionably solve the transportation problem both for summer and winter purposes. It seems to be the only one that would satisfy all conditions and prove satisfactory. According to Mr. Ogilvie's report the Yukon is navigable for steamers from its mouth to Lake Teslin, a distance of 2,300 miles. From the coast end, I am informed, the Stikine is navigable by steamboats as far as Glenora or Telegraph Creek. The construction of a railway from Glenora to the head of Lake Teslin, a distance of 140 miles, would be the first step necessary. A fleet of flat-bottom steamers on Lake Teslin, running from the head to the foot of the lake, 120 miles, and then down the Hootalinqua to its junction with the Lewes or Yukon, would complete the link with the Yukon. If steamboat navigation became impracticable at any

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point, a ship-yard should be established for the construction of boats or scows that would carry, with a small draft of water, a cargo of from ten to fifteen tons. These boats could not ascend the river again, and at Dawson or intervening points would be broken up for the lumber they contained. The infinity of spruce trees suitable for such boat-building would render this a cheap and easy process. If, as Mr. Ogilvie states, steam-boat navigation is possible down the whole course of the Yukon and on to Dawson, so much the better.

ADVANTAGES OF THE TESLIN ROUTE.

Such a route would possess the following advantages:—

1. No mountain passes to cross of any considerable difficulty.
2. No dangerous rapids to contend with.
3. Uninterrupted navigation from the middle of May to the beginning of November, instead of for two months as on the north Yukon.
4. Loaded boats would travel down stream instead of up stream, as they are required to do on the north Yukon. They would come up stream light.
5. The whole mineral belt would be served from the coast to Dawson, instead of merely the Dawson end of it.
6. There would be no open water to destroy the winter trail as on the Thirty Mile River.
7. The district travelled would contain prospecting camps and settlement all along the route.
8. The ocean port would not be on British soil, but the anchorages are so protected that the Stikine flat-boats could be loaded from the sides of the ocean vessels.

WINTER TRAIL, MAIL POSTS AND POLICE.

A winter trail will have to be made, mail posts erected, a telegraph line established, and the whole district properly policed. One of the first things requiring the attention of the Government, and one which is badly needed, is that the country be thoroughly policed along the route of travel. This could be done easily, and with little expense, considering the services that will be performed. It would be necessary to have a hundred men at the head of Lake Teslin, in the early spring, with boats sufficient to carry them and two months' supplies down the river. Posts should then be established along the whole route from 30 to 35 miles apart. Each post would be supplied with a good boat, one large tent, two small tents, one double set of heating and cooking utensils, 12 axes, 6 shovels and some fish nets. Place a non-commissioned officer and five men at each post, construct good log huts to provide quarters for the men of the post and for the accommodation of five or six travellers. During the summer months supply each post with a year's provisions, allowing three pounds a day to each man, and place a reserve supply of 2000 pounds, to be kept in store in case of emergency, such as is occurring this year. Instruct each officer in charge to—

1. Keep a daily record of passing events.
2. Keep a proper record of the temperature each day.
3. Examine passing boats coming in, and see that their owners carry proper receipts for customs duty.
4. Examine passing boats, and see if liquor is brought in without permits, and see that the tax has been paid.
5. Report to the officer commanding any violation of the laws, so that it may be properly and expeditiously dealt with.
6. Report any discoveries of gold, giving location and all necessary particulars.
7. Keep a careful record of the opening and closing of the rivers and lakes, and of changes in the surface of the trail in winter.
8. Report on the game found, whether scarce or plentiful, and during what seasons found.

ADVANTAGES OF A COMPLETE CHAIN OF POSTS.

When once a complete chain of posts has been established from the coast to Dawson City, the remaining difficulties of transportation can easily be dealt with. The country could then be thoroughly policed with ease.

Not less important than this, a regular mail service could be arranged for by means of the same posts. This should be attended to at once. Without postage facilities the transaction of business in the interior is severely hampered. A sufficient number of dog drivers and teams placed along the trail could keep up regular communication from post to post. The posts being one day's travel apart, regular days for arrival and departure could be arranged, the dog driver from one post carrying the mail to the next, and receiving the outgoing mail in return. A monthly or weekly mail service could in this way be placed on a regular footing in a short time.

A SHORE TRAIL.

To establish a shore trail that would be of service in summer and winter alike, it would only be necessary to cut through the timber fifteen miles both ways from each post. If this work was commenced simultaneously at each post, a complete trail could soon be made which would make travel independent of the ice trail when open water and ice floes have rendered it impassable, and of the river as well.

A TELEGRAPH LINE—POST OFFICES—SHELTERS.

A telegraph line could be erected cheaply, and with rapidity, by stringing the wires along the trees which everywhere skirt the shores, or by placing poles at the outset. The police posts would serve as cabins during the construction and as telegraph offices afterwards. They would also serve as post offices and centres of distribution of Government proclamations, regulations, notices and other necessary information. Lastly, but by no means of least importance, they would afford shelter, not only to those forced to come out over the ice in winter, but to those who by wreck or otherwise have lost their supplies, and are compelled to return to the coast, or await an opportunity of securing new outfits.

LIFE-SAVING APPARATUS.

It has already been pointed out what important services have been rendered by our few posts in this way during the present winter. The posts should also be furnished with life lines and life-saving apparatus, to be used in case of accident.

STYLE OF BOAT FOR POLICE POSTS.

I would like to call your attention to the style of boats required for the service of police along the lakes and rivers. The boats now being used are not at all suitable. They are shapeless, and poor carriers, and are fit only for going down stream. It is almost impossible to move them against the current. A lighter style of boat must be adopted, and the number required will be so great that it would be too expensive getting them built anywhere along the coast and shipped over the passes. The style of boat for the waters here is that used on the swift waters of the Ottawa district, long and pointed at bow and stern. These boats are good carriers, and can be handled either with or against the stream. I would recommend that you secure a competent boat builder, and send him at once to pattern and construct this style of boat, so that it may supersede those now in use.

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THE BEST MEN FOR THE SERVICE.

I would also recommend that the men required for service in this country be not drawn from the North-west Mounted Police force. I find them unsuitable for the work that is to be done. They are neither boatmen, axemen, nor are they accustomed to winter bush life, three of the first qualifications for service here. The force in the Territories might be reduced by 150 or 200 men, or by whatever number of men you might send in here. In their place should be called volunteers for two or three years' service in the Yukon district. They could be drawn from the districts along the Ottawa, St. Lawrence, and other rivers where men are accustomed to swift waters, and to bush life. With a little military training and police duty they could be turned into a force that would be of great service in this country. In command of these should be placed one of the most competent young officers of the Mounted Police, and the remaining officers could be appointed from Militia officers who have had the same experience, and possess the same qualifications as the men recommended for the service. Such men could be picked up in and around the Ottawa district. They would be able to cut a land trail between their posts, and in a short time there would be a land trail from Teslin Lake to Dawson which would be of great service to the country during the winter months, and might afterwards be the route of a line of railway.

A CENTRAL DEPOT OF SUPPLY.

I would further recommend by way of precaution in commerce, the establishment of a depot of supply in the centre of the mining district. During the season of navigation of the Stikine and Teslin Lake, and of the rivers to Dawson City, there should be shipped to the depot a sufficient quantity of provisions to secure the population against every possible shortage of food that might take place, from a failure on the part of the transportation companies now operating in the country bringing the quantity of provisions necessary to supply the people with goods at a fair profit. This depot should be put under the supervision of a Government officer, and the goods be issued out on requisition, and paid for on delivery to the individual miner, and should not, in any case, be issued to the trading companies. To secure the public against any loss in this transaction, a fair margin to cover shrinkage and expenditure could be added to the cost of the goods, including, of course, the expense of transportation.

INTERMEDIATE DEPOTS FOR RELIEF.

There should also be small intermediate depots where the people along the Teslin Lake, Hootalinqua and Lewes rivers might be able to obtain a supply of food. This supply might be stored at the police posts. There are no places in Canada where people are, and may continue to be, so thoroughly exposed to exorbitant prices and suffering in the event of the shortage of food, as from the head of the Hootalinqua to its junction with the Lewes River, from Tagish to the same point, and from there to the Stewart River, and from all that can be learned, that district may prove to be a very wealthy section of the country. But until there are reasonably cheap provisions, and a depot of supplies within easy reach where food can be replaced in case of loss or accident, the country will never be so thoroughly explored and developed as it should be. The public could not possibly lose by such an undertaking if it were placed in the hands of competent men, and the gain to the public following upon the development of this country would be so great that it can scarcely be estimated. If some commercial company would undertake this work it would perhaps be more satisfactory to the public, but it must be a responsible and reliable corporation, and one which would thoroughly carry out the work required of it.

SUPPLIES FOR GOVERNMENT OFFICIALS AND POLICE.

With reference to supplies for Government officials and Mounted Police, I would strongly recommend the adoption of a policy in the future different from the hand-to-mouth policy of the past. Instead of purchasing a year's supply, stores sufficient to last a year and a half should be bought and delivered to the whole line of posts. I consider it very unsafe to pursue in the future the course that has been adopted in the past, of having but one year's supply in store. There should be a reserve store of six months at least. In fact it would be much better to have a reserve supply of one year.

The posts in this country should be supplied in a manner similar to the isolated posts in the British army. With a year's supply they would be free from danger of a shortage of food.

GOOD EFFECTS OF THE EXODUS FROM DAWSON.

A matter of particular importance at the present time is the adoption of some method of regulating a rush to the gold fields during the coming winter months and spring. The good effects of the exodus from Dawson City are just beginning to be felt. The departure of every man who joined the exodus lessened the demand on the local food supply, and the sale of their supplies increased the supply for those who remained. If the good results of this exodus are not to be lost, immediate steps must be taken to prevent another rush into a famine-stricken district of men insufficiently supplied with food.

NONE SHOULD BE ALLOWED TO ENTER THE COUNTRY WITHOUT A YEAR'S SUPPLY OF FOOD.

If the people persist in coming in I would recommend that an order be issued to the police at Lake Bennett and Fort Sifton (Tagish Post) to prevent anyone passing these posts unless he carries supplies sufficient for one year from the date of passing these posts. The same thing should be done at Teslin Lake. If this is not done, and transportation facilities are not improved, the distress next year will far exceed anything that can take place this year.

* * * * *

During my stay here I have been able to interview a very large number of people, including capitalists, practical miners and all who are interested in mines, and have in this way procured much valuable information which will be of service to me in reaching the gold country.

SUMMARY.

Food is the first of all questions. It is the most important question with which the country has to deal, and I do not see how the population of this country can be successfully supplied, either in quantity or in price, unless the Government gives it some consideration. There is no year since mining operations commenced here, that the country has had a full and sufficient supply of provisions.

The people, depending entirely upon the commercial companies for their supplies, have been both neglected and imposed upon. The fact is, the corporations have the people entirely within their grasp. Friends are favoured and others ignored. Contracts are disregarded, and each succeeding year this state of affairs has been aggravated. Such a condition of affairs must be changed or the country cannot progress. A new route of supply must be opened, and food and other requirements of the population cheapened, and business conducted by men who have more interest in the future of the country than those at present doing business in it, or the country will never be developed.

From all the information that can be gathered, the route to be adopted is that by way of the Stikine River, Telegraph Creek and Teslin Lake, Hootalinqua and Yukon Rivers, but an ocean port in our own territory should be found as near to the head of Teslin Lake as possible. This is the most practical route by which the country can be supplied. Traversing as it does the whole country, from the southern to the northern boundary line, and through the country in which the most popular mining districts will be located, with rivers and lakes of sufficient depth for navigation by steamers of paying capacity,

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with water running in the direction of the greater tonnage, as for instance, the export from the country will be gold, the imports of the country will be provisions, merchandise, etc., the greater tonnage will be carried with the currents, while the smaller tonnage will be carried against it, this route with—no better means of water freight carriers than flat boats—could supply almost any population.

This route would have open navigation from the head of Teslin Lake to the northern boundary line for at least five months, perhaps five and a half months, as against the lower Yukon, with about two months from St. Michael to Dawson City. This route would give us our own water port, not on the ocean, but on the Stikine River, which we have a right by treaty to navigate.

In the opening of this country, the first thing to be done is to send a battalion of 200 troops into the country, either police or militia; establish posts at a distance of 30 miles apart, from Telegraph Creek to the mouth of the Hootalinqua, and from Bennett to the same point, and from this point to Dawson City, and let a trail be cut between these posts, and put in condition for a summer and winter route. Secondly, the Government should bonus some company to construct a railway from Telegraph Creek to the head of Teslin Lake, and put steamers on the lake, between the lake and Dawson City, and bonus the company to carry mail between Telegraph Creek and Dawson City. It is very important that this mail service be made as perfect as possible, to arrive and depart with the greatest regularity. Large transactions will no doubt be taking place involving large sums of money, therefore the necessity of a quick and regular mail, that these transactions may be conducted with safety and expedition.

This carried out, the gateways to the country can be thrown open, and people invited to come in without fear of a shortage of food or of imposition by traders, and with full confidence in the safety of life and property.

The information gathered this year leads us to believe, or I might rather say convinces us, that from the southern to the northern boundary lines, the country carries gold, both placer and quartz, some parts very rich, some fairly so, and hundreds of miles that with cheap food can be worked profitably.

With such improvements as enumerated, the population, within three years, should reach 100,000 people, and the settlement of the country be secured for all time to come.

In closing my report I desire to express my thanks to my party and staff for the assistance which they have all given me in carrying out the work of the expedition thus far. All members of the party, including Judge McGuire, have readily undertaken labours which they could not have expected to encounter, and could not have been required to perform, and have cheerfully undergone all the hardships inseparable from a journey down the Yukon in late fall and early winter.

To the members of my staff, including Mr. Wade, Captain Bliss, Captain Norwood, J. D. McGregor, Dufferin Pattullo, and Philip Walsh, I feel extremely grateful. Through the snows and storms on the Chilkoot Pass, the gale on Lake Bennett, and in the ice jam on the Lewes River at Freeman's Point, where poor Freeman of Seattle met his death, they always evinced a disposition to do more even than was required of them, and that cheerfully and without murmur. Despite cold and wet, storms and laborious work, and all the dangers of exposure, freezing and shipwreck, I cannot recall having heard a single complaint, and at no time witnessed anything but the utmost willingness to assist in the work of the expedition. I not only desire to extend to them my sincerest thanks, but also to recommend them to the attention of your department.

I desire also to thank Inspectors Wood and Starnes for the most efficient manner in which they performed their duties, and carried out the work entrusted to them, and recommend them to the notice of your department.

Although the work of the expedition is not yet completed these gentlemen are entitled now to the credit which I have given them for all that they have so cheerfully and efficiently performed.

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

J. M. WALSH,

Commissioner of the Yukon Provisional District of Canada.

RECORD OF TEMPERATURES, AS KEPT BY T. D. PATTULLO, FROM 1st NOVEMBER TO 31st JANUARY.

DATE.	TEMPERATURE OF AIR.		TEMPERATURE OF WATER.
	Above Zero.	Below Zero.	Above Zero.
	Highest.	Lowest.	
<i>En route from Bennett—</i>			
November 1			36
do 2	20		34
do 3	20		36
do 4	18		36
do 4	18		36
do 5	24		34
do 6	9		28
do 7	16		30
do 8	20		30
do 9	18		30
do 10	12		28
do 11	8		34
do 12		4	36
do 13		8	34
do 14		8	34
do 15		4	32
do 16		13	34
do 17		18	
do 18		20	
<i>At Big Salmon River—</i>			
November 19		32	River now jammed.
<i>Junction of Yukon—</i>			
November 20		33	
do 21		20	
do 22		18	
do 23		8	
do 24	4		
do 25		22	
do 26		38	
do 27		34	
do 28		40	
do 29		54	
do 30		58	
December 1		48	
do 2		6	
do 3		Zero.	
do 4	28		
do 5	16		
do 6		10	
do 7		8	
do 8		14	
do 9		4	
do 10		4	
do 11	2		
do 12	4		
do 13		10	
do 14		Zero.	
do 15		Zero.	
do 16		Zero.	
do 17		Zero.	
do 18	20		
do 19		8	
do 20	34		
do 21	38		
do 22	28		
do 23		22	
do 24		26	
do 25		16	
do 26	20		
do 27		8	

Reports from Commissioner Walsh.

RECORD OF TEMPERATURES, AS KEPT BY T. D. PATTULLO, etc.—*Continued.*

DATE.	TEMPERATURE OF AIR.		TEMPERATURE OF WATER.
	Above Zero.	Below Zero.	Above Zero.
	Highest.	Lowest.	
Junction of Yukon— <i>Con.</i>			
December 28.....		12	
do 29.....		19	
do 30.....		22	
do 31.....	32		
January 1.....	36		
do 2.....	38		
do 3.....		18	
do 4.....		18	
do 5.....		4	
do 6.....		12	
do 7.....	7		
do 8.....	10		
do 9.....	20		
do 10.....	28		
do 11.....	24		
do 12.....		14	
do 13.....		12	
do 14.....		6	
do 15.....		10	
do 16.....		20	
do 17.....		26	
do 18.....		32	
do 19.....	20		
do 20.....		18	
do 21.....	28		
do 22.....		42	
do 23.....		16	
do 24.....		22	
do 25.....		Zero.....	
do 26.....	14		
do 27.....		28	
do 28.....		8	
do 29.....		14	
do 30.....		10	
do 31.....		8	

SUPPLEMENTARY REPORT.

ESTABLISHMENT OF POLICE POSTS.

The following are the posts that should be put out as early in the spring as possible :—
Dalton Trail between the international boundary line and Selkirk :—

A mounted detachment of one officer and fifteen constables and sixteen horses and ten pack horses, to be distributed as follows :—

An officer and nine constables, ten horses and ten pack horses at the international line.
Three constables and three horses at Five Finger Rapids, the terminus of the Five Finger Rapids branch of the trail.

Three constables and three horses at Selkirk, the terminus of the Selkirk branch of the trail.

Grass can be found at these two places and good grass and hay at the international line. Only a small quantity of grain will be necessary for the horses.

Provisions, stores and grain will be packed to the line post by post pack horses and will be freighted to Five Finger Rapids and Selkirk by boats from Bennett.

A customs official should be sent to the line post, and the constables at Five Finger Rapids and Selkirk should be well informed in customs work and tariff.

Information received makes it very important that this trail be well looked after during the coming early spring and summer. It is more than probable that a large quantity of merchandise and liquor will pass over it with the hope of escaping the customs. Five Finger Rapids and Selkirk will be in a position to intercept any parties that may escape the line post.

Telegraph Creek and Teslin Lake Detachment :—

One non-commissioned officer and six constables and seven horses.

A non-commissioned officer and three constables and four horses at Telegraph Creek.

Three constables and three horses at the head of Teslin Lake. I am informed that grass and hay may be found at these posts. A customs officer if not already there, should be sent to Telegraph Creek, and the non-commissioned officer and constables should be well informed in customs tariff; the detachment at the head of the lake to have a boat.

Captain Wood will put out a post of three constables on the Hootalinqua where the trail from the McClintock strikes it. (McClintock and Hootalinqua Portage.)

The posts from Tagish to Nordenskiöld to be maintained this year as follows :—

White Horse Rapids, three constables.

Foot of Lake La Barge, three constables.

Junction of the Hootalinqua and Lewes rivers, three constables.

To be established and maintained :—

Foot of March Lake near the McClintock river to keep up communication with the post on the Hootalinqua 25 miles east, three constables.

Head of Lake la Barge, three constables.

Big Salmon River, three constables.

Little Salmon River, three constables.

Each of these posts to be provided with a good boat, a small tent and camp equipage.

The swift waters of these rivers makes communication between them very difficult, hence the necessity of having not more than forty miles apart and not less than three constables at each post.

The mounted detachment for the Dalton trail should be sent forward as early in the spring as possible, so that it may be stationed there before the first traffic commences.

We have twelve good horses, ten of them are those you and I purchased crossing the passes and which J. D. McGregor has been using on his horse train, that will answer for the pack horses, but the mounts must be sent from the east. For this duty, it would not be well to send out stable fed horses from posts in the territories, but well broken bronchos, in good condition, that have run out all winter and are accustomed to picking and feeding for themselves, not to be less than five years old and not over fifteen hands high.

There is so much to be done between this point and Skagway that it is impossible for me to leave here at present. Food and its transportation is so important and vital

Reports from Commissioner Walsh.

a question, I must try to settle it before leaving. All sorts of communications, and from all classes of people are reaching me from the coast. Captain Wood requires and asks for instructions on many questions and I have decided to send for him to come down. I cannot think of communicating my reply to him by letter, particularly on the food question, and proceed to Dawson City before receiving an acknowledgment from him and consider the safer and more expeditious plan is to bring him here. He will inspect his posts on the way down and bring me a report of all the provisions now on hand from Skagway to this point. After receiving this I will instruct him what course to pursue and what I wish to have done this winter and the coming spring and summer. The instructions will embrace the supply of food and its transportation, the policing of the district between the British Columbia line and Selkirk, the Dalton, Glenora and Teslin Lake trails, and the number of men and horses at each post, the river and lake posts, and the strength of the detachments thereat, the construction of boats and at what points the work will be done, the packing over the trails at Skagway, Dyea and Telegraph Creek, contract and purchase of supplies if any be made, customs and liquor traffic and the routes to be particularly guarded, the discipline of the force in the district and the appearance of the men, and a great many other questions that I find require to be discussed before I can go so far out of reach that I cannot be heard from for weeks, and after the opening of navigation for months.

People between the Hootalinqua and the southern boundary line are asking for all sorts of privileges—to cut timber, erect saw mills, breweries and tramways, to open hotels, &c., all of which announce business and development are about to commence at that end of the territory.

I have instructed Captain Wood not to permit any persons but employees of the Government or despatch bearers to pass into the Yukon Provisional District until the present shortage of provisions in the Dawson District is relieved, unless they have with them three pounds of provisions per day for one year. I consider this order necessary.

If you act on my suggestion to organize a new force for this district, let the qualifications be: good strong men, between the ages of 25 and 45, and temperate; height from 5 feet 7 inches to 6 feet 2 inches, good boatmen and axe-men, accustomed to the use of firearms, and good shots.

* * * * *

I do not think that our Government or our people should at any cost refuse to find an ocean port somewhere on the coast, as near as possible to the head of Lake Teslin, and secure to themselves the business of this district, which will certainly come to us if a line of communication to reach it is made free from such objectionable impositions as are being practised at Skagway and Dyea.

The duty of our Government now is not to grant or give any charters or privileges to any person for any railway, steamboat, telegraph, express, or horse or waggon trails from our southern boundary to the interior, that can be connected at any point on the United States coast, but to reserve the outlet of the district for ourselves.

The only product this district will have for some time to come, perhaps for ever, is gold. All that Canadians can or ever will get of this is what may come to them through the channels of trade; the balance, less cost of production, will go to the United States, and to secure that trade we have only to get an ocean port, some place as near to the head of Teslin Lake as possible; and to lose the trade, grant charters and privileges for railways, etc., connecting from our territory to the American coast, and it is gone for ever; and if the trade goes we might better give the district with it than to retain it and pay the cost of government and development. Let us find a harbour. Let us do it even if we have to go to Fort Simpson. It will have no competitor, and Skagway and Dyea will return to what they were a year ago.

Your obedient servant,

J. M. WALSH,

Commissioner of the Yukon Provisional District of Canada.

RETURN

[38c]

TO AN ADDRESS of the HOUSE OF COMMONS, dated the 30th March, 1898, for copies of Orders in Council, commission, instructions, correspondence and papers relating to the appointment and duties of Major Walsh, Commissioner to the Provisional District of the Yukon, including any directions concerning his duties on the way to Dawson City, as well as those after his arrival there.

By order.

R. W. SCOTT,
Secretary of State.

(Telegram.)

DEPARTMENT OF THE INTERIOR,
OTTAWA, 12th August, 1897.

INSPECTOR HARPER,

North-west Mounted Police, Victoria, B. C.

Advise Fawcett that Major Walsh has been appointed Commissioner for the Dominion Government for Yukon Territory. He will have complete authority over all matters as representing the Government. Expects to leave in about three weeks. This will not affect Fawcett's position except that Walsh will be placed in full charge of all officials, including police.

CLIFFORD SIFTON.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 12th August, 1897.

JOSEPH POPE, Esq.,
Under Secretary of State, Ottawa.

DEAR SIR,—Will you kindly cause a Commission to be prepared for Major J. M. Walsh, who is being appointed a Commissioner representing the Dominion Government in the Yukon District. I would like to have this completed as soon as possible.

Yours truly,

JAS. A. SMART,
Deputy Minister.

Appointment of Commissioner Walsh.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 17th August, 1897.

On a memorandum, dated 11th August 1897, from the Minister of the Interior, submitting that for the proper enforcement of law and order, as well as for the successful management of the Government's interests in the Yukon Territory, he is of opinion that it is necessary that an officer representing the Government of Canada should be appointed who shall be the chief executive officer of the Government in that district; and that the chief executive officer should be vested with the fullest authority over all the officials of the various departments of the Government, and should have power to remove, suspend or supersede any official except the Judge of the Supreme Court, pending the action of the Minister under whose department such official is employed.

That he should also be placed in full command of the North-west Mounted Police Force, and the officers of the Force should receive their instructions from him and obey any orders that may be issued by him. In order to maintain proper discipline he should be empowered to remove, suspend or supersede any member of the Mounted Police Force whose conduct, in his opinion, would warrant such action.

The Minister further submits that the chief executive officer appointed herein should also have power to vary, alter or amend any mining regulations issued under authority of Your Excellency in Council governing the granting of mining claims, where such change may, in his opinion, be necessary in the public interest.

The Minister states he should make a full report to him, the Minister, by each mail upon all matters affecting his office and the administration of the various departments of the Government in the territory under his control.

The Minister, therefore, recommends that John M. Walsh, of the Town of Brockville, Province of Ontario, be appointed Chief Executive Officer of the Government in the Yukon Territory, and that he shall be known as the Commissioner of the Yukon territory; and further, that he be vested with the authority as hereinbefore contained. And that his appointment shall take effect from and after the 15th day of August, 1897, and that he shall receive a salary at the rate of \$5,000 per annum.

The Committee submit the above recommendations for Your Excellency's approval.

JOHN J. MCGEE,

Clerk of the Privy Council.

OFFICE OF THE UNDER SECRETARY OF STATE, CANADA,

OTTAWA, 20th August, 1897.

JAMES A. SMART, Esq.,

Deputy of the Minister of the Interior, Ottawa.

DEAR SIR,—By direction of the Secretary of State, I beg to transmit to you, here with, commission appointing Major John M. Walsh Commissioner of the Yukon District.

Yours very truly,

JOSEPH POPE.

Cancelled by Order in Council of 26th August, 1897.

ABERDEEN.

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, etc., etc., etc.

To John M. Walsh, of the Town of Brockville, in the Province of Ontario, in our Dominion of Canada, Esquire,

GREETING :

Know you that, reposing trust and confidence in your loyalty, integrity and ability, we have constituted and appointed, and we do hereby constitute and appoint you, the said John M. Walsh, to be Chief Executive Officer of the Government of Canada, in the Yukon District, with the title of Commissioner of the Yukon District.

To have, hold, exercise and enjoy the said office of Commissioner of the Yukon District, unto you the said John M. Walsh, and for the purpose aforesaid, we do confer upon you the necessary and requisite power and authority in the following matters, that is to say :—

1. To remove, suspend or supersede any Official or Officer of Our Government of Canada (except the Judge of our Supreme Court of the North-west Territories) pending the action thereon of the Minister of the Department in which such official or officer is employed or acting.

2. To vary, alter, or amend any mining regulations issued under the authority of our Governor General in Council governing the granting of mining claims, where such change may, in the opinion of you, our said Commissioner be necessary or expedient in the public interest.

And we do also empower you, our said Commissioner, to have and exercise full command of the North-west Mounted Police who may be stationed or quartered in said District, and we do order and direct that the officers and men shall receive their instructions from you, and shall obey any lawful orders which may be issued by you, our said Commissioner, and to the end that proper and necessary discipline may be enforced, we do authorize and empower you to remove, suspend or supersede any member of the said North-west Mounted Police stationed or quartered in said district whose actions or conduct would in the opinion of you, our said Commissioner, warrant such action on your part.

And we do further order and direct that you shall send, by each and every mail, a full report in writing to our Minister of the Interior upon all matters and things affecting your said office and upon and concerning the administration of the various departments or branches of our Government of Canada under your supervision or control in said District and with all and every the powers, rights, authority, privileges, profits, emoluments and advantages unto the said office of right and by law appertaining during pleasure.

In testimony whereof we have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. Witness, Our Right Trusty and Right Well-Beloved Cousin and Councillor the Right Honourable Sir John Campbell Hamilton Gordon, Earl of Aberdeen, Viscount Formartine, Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom, Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

At our Government House, in our city of Ottawa, this seventeenth day of August, in the year of Our Lord one thousand eight hundred and ninety-seven, and in the sixty-first year of our reign.

By Command.

R. W. SCOTT,
Secretary of State.

Appointment of Commissioner Walsh.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 23rd August, 1897.

JOSEPH POPE, Esq.,
Under Secretary of State, Ottawa.

DEAR SIR,—With regard to the accompanying commission, I regret to say that an error was made in the memorandum to Council appointing Mr. Walsh Chief Executive Officer of the Yukon Territory. Mr. Walsh's name is "James M. Walsh," not "John M. Walsh," as stated in the memorandum above referred to. Kindly make the necessary changes in the commission. I may say that the necessary memorandum is being sent to Council, making the matter right.

Yours truly,

JAS. A. SMART,
Deputy Minister.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 28th August, 1897.

JAMES A. SMART, Esq.,
Deputy of the Minister of the Interior.

DEAR SIR,—Having reference to your letter of the 23rd instant, returning Mr. Walsh's commission as Chief Executive Officer of the Yukon Territory, I beg to transmit herewith a new commission issued to "James Morrow Walsh." The old commission has been cancelled, as provided for in Section I, of Chapter 117 of the Revised Statutes of Canada.

In handing this commission to Mr. Walsh, would you kindly inform him that a fee of \$20, imposed thereon by Order in Council of the 7th September, 1893, has not yet been paid, and ask him to be good enough to remit it to me at his early convenience.

Yours very truly,

JOSEPH POPE,
Under Secretary of State.

CANADA.

ABERDEEN

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland
Queen, Defender of the Faith, etc., etc., etc.

To James Morrow Walsh, of the Town of Brockville, in the Province of Ontario, in
Our Dominion of Canada, Esquire,

GREETING :

Know you that, reposing trust and confidence in your loyalty, integrity and ability, we have constituted and appointed and we do hereby constitute and appoint you the said James Morrow Walsh to be Chief Executive Officer of the Government of Canada in the Yukon District with the title of Commissioner of the Yukon District.

To have, hold, exercise and enjoy the said office of Commissioner of the Yukon District unto you the said James Morrow Walsh, and for the purpose aforesaid, we do

confer upon you the necessary and requisite power and authority in the following matters, that is to say:—

1. To remove, suspend or supersede any official or officer of our Government of Canada (except the Judge of our Supreme Court of the North West Territories), pending the action thereon of the Minister of the Department in which such official or officer is employed or acting.

2. To vary, alter or amend any mining regulations issued under the authority of Our Governor-General in Council governing the granting of mining claims when such change may in the opinion of you, our said Commissioner, be necessary or expedient in the public interest.

And we do also empower you, our said Commissioner, to have and exercise full command of the North-west Mounted Police who may be stationed or quartered in said district, and we do order and direct that the officers and men shall receive their instructions from you, and shall obey any lawful orders which may be issued by you, our said Commissioner.

And to the end that proper and necessary discipline may be enforced, We do authorize and empower you to remove, suspend or supersede any member of the said North-west Mounted Police stationed or quartered in said district whose actions or conduct would in the opinion of you, our said Commissioner, warrant such action on your part.

And we do further order and direct that you shall send by each and every mail a full report in writing to our Minister of the Interior upon all matters and things affecting your said office and upon and concerning the administration of the various departments or branches of our Government of Canada under your supervision or control in said district and with all and every the powers, rights, authority, privileges, profits, emoluments and advantages unto the said office of right and by law appertaining during pleasure.

In testimony whereof we have caused these our letters to be made Patent and the Great Seal of Canada to be hereunto affixed. Witness, Our Right Trusty and Right well-beloved Cousin and Councillor the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, Viscount Formartine, Baron Haddo, Methlie, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom; Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, etc., etc., etc., Governor General of Canada.

At our Government House, in our city of Ottawa, this seventeenth day of August, in the year of our Lord one thousand eight hundred and ninety-seven, and in the sixty-first year of our reign.

By Command.

R. W. SCOTT,
Secretary of State.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 26th August, 1897.

On a memorandum, dated 23rd August, 1897, from the Minister of the Interior, recommending that the name James Morrow Walsh be substituted for that of "John M. Walsh" in the Order in Council of the 17th instant appointing a Chief Executive Officer of the Government in the Yukon Territory.

The Committee submit the same for Your Excellency's approval.

H. G. LAMOTHE,
Asst. Clerk of the Privy Council.

RETURN

(39)

To an ADDRESS of the HOUSE OF COMMONS to His Excellency the Governor General, dated 7th March, 1898, for copies of the correspondence between Sir Wilfrid Laurier, and Mr. Foster, of the United States of America, following the meeting of the experts on the Behring Sea Seal question.

OTTAWA, 26th November, 1897.

The Rt. Hon. Sir JULIAN PAUNCEFOTE,
English Embassy, Washington, D.C.

MY DEAR SIR JULIAN,—With reference to the informal conference which Sir Louis Davies, Mr. Adam and myself had with Mr. Foster and Mr. Hamlin on the Seal question, Mr. Adam has, no doubt, informed you that it was at the conclusion agreed that Mr. Foster would place in our hands his proposals in writing and that we would reply in the same way.

Just as we were leaving Washington, Mr. Foster handed us a paper containing the propositions which he was authorized to make on behalf of the President. I inclose a copy of that paper.

I beg also to inclose our propositions in answer to those of Mr. Foster. Our answer is in the shape of a letter to Mr. Foster, of which I would respectfully ask you to take communication, and if you have no objection to the tenor or substance of it, to have it forwarded to him.

I also enclose a copy of our letter to Mr. Foster.

I have the honour to be, dear Sir Julian,
Yours respectfully,

WILFRID LAURIER.

Immediately following the finding of the experts, a meeting of the diplomatic and executive representatives of the three governments took place to discuss the broader question of executive action in connection with the Behring Sea seal question, together with the possible adjustment of certain other important questions pending between Canada and the United States in connection with fisheries, reciprocal immigration, commercial reciprocity, etc.

MR. FOSTER'S PROPOSITION.

At a conference, November 16th, with Sir Wilfrid Laurier, Sir Louis Davies, and Mr. Adam of the British Embassy, Mr. Foster (for the United States) proposed :

1. That the governments of Great Britain and the United States agree at once to a *modus vivendi* providing for a complete suspension of the killing of seals in all the waters of the Pacific Ocean and Behring Sea, for one year from December 31, 1897, and for suspension of all killing of seals on the Pribyloff Islands for the same period.

2. That the British Ambassador and one or more representatives of the Canadian government, on the one part, and such representative or representatives as may be designated by the President of the United States, on the other part, shall, with as little delay as possible, take up for consideration, with a view to settlement by means of treaty stipulations, the fur seal question, the protection of fish in the waters of rivers and lakes contiguous to the United States and Canada, the subject of reciprocal emigration, commercial reciprocity, or any other unsettled question between the United States and Canada, which either of the governments may see proper to bring forward.

SIR WILFRID LAURIER TO MR. FOSTER.

“PRIVY COUNCIL, CANADA, OTTAWA, 24th November, 1897.

“DEAR MR. FOSTER,—Your memorandum embracing the substance of proposals made by you at a conference held between you and myself, Sir Louis Davies, and Mr. Adam of the British Embassy, has been submitted by me since my return to Ottawa to my colleagues

“Your second proposition practically embodies the suggestions made by myself and my colleagues, and meets, I need hardly say, with the full approval of the Canadian government. Though the regulations prepared by the Paris tribunal for the killing of seals in Behring Sea and in the Pacific Ocean have been made revisable only at the end of five years, we are quite willing to enter at once and without waiting for the end of the period thus fixed, into an agreement to review the whole question for the object of settling by treaty stipulations, not that question alone but all others in which at present the relations between the two countries are not as satisfactory as they ought to be, viz.: ‘The protection of fish in the waters of rivers and lakes contiguous to the United States and Canada, the subject of reciprocal emigration, commercial reciprocity, or any other unsettled question between the United States and Canada which either government may see proper to bring forward.’

“This proposition, however, is made by you contingent upon and subject to the condition contained in the first: ‘That the governments of Great Britain and the United States agree at once to a *modus vivendi* providing for complete suspension of the killing of seals in all the waters of the Pacific Ocean and Behring Sea for one year from December, 1897, and for a suspension of all killing of seals on the Pribyloff Islands for the same period.’

“There are difficulties in agreeing to that proposition, which I fear will be found insuperable.

“Immediately on my return I requested my colleague, Sir Louis Davies, to obtain information as to the number of sealers who are fitting out for the coming year’s operations and as to the approximate compensation it would be expected to be paid to them in case pelagic sealing was prohibited for a year.

“The information furnished me is to the effect that the fleet is preparing as usual, that the prohibition of pelagic sealing for a year would practically destroy the business for several years, because the masters, the mates and white crews for the larger part, belonging to other parts of Canada would leave British Columbia. The sum which would likely be demanded as compensation is far beyond what it would be possible for us to induce Parliament to vote even if we could recommend it.

“Under these circumstances, and in view of the finding of the experts at the late conference, that in the greater reduction of the pelagic catch of late years, compared with the gradual decrease of the herd, there is a tendency towards equilibrium, or a stage at which the numbers of the breeding herd would neither increase nor decrease, and further that ‘the diminution of the herd is yet far from a stage which involves or threatens the actual extermination of the species so long as it is protected in its haunts on land.’ I am in hopes that you will agree to the proposition submitted at our verbal conference by Sir Louis Davies and myself and not press for the immediate suspension of pelagic sealing. The coast catch during the months of January, February,

Behring Sea Seal Question.

March and April, as gauged by the catches of the past few years, is very small. Last year the catch of the Canadian sealing fleet amounted only to six thousand one hundred, and in the year before, to eight thousand three hundred and fifty. If the fleet, therefore, are permitted to prosecute pelagic sealing for these four months, but little comparative harm would be done to the herd. Following these months is the close season, embracing May, June and July, during which, of course, no pelagic sealing can be carried on except on the Asiatic coast. It appears to me, therefore, highly probable that the joint commission suggested could finally conclude its labours long before the time when, under the Paris regulations, pelagic sealing could begin in Behring Sea.

"If that commission reached a satisfactory conclusion, and the Congress of the United States approved of it, there would be no difficulty in obtaining the necessary Imperial legislation to carry out whatever recommendations might be agreed to with respect to the suspension or cessation of pelagic sealing in time to prevent the prosecution of the business in Behring Sea next year.

"It is obvious, however, that any conclusion which might be reached by the joint commission must, to be effective, be ratified by Congress as well as by imperial legislation, and unless the session of Congress which opens in the coming month of December, and closes, I understand, about the 4th of March, ratifies any treaty which might be agreed to before its termination it would necessarily lie over for another year.

"This would involve the renewal of the suspension for a second year, with a further claim for compensation on the part of the sealers. I would also more strongly urge upon you the view here presented, because pelagic sealing being at present a legitimate business carried on under the sanction of the Paris regulations cannot be stopped until the Imperial Parliament has enacted the necessary legislation prohibiting it, and as that Parliament will not meet until early in February next it seems obvious that such legislation could not be hoped for until, at any rate, late in the month of February. At that date, the result of the labours of the joint commission, if it was constituted at an early day, would be known and could be submitted for approval at the coming session of Congress.

"Under all these circumstances, therefore, we do not see how it is possible to agree to the suggested suspension, but we see no reason to doubt, if the appointment of a joint commission results in the submission of a treaty which Congress would ratify, the necessary imperial legislation could be procured in time to carry out its recommendations with regard to Behring Sea sealing before the close season ends and pelagic sealing begins, and so attain the object you have in view.

"Yours respectfully,

"WILFRID LAURIER."

MR. FOSTER TO SIR WILFRID LAURIER.

"DEPARTMENT OF STATE, WASHINGTON, December 2, 1897.

"DEAR SIR WILFRID,—I received, on the 30th ultimo, through the British Embassy, your letter of the 24th ult., in which you kindly communicate your answer to the proposition which I submitted in the conference which I had the pleasure to hold with you, your colleague, and Mr. Adam of the British Embassy, on the 16th ultimo.

"Your answer is in effect a declination of my proposition, and a renewal of the proposal made in the conference by Sir Louis Davies, and which at the time I stated my government could not accept.

"The considerations in support of your colleague's proposal, re-stated by you, have been submitted to the President, and he directs me to express his regret that they are not of such a nature as to justify him in reversing the position taken by me in our conference.

"You intimate that if pelagic sealing is continued during the earlier months of the year the catch would not exceed 6,000, which you think would do little harm to the herd. This might be the case if it were in its normal condition, but such a catch now

would be approximately equal to 30,000 in normal times, and in its present depleted condition would create a serious inroad on the herd. The state of 'equilibrium' contemplated by the experts to which you refer was at a still more depleted stage than even now exists. It is admitted that the industry is at present unprofitable for both the lessees and the pelagic sealers. Should the herd reach the 'equilibrium' pointed out by you it will have passed the period when negotiations will be of any avail.

"But in addition to the injury that a continuance of early pelagic sealing will do to the herd, it will also entail on the United States the heavy expense of patrol during the entire summer, even though a settlement should be reached, as you think possible, before August, as the Victoria fleet will be at sea, an expense which for the past four years has averaged about \$150,000 annually.

"As to your statement that the Imperial Parliament will not convene till February, we should be quite willing to have the proposed suspension of sealing take effect at such a date in February as would enable the necessary legislation to be passed, provided a *modus vivendi* could be signed at once. Such an arrangement, would, it is believed, obviate the general difficulty to which you refer. There is no disposition on our part to embarrass the Dominion government by asking impossible or unreasonable conditions. This is the more apparent when I recall the fact that four years ago when the Paris tribunal rendered its award, that body, in view of the critical condition to which the herd was then reduced, recommended the two governments to suspend the killing of seals for a period of two or three years. If such a measure was called for then, how much more reasonable is the request for a single season's suspension now, after four more years of disastrous slaughter of female seals during which period the experts agree the herd has steadily declined.

"Your frank, courteous letter reveals the fact to which I had occasion to refer during your recent friendly visit to this city and which constitutes a serious obstacle to our negotiations. We seem to have failed to impress upon the Canadian Government, past or present, our view that pelagic sealing ought to be voluntarily given up because it is unneighbourly in that it is destroying a valuable industry of our government, and inhumane because it is exterminating a noble race of animals useful to the world. We paid Russia a large sum for Alaska, and the chief prospective return then visible was the seal industry, which had yielded the Russian government and subjects large profit. We enjoyed the industry undisturbed for about fifteen years, reaping a rich return to the government and the lessees, the estimated revenue to the federal treasury up to 1891 being over \$12,000,000, a sum much larger than was paid to Russia for the entire territory. Suddenly the pelagic sealers entered upon the work of destruction, and they have brought the industry to the point when it is no longer profitable. This work of destruction has been prosecuted as a conceded legal avocation, and when we have called attention to the rapid diminution of the herd and the treaty obligation to protect and preserve it, we have been met by the declaration that its actual extermination is not immediately threatened. When it is proposed to negotiate for the surrender of the legal right of pelagic sealing, we are told that this cannot be brought about by a fair compensation to those engaged in the industry, but that the question must be included with a number of other subjects having no relation to it whatever, and that it must await the fate of all these matters, some of which, as commercial reciprocity and the tariff, are very complex in their character, and others, as the north-eastern sea fisheries, of long standing and very difficult of adjustment.

"Notwithstanding the President feels that the subject of the proper protection of the seals should not be complicated with other questions of intricate public policy and conflicting interests, in his earnest desire to promote a more friendly state of relations between the two neighbouring countries, he has consented that all those questions should be embraced in one series of negotiations if meanwhile a *modus vivendi* could be agreed upon which would save the seals from destruction while the negotiations were in progress.

"You have been misinformed as to the duration of coming Congress, and it will continue beyond the fourth of March next without constitutional limitation. But it could hardly be anticipated that the subjects which you desire to have considered would

Behring Sea Seal Question.

be adjusted by treaty stipulations and the necessary resulting legislation enacted with the despatch indicated in your letter, even with the most friendly spirit of conciliation. The variety of questions to be considered and the interests to be consulted would compel deliberation in the negotiations and might create discussion before legislation could be secured.

"I have explained at some length the reasons which control the President in adhering to the position which, under his instructions, I assumed during our informal conference because of my earnest wish to have you understand that we are greatly desirous of bringing about a better understanding with your Government. I am extremely sorry and greatly disappointed that your visit to Washington gives so little promise of satisfactory results, but I entertain the hope that it may yet bear good fruits.

"I remain, etc.,

"Yours very truly,

"JOHN W. FOSTER."

COPY

[41]

Of the ORDER IN COUNCIL of 15th July, 1897, under which a lease of the right of subaqueous mining on the North Saskatchewan River was issued to Mr. G. A. Drolet, and in which are set forth the conditions of the said lease.

EXTRACT FROM A REPORT OF THE COMMITTEE OF THE HONOURABLE THE PRIVY COUNCIL, APPROVED BY HIS EXCELLENCY ON THE 15TH JULY, 1897.

On a Report, dated 5th June, 1897, from the Minister of the Interior, stating that an application has been received at the Department of the Interior from Mr. G. A. Drolet, for permission to dredge for minerals on the North Saskatchewan River, in the North-west Territories of Canada.

The Minister further states that Mr. Drolet has stated that he represents men of means, energy and skill, who are prepared to expend a large sum of money in the undertaking, which, if successfully accomplished, cannot fail to prove of the greatest advantage, not only to Edmonton and the country surrounding it, but also to the whole North-west Territories.

The Minister recommends that for each dredge to be used, Mr. Drolet and his associates be given the exclusive right of subaqueous mining and dredging for minerals with the exception of coal, in and along an unbroken extent of five miles anywhere on the North Saskatchewan River, not already applied for, following the sinuosities of the stream; and that upon the company making a selection of the five miles for each dredge, not exceeding six in number, to be used, and filing in the Department of the Interior a description thereof within sixty days from the 5th June, 1897, a lease for twenty years be issued in favour of Mr. Drolet and his associates, subject to the following conditions:—

1. That at the end of the term of the lease, all rights vested in or which then may be claimed by the lessees are to cease and determine, but the lease may be renewable from time to time thereafter in the discretion of the Minister of the Interior.

2. That the lessees' right of mining be confined to the submerged bed or bars fifty feet from the water's edge.

3. The lease shall be subject to the rights of all persons who have received or may receive entries for locations under the mining regulations.

4. That the lessees pay a rental of fifty dollars per annum for each dredge used, such rental to be paid on the 1st day of July in each year, the first payment to become due on the 1st of July, 1898.

5. That the lessee will not interfere in any way with the general right of the public to use said river for navigation and other purposes; that the free navigation of the river be not impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof, and that the current or stream be not obstructed in any material degree by the accumulation of such deposits.

6. The lease shall provide that anyone who has or may receive entry under the mining regulations shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

7. The lease to be issued shall reserve all roads, ways, bridges, drains and all other public works and improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same. It shall also provide that the lessees shall not damage or obstruct any public ways, drains, bridges, works and improvements now or hereafter to be made upon, in, over, through or under the river; and that they will substantially bridge, or cover and protect all the cuts, flumes, ditches and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

8. If during one season while the said lease is current, the lessees fail to efficiently work a dredge when operations may be carried on, the lease of five miles of the tract therein described will become null and void, unless the Minister of the Interior may decide otherwise.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,

Clerk of the Privy Council.

RETURN

(46)

Of the Names and Salaries of all Persons appointed to or promoted in the Civil Service during the Calendar Year 1897, specifying the office to which each has been appointed or promoted.

By order.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF INLAND REVENUE.

APPOINTMENTS.

Name.	Office.	Salary.
		\$
W. P. Crawford	Accountant, Hamilton, Ont.	1,000
A. J. Gravel	Inspector Weights and Measures, Three Rivers District.	800
R. J. Waugh	Assistant Inspector Weights and Measures, Halifax District	600
R. J. Waugh.	Inspector of Food, Halifax District.	300
John Winsor	Assistant Inspector Weights and Measures, Ottawa District	500
Edward Davy	Inspector Weights and Measures, Charlottetown Division.	900
Robert Magness	Inspector Weights and Measures, Gas, etc., Manitoba District.	1,100
J. A. W. Lebel	2nd Class Clerk.	1,100
T. H. Hayhurst.	3rd Class Exciseman, Hamilton Division	600
James Murdock.	Assistant Inspector Weights and Measures, Toronto Division	500
A. Clement.	2nd Class Clerk.	1,100
A. Clement.	Private Secretary to Minister.	400
P. J. Altman	3rd Class Exciseman, Guelph Division.	600
William E. Rowan.	Deputy Collector (Class B), Perth Division	400
F. M. O'Meara	3rd Class Exciseman, Winnipeg Division	600
Thomas H. Verner.	3rd Class Exciseman, Winnipeg Division	600
Henry N. Orr.	3rd Class Exciseman, Stratford Division.	500
O. Higman.	Chief Electrical Engineer.	2,000
Martin O'Brien	Culler, from Superannuated List.	700
Edward Kelly	Culler, from Superannuated List.	700
William Egan	Deputy Collector, Perth Division	400
Joseph McAloney.	Deputy Collector, Victoria, B.C., Division.	300
George Roy.	Chief Inspector of Hides, Quebec	1,500
Thomas Clarke	Deputy Collector, Perth Division	600
W. S. Jones	Deputy Collector, Vancouver, B.C., Division.	600
A. K. Stuart	Deputy Collector, Vancouver, B.C., Division	500
C. J. Fagan	Public Analyst for British Columbia.	
T. M. Croteau.	Specification Clerk, Culler's Office, Quebec.	750
J. N. Poirier.	Deputy Collector, Three Rivers Division	200
J. J. Behan.	Inspector of Gas.	400
J. J. Behan.	Assistant Inspector Weights and Measures, Kingston Division	600
John Talbot	3rd Class Exciseman, London Division	500
R. W. Fletcher.	Deputy Collector, Calgary Division	600
T. S. Gosnell	Inspector Weights and Measures, Calgary Division.	200
Jacob Heppler	Inspector of Gas, Listowel.	100
Victor Fortier	Deputy Collector, Montreal Division	600
George Barnes.	Deputy Collector, Winnipeg Division.	500
Thomas Howell	Deputy Collector, Vancouver Division.	400
P. A. Hughes.	2nd Class Clerk, in Department	1,100
Elijah Prosser.	Preventive Officer, Toronto Division.	400

DEPARTMENT OF INLAND REVENUE—Continued.

PROMOTIONS.

Name.	Office.	Salary.
		\$
W. R. Cook.....	To 1st Class.....	850
W. W. S. Howard.....	To 1st Class.....	850
E. T. Kilroy.....	To 1st Class.....	850
T. M. Lane.....	To 1st Class.....	850
M. J. O'Donohue.....	To 1st Class.....	850
L. B. Hurst.....	To 2nd Class.....	750
J. A. Doyon.....	To 1st Class.....	1,400
C. T. Dixon.....	To Collectorship, Kingston.....	1,400
A. M. Gorman.....	To 3rd Class Exciseman, Halifax Division.....	500
J. P. Beauchamp.....	To Inspector, Montreal Division.....	1,800

DEPARTMENT OF JUSTICE—OUTSIDE SERVICE.

APPOINTMENTS.

	<i>Kingston Penitentiary.</i>	
D. O'Leary.....	Deputy Warden.....	1,500
D. Phelan, M.D.....	Surgeon.....	1,500
T. H. Bowie.....	Storekeeper.....	700
T. A. Keenan.....	Assistant Storekeeper.....	500
C. H. Martin.....	Steward.....	700
W. Derry.....	Engineer.....	1,000
H. L. Walker.....	Instructor.....	700
R. Bryant.....	Temporary Guard.....	400
Thomas Reid.....	Temporary Guard.....	400
W. H. Matthews.....	Temporary Guard.....	400
J. McQuade.....	Temporary Guard.....	400
M. P. Reid.....	Temporary Guard.....	400
L. Normand.....	Temporary Guard.....	400
L. P. Ryan.....	Temporary Guard.....	400
J. Scally.....	Temporary Guard.....	400
Thomas Payne.....	Temporary Guard.....	400
	<i>St. Vincent de Paul Penitentiary.</i>	
D. Cyr.....	Instructor.....	700
D. Tobin.....	Keeper, promoted.....	600
W. Gibson.....	Keeper, promoted.....	600
J. D. Fitzgibbon.....	Keeper, promoted.....	600
H. Sigoin.....	Guard, appointed.....	500
J. Desjardins.....	Temporary Guard, appointed.....	400
W. Grece.....	Temporary Guard.....	400
C. Clermont.....	Temporary Guard.....	400
C. Bastien.....	Temporary Guard.....	400
	<i>Dorchester Penitentiary.</i>	
Thomas Walsh.....	Teamster.....	500
Thomas Mulroney.....	Guard.....	500
	<i>Manitoba Penitentiary.</i>	
William H. Shead.....	Temporary Fireman.....	480
	<i>British Columbia Penitentiary.</i>	
Rev. T. Scouler.....	Protestant Chaplain.....	800
	<i>Regina Jail.</i>	
O. C. Edwards, M.D.....	Visiting Surgeon.....	360
J. McDougall.....	Fireman.....	500
J. G. Black.....	Bursar.....	600
	<i>Prince Albert Jail.</i>	
H. J. Montgomery.....	Jailer.....	800

Civil Service appointments and promotions.

POST OFFICE DEPARTMENT—INSIDE SERVICE.

PROMOTIONS.

Name.	Office.	Salary.
		\$
H. G. Lamothe.....	1st Class Clerk.....	1,400
W. J. Johnstone.....	Chief Clerk.....	1,800
W. Rowan.....	1st Class Clerk.....	1,400
J. A. Macdonald.....	2nd Class Clerk.....	1,100
E. E. G. Evanturel.....	2nd Class Clerk, Quebec Inspector's Office.....	900
Henry Wathen.....	1st Class Railway Mail Clerk, New Brunswick District.....	960
A. J. Gross.....	1st Class Railway Mail Clerk, New Brunswick District.....	960
Dennis D'Aigle.....	2nd Class Railway Mail Clerk, New Brunswick District.....	720

APPOINTMENTS.

R. M. Coulter.....	Deputy Postmaster General (Inside Service).....	3,200
H. G. Lamothe.....	2nd Class Clerk (Inside Service).....	1,400
B. M. Armstrong.....	Controller Railway Mail Service.....	2,500
J. Rooney.....	Superintendent Railway Mail Service, British Columbia District.....	1,500
Alfred Browne.....	Superintendent Railway Mail Service, Nova Scotia District.....	1,500
G. M. Ryan.....	Superintendent Railway Mail Service, New Brunswick District.....	1,500
F. Briegel.....	Superintendent Railway Mail Service, Montreal.....	1,500
A. G. McWhinney.....	Superintendent Railway Mail Service, London.....	1,500
C. E. Kavanagh.....	Superintendent Railway Mail Service, Manitoba District.....	1,500
J. E. McLeod.....	Superintendent Railway Mail Service, Toronto District.....	1,500
O. Z. Talbot.....	Superintendent Railway Mail Service, Quebec District.....	1,500
C. Plumb.....	Superintendent Railway Mail Service, Ottawa District.....	1,500
J. O. McLeod.....	Superintendent Railway Mail Service, British Columbia District.....	1,200
P. Mugan.....	Probationary 3rd Class Railway Mail Clerk, Toronto District.....	300
C. N. Dalgleish.....	Probationary 3rd Class Railway Mail Clerk, Manitoba District.....	300
D. J. O'Brien.....	Probationary 3rd Class Railway Mail Clerk, Manitoba District.....	300
W. Willis.....	Probationary 3rd Class Ry. Mail Clerk, British Columbia Dist.....	300
N. R. Colter.....	Post Office Inspector, New Brunswick Division.....	2,200
N. Bolduc.....	3rd Class Clerk, Quebec Post Office.....	400
G. Corriveau.....	Letter Carrier, Quebec Post Office.....	360
Eugene Lachance.....	Letter Carrier, Quebec Post Office.....	360
George Gravel.....	Letter Carrier, Montreal Post Office.....	360
A. Gunn.....	Postmaster, Kingston.....	2,000
James Ryan.....	Letter Carrier, Toronto Post Office.....	360
H. Waddington.....	Letter Carrier, Brantford Post Office.....	360
W. Schuler.....	Letter Carrier, Brantford Post Office.....	360
George Day.....	Letter Carrier, Brantford Post Office.....	360
William Lake.....	Letter Carrier, Brantford Post Office.....	360
Alex. Aitken.....	Letter Carrier, Brantford Post Office.....	360
George Broatch.....	Letter Carrier, Brantford Post Office.....	360

DEPARTMENT OF CUSTOMS.

APPOINTMENTS.

Thos. J. Furness.....	Sub-Collector, Vernon River Bridge, P.E.I.....	75
Chas. E. Aucoin.....	Preventive Officer, Cheticamp, N.S.....	150
Thos. B. McQuarrie.....	Sub-Collector, Mabou, N.S.....	150
L. P. Shafford.....	Collector, Middleton, N.S.....	450
F. Colquhoun.....	Collector, Berlin, Ont.....	1,200
Peter McMillan.....	Sub-Collector, Grand River, P.E.I.....	120
F. A. Osborne.....	Sub-Collector, Edmonton, N.W.T.....	200
Thos. F. Pattison.....	Sub-Collector, Thorold, Ont.....	750
E. O. Lemieux.....	Sub-Collector, Beauce, P.Q.....	300
Oliver D. Glasgow.....	Preventive Officer, Niagara Falls, Ont.....	600
Edward H. Balcon.....	Sub-Collector, Salmon River, N.S.....	60
Simeon Harris.....	Sub-Collector, Margaretsville, N.S.....	400
Nathaniel Porter.....	Preventive Officer, Port Dover, Ont.....	600
Wm. Godfrey Scott.....	Sub-Collector, Guysboro', N.S.....	400

DEPARTMENT OF CUSTOMS—Continued.

APPOINTMENTS—Continued.

Name.	Office.	Salary.
		\$
Jno. F. Hill	Sub-Collector, Welland, Ont	500
James Brien	Sub-Collector, Essex Centre, Ont	600
J. P. Simpson	Preventive Officer, Rox	300
Thos. Smith	Preventive Officer, Chezzetcook, N.S.	60
James Beith	Collector, Bowmanville, Ont.	1,000
J. H. Cavanagh	Preventive Officer, New Glasgow, N.S.	600
M. J. McPherson	Sub-Collector, Kincardine, Ont	600
J. H. C. Atkinson	Sub-Collector, West Dock, Pelee Island	500
F. X. St. Michel	Sub-Collector, St. Jerome, Que	300
Jno. Chester	Preventive Officer, Sarnia, Ont	600
James Walsh	Preventive Officer, Spry Bay, N.S.	60
B. R. McDonald	Sub-Collector, Rossland, B.C.	1,000
J. H. Nolan	Sub-Collector, Waneta, B.C.	900
Walter Welsh	Preventive Officer, Windsor, Ont.	1,000
Jno. Tunk	Preventive Officer, Windsor, Ont.	600
John S. Houston	Sub-Collector, Rustico, N.S.	100
Forbes Jones	Preventive Officer, Weymouth, N.S.	400
Albert Homier	Tide Waiter, Montreal	400
Auguste Gagné	Sub-Collector, Chambord Junction, Que	300
Geo. Jackson	Packer, St. John, N.B.	500
Edmund P. Fagan	Collector, Arichat, N.S.	800
H. A. Lemieux	Asst. Inspector, Montreal	1,500
A. Shaw	Asst. Inspector, Kingston, Ont.	1,500
Jno. Drysdale	Preventive Officer, Montreal	500
Alex. Lawrence	Sub-Collector, Gretna, Man.	900
Daniel R. Luckham	Preventive Officer, Amherstburg, Ont.	500
Jas. S. McCallum	Tide Waiter, Montreal	600
Frank Lorgan	Asst. Appraiser, Montreal	800
Wm. T. Urquhart	Preventive Officer, Brantford, Ont	600
Harry Gayford	Appraiser, Hamilton, Ont.	1,200
E. W. Miller	Appraiser, Toronto.	1,400
James Sinclair	Asst. Appraiser, Toronto	1,000
Alex. H. Taylor	Appraiser, Ottawa	1,200
James McNair	Preventive Officer, Port Mulgrave, N.S.	60
Thos. Clappison	Inspector, Hamilton	1,000
Andrews J. Lafamme	Collector, Morrisburg, Ont	800
Herbert F. Elliott	Sub-Collector, Pugwash, N.S.	400
Wm. Marchant	Appraiser, Victoria, B.C.	1,600
E. Donohue	Asst. Appraiser, Montreal	900
J. R. McDonald	Sub-Collector, Sherbrooke, N.S.	300
C. H. Norwood	Sub-Collector, Berwick, N.S.	300
E. H. Blurton	Tide Waiter, Montreal	600
Percy R. Pull	Clerk, New Westminster, B.C.	600
Elijah C. Borden	Sub-Collector, Kingsport, N.S.	250
J. B. Martineau	Preventive Officer, Montreal	500
W. H. Britton	Collector, Gananoque, Ont	1,000
P. Grant	Collector, New Westminster, B.C.	1,400

PROMOTIONS.

(Inside Service.)

T. J. Code	To 1st Class Clerk and Asst. Accountant	1,400
E. L. Sanders	To 1st Class Clerk	1,400
Alfred Morin	To 1st Class Clerk	1,400
W. H. Grafton	2nd Class Clerk	1,100

Civil Service appointments and promotions.

DEPARTMENT OF RAILWAYS AND CANALS.

Name.	Office.	Salary.
	APPOINTMENT.	\$ cts.
L. K. Jones, chief clerk...	Appointed Secretary of the Department (no increase of salary.)	
	PROMOTIONS.	
Leonard Shannon, accountant	To a Chief Clerkship.....	2,000
J. E. W. Currier, 1st class clerk.....	Salary increased from \$1,500 to \$1,800.	

DEPARTMENT OF MARINE AND FISHERIES.

	PROMOTIONS.	
	<i>Inside Service.</i>	
A. W. Owen.....	Accountant.....	1,800
F. H. Cunningham.....	Assistant Accountant and 1st Class Clerk.....	1,400
Telmont Aumond.....	2nd Class Clerk.....	1,100

DEPARTMENT OF THE INTERIOR.

	PROMOTIONS.	
T. G. Rothwell.....	Chief Clerk.....	2,000
K. J. Henry.....	".....	1,900
P. G. Keyes.....	1st Class Clerk.....	1,500
R. H. Campbell.....	2nd ".....	1,100
	APPOINTMENT.	
James A. Smart.....	Deputy Minister.....	3,200

DEPARTMENT OF AGRICULTURE.

Name.	Office.	Salary.
APPOINTMENTS.		
<i>Inside Service.</i>		
W. B. Scarth	Deputy Commissioner of Patents (no additional salary).	
T. K. Doherty, private secretary	2nd Class Clerk	1,100
PROMOTION.		
W. J. Lynch	Chief Clerk	1,800
APPOINTMENTS.		
<i>Outside Service.</i>		
A. T. Watt, M.D.	Quarantine Officer and Superintendent of B. C. Quarantines. . .	2,500
R. L. Fraser, M.D.	" Victoria	400
L. McKechnie, M.D.	" Vancouver	400
L. W. Herchmer, Commissioner, N.W.M.P.	An Officer of Cattle Quarantine Service (no additional salary).	
H. Rindress, M.D.	Quarantine Officer, Harbour of Sydney, C.B.	1,200
A. E. Moore, V.S.	To test cattle for tuberculosis	1,000
John Sheridan	Hon. Live Stock Commissioner (no salary).	
A. A. Lapointe, M.D.	Inspecting Physician, Rimouski, each inspection.	15
V. T. Daubigny, V.S.	To test cattle for and to lecture on tuberculosis.	500
Prof. J. G. Adami	Bacteriologist to the Cattle Quarantine Service.	1,000

DEPARTMENT OF PUBLIC WORKS.

APPOINTMENT.		
D. Ewart	Chief Architect	3,000

THE PRIVY COUNCIL OFFICE.

APPOINTMENTS.		\$
Henri G. Lamothe	Assistant Clerk of the Privy Council.	1,800
Rodolphe Boudreau	2nd Class Clerk	1,100
PROMOTIONS.		
Siméon Lelièvre	To 1st Class Clerkship.	1,600
Francis Chadwick	To 2nd " "	1,100

Civil Service appointments and promotions.

THE DEPARTMENT OF MILITIA AND DEFENCE.

Name.	Office.	Salary.
APPOINTMENTS.		
J. W. Borden.....	Chief Clerk and Accountant.	1,800
Paul Weatherbe.	Chief Engineer.....	1,400
H. W. Brown, Private Sec'y.	2nd Class Clerk.....	1,100
D. C. F. Bliss.....	" "	1,400
PROMOTIONS.		
Lt.-Col. D. A. McDonald....	Chief Superintendent of Stores. . .	1,800
E. F. Jarvis.....	To 1st Class Clerkship.....	1,400
G. S. Maunsell.....	To 2nd " "	1,100

OFFICE OF THE COMPTROLLER OF THE NORTH-WEST MOUNTED POLICE.

APPOINTMENTS.		
<i>Outside Service.</i>		
F. L. Cartwright.....	Inspector.....	1,000
Dr. Hector A. Bonnar.	Assistant Surgeon.....	1,000
James Morrow Walsh.	Superintendent. (Without salary.)	

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY.

PROMOTIONS.		
W. H. Walker.....	To 1st Class Clerk.....	1,400
A. F. Sladen.....	To 2nd " "	1,100

DEPARTMENT OF TRADE AND COMMERCE.

APPOINTMENTS.		
F. T. C. O'Hara.....	2nd Class Clerk.....	1,100
Peter J. Connolly.....	Messenger.....	300

GEOLOGICAL SURVEY DEPARTMENT.

APPOINTMENTS.		
<i>Permanent Staff.</i>		
R. W. Brock.....	Technical Class.....	1,000
<i>Temporary Staff.</i>		
E. D. Bolton.....	Draughtsman, 18th January to 30th April.....	\$1.75 p. day.
John McLeish.....	Assistant, Mining Division, 6th July to 31st December.....	1.50 "
W. M. Ogilvie.....	Draughtsman, 9th June to 20th August.....	1.75 "
" ".....	" " 1st December to 31st December.....	1.75 "
W. W. Leach.....	" " "	1.50 "
A. Boyer.....	" " "	1.50 "

RETURN

[51a]

To an ADDRESS of the SENATE, dated the 11th March, 1898, for all correspondence by letters or telegrams between the Federal Government at Ottawa and His Honour the Lieutenant Governor of the North-west Territories, in reference to the granting of liquor permits or the introduction of liquor into the Yukon District, during the last six months; also any correspondence with the Government of the North-west Territories regarding the rights of the North-west Territories in regard to issuing liquor permits for the taking of intoxicating liquor into the Yukon District.

By order.

R. W. SCOTT,
Secretary of State.

THE EXECUTIVE COMMITTEE,
ATTORNEY-GENERAL'S OFFICE,
REGINA, 11th January, 1898.

The Hon. the Minister of the Interior,
Ottawa, Ont.

SIR,—Before recommending the issue of any liquor permits under section 92 of the North-west Territories Act, I think it is desirable that the North-west Government should be informed as to the number of permits issued and the quantities of liquor covered by those permits, as well as the names of persons to whom they were issued, during the year ending the 31st December last. Prior to the 1st October last these permits were issued on the sole responsibility of the Lieutenant-Governor, so that we have no information on the subject, and I think that consideration should be given to the quantity of liquor already permitted to be imported before taking the responsibility of advising the issue of further permits. No permit has yet been recommended by the North-west Government and an Order in Council governing the issue of permits has lately been passed. Under these circumstances, I would therefore ask that the North-west Government be furnished the information above mentioned.

I am, sir, your obedient servant,

F. W. G. HAULTAIN,
Attorney-General, N.W.T.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 29th January, 1898.

The Hon. R. W. SCOTT,
Secretary of State, Ottawa.

DEAR MR. SCOTT.—Will you please send to Judge Richardson, Administrator of the North-west Territories, the inclosed telegram with regard to liquor permits? Mr. Sifton thinks it is advisable to have this sent on so that there may be no complication in connection with the issuing of permits in that district.

I would be glad if you would let me know if this is done.

Yours very truly,

JAMES A. SMART.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH,
OTTAWA, 29th January, 1898.

His Honour the Administrator of the Government of the North-west Territories,
Regina N.W.T.

Please note that no permits should be issued to take liquor into the Yukon District until requisition is sent you by the Department of the Interior.

R. W. SCOTT.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 29th January, 1898.

His Honour the Administrator of the Government of the North-west Territories,
Regina, N.W.T.

SIR,—I sent you to-day the following telegram :

“Please note that no permits should be issued to take liquor into the Yukon District until requisition is sent you by the Department of the Interior,” which I have the honour to confirm.

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

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 29th January, 1898.

JAMES A. SMART, Esq
Deputy Minister of the Interior, Ottawa.

DEAR MR. SMART,—I have your note of this date, and have sent to the Administrator of the Government of the North-west Territories the telegram, draft of which you inclosed.

Yours truly,

R. W. SCOTT.

Liquor permits in the Yukon District.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH,
REGINA, N.W.T., 31st January, 1898.

Hon. R. W. SCOTT,
Secretary of State, Ottawa.

Have telegram twenty-ninth instant, informing me that no permits to take liquor into Yukon District should be issued until requisition from the Minister of Interior received. Is this intended to include permits to take in small quantities for personal use, or only for trading purposes?

HUGH RICHARDSON,
Administrator, N.W.T.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH,
31st January, 1898.

His Honour the Administrator of the North-west Territories,
Regina.

The intention was to include all permits, even for personal use.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 1st February, 1898.

J. A. SMART, Esq.,
Deputy Minister of the Interior, Ottawa.

DEAR SIR,—The Secretary of State received late yesterday afternoon, the following telegram from the Administrator of the Government of the North-west Territories:—

“Have telegram twenty-ninth instant, informing me that no permits to take liquor into Yukon District should be issued until requisition from the Minister of the Interior received. Is this intended to include permits to take in small quantities for personal use, or only for trading purposes?”

To which, in accordance with the conversation I had with you through the telephone, Mr. Scott replied:—

“The intention was to include all permits, even for personal use.”

. Yours very truly,
JOSEPH POPE.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 1st February, 1898.

JOSEPH POPE, Esq.,
Under Secretary of State, Ottawa.

DEAR SIR,—In reply to your letter of this date, in which you quote the telegram received from the Administrator of the North-west Territories and your reply, I beg to say that the reply sent by you that the intention was to include permits for personal use was quite correct and in accordance with what was intended.

Yours very truly,
J. A. SMART,
Deputy Minister.

GOVERNMENT HOUSE, REGINA, 7th February, 1898.

The Honourable the Secretary of State, Ottawa, Ont.

SIR,—I have the honour to acknowledge the receipt of your official letter of the 31st January last, confirming and repeating your telegram of the 29th of that month, by which instructions were conveyed to me to note that no permits to take liquor into the Yukon District should be issued except upon requisition of the Department of the Interior.

I have the honour to be, sir, your obedient servant,
 HUGH RICHARDSON,
 Administrator, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA,
 8th February, 1898.

R. B. GORDON, Esq.,
 Assistant Territorial Secretary,
 Regina, Assiniboia, N.W.T.

SIR,—I have the honour to inform you that an Order of His Excellency the Governor General in Council was passed on the 18th day of January ultimo, directing that the dues to be paid for permits to sell intoxicating liquor and intoxicants in the District of Yukon shall be increased from the rate of 25 cents per gallon to a rate of two dollars per gallon, under proof.

I have the honour to be, sir, your obedient servant,
 JOHN R. HALL,
 Secretary.

PRIVY COUNCIL, CANADA.

At the Government House at Ottawa,
 TUESDAY, the 18th day of January, 1898.

Present :

His Excellency in Council.

His Excellency, by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the dues to be paid for permits to sell intoxicating liquor and intoxicants in the District of Yukon, shall be, and the same are hereby increased from the rate of 25 cents per gallon to a rate of two dollars per gallon, under proof.

JOHN J. MCGEE,
 Clerk of the Privy Council.

LEGISLATIVE ASSEMBLY,

DEPARTMENT OF THE TERRITORIAL SECRETARY,
 REGINA, N.W.T., 25th February, 1898.

The Secretary, Department of the Interior,
 Ottawa, Ont.

SIR,—I am directed to acknowledge the receipt of your letter of the 8th instant, stating that an Order of His Excellency the Governor General in Council was passed on the 18th day of January, ultimo, directing that the dues to be paid for permits to sell intoxicating liquors and intoxicants in the District of Yukon, shall be increased from the rate of 25 cents per gallon to a rate of \$2 per gallon, under proof.

I am, sir, your obedient servant,
 R. B. GORDON,
 Assistant Territorial Secretary.

RETURN

(53)

To an ADDRESS of the HOUSE of COMMONS, moved by Sir Charles Tupper, Baronet, seconded by Mr Foster, praying His Excellency to cause to be laid before the House a copy of Schedule "B," showing recommendations of the Treasury Board as submitted by report of Council to His Excellency the Governor General on the 6th and 7th July, 1896, and intended to be approved by him, laid upon the Table of the House last Session, with a statement of the action taken by the Government on each of these appointments as made by the said Order in Council approved by His Excellency, or where no action has been taken, the reason for such a course.

By order.

R. W. SCOTT,
Secretary of State.

STATEMENT of the action taken by the Government on the Appointments made by Orders in Council, 6th and 7th July, 1896, as per Schedule "B."

No.	Subject.	Action (if any).
<i>Treasury Board, No. 2611.</i>		
2	Dr. George H. Duncan, appointed Quarantine Medical Officer and Superintendent of Quarantine, British Columbia...	Cancelled (31st Oct., 1896).
9	Reginald Grant, of Halifax, Nova Scotia, appointed 3rd class clerk, Library of Parliament	" (4th March, 1897).
10	Edouard H. Guilbert, Fish Hatchery Officer, Magog	" (7th Oct., 1896).
12	Fabien Vanasse, reappointed Shipping Master, Montreal	" "
13	Thomas Jenkins, promotion to 2nd class clerk, St. John Post Office	No action taken; not deemed in public interest to take any action.
16	Pierre Boutet, Letter Carrier, Quebec	"
22	J. M. Scully, Collector of Customs, Berlin	Cancelled (31st Oct., 1896).
23	Hugh Murray, promotion, Surveyor of Customs, Hamilton	" "
24	Andrew Alexander, promoted, Chief Clerk, <i>vice</i> Murray, above	" "
31	C. E. Houde, appointed Inspector of Weights and Measures	No action taken; not deemed in public interest to take any action.
<i>Treasury Board, No 2612.</i>		
1	H. LeBreton Ross, promoted to 1st Class, Railways and Canals.	" "
2	A. W. Cameron, promoted to 2nd Class, Railways and Canals, <i>vice</i> Ross	" "

STATEMENT of the action taken by the Government on the Appointments made by Orders in Council, 6th and 7th July, 1896, as per Schedule "B."—*Concluded.*

No.	Subject.	Action (if any).
<i>Treasury Board, No. 2613.</i>		
3	Charles E. McDonald, appointed Light Keeper, Prince Edward Island.....	Cancelled (8th March, 1897).
4	James Yeo, appointed Inspector of Fisheries, Prince Edward Island.....	" (7th Oct., 1896).
7	David Halliday, appointed Collector of Customs.....	" (13th July, 1897).
8	Allan Bowman, appointed Sub-Collector of Customs.....	No action taken; not deemed in public interest to take any action.
13	William Powley, appointed Assistant Inspector of Weights and Measures.....	" "
15	J. C. Turnstall, appointed Deputy Collector of Inland Revenue.....	" "
17	J. T. Craystone, appointed Letter Carrier.....	" "
20	A. W. Owen, promoted, Chief Clerk and Accountant, Department of Marine and Fisheries.....	Confirmed and carried into effect (11th March, 1897).
21	F. H. Cunningham, promoted to 1st Class, <i>vice</i> Owen.....	" "
22	T. Aumond, promoted to 2nd Class, <i>vice</i> Cunningham.....	" "
23	J. Spence, Collector of Inland Revenue, superannuated.....	No action taken; not deemed in public interest to take any action.
24	E. H. Sinon, promoted to Collector of Inland Revenue, <i>vice</i> Spence.....	" "
<i>Treasury Board, No. 2614.</i>		
3	H. Tryon, appointed Light Keeper.....	Cancelled (14th Jan., 1897).
28	J. A. Fitzpatrick, appointed Sub-Collector of Customs at Joliette.....	Another appointment made in his stead (Bazinet).
31	R. A. McClusky, Fish Hatchery, Grand Falls, N.B.....	Cancelled (7th Oct., 1896).
<i>Treasury Board, No. 2640.</i>		
4	Angus Beaton, Light Keeper, superannuated.....	Confirmed (26th Nov., 1897).
5	C. J. Chapman, appointed Light Keeper, <i>vice</i> Beaton.....	No action taken; not deemed in public interest to take any action.
7	John Kinefick, Fish Hatchery, Newcastle, Ont.....	Cancelled (7th Oct., 1896).
9	Denis D'Aigle, promoted to 2nd Class Railway Mail Clerk....	Confirmed (9th June, 1897).
10	H. Steele, appointed 3rd Class Railway Mail Clerk, <i>vice</i> D'Aigle.	No action taken; not deemed in public interest to take any action.
11	H. P. Buck, promoted to 2nd Class, Post Office Department....	" "
12	Miss K. Merrick, appointed 2nd Class Clerk.....	" "
19	J. W. Bates, Landing Waiter, retired.....	" "
22	John McDougald, Chairman Customs.....	Confirmed (26th April, 1897).
23	W. Millichamp, appointed Dominion Appraiser.....	Cancelled (31st Oct., 1896).
27	W. S. Wood, Exciseman.....	No action taken; not deemed in public interest to take any action.
<i>Treasury Board, No. 2653.</i>		
4	Rev. J. Fraser, appointed Indian Agent.....	Carried into effect.
5	A. E. Kemp, promoted to 2nd class clerk, Indian Department.	No action taken; not deemed in public interest to take any action.
8	E. S. Thayne, 2nd class clerk in Library of Parliament, superannuated.....	Confirmed (4th March, 1897).
9	J. Smith, promoted to 2nd class, Library of Parliament.....	" "
128	C. W. Magee, appointed Letter Carrier.....	No action taken; not deemed in public interest to take any action.
129	C. H. Kemhaus, appointed Letter Carrier.....	" "
130	R. C. McRoberts, appointed 3rd Class Railway Mail Clerk....	" "
136	A. E. Jodoin, appointed Letter Carrier.....	" "
138	A. P. Healey, appointed 3rd class clerk, Halifax Post Office....	" "
191	H. H. Grant, Collector of Inland Revenue, etc., appointed Inspector.....	Cancelled (23rd Dec., 1896).

RETURN

(54)

To an ADDRESS of the HOUSE OF COMMONS, dated the 17th May, 1897, for copies of all correspondence, etc., not already brought down, between the Government of Canada and the Government of Newfoundland, in reference to the admission of Newfoundland into the Union with Canada; also copies of all correspondence between the Government of Canada and that of Newfoundland in reference to the establishment of freer trade relations between Newfoundland and Canada.

By order.

R. W. SCOTT,
Secretary of State.

PRIVY COUNCIL OFFICE, OTTAWA, 30th March, 1898.

In so far as the Privy Council Office is concerned, there is no correspondence in its possession, not already brought down, bearing upon the matters above referred to.

JOHN J. MCGEE,
Clerk of the Privy Council.

DEPT. OF TRADE AND COMMERCE,
OTTAWA, February 19th, 1898.

In so far as this department is concerned, there is no correspondence or other documents in its possession, bearing upon the subject of the matter above referred to.

Intercolonial Railway Extension.

COPIES

(57)

OF AGREEMENTS, etc., in connection with the Montreal extension of the Intercolonial Railway.

A.

This Indenture, made this first day of February, in the year of Our Lord one thousand eight hundred and ninety-eight,

Between the Grand Trunk Railway Company of Canada, hereinafter called "The Company," of the first part, and Her Majesty Queen Victoria, represented herein by the Honourable the Minister of Railways and Canals of Canada, who is herein referred to as "The Minister," Her Majesty, so represented, being hereinafter called or referred to as "Her Majesty," of the second part.

Whereas, Her Majesty purposes extending the Intercolonial Railway, a Government railway of Canada, from Chaudière Junction, in the province of Quebec, to the city of Montreal, in the said province, with terminals in that city;

And whereas, Her Majesty has entered into an agreement with the Drummond County Railway Company for the lease of all its railway, now completed or hereafter to be completed, between Chaudière Junction and Ste. Rosalie, in the said Province of Quebec;

And whereas, for the purpose of carrying out the said extension, the Company was willing that, for the conducting of the business and traffic of the Intercolonial Railway, Her Majesty should have an undivided one-half share or leasehold interest in the Company's railway and property between and including Ste. Rosalie and St. Lambert Station, at the eastern end of the Victoria Bridge, together with the use of the Company's railway and property between and including Ste. Rosalie and Bonaventure Station, in the city of Montreal, the use of the Victoria Bridge across the River St. Lawrence and of the terminals and connections hereinafter more particularly described, together with an undivided one-half interest in and use of the bridge across the Chaudière River, and of so much of the tracks and line of the said Company in connection therewith as are hereinafter described; all of which right, title, property, interest and user were to be used, enjoyed and exercised to the same extent as if the said railway and property had been owned by Her Majesty, in the manner and upon the terms and conditions contained in the agreement of the 15th May, A.D. 1897, hereinafter recited;

And, whereas, by order of the Governor General in Council, dated the twenty-fourth day of March, eighteen hundred and ninety-seven, authority was given to the Minister subject to the sanction of Parliament to enter into a contract with the company for the acquisition of the above rights and interests;

And, whereas, by a certain agreement made between the company and Her Majesty and bearing date the 15th day of May, 1897, subject to confirmation by act of parliament as therein provided and also by the shareholders of the company, the company did, in consideration of the rents, covenants, conditions and agreements therein reserved and contained, give, grant, demise and lease unto Her Majesty, her successors and assigns, all and singular, the said rights and interests, for the term of ninety-nine years from the 1st day of November, A.D. 1897, as upon reference to the said agreement will more fully and at large appear;

And, whereas, the Parliament of Canada, at the session thereof, held in the year 60-61 Victoria, 1897, did not confirm the said agreements with the Drummond County Railway Company and the company.

And, whereas, provision is made in the Appropriation Act of said session of parliament, 60-61 Victoria, 1897, for the temporary leasing by Her Majesty's Government of Canada, from the company, of the above-mentioned rights and interests ;

And, whereas, by a certain other agreement made between the company and her Majesty and bearing date the first day of February, 1898, subject to the confirmation by Act of Parliament as therein provided and also by the shareholders of the company, the company did, in consideration of the rents, covenants, conditions and agreements therein reserved and contained, give, grant, demise and lease unto Her Majesty, her successors and assigns, all and singular, the said rights and interests, for the term of ninety-nine years from the first day of March, 1898, as upon reference to the said agreement will more fully and at large appear ;

And, whereas, the company is willing to lease the said rights and interests, for the term hereinafter mentioned, upon the terms, covenants, provisions and conditions of the said last mentioned agreement with the company of the first day of February, 1898, save as to the rent to be paid therefor, in so far as the terms of said last mentioned agreement can be made to apply, as if the said terms, covenants, provisions and conditions were incorporated herein ; and upon the undertaking on the part of Her Majesty that, at each successive session thereof and until the final ratification of the contract aforesaid by Parliament, Her Majesty's Parliament of Canada will be asked to appropriate a sufficient sum to cover the annual rental in the said contract reserved to permit of the extension and renewal of this lease until the ratification of the said agreement ;

Witnesseth, that the company in consideration of the rents, provisions and conditions hereinafter reserved and contained, hath given, granted, demised and leased and by these presents doth give, grant, demise and lease unto Her Majesty, her successors and assigns, all and singular the rights, titles, interests, property and franchises in said last mentioned agreement of the first day of February, 1898, more particularly described, together with the supplemental traffic arrangement on the terms and conditions hereinafter contained from and after the first day of March next, until and including the thirtieth June, 1898, with the right of renewal as hereinafter provided.

To have and to hold the said demised premises unto Her Majesty, her successors and assigns, from and after the first day of March, 1898, up to and including the thirtieth day of June, 1898, yielding and paying therefor to the Company, its successors and assigns, a rental proportionate to a yearly rental of one hundred and forty thousand dollars (\$140,000) which rental shall hereafter be payable in equal sums monthly, that is to say, eleven thousand six hundred and sixty-six dollars and sixty-six cents (\$11,666.66) on the first week day of every month or a proportionate sum for any fractional part of a month, the first payment to be made on the first week day of the month of March next.

And these presents are made upon and subject to the provisions and conditions hereinafter expressed and contained for the due performance and observance of which, on the part of each of them, Her Majesty and the Company bind themselves and each of them respectively their successors and assigns, that is to say :—

1st. That all of the terms, covenants, provisions and conditions contained in the said agreement with the Company, dated the first day of February, 1898, are hereby adopted and made to apply and extend to this present agreement, in so far as they can do so, as if the said terms, covenants, provisions and conditions were incorporated and embodied in this present indenture.

2nd. That Her Majesty shall and will ask Her Parliament of Canada, at the ensuing session thereof, for an appropriation sufficient to enable Her Majesty to continue this lease for another year upon the same terms, provisions and conditions as are herein contained pending a ratification by her said Parliament of the said agreement.

Provided always, and it is hereby understood by and between the parties hereto that if at any time during the term hereby granted or during any such continuation thereof, Her Majesty's Parliament of Canada should ratify and confirm the said last mentioned agreement, and the shareholders of the Company approve the same, then these presents, or any renewal or continuation thereof, shall cease and be and become

Intercolonial Railway Extension.

null and void, and immediately upon such ratification and confirmation the said last mentioned agreement shall be binding upon the parties hereto as if these presents or any such renewal or continuation thereof had never been entered into.

In witness whereof, these presents (in quadruplicate) have been signed by the Honourable the Minister of Railways and Canals, and the seal of the Department of Railways and Canals has been hereto affixed, and the Company has hereto affixed its corporate seal, and these presents have been signed by the General Manager of the Company, the day and year first above written.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

Witness to the execution by the Grand
Trunk Railway Company.

R. S. LOGAN.

CHAS. M. HAYS,
General Manager.

Witness to execution by the Minister
of Railways and Canals and by the
Secretary.

J. E. W. CURRIER.

AND. G. BLAIR,
Minister of Railways and Canals.

L. K. JONES,
Secretary.

AGREEMENT—GRAND TRUNK RAILWAY COMPANY OF CANADA TO HER MAJESTY QUEEN VICTORIA FOR THE DOMINION OF CANADA —LEASING AGREEMENT BETWEEN STE. ROSALIE STATION AND THE CITY OF MONTREAL—DATED FEBRUARY 1ST, 1898.

This agreement made this first day of February, in the year of Our Lord one thousand eight hundred and ninety-eight, between the Grand Trunk Railway Company of Canada, hereinafter called "the company", of the first part, and Her Majesty Queen Victoria, represented herein by the Honourable the Minister of Railways and Canals of Canada, who is herein referred to as "the Minister," Her Majesty so represented being hereinafter called or referred to as "Her Majesty," of the second part.

Whereas, Her Majesty purposes extending the Intercolonial Railway, a government railway of Canada, from Chaudière Junction, in the province of Quebec, to the city of Montreal, in said province, with termini in that city;

And, whereas, Her Majesty has made arrangements with the Drummond County Railway Company for the lease of all its railway, now completed or hereafter to be completed, between Chaudière Junction and Ste. Rosalie, in the said province of Quebec;

And, whereas, for the purpose of carrying out the said extension the said company is willing that, for the conducting of the business and traffic of the Intercolonial Railway, Her Majesty shall have an undivided one-half share or leasehold interest in the company's railway and property between and including Ste. Rosalie and St. Lambert station at the eastern end of the Victoria bridge, together with the use of the company's railway and property between and including Ste. Rosalie and Bonaventure station in the city of Montreal, the use of the Victoria bridge across the River St. Lawrence and of the terminals and connections hereinafter more particularly described, together with an undivided one-half interest in and use of the bridge across the Chaudière River, and of so much of the tracks and line of the said company in connection therewith as are hereinafter described; all of which right, title, property, interest and user shall be used, enjoyed and exercised to the same extent as if the said railway and property were owned by Her Majesty, in the manner and upon the terms and conditions herein contained;

And, whereas, this agreement has been executed by the parties hereto, subject to confirmation by Act of Parliament as hereinafter provided and also by the shareholders of said Company.

And, whereas, by order of the Governor General in Council, dated the twenty-fourth day of March, eighteen hundred and ninety-seven, authority is given to the Minister subject to the sanction of Parliament to enter into a contract with the Company for the acquisition of the above rights and interests ;

Now, this Indenture witnesseth, that the expression " Montreal Joint Section," wherever used in this Indenture shall mean the Company's line and connections at Ste. Rosalie, and the whole line and branches and appurtenances hereby demised from Ste. Rosalie to St. Lambert and the Victoria Bridge, together with the terminals at Bonaventure Station, in the city of Montreal, and at Point St. Charles, St. Henri, and between Point St. Charles and the Bonaventure Station, and also with the Canadian Pacific Railway *via* Jacques Cartier Junction ; and the expression " Chaudière Joint Section," shall mean the Chaudière Bridge and connections, except when the meaning shall conflict with the context or otherwise plainly expressed terms of the clause in which the same is used. That the said Company in consideration of the rents, covenants, conditions and agreements hereinafter contained and reserved hath given, granted, demised and leased, and by these presents doth give, grant, demise and lease unto Her Majesty, her successors and assigns all an undivided one-half share, interest, right and title to all the Company's line of railway, roadbed and property from and including Ste. Rosalie Station, in the County of Bagot, in the Province of Quebec to the Victoria Bridge, and also the undivided one-half right, share, title or interest in the Company's line of railway from a point on the western side of the Chaudière Bridge at the proposed junction of the Drummond County Railway with the Company's line, and including the Chaudière Bridge and to and including the switch at the easterly side of the Chaudière Curve Station, being the same rights and privileges agreed to be leased to the Drummond County Railway by the Company, with the full and unlimited right and privileges such as the Company itself enjoys of running the engines, vehicles, rolling stock and trains of the said Intercolonial Railway either separately or combined and as frequently and at such times as its business and traffic may require and in both directions over any and every portion of the said Company's railway between and including the said points aforesaid and the use of the Victoria Bridge across the River St. Lawrence as it at present exists or as it may at any time during the subsistence of this lease be improved, re-constructed, enlarged or extended, and over the Company's line and lines of railway over the said Victoria Bridge and into the Bonaventure Station in the city of Montreal and the other terminal points, junctions and connections of the Company hereinbefore more particularly described, together with the full and unlimited right and privilege of having the business and traffic of the Intercolonial Railway done in and about the stations and premises of the said Company upon any portion of the Company's line hereinbefore described and of the terminals and connections hereinbefore mentioned and all intermediate stations and premises of the Company, and in and about and upon all stations, tracks and sidings, branches or extensions belonging to or leased by the Company or connected with the tracks of the Company, together with the full and unlimited right in Her Majesty of constructing stations, tracks, branches and sidings, and connecting said tracks, branches and sidings with the main branch and leased lines of the Company at any point or points between and including Ste. Rosalie and Montreal, on the terms and conditions hereinafter contained for the term of ninety-nine years from and after the first day of March, eighteen hundred and ninety-eight, with the right of renewal as hereinafter provided. The construction of such stations, tracks, branches and sidings, with the main branch and leased lines of the Company as herein provided for shall, however, be made under the supervision and subject to the approval of the Chief Engineer of the Company, which right of approval shall be reasonably exercised.

The above joint sections are all as shown on the plan annexed hereunto, the portion of the Montreal section from Ste. Rosalie to St. Lambert station being shown in red ; and from St. Lambert station to Bonaventure station, and intermediate connections, and Jacques Cartier junction, being shown in green ; the Chaudière section being shown in red ; signed in duplicate by the respective chief engineers of each of the parties hereto, and which is hereby made part and parcel of this agreement.

To have and to hold said rights and privileges unto Her Majesty, Her successors and assigns from and after the first day of March, eighteen hundred and ninety-eight,

Intercolonial Railway Extension.

for the term of ninety-nine years, yielding and paying therefor to the said Company, its successors and assigns, a yearly rental of one hundred and forty thousand dollars (\$140,000,) such rent to be payable in equal sums monthly, that is to say, eleven thousand six hundred and sixty-six dollars and sixty-six cents (\$11,666.66) on the first week day of every month in each year or a proportionate sum for any fractional part of a month, the first payment to be made on the first week day of the month next following the day on which Her Majesty goes into possession of the said leased lines and property and begins to run trains over the same ;

And these presents are made upon and subject to the provisions and conditions hereinafter expressed and contained for the due performance and observance of all of which, on the part of each of them to be done and performed, Her Majesty and the Company bind themselves and each of them respectively, their successors and assigns, that is to say :—

First.—That Her Majesty shall and will during the continuance of this lease or any renewal thereof pay to the Company the rent hereby reserved in the manner and at the times hereinbefore mentioned without any deduction whatsoever, save for the reasons and on account of the happening of any or either contingency or contingencies hereinafter mentioned.

Second.—That the company shall and will keep up and maintain at all times in good repair and in a thorough efficient working condition the whole of the railway tracks, bridges, switches, sidings, signals, buildings of all kinds, platforms, water tanks, water supplies, telegraph lines and appliances, fences, crossings, and all other appurtenances and appliances belonging to the company's railway between and including Ste. Rosalie and Montreal, and of the terminals and connections herein described and between the Chaudiere Bridge and connections, the right and privilege of using which is included in this demise.

Third.—That Her Majesty shall and will pay to the company a share of the cost of maintenance of the Montreal Joint Section, and the Chaudiere Joint Section, including tracks, bridges, switches, sidings, signals, appliances of all kinds, platforms, water-tanks, water supplies, fuel stations, fences, crossings, and all other appurtenances and appliances used by it jointly with the company, and upon the two joint sections it has the right and privilege of using included in this demise ; such share of the cost of maintenance of each joint section to be in the proportion that the combined engine and car mileage of the Intercolonial Railway trains made over each of the above mentioned joint sections bears to the total combined engine and car mileage running over each of the above mentioned joint sections during each month ; every engine, passenger and freight car counting each as one car ; but notwithstanding anything herein mentioned, the cost of maintenance of the Victoria Bridge shall not include the cost of maintaining any part or portion thereof, except the tracks which shall be used by the Intercolonial Railway and the company, and for that class of railway purpose, which cost of maintenance shall be apportioned as aforesaid.

Fourth.—That Her Majesty shall have the right for all purposes of the business and traffic of the Intercolonial Railway, under the reasonable rules and regulations of the company, to the full and unlimited use and the full and unlimited access thereto, as the same is or may be enjoyed by the company itself, of, to and from all engine houses, car houses and sheds, fuel sheds, water tanks, station houses, depots, freight and ticket offices, warehouses, freight sheds, baggage rooms, dining rooms, and all furniture and fittings appertaining thereto ; all weighing scales and baggage and freight trucks, all tracks, sidings, branches or extensions either belonging to or leased by the Company at Montreal, including the terminals and other connections of the Company at Point St. Charles and intermediate points between Point St. Charles and Bonaventure Station, and of the connections with other railways as hereinbefore specified as the same now exist or as they may hereafter be built, rebuilt or improved, upon terms as herein specified.

Fifth.—That if any of the said buildings or accommodations or facilities or anything appertaining thereto be destroyed by fire or other casualty, either in whole or in part

Her Majesty shall have no claim against the Company for damages on account of loss of accommodation, but Her Majesty shall have, free of any other charge than the aforementioned rental, a proportionate share of such accommodation as the Company may be able to provide for the use of its business and traffic and of the new accommodation so soon as the same may be provided, and reconstruction of such buildings and accommodation shall be proceeded with by the Company at its own cost with all reasonable despatch.

Sixth :—In all cases of collision between the trains of the parties hereto, the party whose officers, employees or trains are at fault, and are or shall be found to have been the occasion of the collision, shall be held responsible to the other party for all damages done or resulting from such collision, and in case the proper officers of the two parties hereto cannot agree as to which of the parties was at fault and was the cause of the collision or as to the amount of damage done, then the questions arising in respect thereto shall be referred to arbitration in the manner hereinafter provided for the settlement of differences and disputes as to the other questions, and each of the parties hereto who shall be found responsible under this clause or under clauses similar thereto shall indemnify the other and hold such other harmless and defend the other from and against all claims, costs and proceedings resulting from or growing out of such default on their part, and the party so adjudged liable to pay the other any damages in respect thereof shall abide by and perform the award of the arbitrators, and such award shall in all cases be final and terminate the controversy between the parties.

Seventh :—In case of injury to persons or property not in transit by the trains of either party hereto or of damage by fire caused by the operation of the trains upon the said joint sections or upon lands adjoining the same, the claims arising shall be adjusted and settled by the proper officers of the company, and in payment thereof the party in fault shall pay the full amount of liability, provided, however, that in the event of its being impossible, for want of evidence, to fix the liability on one of the parties hereto, the amount of liability, including costs, shall be borne by the two parties in the proportion the combined engine and car mileage of the Intercolonial Railway trains made over the said joint sections at the point where the injury occurred, during the current month in which the damage or injury happened, bears to the total combined engine and car mileage made over the said joint sections. In case of injury occurring to persons or property on the trains of either party, the proper officer of the party on whose train the said injury occurred shall settle the same, as in all cases of settlement under this clause. The release executed shall be made to include and free and discharge both the parties hereto from all and further liability to the claimant.

Any loss or damage to person or property on the trains of either of the parties hereto which may be caused in any manner whatever by the negligence or the fault of any person or persons in the joint employ of the parties hereto while in the working of said railway hereby demised or the terminals thereof, shall be paid by the party upon whose train such loss or damage occurs, and such party shall save the other harmless and indemnify the other from all claims, costs or proceedings for or in respect to such loss or damage.

Eighth :—The superintendent, operators, dispatchers, agents, and all others employed upon the repairs and maintenance, and in the operation of the said joint sections, though paid by the Grand Trunk Railway in the first place shall be considered as, and are in fact in the joint employ of the parties hereto in reference to any question of liability of either party here to the other party for their negligence, and in reference to any and all other questions ; and they shall render to each party such services as they may be called upon to render within the scope of their position or employment, and shall be subject to dismissal if they decline, neglect or refuse to render such assistance and service to either party hereto as such employees are usually called upon to render.

Each of the parties hereto assume all responsibility for the accidents or casualties upon, or to its own trains, and to its passengers, freight and employees, by reason of any imperfection of the track, or misplacement of switches by its own employee or a joint employee or strangers, or for damages for stock killed, or injured, that may occur to

Intercolonial Railway Extension.

persons walking upon the track or at highway crossings (if any liability therefor), or from any other cause (aside from or except collision, in any form, with the trains of the other party, or negligence of an exclusive employee of the other party) and no such accident or casualty shall give either party the right of action or claim against the other party, it being the intention and design that each party shall be responsible for its own trains, for the conduct of its own and joint employees as respects such trains, freight, passengers and employees, and generally, except when the other party or its employees are at fault.

Ninth :—That the Company shall and will furnish free from any other charge than the aforementioned rental at stations and sidings between and including Ste. Rosalie and Montreal and terminals and yards aforesaid, standing room for the rolling stock of the Intercolonial Railway and for other rolling stock which may be brought by the trains of the Intercolonial Railway to such stations and sidings.

Tenth :—That the parties hereto shall enjoy in all respects equal rights to the said tracks, buildings and improvements used in common, unless wherein restricted in this lease, and the trains of Her Majesty shall in every respect be treated by the officers, agents and employees of the Company, as trains of a similar class of the Company, and the higher class trains shall have equal preference over trains of the lower class belonging to either of the parties, and Her Majesty shall have a perfect right to run all classes of trains, passenger, mixed, freight and other trains over the said joint sections, subject only to the restrictions and regulations prescribed and provided for in this lease. In case of doubt between the trains of the Company and Her Majesty of the same class, under the established rules, the trains of the Company shall have the preference. The main tracks are as far as practicable to be kept unobstructed for the use of both of the parties hereto.

Eleventh :—In preparing the time tables, the company shall and will, as regards the trains of the Intercolonial Railway, arrange the time of arrivals and departures from all stations between and including Ste. Rosalie and Montreal, and the speed of said trains, in accordance with the reasonable request of the Intercolonial Railway officials, made from time to time.

Twelfth :—That the stationmasters, freight agents, ticket agents and baggage-masters of the company on the said joint section shall as far as the business and traffic of the Intercolonial Railway is concerned, to all intents and purposes, but subject to the payment of a share of their wages as is hereinafter provided, be the employees of the Intercolonial Railway, and shall from time to time in regard to such business report directly to and receive and carry out the instructions of the proper officials of the Intercolonial Railway.

Thirteenth :—That the company shall and will cause the stationmasters, freight agents, ticket agents and other joint employees at all stations between and including Ste. Rosalie and Montreal to be strictly neutral as between the Intercolonial Railway and the company and to waybill freight, and sell tickets, by whichever of these routes may be indicated or desired by shippers or passengers, and the Intercolonial Railway may put up signs to be suitably located by the Superintendent of the Company in each or any station on the joint section indicating that the said stations are Intercolonial Railway ticket offices.

Fourteenth :—That all business and traffic secured by agents of the Intercolonial Railway or carried in its train shall be the business and traffic of the Intercolonial Railway.

Fifteenth :—That the Intercolonial Railway shall have the right to carry in and on its through trains traffic to and from, and between all points on the line of railway extending from Ste. Rosalie to Montreal, both inclusive, and in the conducting of its business between and including these stations shall have the right of conducting this business in as full and complete a manner as the Company itself. That the rates and fares charged between points on the Montreal joint section shall be the same as those established by the Company.

Sixteenth:—That the Intercolonial Railway shall have the right to carry in and on its through trains to and from all points on the line of railway between and including Ste. Rosalie and Montreal, all traffic coming from or intended for Montreal, or coming from or intended for any point on the Island of Montreal, or coming from or intended for any and all other points, and to enjoy the same rights and privileges in regard to such business as the Company itself has and enjoys in similar business from and to such above-mentioned points, except as herein restricted.

(a) The words "through trains" in the second line of this sixteenth clause and in the second line of the preceding fifteenth clause, shall mean and include all trains of the Intercolonial Railway running between Montreal and Ste. Rosalie, or points beyond in either direction.

Seventeenth:—That all moneys collected in the vehicles and trains of the Intercolonial Railway at any and all points between and including Ste. Rosalie and Montreal shall belong to and be deemed to have been earned by Her Majesty, and the Company shall not be entitled to receive any portion thereof; and that all moneys collected and received by the station masters, freight agents, ticket agents, baggage masters and any and all persons who may from time to time be authorized or instructed by the proper officials of the Intercolonial Railway to collect and receive money between, and including, Ste. Rosalie and Montreal for Intercolonial Railway business and traffic, including, among other things, car rental, storage of freight in cars, and storage of goods in the Company's warehouses and freight sheds, or collected and received for any other business in any way connected with the Intercolonial Railway, belongs to Her Majesty and shall be deposited in bank to the credit of the Receiver General of Canada, or remitted to the Cashier of the Intercolonial Railway, or otherwise disposed of as the Minister may from time to time direct.

Eighteenth:—That local tickets issued by either of the parties hereto for passage between and including Ste. Rosalie and Montreal, or any intermediate station, shall be accepted on all trains of either party hereto between said points, and the party who issued the tickets shall, on presentation of the ticket so used and collected, pay to the party who carried the passenger the full amount received for the said ticket.

Nineteenth:—That Her Majesty shall pay to the Company a share of the salaries and wages of the undermentioned persons, at stations on the said joint sections and terminals, for their services in connection with Intercolonial Railway business and traffic when such services are rendered, as follows:—

Train despatchers, stationmasters, telegraph operators, in the proportion that the number of the Intercolonial Railway trains using the premises hereby demised bears to the total number of trains using the said premises; ticket agents, baggage masters, baggage porters and policemen in the proportion that the number of Intercolonial Railway passenger trains using the premises hereby demised bear to the total number of passenger trains using the same; freight agents, freight clerks, freight checkers, freight porters and watchmen in the proportion that the tonnage of the Intercolonial Railway freight handled by porters bears to the total tonnage handled by all porters on the said premises; also such proportionate part of the salaries of the superintendent, trainmaster, roadmaster and resident engineer as the mileage of the joint section bears to the total mileage of road under jurisdiction of the officials named, and said proportionate part shall be divided between the parties hereto in the proportion that the combined engine and car mileage of the Intercolonial Railway trains made over the said joint sections bears to the total combined engine and car mileage made over the joint sections, and also a share of the cost of running, shunting and switching engines, and of the wages of yardmasters, shunters, switchmen and car checkers at each station between and including Ste. Rosalie and Montreal, and the terminals, junctions and connections aforesaid and the Chaudière joint section, in the proportion that the number of cars and engines arriving and departing from the station used in the business and traffic of the Intercolonial Railway bears to the whole number of cars and engines arriving and departing therefrom. Her Majesty shall also have the right and privilege free of any other charge than the wheelage proportion hereinbefore provided, of having Her cars loaded or empty

Intercolonial Railway Extension.

taken by the Company to the Company's junctions with connecting lines, factories, warehouses and works which may be provided with standing accommodation from the tracks of the company at Montreal, including Point St. Charles, St. Henri and intermediate points and Bonaventure Station, and the connections or junctions of other railways with the company's line, and over and upon the said joint sections as hereinbefore specified.

Twentieth :—That the engines, vehicles, rolling stock and trains in connection with the business and traffic of the Intercolonial Railway shall be manned exclusively by officials and employees of the Intercolonial Railway, who, while on the railway and premises of the Company on the said joint sections, shall be subject to the reasonable rules and regulations of the Company and the directions of the officials of the Company so far only as the movements of the engines, vehicles and trains are concerned.

That Her Majesty shall and will be responsible for any mileage on foreign cars carried over the joint sections by the Intercolonial Railway trains, which shall, for the purpose of calculating the mileage charges, be the cars of the Intercolonial Railway.

Twenty-first :—That the company shall and will house the engines of the Intercolonial Railway, and shall and will, if required, turn and clean them and fit them for the road, and supply them with fuel and water and small stores at all points, connections, junctions and terminals, as aforesaid, where it performs such services for any of its own engines, and Her Majesty shall pay to the Company the actual cost to the Company of the labour and material used therein and therefor : provided that Her Majesty may, at any point or at all points on the premises above mentioned, or at any time or times, perform the whole or any portion of the above services with the employees of the Intercolonial Railway and with the supplies thereof without being liable to any charge therefor by the Company.

Twenty-second :—That the Company shall and will, if required to do so, at any or all stations on said joint sections, clean the passenger train cars used in the business and traffic of the Intercolonial Railway, and heat and supply them with water, ice, fuel and small stores, and Her Majesty shall pay to the Company the cost to the Company of the material, labour and stores used in such services ; provided that Her Majesty may, at any point or points on the premises above mentioned of the Company, and at any time or times, perform the whole or any portion of the above services with the employees of the Intercolonial Railway, and heat and supply said cars with water, ice, fuel and small stores at her own cost without being liable to any charge therefor by the company.

Twenty-third :—That the Company shall and will, from time to time when requested to do so by the officials of the Intercolonial Railway, make temporary repairs upon the engines and other rolling stock used in the business and traffic of the Intercolonial Railway, such repairs to be made promptly with all reasonable despatch, and Her Majesty shall pay the Company the actual cost to the Company of the labour and materials used in such repairs.

Twenty-fourth :—That the Company shall and will carry passengers on through tickets, and freight on through way-bills, from and to points on its railway and leased and controlled lines to and from points on the Intercolonial Railway and its leased and connecting lines so as to avoid re-ticketing and re-waybilling.

Twenty-fifth :—That Her Majesty shall at Her own cost supply all stationery, forms and tickets required for Intercolonial Railway business at all points between and including Ste. Rosalie and Montreal.

Twenty-sixth :—That all rates and fares shall be divided on the basis of mileage, except where such division would act unfairly by reason of one line of railway having a largely preponderating mileage, in which case the division of rates and fares shall be settled on a fair and equitable basis by mutual agreement, and, in default of agreement, by arbitration as hereinafter provided.

Twenty-seventh :—That the Company shall and will at its own cost, at all times, keep on sale at all stations and agencies of its railway and of its controlled and leased lines of railway an adequate supply of tickets for all points on the Intercolonial

Railway, its leased lines and its connections reading "Over the Intercolonial Railway *via* Montreal," and the baggage of passengers using any such tickets shall be checked through to its destination over the International Railway *via* Montreal.

Twenty-eighth :—That the Company agrees upon the application of the General Passenger Agent of the Intercolonial Railway to place and keep for sale and sell at all stations and agencies on its railway, and leased and controlled lines of railway, any tickets that may be asked for reading to points on the Intercolonial Railway including the joint sections and its connecting lines of the Intercolonial Railway *via* Montreal and to treat such business with all fairness and impartiality.

Twenty-ninth :—That Her Majesty shall have the same privilege of displaying advertisements of the Intercolonial Railway route at all the stations of the Company as the Company itself has, and the Intercolonial Railway route and its connections with the Company's railway shall be shown in all the published timetables of the Company.

Thirtieth :—That all rents, revenues, benefits and receipts now accruing from any other Company to the Company by reason of the user of the line between Ste. Rosalie and St. Lambert, or the exercise of any running power, privilege or rights therein, or which may hereafter accrue from any such grant or user shall ensure to the joint benefit of Her Majesty and the Company, share and share alike, and said benefits and receipts shall be accounted for by the parties hereto when the accounting shall take place from time to time between them. As to the other portions of the Company's line herein demised, the Company hereby reserves to itself all revenues from any source whatever arising from the use thereof.

Thirty-first :—That Her Majesty shall have and enjoy for the business and traffic of the Intercolonial Railway of every kind whatsoever the same rights and facilities and in as full a manner at and within the terminal and other premises of the Company at Montreal, at the terminals at Point St. Charles and intermediate points, as hereinbefore mentioned, and all the approaches and tracks, as the Company now has or at any time may hereafter have and enjoy for its own business and traffic.

Thirty-second :—That the Company shall supply for the sole use of Her Majesty, if and when requested, a suitable ticket office in the Bonaventure station, or wherever the main depot of the Company may in future be situated in Montreal, as accessible and in every way as convenient as the Company's own ticket office in the said Bonaventure station or main depot at Montréal, for the sale of tickets, to be provided and maintained by Her Majesty at her own expense, in which event the Intercolonial Railway shall not be liable to share the expense of maintaining the Company's ticket office or paying any of the salaries of the employees therein.

Thirty-third :—That Her Majesty and the Company shall each furnish to the other promptly, each and every month, all the information necessary to the ascertaining and checking of the rates, fares, charges, shares of costs and other returns to be made as under these presents, and Her Majesty and the Company mutually agree to give the necessary facilities, including access to the books and papers, to the auditors of the Intercolonial Railway and of the Company respectively to enable them to verify the accounts under this agreement.

That all traffic balances, charges and shares of costs, and other returns to be made under these presents, shall be made monthly, and Her Majesty and the Company mutually agree to promptly audit and pay each to the other each month the total amount chargeable against the other for the month immediately preceding.

Thirty-fourth :—That Her Majesty shall not be responsible for the acts or defaults of servants of the Company, or for the deficiency or otherwise of the Company's machinery or appliances, and the Company shall not be responsible for the acts or defaults of the servants of Her Majesty or for the deficiency of the machinery or appliances of the Intercolonial Railway.

Thirty-fifth :—That if at any time hereafter the business or traffic shall in the opinion of the parties hereto necessitate or warrant the laying of double tracks

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between and including Ste. Rosalie and St. Lambert, or that additional siding accommodation shall be considered necessary for the proper and efficient conduct of the joint business, the Company will lay such tracks or make such improvements, and Her Majesty shall have the full and unlimited use of all or any of such works in the same manner and to the same extent as if the said works had been included in the premises hereby leased, the right, use or privilege in which are hereby demised ; and if Her Majesty should determine to use any such works or improvements, and the Minister should so declare, such works and improvements are hereby understood and agreed to form part of the leased premises ; and the proportion of the actual cost of such works and improvements to be borne by Her Majesty shall be ascertained by calculating interest at the rate of four (4) per centum per annum upon the amount of such actual cost ; and Her Majesty shall pay the proportion of such interest which the combined engine and car mileage of the Intercolonial Railway for the year preceding, over such portion of the Company's line upon which such improvements have been made, bears to the total combined engine and car mileage upon such portion ; Her Majesty, however, shall have the option of paying such share so ascertained in cash.

Thirty-sixth :—That the Company will and does hereby covenant with Her Majesty, Her successors and assigns, that it has, subject to existing encumbrances, the right to demise and lease the rights and privileges hereby demised and every part thereof.

Thirty-seventh :—That if it should be found in practice that any right or interest of either party has not been fully protected or provided for by this agreement in accordance with the true object and intent thereof, then both parties shall negotiate and agree upon in an equitable manner a new and other clause to provide for such omission, and each party shall give and execute to the other any and all further documents in writing that may from time to time be required for the better securing of each of their rights and privileges under the said contract and for the better carrying out thereof.

Thirty-eighth :—That the Company shall and will, if during the term of this lease Her Majesty well and faithfully performs all the covenants and agreements herein undertaken by Her Majesty to be performed, at the expiration of this lease, on request by the Minister, execute and deliver to Her Majesty, Her successors and assigns, a renewal of said lease for a second term of ninety-nine years, and shall at the expiration of said second term, upon like faithful performance on the part of Her Majesty, make, execute and deliver, a further renewal for a third term of ninety-nine years, and so on forever, with the same covenants and conditions as are contained herein, subject to such limitations and modifications as may be mutually agreed upon between the parties or settled by arbitration according to the terms of this agreement.

Thirty-ninth :—That these presents are subject to the confirmation thereof by the Parliament of Canada and by the shareholders of the Company.

Fortieth :—In consideration of the rents and covenants herein reserved and contained, Her Majesty represented by the General Traffic Manager of the Intercolonial Railway of the one part and the Company by its General Traffic Manager of the other part, have entered into a mutual traffic arrangement in writing of even date herewith, which traffic arrangement is hereby declared, covenanted and agreed to be and form a part of and be supplemental to this contract, and shall be read herewith and shall be binding upon all parties hereto during the continuance of this leasing contract, except so far as the same may be altered with the mutual consent of Her Majesty and the Company. When and if the traffic arrangement shall be so altered from time to time such amended supplemental contract shall be substituted for the supplemental traffic contract of this date.

Forty-first :—That in order to facilitate and develop the business of the Intercolonial Railway and the Company, every effort shall be made to cause close and suitable train connections to be made at Montreal between the trains of the Company west of Montreal and the Intercolonial Railway.

Forty-second :—That through rates and fares shall be agreed upon and made from time to time for traffic to and from all points on the Intercolonial Railway, including the

lines hereby demised, and all points on the Company's railway, including all lines leased by them, and such rates and fares shall, as regards traffic to and from all points on the Intercolonial Railway, and to and from all points on the Company's lines and leased lines, be divided on the basis of mileage, except where such division would act unfairly by reason of one line of railway having a largely preponderating mileage, in which case the division of rates and fares shall be settled on a reasonable and equitable basis by mutual agreement, and in default of agreement, by arbitration as herein provided.

Forty-third :—That as regards traffic shipped to and from Europe and the British Isles through Halifax, St. John, or such other port as may hereafter be selected, per Intercolonial Railway, the rates of the Company for the carriage of such traffic west of Montreal shall not be higher per passenger per mile, and per ton of freight per mile, than the amount per passenger per mile and per ton of freight per mile charged by the Company on similar classes or descriptions of traffic carried by it for others to and from the same places, and intended for or coming from the same place in Europe or the British Isles. In ascertaining such rates of freight, all drawbacks or deductions allowed are to be taken off before fixing the rates.

Forty-fourth :—That the forms of all through bills of lading, also forms of receipts for goods passing over the said lines respectively, shall be such as from time to time are agreed upon by the officials of the parties hereto, or in default of agreement, settled by arbitration.

Forty-fifth :—Her Majesty shall have the right to deduct from the rentals herein agreed to be paid to the Company any sum or sums of money which may hereafter become due by the Company to Her Majesty, and for the payment of which the Company is in default.

Forty-sixth :—That should any difficulty arise between Her Majesty and the Company under any clause of this agreement, or respecting the carrying out of the same according to its true intent and meaning, such differences shall from time to time, as the same may arise, be referred to the award and determination of three arbitrators, one of whom shall be nominated by the Minister, one by the Company, and the third by the two so nominated; provided always, that if either party should, for one month after notice that the other has nominated its arbitrator, omit or refuse to make a nomination, or if the two nominated should refuse or omit to nominate the third, then the Chief Justice of the Supreme Court of Canada, or in his absence or refusal or inability to act, the Senior Puisne Judge present in Ottawa and willing to act, may on the application of either party on notice to the other nominate the required arbitrator.

Forty-seventh :—In case of the death or refusal to act of any arbitrator, or if for any cause the office of any arbitrator becomes vacant, his successor shall be nominated in the same manner as is provided for his appointment in the first instance, unless the parties otherwise agree, and in case such successor be not nominated by the party entitled to nominate him within one month after the happening of the vacancy, and after receiving notice requiring him to make such nomination, then the said Chief Justice, under the circumstances aforesaid, or the Senior Puisne Judge willing to act, may, on the application of either party, nominate such successor.

Forty-eighth :—The arbitrators so chosen shall, within one month after the last appointment, proceed to determine the matters referred, and they, or a majority of them, shall make and publish their award within one month thereafter, or within such further time as they shall in writing appoint, such extension of time to be made by a majority of the arbitrators, and the award of a majority of them shall be final.

Forty-ninth :—Nothing herein contained shall in any way merge or affect the claims or rights of Her Majesty, if any such there be, as they now exist against the Company or the property of the Company other than that which is the subject matter of this agreement.

Fiftieth :—Clause 20 of the agreement between the Company and the Intercolonial Railway, dated July 17th, 1879, is rescinded during the life of this agreement and all other clauses of said agreement inconsistent herewith.

Intercolonial Railway Extension

In witness whereof, these presents (in quadruplicate) have been signed by the Honourable the Minister of Railways and Canals, pursuant to Order in Council dated the 24th March, A.D. 1897, and the Seal of the Department of Railways and Canals has been hereto affixed, and the Company has hereto affixed its corporate seal, and these presents have been signed by the General Manager of the Company, the day and year first above written.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

Witness to the execution by the Grand
Trunk Railway Company. }

R. S. LOGAN. }

CHAS. M. HAYS,
General Manager.

Witness to the execution by the Min-
ister of Railways and Canals, and
by the Secretary. }

Minister of Railways and Canals.

Secretary.

SUPPLEMENTAL TRAFFIC AGREEMENT.

This Supplemental and Traffic Agreement made this first day of February, in the year of Our Lord one Thousand Eight Hundred and Ninety-Eight :

Between Her Majesty, represented herein by the General Traffic Manager of the Intercolonial Railway, of the one part, and the Grand Trunk Railway Company of Canada, represented herein by the General Traffic Manager of the said Company, of the second part :

Whereas an Agreement has been entered into between the Grand Trunk Railway Company of Canada and Her Majesty Queen Victoria, of even date herewith, for the leasing of the said Company's line between St. Rosalie and the City of Montreal ;

And whereas, for the better interpretation of certain clauses in said leasing agreement, the parties hereto, represented as aforesaid, have agreed to enter into this Supplemental and Traffic Agreement, which shall be taken to be incorporated in and read as part of the said leasing agreement ;

Witnesseth that the said parties contract and agree each with the other as follows :—

Notwithstanding anything contained in any agreement between Her Majesty and the Company heretofore made and now existing, it is agreed between Her Majesty and the Company that during the continuance of the contract to which this is a supplement, percentage divisions via Chaudière Junction shall be suspended, and that with respect to all traffic originating throughout the Company's system, or connections west of Montreal, and offered for shipment to any point on the Intercolonial Railway, or reached by its connections, Montreal shall be the junction point, and the Company undertakes to route all traffic destined to points on the Intercolonial Railway and its connections, via Montreal and the Intercolonial Railway.

All business originating in the City of Montreal, or on the Montreal joint section, destined to points on the Intercolonial Railway, shall be considered Intercolonial traffic, it being agreed that in connection with that consideration, the Intercolonial Railway will give all the traffic from its system and connections that it can control, destined to New England points, or any other point east of St. Rosalie reached by the Grand Trunk system and its connections, to the Grand Trunk Railway at Chaudière Junction, the Intercolonial Railway being allowed Aston mileage.

Traffic destined to points in the United States reached via the gateways of St. Johns, P.Q., Rouses Point, N.Y., Huntingdon, P.Q., and Massena Springs, N.Y., to be delivered to the Company at St. Lambert.

All business originating on the Montreal joint section, destined to points on the Company's lines east of St. Rosalie shall be considered "Company's" business, and all traffic originating on said section destined to Intercolonial Railway points shall be considered "Intercolonial" traffic.

All business originating on the Company's lines east of Ste. Rosalie, or on the Intercolonial Railway between Ste. Rosalie and Lévis, inclusive, to be interchanged at Chaudière Junction, Aston Junction or Ste. Rosalie Junction, or at such other junction point as may be hereafter opened, the understanding being that such business is to be forwarded by both lines via the shortest route between the point of shipment and destination.

Her Majesty further undertakes to route via Montreal all unconsigned west bound traffic controlled by the Intercolonial Railway or its connections, destined to points west thereof reached by the "Company" and its connections.

In connection with import and export traffic via Halifax or St. John, or any other port in the Maritime Provinces that may be hereafter selected, it is understood that during the life of the agreement that the Intercolonial Railway will accept 425 miles on Halifax, and 375 miles on St. John, the St. John rates to be the same as those quoted by the Canadian Pacific Railway to and from that port or West St. John, and the same as quoted by the Grand Trunk Railway to and from Portland; the Halifax rates to be one cent per 100 lbs. on all classes and special class over the rates to and from St. John or Portland, on both exports and imports, the Company to have as its proportion the mileage as per the various groups west of Montreal.

In the event of the Intercolonial Railway making arrangements with Steamship Companies to ply between the ports of Halifax, St. John or any other port in the Maritime Provinces that may be hereafter selected, and European ports other than those covered by the Grand Trunk service from Portland, from time to time, the Company to publish such through rates from its stations west of Montreal as are effective via other competing routes to all or any of such ports, such traffic to be divided on the regular grouped percentage divisions.

In witness whereof these presents (in quadruplicate) have been signed by the General Traffic Manager of the Intercolonial Railway and by the General Traffic Manager of the Grand Trunk Railway Company of Canada.

Witness to execution by General
Traffic Manager, Intercolonial
Railway. }

T. H. UNDERWOOD.

A. H. HARRIS.

Witness to execution by General
Traffic Manager, Grand Trunk
Railway Co. }

J. E. DALRYMPLE.

GEO. B. REEVE.

RETURN

(58)

To an ADDRESS of the HOUSE OF COMMONS, dated the 14th March, 1898, for copies of all correspondence between the British Government and the Government of Canada in reference to the conference of Colonial Premiers held in London in June, 1897, in accordance with Mr. Chamberlain's invitation of January 28th preceding, with the report of the proceedings of the same.

By order.

R. W. SCOTT,
Secretary of State.

OFFICE OF THE PRIME MINISTER, OTTAWA.

No correspondence on this subject of record in any department of the Government.

RETURN

(63)

To an ADDRESS of the HOUSE of COMMONS, dated the 5th April, 1897, for copies of all memorials, statements and other documents from the Government of the Province of Manitoba in relation to an unsettled claim resulting from that province being charged with the cost of the erection of public buildings; with copies of all correspondence in connection therewith.

By order.

R. W. SCOTT,
Secretary of State.

Note.—The following memorandum (undated) was handed to the Minister of Finance by the representatives of Manitoba, while in Ottawa, during the Session of 1896 (2nd Session).

MEMORANDUM RESPECTING THE FINANCIAL CLAIMS OF THE PROVINCE OF MANITOBA AGAINST THE DOMINION OF CANADA.

Two amounts which it is claimed on behalf of the province should form part of its capital account, have been in dispute between the Governments of the Province and of the Dominion since the enactment of Chapter 50 of the Statutes of Canada, 1885, which was supplemented by Provincial legislation and was intended as settlement of all matters actually in dispute between the two Governments. On the part of the province these claims have never been abandoned but have been continuously and urgently pressed, not only by the present local administration, but also by the previous administrations under the late Honourable Mr. Norquay and the Honourable Dr. Harrison, who both contended that they were not provincial claims forming part of the negotiations and settlement, but matters not dealt with as in dispute, but previously finally disposed of.

One of these items is the sum of \$284,456.47, being the amount expended by the Dominion Government in the construction of the Legislative and Departmental Buildings and the Lieutenant Governor's residence, and subsequently deducted from the capital account of the province. The other item is the sum of \$110,825.07, being the amount of increase of subsidy or allowance made to the province at the time when corresponding allowances were made to the other provinces under the provisions of section 3, chapter 4, 47 Victoria.

The first mentioned claim had its origin in the negotiations which took place between the representatives of the Government of Canada and the North-west delegates before Manitoba entered Confederation. At a conference held at Sir George Cartier's house in Ottawa, April 26, 1870, where were present, Sir George Cartier and Sir John A. Macdonald on behalf of the Government and the North-west delegates, the latter were assured by the ministers that the Government would undertake the construction of the

Parliament Buildings and the Lieutenant Governor's residence and the furnishing of the latter. These facts are clearly established by a letter from the Rev. N. G. Ritchot, one of the North-west delegates, to the Honourable Joseph Royal, dated April 8, 1873. According to the Rev. N. G. Ritchot, the ministers gave as their reason for assuming this expenditure that this would be treating Manitoba in precisely the same manner as Canada had treated the other provinces. (His letter will be found incorporated in the report of the Honourable Messrs. Royal and LaRivière, see p. .) Almost immediately after the organization of the province on the 1st of February, 1872, a special committee of the legislature was appointed to prepare an address to the Lieutenant Governor requesting him to communicate with the Dominion Government upon the subject. (See page 20, Journals, 1872.) An address was accordingly prepared (see page 87, Journals, 1872). March 31, 1873, an address was presented by the then Provincial Secretary Honourable Joseph Royal, a copy of which is to be found in the Journals of 1874, p. 11 of the Appendix.

The second clause particularly urges the construction of public buildings, the Parliament House, departmental offices, Lieutenant-Governor's residence, courts, prisons, penitentiary and provincial library.

On the 3rd day of March, 1874, a memorial was presented by the Provincial Secretary to the Ottawa Government, printed in the above Journals, page 19, in the second section of which the request for the construction of the buildings was again reiterated. A reply to that memorial, dated 8th of May, 1874, was printed in the same place, and in that reply the Secretary of State does not dispute the obligation to have the buildings constructed, but states that inasmuch as the Dominion Government had already advanced about \$78,000 to the province in excess of the subsidy, it was not prepared to ask for an appropriation for the construction of the buildings. In the Journals of 1875, page 73, among other resolutions of the assembly is one upon the subject of the construction of the public buildings. The same subject is dealt with in a report of the delegates of the executive council of Manitoba to Ottawa, printed in the Journals, 1876, page 37 *et seq.*, see also the same Journals, pages 42 and 45. On page 49 of the Journals of 1876, there is printed a report signed by the Honourable Edward Blake, then a member of the Dominion Government, in which an arrangement is made to increase the subsidy of the province, and in which, on page 52, it is stated that the Government of Canada has leased for a term of years extending to 1880, the Hudson's Bay Company's premises at Winnipeg to be used as a Government House. On page 132 of the appendix to the Journals of 1879, there is printed a report of the delegates sent by the executive council to Ottawa, namely: Messrs. Norquay and Royal, in which report occurs the following statement:—

“In the matter of public buildings, it being stated by the delegates that they based the claim of the province for public buildings on the assurance given to the North-west delegates in 1870, Sir John A. Macdonald replied that he recollected the circumstances of the case, and also that the negotiations, or most of them, at that time were between Sir George E. Cartier and the delegates from the North-west, and he further believed that a promise had been given by the Canadian Government that these buildings would be erected at the expense of the Dominion.” Page 139 of the same Journals contains a statement that at an official interview which took place between the delegates and the sub-committee of the Council, the latter notified Messrs. Norquay and Royal of the recommendations the committee would make, among which the second was as follows:—

“In regard to the erection of public buildings in Manitoba at the expense of the Dominion, the Government of Canada would consent to undertake the building of the Parliament House and the Governor's residence, as well as a hospital and insane asylum, but could not promise to proceed with the work before next summer.”

Messrs. Norquay and Royal on the 10th March, 1879, wrote to the Ottawa Government, to arrange the construction of the buildings. They inclosed a letter from the Rev. N. J. Ritchot, to which reference has been made.

Financial claims of the Province of Manitoba.

Following the aforesaid address, it is found that on page 180 of the said Journals, a report of a committee of the Privy Council of Canada is printed, in which the following statement is made :—

“ That in reference to the erection of public buildings in Winnipeg, that the Government of Manitoba be notified that an item will be inserted in the estimates of the next session of Parliament, for the erection of plain but sufficient buildings for the Legislative Assembly and for a Government House, but that the Dominion Government will not undertake the furnishing of either.”

On the 22nd day of September, 1880, as will be seen by the Journals of the House in that year, page 15, the Legislature adopted a series of resolutions asking for a readjustment of the subsidy. A memorial was presented by the delegation of the province to the Dominion Government on the same subject, and also on the subject of the erection of buildings on the 20th of March, 1880. (See Legislative Journals of 1881, page 110 of the Appendix.) On page 105 is found a report of the sub-committee of the Canadian Privy Council which, among other statements, contains the following :—

“ An immediate preparation of plans and estimates and the early commencement of the public buildings should be enjoined upon the Minister of Public Works.” It will be noted that nothing was said or done in the course of these various communications which indicated that the cost of the buildings should be charged against the Government.

The revenue of the province derived from the Dominion was fixed by the Manitoba Act, and was as follows :—

THE FIRST STATEMENT OF THE FINANCES OF THE PROVINCE.

Cost of government	\$30,000 00
Per capita allowance, 80 cents per head on an estimated population of 17,000	13,600 00
Five per cent interest on \$472,090 debt, at \$22.77 per head	23,604 50
Five per cent interest on \$79,357 as adjusted in 1873	3,967 85
	\$71,172 35

This was subsequently increased by Order in Council of the 26th October, 1875, confirmed by 39 Victoria, chapter 3, to \$90,000 per annum. In 1879 the subsidy was readjusted, as follows :—

Cost of government	\$30,000 00
Per capita allowance, 80 cents per head on an estimated population of 70,000	56,000 00
Interest on balance of capital	19,653 04
	\$105,650 04

By chapter 5 of the Statutes of Canada, 1882, the subsidy was readjusted in the following way :—

For the support of the government and the legislature	\$50,000 00
Per capita allowance on an estimated population of 150,000, at 80 cents per head	120,000 00
As an indemnity in lieu of public lands	45,000 00
	\$215,000 00

The last settlement of the subsidy was made by chapter 50 of the Statutes of Canada, 1885. It provided :—

(1.) That all Crown lands in Manitoba which might be shown to be swamp lands should be transferred to the province.

(2.) That there should be a grant for the benefit of the University of 150,000 acres.

(3.) That the grant in lieu of public lands should be \$100,000 per annum.

(4.) That the per capita allowance to the province of eighty cents per head under 30 Victoria, chapter 3, increased by 45 Victoria, chapter 5, this based on a population of 150,000, shall be subject to be increased as follows:

"A census of the province shall be taken every fifth year reckoning from the general census of 1881, and an approximate estimate of the population shall be made on the first day of September next, and at equal intervals of time between each quinquennial and decennial census, and whenever the population by any such census or estimate exceeds 150,000 which shall be the minimum on which the said allowance shall be calculated, the amount of the said per capita allowance shall be increased accordingly, and so on, until the population shall have reached 400,000 souls. It is provided by section 5 that the ten-year limitation which appeared in 45 Victoria, chapter 5, is struck out, and the arrangement is made unlimited as to time."

(6.) The capital sum on which the province is entitled to receive half-yearly payments of interest, at the rate of five per cent per annum, as fixed by Act 33 Victoria, chapter 3, and as readjusted or increased by any subsequent Act, shall from and after the first day of July, 1885, be calculated on a population of 125,000 same rate per capita as was allowed on the estimated population under the Act 33 Victoria, chapter 3, and shall be charged with such advances as may have been already made to the province and with such expenditure as has been made herein by the Dominion for the purposes of strictly local character and with a further sum of \$150,000 which the Dominion Government may advance to the province to meet the expenditure of constructing a lunatic asylum and other exceptional services.

(7.) It is provided that the above grant and payment shall be a final settlement of all claims against the Dominion Government.

By chapter 8 of the Statutes of Canada, 1886, it is provided that the rate per capita at which the subsidy is to be computed under the last Act, shall be taken to be the rate ascertained by dividing the sum of \$551,447 by 17,000, namely:—\$32.438 per head.

In the negotiations between the two governments in 1884, the question of public buildings was not considered, as the whole matter had been finally disposed of in 1879. Prior to that time it appears that the question had always been considered as a distinct item and was so dealt with by the Privy Council showing that it was never intended to make these buildings a charge upon the province but merely to carry into effect the agreement arrived at in 1870 when Sir John A. Macdonald and Sir George Cartier undertook their construction at the expense of the Dominion.

Construction of these buildings was commenced in 1882, and it was not until June, 1886, after these buildings had been taken possession of by the province (one of them had been occupied for some years) that the Finance Department charged their cost of construction against the province. The Honourable Messrs. LaRivière and Harrison in their report of December, 1887, point out that the contract had been let and the buildings completed and in occupation prior to the negotiations which led up to the Acts of 1885 and 1886. And they further point out that the rent of the buildings occupied previously from 1870 had been paid by the Dominion. (P. 24.)

We have the assurance of the present Lieutenant Governor of Manitoba, the Honourable J. C. Patterson, who addressed a communication February 15, 1896, on this subject to Sir Mackenzie Bowell that Sir John A. Macdonald told him that it was never intended that this sum should be charged against the province, and His Honour also states that Sir Mackenzie who introduced the resolutions in the House of Commons on which the Act of 1885 was based (Hansard, 1885, p. 2775) has personal knowledge of the facts to the same effect. His Honour inclosed in his communication a statutory declaration by Mr. W. J. Ptoiemy, (a copy of which is submitted hereto) who was in 1885 Accountant in the Provincial Treasurer's Office, wherein it is stated that Mr. Norquay informed him that the late Honourable John Henry Pope had told him (Mr. Norquay) that the settlement arrived at would yield \$455,000, an amount that could not have been arrived at were the two items referred to deducted.

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Mr. Norquay states in his report and publicly stated to the Legislature and to his colleagues, that in a conversation with the Honourable J. H. Pope who was then a member of the Dominion Government, that the amount of revenue to which the province would be entitled on the basis of the adjustment of 1885, was figured at \$455,359.81, and when the Act of 1885 was passed he disputed its correctness and subsequently saw Mr. Pope in reference to it. Mr. Pope thereupon stated that he was satisfied that the total amount as above stated was correct, but that he was not able to remember the details. The accompanying statement will show how the statement was made up and how it is impossible that the revenue could be figured at the above amount in any other way than by allowing to the province the two sums in dispute.

The second item referred (that of \$110,825.07) was allowed to the province by chapter 4 of the Statutes of Canada, 1884 (by which various amounts were allowed to the other provinces) in order to make the yearly subsidy which had been increased by 36 Victoria, chapter 30, date from the passing of the British North America Act. It has been claimed by the Dominion that subsequent adjustments of subsidy and capital account superseded this allowance. Such was never intended or agreed to by the provincial authorities. It was always held by them that this item could not be properly considered as capital, "it being an amount which the province was justly entitled to receive on subsidy, it being the aggregate amount of the subsidies due the province from the first day of January, 1873, with the accrued interest thereon up to the first day of July, 1884, as provided by said chapter 4."

"Had we received these half-yearly monies when maturing, our capital account would not have been decreased thereby, therefore this cannot be considered part of such capital account and should remain to our credit or be paid to us." (*See Report, p. 24.*)

Sir Mackenzie Bowell expressly stated in the House (*Hansard, 1885, p. 2776*) that this sum was added to the debt account of the province. The late Hon. Mr. Norquay repeatedly stated that this account was not discussed between the Manitoba and Dominion ministers in the negotiations. There is no evidence that in the negotiations or in the legislation which followed, there was any intention on the part of the Manitoba authorities to abandon this allowance, and the reasoning of the Hon. Messrs. LaRivière and Harrison appears to be perfectly sound. There is no mention of this item in the Settlement Act of 1885, but Mr. Norquay's intention was that the form of the act was erroneous and due to the draftsman not fully apprehending his instructions. There was an admitted error in the Act of 1885, in stating that the amount per capita of the debt capital was \$27.77. It was in fact \$32.438, and the error was corrected by the Act of 1886. And this province had no knowledge of the intention of the Dominion to charge the Public Buildings against the province, and to withhold the credit of \$110,825.07 until the capital and subsidy statements were sent in in 1886.

The preamble to the Act of 1885 speaks of the final settlement of the claim made by the provincial delegates, who considered them as having been disposed of and never the subject of dispute.

These matters have been repeatedly pressed upon the Dominion Government, particularly by the Hon. Mr. Norquay in 1886, and by the Hon. Dr. Harrison and Hon. A. A. C. LaRivière, in 1887, but the province has never succeeded in having them taken into consideration with a view to a settlement. January 11th, 1895, they were brought to the attention of the Hon. G. E. Foster, then Minister of Finance, by the Hon. Mr. McMillan, Provincial Treasurer, and Hon. Mr. Sifton, Attorney General, and a written memorandum was submitted (*see p. 25*), but nothing further was done.

The conclusion is a legitimate one, that the agreement of 1885 has been construed by the Finance Department most strictly and unfairly against Manitoba and contrary to the intentions of the Ministers who brought it about. His Honour the Lieutenant Governor of the province, in his communication to Sir Mackenzie Bowell, very justly observed (as is shown by the tables submitted exhibiting the increased cost in the administration of justice, of grants in aid of education and of the maintenance of public works (p.). "The injustice of the change in the financial basis which was agreed upon is more keenly felt as time goes by and the population of the province increases, and with it the expenses of maintaining the several institutions which have had to be erected and

maintained in order to keep up with the growth of the province. Permit me to point out that the population has doubled since the basis of settlement was arrived at in January, 1885, and that, owing to the sparse and widely scattered settlements throughout the province, the unavoidable expenses of government have greatly increased whilst the revenues have remained almost stationary.

“There has been a large increase in the expenditure for the administration of justice, partly due to the increase in population, but largely owing to the fact that, consequent upon the geographical position of the province at the gateways of the North-west, there is a floating population from which the criminal class is mainly recruited. Educational and other grants for hospital and charitable purposes have been doubled, and the expense of the maintenance of public institutions has grown out of all proportion to the revenue of the province.

“In 1885 there was only one small institution, an asylum for the insane at Selkirk. Since that time this institution has been enlarged and another asylum for the insane has been erected at Brandon, a home for incurables at Portage la Prairie and a deaf and dumb institute at Winnipeg, and the expenditure in connection with the maintenance of these several institutions is unavoidably increasing. On the other hand the net revenues have remained practically stationary. It is an old story perhaps to repeat but it is necessary to tell it here. The difficulties in which this province is placed to-day are consequent upon her exceptional position among the provinces of the Dominion. The buoyancy of the revenues of the provinces of Ontario, Quebec, Nova Scotia and British Columbia, which enables these great provinces to meet the requirements of their growing populations and keep pace with the times in the establishment of public institutions such as are required in civilized communities, arises from the fact that these provinces have under their own control their public lands, their forests and their mineral resources. At the present time, even with the most rigid economy in all departments of the public service it is found impossible to make the revenues meet the absolutely necessary expenditures of this province, and I feel it incumbent upon me to lay this matter before you as Premier of the Dominion. The institution necessary in this growing community cannot be erected or suitably maintained if some action is not taken on the part of the Dominion Government for the financial relief of Manitoba. At the present moment there is a necessity and a demand for an institution for the blind in this province. The erection of a Normal School has also been urged upon the Provincial Government, but there are no funds to meet the expenditure necessary. Grants in aid of the proposed university, which is at present only an examining body, with a view to the establishment of certain professorships which shall be common to the students of all the denominational colleges in the province, as well as for the erection of a suitable building, are also being asked for, but under present circumstances compliance on the part of the provincial authorities is utterly put out of the question.”

With this memorandum are submitted:—

1. Statement of the capital and subsidy account of the Province of Manitoba as claimed by the province.
2. The same as claimed by the Dominion.
3. Extract from the report of the Honourable A. A. C. LaRivière and the Honourable D. H. Harrison on their return from Ottawa in December, 1887.
4. Memorandum submitted to the Honourable G. E. Foster, Minister of Finance, by Honourable Messrs. McMillan and Sifton, Jan. 11, 1895.
5. Copy of statutory declaration of Mr. W. J. Ptolemy.
6. A statement of the amounts claimed by the province in respect of the items in dispute.

Financial claims of the Province of Manitoba.

No. 1.

STATEMENT OF THE CAPITAL AND SUBSIDY ACCOUNT OF THE PROVINCE OF MANITOBA, AS CLAIMED BY THE PROVINCE.

CAPITAL ACCOUNT.

To allowance of \$32·438 per head on population of 125,000.....	\$4,054,757 35
To allowance by 47 Vic., chapter 4, Dominion (re-adjustment).....	110,825 07
	<hr/>
	\$4,165,582 42
Less amount withdrawn.....	458,386 11
	<hr/>
	<u>\$3,707,196 31</u>

SUBSIDY ACCOUNT.

5 per cent on \$3,707,196.31.....	\$185,359 81
Yearly subsidy on population of 150,000 at 80 cts....	120,000 00
Grant in aid of government.....	50,000 00
Grant in lieu of public lands.....	100,000 00
	<hr/>
	<u>\$455,359 81</u>

No. 2.

STATEMENT OF THE CAPITAL AND SUBSIDY ACCOUNTS OF THE PROVINCE OF MANITOBA, ACCORDING TO THE STATEMENTS OF THE DOMINION GOVERNMENT.

CAPITAL ACCOUNT.

To allowance of \$32·438 per head on population of 125,000.....	\$4,054,757 35
Less cost of public buildings, \$279,151.48. Other charges to date \$5,304.99.....	284,456 47
	<hr/>
	\$3,770,300 88
Less amount withdrawn to date.....	458,386 11
	<hr/>
	<u>\$3,311,914 77</u>

SUBSIDY ACCOUNT.

To 5 per cent interest on \$3,311,914.77.....	\$165,595 74
Yearly subsidy on population.....	120,000 00
Grant in aid of government.....	50,000 00
Grant in lieu of lands.....	100,000 00
	<hr/>
	<u>\$435,595 74</u>

No. 3.

EXTRACT from the report of the Hon. A. A. C. LaRivière and the Hon. D. H. Harrison, dated the 23rd December, 1887.

After submitting our case in regard to the matters of the charge of the cost of public buildings, the reduction of our capital account of the sum of \$110,825.07, and the outstanding account against the Dominion Government for the maintenance of lunatics, to the Honourable Mackenzie Bowell, Acting Minister of Finance, the following memorial was prepared and handed over to him on the 10th day of December, 1887 :—

OTTAWA, ONT., 10th December, 1887.

The Hon. The Acting Minister of Finance,
Ottawa, Ont.

SIR,—Under instructions contained in an Order in Council dated the 29th ultimo, the undersigned have come to Ottawa to urge upon the Privy Council a settlement of the various matters contained therein, among which are the following being more directly within the scope of your departmental administration :—

“That in the settlement that was effected between the Federal Government and the Government of the province in 1885, with regard to the financial arrangement existing between them, the cost of public buildings was charged against the capital account, although it was distinctly understood during the negotiations that took place, which resulted in this settlement, that this item would not be charged against the province, as it had been agreed to in 1879.”

And also : “That the sum of \$110,825.07, which corresponds to the amount allowed to the other provinces by chapter 4 of 47 Vic. Statutes of Canada, was also incorporated in our capital account, when it appeared as equivalent to an allowance made to the other provinces to make up to them for the full amount of subsidies and interests thereon, which they had not received from the 1st July, 1867, to the 1st of July, 1884, and which in the case of Manitoba, to avoid any doubt in calculation, was fixed at \$110,825.07, and should be credited to the province outside of the amount of its capital account, based on our statutory population allowed by the settlement then arrived at.”

And also : “That there is a large outstanding account against the Dominion Government (a copy of which is herewith enclosed) for the maintenance of lunatics from the North-west Territories, the District of Keewatin, and the Indians under the care of the Indian Department.”

In support of the above mentioned claims, the undersigned beg to submit the following :—In March, 1879, a delegation of the Executive Council of our province, composed of the Honourable Messrs. John Norquay and Joseph Royal, came to Ottawa to discuss with the Government certain matters affecting the province ; one of which was that of its public buildings ; and in the course of their negotiations, the following letter was addressed to the Right Honourable Sir John A. Macdonald :—

RUSSELL HOUSE, OTTAWA, March 10th, 1879.

Right Hon. Sir JOHN A. MACDONALD,
Premier and Minister of the Interior.

SIR,—With reference to that part of the memorial of the Executive Council of Manitoba, containing our instructions and transmitted to you on Saturday, the 8th instant, relating to public buildings in the province, we beg to submit the following :—

This matter has been repeatedly urged on the Government of the Dominion by previous delegations, by despatches from the executive of the province, and by petitions from the legislature ; and it is respectfully submitted that when Manitoba entered

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Confederation in 1870, while the public lands remained vested in the Dominion, the province had no public buildings of any kind, either for the legislature, the Lieutenant Governor's residence, the public offices, the courts of justice and jails, or asylum for the insane; and with the exception of a court house and jail, and a small and insufficient wooden house for public offices in Winnipeg, our income did not allow of other buildings being built. The legislature has had to meet till this day in the court room, much to the inconvenience of judicial business going on and increasing every year. Of course, this important subject was not lost sight of by the North-west delegates in the spring of 1870, and we beg to subjoin the following very explicit letter of Rev. N. J. Ritchot to the delegation of the executive of Manitoba, on the 8th April, 1873:—

To the Hon. JOSEPH ROYAL,
Provincial Secretary of Manitoba,
Ottawa, Ont.

SIR,—I have the honour to acknowledge the receipt of your letter of the 5th instant, asking me to communicate to you the proofs, or documents, which may relate to the part of the arrangements of 1870, between the delegates of the North-west and the Government of Ottawa, relative to the construction of public buildings in the province of Manitoba.

In answer, I beg to inform you that, according to the 10th clause of their list of instructions, which reads thus,—That the public buildings be at the expense of the Canadian treasury, etc., etc.—the delegates of the North-west have requested that the Dominion Government should take upon itself the construction of the above buildings, which obligation has been positively accepted by Canada, during the conference of Tuesday, April 26th, 1870, held at the dwelling-house of Sir George E. Cartier, at which conference were present Sir John A. Macdonald and Sir George E. Cartier, of the one part, and the delegates of the North-west, of the other part; the honourable Ministers, delegates of Ottawa Cabinet, told us that the Dominion Government was taking upon itself to have the Lieutenant-Governor's residence and the Parliament buildings (including the furniture thereof) built at its own expense (in the item of furniture was expressly included the library); but that Canada should not be responsible for the construction of the common jail; and it would, however, without any positive engagement thereto, help the province in such construction.

The delegates of the North-west asked to have inserted in the Manitoba Act that the Dominion Government be held responsible for the Lieutenant-Governor's residence and the Parliament buildings.

The honourable Ministers answered that such a thing was unnecessary, that the Act of British North America, 1867, was providing for that, &c.; that in virtue of the 108th clause of the said Act, the public buildings in each province are the property of Canada: that according to the Manitoba Act, the provisions of the Act of British North America 1867, will be applicable to the province of Manitoba, in the same manner and in the same degree as said provisions apply to the different provinces of Canada, just as if the said province of Manitoba had been originally one of the confederate provinces under the authority of the said Act, that Canada had given to the other provinces the above mentioned buildings, which were its property, it was therefore bound to do the same for Manitoba, and that it assumed such obligation.

Upheld thus by these uttered promises and by the explanations given of the said Act of British North America, 1867, by the honourable Ministers themselves, we were reading in a document placed into the hands of the honourable Ministers on the 29th April, 1870, (this document has been handed to Sir George E. Cartier personally, at the conference of the 29th, general notes, etc., etc.) It is understood that the Governor's residence and the Parliament buildings will be constructed at the expense of Canada, and that the furniture of those buildings will also be at the expense of the Government of Canada. The honourable Ministers would have denied this fact if it had not been so.

I could not, at this moment, give you any other information on this question ; on the other hand, in my opinion, I do not believe that you have any need of them, that promises made and our explanation given being in conformity to the Act of British North America, 1867, the Canadian Government could not refuse to fulfil this obligation.

I have the honour to be, sir,
Your obedient servant,

N. J. RITCHOT, Priest.

It is submitted that in accordance with such a distinct understanding, a Governor's residence was leased in Fort Garry, for the period of ten years, by the Dominion Government, and thus was effected a commencement of execution of the said understanding.

We therefore beg respectfully to urge upon the Privy Council the adoption of such measures as will carry out the assurance given in 1870, and relieve the Provincial Executive of Manitoba from the embarrassment under which it has laboured to this date and which, by the increasing requirements of public business, has finally become a source of almost intolerable uneasiness.

You have been pleased, in the formal cursory discussion of this very matter in our interview of the 9th instant, to express yourself favourably inclined to meet the demands of the province in that respect. Permit us, right honourable sir, to again call your attention to this important question and request that it be given a most serious and immediate consideration.

The Legislature of Manitoba after a session of eight days, have adjourned in order to have this, and other important matters, brought under the notice of the Privy Council, by a delegation of the Executive of the province ; and we will feel obliged by your kind consideration being given to this matter at your earliest convenience.

We have the honour to be, sir,

Your obedient servants,

J. NORQUAY,

Provincial Treasurer.

J. ROYAL,

Minister of Public Works.

For which the following acknowledgment was received :—

OTTAWA, ONTARIO, 11th March, 1879.

The Honourable JOHN NORQUAY,

The Honourable JOSEPH ROYAL,

Delegates from the Government of Manitoba.

GENTLEMEN,—I have the honour to be directed by the Right Honourable the Minister of the Interior to acknowledge the receipt of your application on behalf of the Government of the Province of Manitoba dated the 10th instant, to have Parliament Buildings, viz. : Parliament Buildings, Government House, etc., erected by the Dominion Government, and I am to say that your application will be taken into early consideration.

I have the honour to be, gentlemen,

Your obedient servant,

J. L. DENNIS,

Deputy of the Minister of the Interior.

After considering the above communication from the Hon. Messrs. Norquay and Royal, an Order in Council was approved of by His Excellency the Governor General, on the 18th April, 1879, in which the following paragraph appears, settling the question of the public buildings :—

1st. "That with reference to the erection of public buildings at Winnipeg, the Government of Manitoba be informed that an item will be inserted in the estimates of

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the next session of Parliament for the erection of plain but sufficient buildings for the Legislative Assembly and for a Government House, but that the Dominion Government will not undertake the furnishing of either."

In accordance with this decision, the Government of the Dominion thereafter, in the years 1883 and 1884, prepared plans and specifications, and let contracts for the erection of legislative buildings and Governor's residence for the province of Manitoba, and that, as these were completed and in occupation prior to the negotiations leading up to the above quoted Act 48 and 49 Vic., the subject of payment of the cost of these buildings could not be considered as one of the items in dispute and therefore did not come within the provisions of the Act settling differences.

The obligation of the Federal Government to furnish the province with public buildings has always been admitted by your Government as is shown by the fact that from 1870 to the time when the Lieutenant Governor was removed into the new Government House, which you have erected for him, your Government paid the rent for a residence in Fort Garry, for the use of the Lieutenant Governor. Since the settlement of the claims made by the province of Manitoba on the Dominion, our capital account has been charged with the cost of these buildings and with the furnishings thereof; we admit that the latter item was properly charged but deny that your Government had any right to charge us with the cost of construction, and therefore, for the reasons above mentioned, claim that we should be reimbursed of the amounts so charged against us.

With reference to the second item mentioned in the first part of this memorial, the charge made on our capital account of the sum of \$110,825.07, secured to Manitoba under the terms of chapter 4, 47 Vic., Statutes of Canada; we cannot see the justice of such a charge, as this amount of \$110,825.07 cannot be considered as capital, it being merely an amount to which the province was justly entitled to receive on subsidy, it being the aggregate amount of the subsidies due the province from the first day of July, 1867, to the first day of January, 1873, with the accrued interest thereon up to the first day of July, 1884, as provided by said chapter 4.

Had we received these half-yearly subsidies when maturing, our capital account would not have been decreased thereby, therefore, this cannot be considered as a part of such capital account and should remain to our credit, or be paid to us.

No. 4.

OTTAWA, 11th January, 1895.

The Honourable GEO. E. FOSTER,
Minister of Finance, Ottawa.

SIR,—It was suggested by Mr. Courtney this morning, at an interview between him and Mr. Sifton and myself, that the matters which we desire to discuss with you should be put in writing for your information, and I address you in pursuance of that suggestion.

The claim for an increase of subsidy is based upon 45 Vic., chapter 5, section 4, which provides that an estimate shall be made between the decennial and quinquennial census and that the per capita grant shall thereafter be made upon the basis of the increase of population shown by such estimate. Under this statute the estimate should have been made in September, 1893, and the province should have received the benefit of the increase shown thereby since that date. I beg to refer you to my letter of March 20th, 1894, for the details of the computations made. The best evidence which we can procure shows that the population in September, 1893, exceeded two hundred thousand souls (200,000). We should therefore be entitled to the increased grant upon that basis.

The second matter of difference refers to an item of \$110,825.07 which was allowed on an adjustment of capital account by chapter 4, Statutes of Canada, 1884. This amount

was not allowed as part of the future annual revenue of the province, but was fixed as compensation for an amount which the province should have received in former years—a similar allowance was made to other provinces—when the Act for confirming the settlement of 1885 was passed, viz: Chapter 50, Statutes of Canada, 1885. No mention was made of this sum and it was apparently stopped upon the assumption that it was compensated for by the other concessions made to the province. There was nothing in the negotiations to warrant this view and Mr. Norquay, the late Premier of Manitoba, maintained that the exact contrary was understood in the negotiations, and that the passing of the Act in the form in which it was passed was clearly an error and was probably due to the draftsman of the Act not clearly apprehending his instructions. Dr. Harrison subsequently, on December 10th, 1887, addressed a memorandum to the then acting Minister of Finance, setting forth his view upon the subject. The matter was then taken into consideration by the Minister, but it does not appear to have ever been finally dealt with. I may add that it was made clear that there were some misapprehensions in regard to the settlement by the fact that the amount per capita of the debt capital was wrongly stated in said chapter 50, to be \$27.77. The correct figures would have been \$32.438. This error was corrected by a subsequent Act in 1886.

The third matter for discussion is that of the claim of the province that the cost of its public buildings should not be deducted from the debt capital.

The above Act of 1885, chapter 50, seems to contemplate such a deduction, but on this point again Mr. Norquay's contention was that the Act did not carry out the understanding that had been arrived at. The memorandum of December 10th, 1887, addressed by Dr. Harrison to the then Minister of Finance, also deals with this question. It appears quite clear that in the course of the various negotiations which took place it was always understood that the province of Manitoba was not to bear the cost of the public buildings which were erected by the Dominion Government, and it is submitted that the facts set forth in Dr. Harrison's memorandum show that this was the correct view. The amount charged against the capital account of the province for the buildings, was \$284,456.47. I submit for your consideration that the Act of 1885 should be so amended as to provide for again crediting the province with this amount, together with the other sum above mentioned, viz.: \$110,825.07.

For convenience of reference I inclose a copy of that portion of Mr. Norquay's memorandum which deals with the above matters.

I have the honour to be, etc.,

D. H. McMILLAN.

No. 5.

COPY OF A STATUTORY DECLARATION MADE BY WILLIAM JOHN PTOLENY, CHIEF CLERK OF THE TREASURY DEPARTMENT, IN THE GOVERNMENT OF MANITOBA, MADE 10TH FEBRUARY, 1896.

1. That I have been in the service of the Government of Manitoba, in the department of the Provincial Treasurer, since the year 1883. From 1883 to and including the year 1886, I occupied the position of accountant of said department and Acting Deputy Treasurer.

2. That in the early part of said year 1886, I had conversation with the late Honourable John Norquay, after the return of Mr. Murray and himself from Ottawa, where they had gone as delegates from this province to effect a settlement of the subsidy to be granted by the Dominion of Canada to the province of Manitoba.

3. That during said conversation the Honourable Mr. Norquay told me that while in Ottawa he had had a conversation with the late Honourable John Henry Pope, then Minister of Railways and Canals, respecting the settlement of the capital and subsidy accounts of the province of Manitoba with the Dominion of Canada, made in the year

Financial claims of the Province of Manitoba.

1885 between the delegates of the province and the Dominion Government, and that the said Honourable Mr. Pope then stated to him that he understood the settlement above mentioned would yield to this province an annual sum amounting to \$455,359.81.

4. That the said sum could only be arrived at as follows:—

Interest on capital account, \$3,707,196.31 at five per cent	\$185,359 81
Yearly subsidy on population of 150,000 at 80 cents per head	120,000 00
Grant in aid of government	50,000 00
Grant in lieu of public lands	100,000 00
	\$455,359 81

No. 6.

ITEMS OF DIFFERENCE BETWEEN THE DOMINION AND PROVINCIAL GOVERNMENTS ON ACCOUNT OF CAPITAL ACCOUNT.

Charges made by the Dominion against the province for expenditure within the province held to be strictly local, viz: Government House and legislative buildings	\$284,456 47
Manitoba's proportionate credit of amounts allowed to all the provinces of the Dominion by Dominion statute 47 Victoria, chapter 4, not now allowed by the Dominion	110,825 07
	\$395,281 54

Amount of claim of the province from the Dominion as subsidy account, being the interest on the above \$395,281.54 at five per cent for each half year (\$9,882.04) with compound interest upon same to December 31, 1896—

Interest	\$227,286 92
Compound interest	81,766 49
	\$309,053 41

OTTAWA, 2nd April, 1887.

The Hon. Sir CHARLES TUPPER,
Minister of Finance.

SIR,—I have the honour to draw the attention of the Privy Council to the fact that on the 18th April, 1879, an Order in Council was approved by His Excellency the Governor General, in which the following occurs:—

“That with reference to the erection of public buildings at Winnipeg, the government of Manitoba be informed that an item will be inserted in the estimates of the next session of the Dominion Parliament for the erection of plain but sufficient buildings for the Legislative Assembly, and for a Government House, but that the Dominion Government will not undertake the furnishing of either.”

In accordance with that promise the buildings were erected, and have been occupied by the Legislative Assembly and Lieutenant Governor since 1884. Throughout

the negotiations that subsequently took place with a view to obtaining an increase to the subsidy of the province of Manitoba, the understanding that the Dominion would bear the cost of the erection of these buildings was never lost sight of, and even when a provision was inserted in chap. 50, 48 and 49 Vic., that such expenditures as had been undertaken by the Dominion Government of a purely local nature, should be deducted from the capital account of the province, no protest was made by the province, for the reason that it was supposed that such expenditure might apply to the cost of the furniture mentioned in the order already quoted, which the Dominion Government at the time of the passing of said order did not undertake to assume.

I have the honour also to draw the attention of the Privy Council to the provision that allows the absorption into the general capital account of the \$110,825.07 secured to Manitoba under the terms of cap. 4, 47 Vic., by which she was credited with this amount as an equivalent to the sums allowed to the other provinces as due them on capital, from the period between their entry into confederation and the readjustment that took place under cap. 30, 36 Vic., during which term their capital had only been computed on a basis of \$27.77, instead of at \$32,438, as provided by cap. 30, 36 Vic.

I beg most respectfully to urge that the Act for the final settlement of the claim made by the province of Manitoba on the Dominion be so amended that the province may receive thereunder the full benefit of the capital allowed on a population of 125,000 souls, without any deduction therefrom, as distinctly understood by the Manitoba delegates, and as I think I may fairly add, intended by the Hon. Mr. Pope, representing the Dominion on that occasion.

I should esteem it a great favour if you would kindly submit this letter to the Privy Council as soon as possible, as I must hurry home to prepare for our session which takes place on the 14th instant.

I am, etc.,

J. NORQUAY.

RETURN

(69)

To an ADDRESS of the HOUSE OF COMMONS, dated the 18th April, 1898, for copies of all correspondence, reports, Orders in Council and papers relating to the giving the work of printing the "Klondike Official Guide" to Mr. Daniel Rose, of Toronto.

By order.

R. W. SCOTT,
Secretary of State.

THE HUNTER, ROSE COMPANY (LIMITED),
25 WELLINGTON ST. WEST, TORONTO, 11th November, 1897.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior, Ottawa, Ont.

DEAR SIR,—We have been advised that it is the intention of the Department of the Interior to publish maps and Guide Book to the Yukon Territory, and that Mr. Ogilvie is now engaged on the preparation of the maps and other material necessary for such a publication. As you are aware, the cost of such a work would entail considerable risk and expense, and as we are actively engaged in the publishing business, and have facilities and machinery for printing and distributing such a work, we take the liberty of proposing that the publication of this Guide Book be placed in our hands. Provided you will furnish the letter press and photographs, we will undertake to publish 10,000 copies of a Guide Book, in a form similar to the copy of "Souvenir of Rat Portage" (copy of which we mail you under separate cover), recently printed by us, or in such other form and shape as you may approve of, entirely at our own risk and expense, and agree to place them on the market at a wholesale trade price of 30 cents per copy net, and at a retail price of 50 cents per copy.

For the exclusive right of publication, we will agree to supply the Department of the Interior with 2,000 copies free of charge. We will also pay the entire cost of making the half-tone engravings necessary for such a work, and guarantee to turn out a publication that will be a credit to the Department of the Interior and to Canada.

It is understood, of course, that if you agree to our proposition, the Government will authorize and endorse the publication, and advise all applicants for information respecting the Yukon Territory to purchase this book.

As it is of importance that the book should be on the market as quickly as possible, we will be glad if you will favour us with a prompt reply. As soon as copy has been placed in our hands, we will use every endeavour to have the work published as quickly as possible.

Yours truly,
THE HUNTER, ROSE CO., LTD.,
/ Per DAN. A. ROSE.

DEPARTMENT OF THE INTERIOR, OTTAWA, 13th Nov., 1897.

The Hunter, Rose Company, Limited,
25 Wellington Street West, Toronto, Ont.

DEAR SIRS,—I am in receipt of your letter of the 11th instant, referring to the publication of further reports by Mr. Ogilvie respecting the Yukon District, and in which you make an offer to publish the same for this department. In reply I beg to say that I understand that Mr. Ogilvie is now preparing material for a pamphlet which it is the intention of the department to publish within the next month, but as to making an arrangement with your company for the publication of the same, I can only say that the matter will be brought to the attention of the Minister immediately on his return to Ottawa, which is expected to be in the course of a week or ten days. In the meantime you might let me know how long it would take you to complete the publication of this pamphlet after the manuscript is placed in your hands. I may add that no steps will be taken in the direction of having the pamphlet referred to printed until your offer has been placed before the Minister.

Yours truly,
JAS. A. SMART,
Deputy Minister.

THE HUNTER, ROSE COMPANY (LIMITED),
25 WELLINGTON ST. WEST, TORONTO, 15th November, 1897.

Mr. JAS. A. SMART,
Deputy Minister of Interior, Ottawa, Ont.

DEAR SIR,—Replying to yours of the 13th instant, would say, that we will undertake to publish 10,000 copies of the book within two weeks after receiving copy, that is understanding that there will be no delay, or, in other words, that we would have the photographs required for the half-tones prior to receiving the copy.

We send you by this same mail copies of the last number of the "Canadian Magazine," printed by us, showing the quality of the work that we would guarantee to produce.

Yours truly,
THE HUNTER, ROSE CO., LTD.,
Per D. A. ROSE.

OTTAWA, 10th December, 1897.

The Hunter, Rose Co., Ltd.,
25 Wellington St. West, Toronto, Ont.

GENTLEMEN,—Referring to your letters of the 11th and 15th ultimo, with reference to the publication of the new pamphlet respecting the Yukon District, I beg to say that this matter has been under the consideration of the Minister of the Interior, and you will be advised definitely in regard thereto in the course of a week or ten days.

Yours truly,
JAS. A. SMART,
Deputy Minister

THIS AGREEMENT, made the third day of January, A.D. 1898, in duplicate, between the Hunter-Rose Co., Limited, hereinafter called the company, of the first part; and the Honourable the Minister of the Interior, hereinafter called the Minister, of the second part.

Klondike Official Guide.

Whereas, the Minister is desirous of having printed a pamphlet of which he will supply the manuscript and the maps and photographs to be used for its illustration, which will be descriptive of the Yukon district in the Dominion of Canada, and afford complete and authentic information with regard to all matters appertaining to it, and the different routes to the district and various points therein, and containing other information of a general character.

And whereas, the company have agreed to publish such pamphlet upon the terms hereinafter set forth.

Now, this agreement witnesseth that in consideration of the agreement and undertakings of the company herein contained, the Minister covenants and agrees with the company to furnish and deliver a fair manuscript of such work or pamphlet to be entitled: "The Klondike Official Guide," and to loan for a reasonable time, to the company, for the purpose of illustrating the said work, all maps or tracings, and all photographs of which he, the Minister, may desire to have imprints shown in the said work, as illustrations.

And the company, for and in consideration of the covenants and agreements of the Minister herein contained, hereby covenant and agree with the Minister to print, manufacture and illustrate in a style suited to the work, and one which will at least not be inferior in material and appearance to the pamphlet which was issued by the Department of the Interior and printed by the Government Printing Bureau at Ottawa during the year 1897, entitled: "Information respecting the Yukon District from reports of William Ogilvie, Dominion Lands Surveyor, and from other sources;" to keep the market fully supplied with copies of the said work at a fair and reasonable price; to enter the same in their advertisement notice and trade lists; to obtain a good and sufficient copyright thereof; and to complete the printing of an edition of at least twenty thousand copies in English, not later than the first day of February next, and an edition of at least five thousand copies in French not later than the fifteenth day of the same month.

The company further covenant and agree to and with the Minister, to supply to him, free of all cost, charges and expenses, at his office, in the city of Ottawa, within twenty days after the date hereinbefore mentioned, if the same have not been previously supplied, seven thousand copies of the said work, five thousand copies to be copied in English and two thousand copies in French, and shall thereafter supply the Minister, within twenty days from the date of his request to the company in writing therefor, if such request be made not later than the first day of March next, (A.D. 1898) with a further supply of three thousand copies in English or French as may be specified in such writing.

And the company further covenant and agree to and with the Minister, to notify him within thirty days after the publication of each edition of the said work, of the number of copies thereof which comprise such edition and of the total number of copies published up to that date, and that after the total number of copies published have reached forty thousand copies of the said work the company will pay to the Minister upon the publication of each further edition of the said work a royalty of five cents for each copy over forty thousand copies, free and clear of all costs, charges and reductions whatsoever.

And the company further covenant and agree to and with the Minister that all advertisements to be inserted or bound with the said work shall be submitted to him for approval; and that no advertisement will be published in or bound with the said work which shall not be approved by him.

And the company further covenant and agree to and with the Minister that the manuscript of the said work and the originals of maps and tracings and negatives of photographs to be used in illustrating the said work, shall be and remain his property and be returned to him in good condition, reasonable tear and wear alone excepted, within twenty days from the date of his written request to the company to return the same to him, and further that the company will give the Minister, in a form to be prepared by him, a receipt or acknowledgment for the said manuscript and for each original map or

tracing, and for all negative or negatives of photographs which he may furnish or loan to the company, promptly after they have received the same.

And the company further covenant and agree to and with the Minister that the stereotype and other plates made by the company and used in printing or illustrating the said work, including the large lithographic stone or stones upon which the large map to be published with the said work will be printed, as well as all smaller stones, and all blocks, cuts or half-tones of negatives of photographs to be used in printing the illustrations for the said work, shall be the property of the Minister, and shall be delivered to him, reasonable tear and wear alone excepted, within twenty days from the date of his written request to the company to deliver the same to him.

Provided, and it is hereby further agreed by and between the said parties hereto that for the due performance of each and every of the covenants and agreements of the company to and with the Minister hereinbefore made and contained and on the part of the company to be kept, observed and performed, the sum of two thousand dollars shall be the measure of damages for the breach thereof, and the said sum shall be recovered by the Minister from the company as liquidated damages and not as a penalty, and in addition to and irrespective of any other right, liability or remedy which the Minister may be entitled to as against the company, other than by virtue of this proviso.

And it is further agreed that time is to be in all respects of the essence of this agreement, and that unless the work is printed in the manner and published and the said copies thereof delivered within the times hereinbefore respectively agreed and stipulated, these presents shall be null and void.

In witness whereof the said parties have hereunto set their hands and seals.

JAS. A. SMART,

Deputy of the Minister of the Interior.

THE HUNTER-ROSE COMPANY, LTD.

Witness—MAUD MAY.
J. F. STOKES.

DAN. A. ROSE, for President.
WM. M. ROSE, Secretary.

Received from the Honourable the Minister of the Interior for Canada, on 3rd of January, 1898: Six sections, map of North-western Canada; twenty single photographs; one double photograph; 1 bromide enlargement. On 4th January, 1898: Twenty-four single photographs; two double photographs. On 5th January, 1898: Seventeen single photographs; three bromide enlargements; two manuscripts, map of North-western Canada; two manuscripts, map of section seven; one manuscript, Mr. Jennings' map, which the undersigned hereby acknowledge to be his property, and agree to return to him in accordance with the terms of the agreement entered into between him, the said Minister, and the undersigned, the seventh day of January, 1898.

HUNTER, ROSE CO.

DAN. A. ROSE,
Manager.

THE HUNTER, ROSE COMPANY (LIMITED), 25 WELLINGTON STREET,
TORONTO, 27th January, 1898.

Mr. J. A. SMART,
Deputy Minister of Interior, Ottawa, Ont.

DEAR SIR,—I send you by to-night's mail contracts signed, which I trust will be satisfactory. I also forward you proofs, as far as we can, to-night.

We will publish not later than the 3rd or 4th of February. So far as we are concerned, we could be out an earlier date, but the American edition has been somewhat

Klondike Official Guide.

delayed, and prior publication in Canada would forfeit our copyright in that country. I trust to be able to send you a copy of the work complete before the date mentioned.

If any corrections are desired in any of the proofs, kindly wire, as the forms will go to press to-morrow.

Yours truly,

DAN. A. ROSE.

DEPARTMENT OF THE INTERIOR, 29th January, 1898.

Messrs. HUNTER, ROSE & COMPANY (LIMITED),
Toronto, Ont.

GENTLEMEN,—I am directed to return you herewith one of the copies of the agreement for the publication of "The Klondike Official Guide," duly executed by the Deputy Minister of the Interior.

I am, gentlemen, your obedient servant,

LYNDWODE PEREIRA,
Assistant Secretary.

RETURN

(74)

To an ADDRESS of the SENATE, dated the 31st March, 1898, for copies of all correspondence, memoranda, papers and Orders in Council relating to the Manitoba School Question since the 1st July, 1896, up to this date.

By order.

R. W. SCOTT,
Secretary of State.

Return to an Address of the Senate, dated the 31st March, 1898, for copies of all papers relating to the Manitoba School Question, from 1st July, 1896, to date.

All Petitions, Memorials, etc., on this subject, of record in the Privy Council Office, from 1st July, 1896, are included in a Return to an Address of the House of Commons, submitted on the 20th April, 1897, and of which a copy is hereto attached. (See *Sessional Paper No. 35*, 1897.)

Nothing has been received in the Privy Council Office since the date of this return.

JOHN J. MCGEE.

Clerk of the Privy Council.

OTTAWA, 5th April, 1898.

RETURN

(74a)

In part, to an ADDRESS of the SENATE, dated the 31st March, 1898, for a statement of the quantity of lands allotted for school purposes in Manitoba, the quantity of said lands sold, and the prices at which they have been sold, the amount received on that account, the amounts still due to the Government, the manner in which this fund is invested and administered, the amount already paid to the Province of Manitoba, how much on the capital, if any, and how much on the interest, the amount still at the credit of the province, whether on the capital or on the interest, the dates of payment in each case and the amount of each payment; and also all the correspondence, papers, memoranda and Orders in Council relating thereto, up to date.

By order.

R. W. SCOTT,
Secretary of State.

RETURN containing, in part, the information called for by an Address of the Honourable the Senate of the 31st March last, No. 19, of this year, moved for by the Honourable Mr. Bernier.

1. Assuming the school lands to comprise one-eighteenth of the estimated area of the province (being 2 sections in every 36 sections), they represent a total area of 2,277,900 acres (approximate).

2. Eighty-seven thousand six hundred and forty-two and ninety-three one hundredths acres have been sold. Deducting from this area the lands which have reverted to the school endowment from time to time through cancellations, 3,195.77 acres, the area actually disposed of on the 31st December, 1897, was 84,451.16 acres.

3. The average price realized on the total area sold was \$7.68 per acre.

4. The total net amount received up to the 31st December, 1897, on account of these sales is \$512,186.05.

5. The amount of principal still outstanding on the 31st December, 1897, was \$213,755.25, on which interest at 6 per cent is accruing.

6. The school lands are administered by the Minister of the Interior under the direction of the Governor in Council, and the moneys realized from the sale of these lands are invested in securities of Canada.

N.B.—The other information to be given in the statement to comply with the above mentioned address should be furnished by the Department of Finance. The "correspondence, papers, memoranda, and Orders in Council," of which copies are also called for by such address, are being copied and the copies will be transmitted as a supplementary return to this statement, so soon as possible.

RETURN showing interest accrued on the Manitoba School Lands Fund Account and the amounts paid to the Manitoba Government.

INTEREST ACCRUED.		INTEREST PAID.	
To what Date.	Amount.	At what Date.	Amount.
	\$ cts.		\$ cts.
June 30, 1889.....	476 04	Jan. 8, 1892.....	1,757 12
Oct. 1, 1889.....	349 73	Feb. 2, 1892.....	4,965 19
June 30, 1890.....	1,369 40	June 30, 1892.....	1,976 03
" 30, 1891.....	2,770 02	Jan. 14, 1893.....	1,156 15
Dec. 31, 1891.....	1,807 46	June 30, 1893.....	3,637 00
June 30, 1892.....	3,081 84	Mar. 23, 1893.....	23 17
Dec. 31, 1892.....	3,660 17	Aug. 19, 1893.....	4,584 24
June 30, 1893.....	4,584 24	Jan. 2, 1894.....	5,044 27
Dec. 31, 1893.....	5,005 81	Aug. 11, 1894.....	5,420 94
June 30, 1894.....	5,459 40	Jan. 2, 1895.....	5,725 03
Dec. 31, 1894.....	5,766 89	Aug. 5, 1895.....	6,383 00
June 30, 1895.....	6,341 14	Jan. 2, 1896.....	6,528 12
Dec. 31, 1895.....	6,572 57	July 3, 1896.....	6,600 00
June 30, 1896.....	7,127 25	Aug. 7, 1896.....	571 70
Dec. 31, 1896.....	7,492 07	Jan. 2, 1897.....	7,500 00
June 30, 1897.....	7,700 81	July 2, 1897.....	7,500 00
Dec. 31, 1897.....	6,790 97	Sept. 1, 1897.....	192 88
		Jan. 2, 1898 (payment on account).....	6,800 00
	76,355 81		76,364 84

Amount advanced on capital (which was repaid from the receipts Manitoba School Lands Fund Account)..... \$ 30,000 00

Advanced July 12, 1879..... \$ 10,000

" Aug. 6, 1879..... 10,000

" Jan. 7, 1884..... 10,000

\$ 30,000

Balance of capital of the Manitoba School Land Fund Account, 2nd Jan., 1898, \$465,078 68

Mining Licenses.

RETURN

(83)

To an ADDRESS of the HOUSE OF COMMONS to His Excellency the Governor General dated 14th February, 1898, for copies of all correspondence, advertisements for tenders and answers thereto, reports and Orders in Council, and a list of all permits, licenses or leases granted, containing names of the grantees and extent of territory given and conditions attached to each, the amount paid and to be paid therefor in respect of gold placer mining or gold dredging areas in the North-west Territories and the Yukon District.

STATEMENT giving the names of persons who have applied for leases to dredge for minerals in the submerged beds of rivers in the North-west Territories, including the Yukon District; also for leases for hydraulic mining in the said Territories.

The leases for dredging portions of rivers in the Yukon District were issued under the authority of an Order in Council dated the 18th January, 1898; and the leases for portions of the rivers in the North-west Territories under the authority of an Order in Council dated the 29th July, 1897, and under this Order as amended.

Copies of the said Orders are annexed hereto, also forms of leases. No regulations have been framed for the issue of leases for hydraulic mining.

One lease has been issued for hydraulic mining in favour of Robert Anderson under the authority of an Order in Council dated the 12th January, 1898, annexed hereto.

Names of persons who have applied for leases to dredge for minerals in the submerged beds of rivers in the North-west Territories, including the Yukon District.

Name of Applicant.	Address.	River.	No. Miles Leased.	Rent Paid.	Assigned to
G. A. Drolet.....	Montreal.....	N. Saskatchewan.	30	300	By Order in Council 15th July, 1897, annexed hereto.
C. A. Loveland.....	Platteville, Wis. U. S. A.	"			
D. F. Loveland.....	Galena, Ill.	"			
J. S. Millen.....	Omaha, Neb	"			
M. C. Cook.....	"	"			
W. S. Cook.....	"	"			
Isaac Cowie.....	Edmonton.....	"	25	250	
S. R. Benoit.....	Montreal.....	"	15	150	
G. A. Drolet.....	"	"	30	300	
T. Kelly.....	Omaha, Neb	"			
T. Buck.....	"	"			
J. W. Blain.....	Edmonton.....	"			
J. Walter.....	"	"			
J. A. Stephen.....	"	"			
J. W. Klippel.....	"	"	5	50	
G. Ordway.....	"	"			
Isaac Cowie.....	"	"			
J. J. Guerin.....	Montreal.....	Klondike.....	5	500	
M. Guerin.....	"	"	5	500	
C. Guerin.....	"	Stewart.....			
J. M. Guerin.....	"	Klondike.....	5	500	
M. E. Guerin.....	"	Stewart.....	5	500	
Thos. Guerin.....	"	"			
F. E. Devlin.....	"	Klondike.....	5	500	
Ed. Guerin.....	"	"	5	500	
R. Lemieux.....	"	"			
Jas Rowley.....	S. Edmonton.....	N. Saskatchewan..			
A. H. Cruikshank.....	San Francisco.	Klondike, Stewart			
Geo. Keith.....	Toronto	Klondike.....			
Geo. Keith.....	"	Stewart.....			
D. S. Keith.....	"	N. Saskatchewan..	5	50	
McLean Bros.....	Vancouver.....	Yukon.....			
W. H. Roughsedge.....	S. Edmonton.....	N. Saskatchewan.	12	120	
H. D. Smith.....	"	"			
C. A. Dugas.....	Montreal.....	Peace.....			
C. D. Brindley.....	Edmonton.....	N. Saskatchewan.			
E. A. Braithwaite & Jenner Bros.	"	"			
A. E. Hogue.....	"	"			
Jas. Gibbons.....	"	"	5	50	
J. M. Douglas.....	"	"	5	50	
F. A. Osborne.....	"	"	5	50	
J. A. McDougall.....	"	"	5	50	
R. Secord.....	"	"	5	50	
W. J. Walker.....	"	"	5	50	
E. D. Grierson.....	"	"			
H. E. Grierson.....	"	"			
Jas. Ross.....	"	"			
F. Ross.....	"	"			
A. E. Jackson.....	"	"			
The Star Mining Co.....	S. Edmonton.....	"			
The Discoverers Finance Corporation.	London, Eng.....	"	5½	57 50	
Robt Anderson.....	Dawson City.....	Hunker Creek.....	2½ & 1	500	Order in Council, 12th Jan., 1898.
M. Guerin.....	Montreal.....	N. Saskatchewan.	5	50	
J. J. Guerin.....	"	"	5	50	
Ed. Guerin.....	"	"	5	50	
J. M. Guerin.....	"	"	5	50	
Thos. Guerin.....	"	"	5	50	
Mary E. Guerin.....	"	"	5	50	
F. E. Devlin.....	"	"	5	50	
Ed. Kavanagh.....	"	"	5	50	
J. Mercier.....	"	"	25	250	
N. C. Smillie.....	Ottawa.....	Peace.....	55	550	
"	"	N. Saskatchewan.			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River.	No. Miles Leased.	Rent Paid.	Assigned to
Jennie Srillie	Ottawa	Stewart	30	\$ 3,000	G. Goodwin, Ottawa.
N. C. Smillie	"	Pelly	10	1,000	B. Bessey, Hull.
N. C. Smillie	"	Stewart	20	2,000	G. Goodwin, Ottawa.
N. C. Smillie	"	White			
Yukon River Gold Dredging Company.	Pittsburg, Pa.	Forty Mile	23	2,500	
H. D. Smith	Edmonton	Peace	5	50	
W. H. Roughsedge	S. Edmonton	"	30	300	
C. H. Brindley	Edmonton	"	5	50	P. Scarfe & C. D. Brindley, Edmonton.
C. H. Bower	"	"	5	50	
United States and Klondike Mining, Exploration and Trading Company.	Detroit	Yukon, Pelly and Big Salmon.			
N. D. Beck	Edmonton	N. Saskatchewan	5	50	
E. C. Emery	"	"	5	50	
C. B. Beck	"	"	5	50	
F. Fraser Tims	Fort Saskatchewan	"			
Isaac Cowie	S. Edmonton	Peace	5	50	
Wm. Maclaren	"	"	5	50	
Jas. T. Maclaren	"	"	5	50	
John Love	"	"	5	50	W. P. Scarfe & W. E. Phin.
Wm. Robertson	"	"	5	50	W. L. Robertson, Edmonton.
Harry Wilson	"	"			
G. H. Rogers	Ottawa	Hootalinqua	30	3,000	
L. T. Leet	Montreal	Stewart	30	3,000	G. Goodwin, Ottawa.
F. J. Munroe	Pittsburg, Pa.	"	30	3,000	Half interest to N. Smillie, Gaspé & L. T. Leet, Montreal
Geo. Hillier	S. Edmonton	Peace	5	50	
Isaac Cowie	"	Athabasca	10	100	
E. A. Braithwaite	"	"	10	100	
T. W. Lines	"	"	10	100	
C. D. Brindley	"	"	10	100	
W. H. Sheppard	Edmonton	"	10	100	
J. T. Maclaren	"	"	10	100	
Wm. Maclaren	"	"	10	100	
J. W. Blain	"	"	10	100	
R. T. Hopper	Ottawa	Hootalinqua			
J. A. McPherson	"	Forty Mile			
A. Ault	"	Sixty Mile			
John Weir	"	Stewart	30	3,000	A. W. Ault, then to J. Macpherson.
A. W. Ault	"	McQuestin	30	3,000	H. Hines & J. Macpherson, Ottawa.
J. A. McPherson	"	Lewes	30	3,000	
E. Rogers	"	Stewart	30	3,000	G. Goodwin, Ottawa.
A. C. Rutherford	Edmonton	Athabasca			
C. A. Dugas	Montreal	"			
Geo. Edwards	Thurso	McQuestin	10	1,000	
Geo. Edwards	"	Hootalinqua	10	1,000	
Geo. Edwards	"	Stewart	10	1,000	
H. A. A. Brault	Montreal	Athabasca			
G. D. Edwards	Thurso	Lake Teslin			
W. L. Parrish	Colborne	Hootalinqua	10	1,000	I. Ramsdell, Chicago.
J. A. Mercier	Montreal	Athabasca			
M. E. O'Connell	"	"			
J. J. O'Connell	"	"			
J. Mercier, jr.	"	"			
E. O'Connell	"	"			
F. X. Mercier	"	"			
Jas. F. Keith	Toronto	N. Saskatchewan			
Wm. Forbes	"	"			
W. Fitzsimmons	"	"			

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. Miles Leased.	Rent Paid.	Assigned to
N. D. Beck.....	Edmonton.....	Peace.....	30	\$ 300	
H. Mercier.....	Montreal.....	".....			
F. Mercier.....	".....	".....			
P. E. Mercier.....	".....	".....			
Mai Mercier.....	".....	".....			
Arthur Mercier.....	Montreal.....	Peace.....			
G. M. Smith.....	".....	".....			
J. A. Mercier, jr.....	".....	Klondike.....	10	1,000	
P. E. Mercier.....	".....	".....	10	1,000	
F. X. Mercier.....	".....	".....	10	1,000	
F. B. Vrooman.....	New York.....	".....	5	500	
J. A. Mercier.....	Montreal.....	Indian.....	10	1,000	
M. E. O'Connell.....	".....	".....	10	1,000	
J. J. O'Connell.....	".....	".....	10	1,000	
Klondike, Yukon and Copper River Company.....	New York.....	".....	10	1,000	
G. M. Smith.....	Montreal.....	Hunker Creek.....			
Mai Mercier.....	".....	".....			
Honoré Mercier.....	".....	".....			
J. A. Mercier.....	".....	Bonanza.....			
E. O'Connell.....	".....	".....			
G. M. Smith.....	".....	".....			
F. Mercier.....	".....	Sixty Mile.....	10	1,000	
P. E. Mercier.....	".....	".....	10	1,000	
Honoré Mercier.....	".....	".....	10	1,000	
F. B. Vrooman.....	New York.....	McQuestin.....			
H. Vrooman.....	".....	Yukon.....	10	1,000	
Klondike, Yukon and Copper River Company.....	".....	Stewart.....			
F. B. Vrooman.....	".....	".....			
J. A. Mercier.....	Montreal.....	Hootalinqua.....	10	1,000	
M. E. O'Connell.....	".....	".....	10	1,000	
J. J. O'Connell.....	".....	".....	10	1,000	
F. Mercier.....	".....	Eldorado.....			
E. O'Connell.....	".....	".....			
J. A. Mercier.....	".....	Hunker Creek.....	5	500	
M. E. O'Connell.....	".....	".....			
J. J. O'Connell.....	".....	".....			
Mai Mercier.....	".....	Gold Creek.....	5	500	
G. M. Smith.....	".....	".....			
C. Laviolette.....	".....	N. Saskatchewan.....			
A. Lemieux.....	New York.....	".....			
S. P. Leet.....	Montreal.....	Beaver.....			
E. W. Bouham.....	Ottawa.....	".....			
M. B. Leet.....	Montreal.....	Big Salmon.....			
Jas. Telfer.....	".....	".....			
J. B. Clarkson.....	Ottawa.....	Little Salmon.....			
G. T. Brown.....	".....	Pelly.....			
L. L. Telfer.....	Montreal.....	Lewes.....			
Jane Smillie.....	Ottawa.....	Pelly.....			
J. A. Mercier, jr.....	Montreal.....	Stewart.....	20	2,000	
E. O'Connell.....	".....	".....	10	1,000	
W. J. Lindsay.....	Brandon.....	".....			
P. C. Mitchell.....	".....	".....	20	2,000	
A. E. Philip.....	".....	Klondike.....	20	2,000	
F. Burnett.....	Vancouver.....	Hootalinqua.....			
A. E. Philip.....	Brandon.....	Bonanza.....			
G. P. Brophy.....	Ottawa.....	McMillan.....	5	500	
G. P. Brophy.....	".....	Stewart.....			
Honoré Mercier.....	Montreal.....	Pelly.....	10	1,000	
P. E. Mercier.....	".....	".....	10	1,000	
A. Mercier.....	".....	Big Salmon.....	30	3,000	
F. Mercier.....	".....	Little Salmon.....	10	1,000	
A. Turcoote.....	".....	Lewes.....	30	3,000	
C. H. Bower.....	Edmonton.....	Peace.....	25	250	
H. D. Smith.....	S. Edmonton.....	".....			
W. H. Roughsedge.....	".....	".....			
J. C. P. Bower.....	Edmonton.....	N. Saskatchewan.....			
Thos. Black.....	S. Edmonton.....	Peace.....	5	50	

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River.	No. Miles Leased.	Rent Paid.	Assigned to.
				\$	
G. Ford.....	S. Edmonton	Peace.....	5	50	
John Connor.....	St. John, N.B.	Lewes.....			
C. Betournay.....	Montreal.	MacMillan.	30	3,000	
M. Mulvin.....	Chicago.	Klondike.....	5	500	
M. Connelly.....	Montreal.....	".....	5	500	
Julia Maguire.....	".....	Mayo.....	30	3,000	
P. Whelen.....	Ottawa.....	MacMillan.....	5	500	
W. Y. Soper.....	".....	".....	5	500	
Thomas Ahearn.....	".....	".....	5	500	
J. D. Fraser.....	".....	".....	5	500	
Geo. Goodwin.....	".....	".....	5	500	
J. W. McRae.....	".....	".....	5	500	
S. H. Fleming.....	".....	".....	5	500	
F. Burnett.....	Colborne.	Indian.....	10	1,000	
Jas. Green.....	S. Edmonton.....	Peace.....	5	50	
Geo. Cleveland.....	".....	".....	5	50	
A. S. Robertson.....	".....	".....	5	50	
D. Hoctor.....	".....	".....	5	50	
Geo. Black.....	".....	".....	4	50	
J. H. Gritton.....	".....	N. Saskatchewan.....	30	300	
J. J. Codville.....	Winnipeg.....	Muddy Creek.....	5	50	
C. R. Tryon.....	S. Edmonton.....	".....	5	50	
W. L. Robertson.....	Edmonton.....	Mountain.....	5	50	
J. C. P. Brown.....	S. Edmonton.....	N. Saskatchewan.....	5	50	
Jas. Stratton.....	Ottawa.....	Klondike.....			
		Gold Bottom.....			
		Yukon.....	5	500	
		Sixty Mile.....			
A. L. Clark.....	".....	Stewart.....			
		Indian.....			
J. H. Cormack.....	".....	Hootalinqua.....			
I. G. Burnett.....	Edmonton.....	Peace.....			
T. Hubbard.....	S. Edmonton.....	Athabasca.....			
P. H. Gilmer.....	Montreal.....	Indian.....	10	1,000	
		Yukon.....	10	1,000	
E. Patterson.....	Ottawa.....	MacMillan.....	30	3,000	15 miles to J. Connor, St. John, who assigned to J. F. Zebley, New York.
T. A. Waterson.....	".....	Pelly.....	30	3,000	
H. G. Houghton.....	".....	Sixty Mile.....	20	2,000	5 miles to "
W. H. Roughsedge.....	S. Edmonton.....	Peace.....			
A. M. Wiley.....	Port Arthur.....	Little Salmon.....	5	500	Klondike and Columbia Gold fields Limited, London, England.
		Ladue Creek.....	5	500	
		Beaver.....	5	500	
		Klondike.....	5	500	
		Pelly.....	5	500	
		Chandindu.....	5	500	
		Yukon.....	10	1,000	
A. M. Eastman.....	St. Paul, Minn.....	Lewes.....	10	1,000	F. S. Wiley, Port Arthur.
		Pelly.....	5	500	
		Big Salmon.....	5	500	"
M. Lemmon.....	Chicago.....	Klondike.....			
		Bonanza.....			
		Stewart.....			
		Pelly.....			
		MacMillan.....			
A. Simpson.....	Ottawa.....	Bonanza.....			
		Indian.....			
		Gold Bottom.....			
		McQuestin.....			
		Henderson.....	5	500	J. Connor, St. John, N.B.
		Klondike.....			
E. M. Courtney.....	Chicago.....	".....			
		Eldorado.....			
		Bonanza.....			
		Stewart.....			

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River.	No. Miles Leased.	Rent Paid.	Assigned to
				\$	
J. J. Codville.....	S. Edmonton.....	Peace.....			
W. G. Mackintosh.....	Detroit.....	Pelly.....			
G. E. Hursley.....	S. Ste. Marie.....	MacMillan.....			
J. Hursley.....	".....	Lewes.....			
C. W. Westlake.....	".....	Yukon.....			
		MacMillan.....			
		Pelly.....			
Gold Dredge Co. of London Canada.....	London.....	Klondike.....			
Hon. A. Thibaudeau.....		Indian.....			
Wm. Strachan.....		Stewart.....			
F. L. Beique.....		McQuestin.....			
R. Wilson Smith.....		MacMillan.....			
C. J. McCuaig.....					
Arthur Ross.....	Montreal.....	Too Much Gold.....			
C. Lavolette.....	".....	Pembina.....			
J. J. Guerin for Yukon Co. of Montreal.....	".....	Klondike.....			
T. P. Slavin.....	Ottawa.....				
Jos. W. Boyle.....	".....				
H. A. A. Brault.....	Montreal.....	Smoky.....	10	100	
S. E. Levebre.....	".....	".....			
O. Mathieu.....	".....	".....			
N. McLean.....	Ottawa.....	Dominion Indian.....	5	500	
H. D. Smith.....	S. Edmonton.....	Big Smoky.....			
W. P. Scarfe.....	".....	".....	5	50	
W. H. Roughsedge.....	".....	".....	5	50	
W. H. Blake.....	Toronto.....	".....	5	50	
A. J. Oliver.....	".....	".....	5	50	
Thos. Black.....	".....	".....	5	50	
A. Mackenzie.....	".....	".....	5	50	
F. E. Gautier.....	".....	".....	5	50	
W. E. Phin.....	".....	".....	5	50	
C. H. Bower.....	Edmonton.....	".....			
G. Sutherland.....	Chicago.....	Klondike.....			
		Stewart.....			
		Little Salmon.....			
		Big Salmon.....			
		Pelly.....			
		Hootalinqua.....			
G. E. Keith.....	Toronto.....	Bear Creek.....	5	500	
".....	".....	Too Much Gold.....			
".....	".....	Klondike.....			
F. L. Beique.....	Montreal.....	Stewart.....			
C. J. McCuaig.....	".....	Indian.....			
H. Vrooman.....	New York.....	Stewart.....			
C. Vrooman.....	".....	McQuestin.....			
J. H. Lewis.....	Ottawa.....	Indian.....			
F. B. Vrooman.....	New York.....	".....			
".....	".....	McQuestin.....			
J. J. Guerin.....	Montreal.....	Stewart.....	10	1,000	
M. Guerin.....	".....	Smoky.....			
J. Birmingham.....	".....	".....			
J. J. Guerin.....	".....	".....			
T. F. Moore.....	".....	".....			
M. Fitzgibbon.....	".....	".....			
H. Kavanagh.....	".....	".....			
M. Guerin.....	".....	".....			
J. A. C. Madore.....	".....	".....			
C. M. Westlake.....	Sault Ste. Marie.....	Stewart.....			
D. Russell.....	Ottawa.....	Indian.....			
J. S. Vrooman.....	New York.....	Stewart.....			
A. Ross.....	Ottawa.....	Klondike.....			
		Stewart.....			
		Lewes.....	5	500	
		Pelly.....	10	1,000	
J. J. Guerin.....	Montreal.....	McQuestin.....			
M. Guerin.....	".....	Stewart.....			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River.	No. Miles Leased.	Rent Paid.	Assigned to
Yukon Co'y.	Montreal	MacMillan	30	\$ 3,000	
M. Guerin	"	Klondike			
J. D. Black	Ottawa	Lewes			
H. Vrooman	New York	Big Salmon			
C. Vrooman	"	Lewes			
C. M. Thompson	"	Pelly	5	500	J. Mesznaky, New York.
H. C. Letchfield	"	Lewes			
W. E. Lown	"	Pelly			
J. B. Bessy	Montreal	"			
D. Beatty	"	"			
W. H. Winan	"	Lewes	5	500	
C. J. McCuaig	"	Klondike			
A. E. Austin	Ottawa	N. Saskatchewan			
G. E. Keith	Toronto	Stewart			
"	"	McQuestin and Beaver			
J. H. Adams	"	Stewart			
"	"	Red Deer			
"	"	White			
"	"	Klondike			
Wm. Stewart	"	Shandindu			
"	"	Beaver			
"	"	McQuestin			
C. M. Wiggins	Ottawa	Indian	30	3,000	J. Connor, who assigned to J. Zeb- ley, New York.
N. McLean	"	Dominion			
H. B. McGiverin	"	Quartz, Reindeer			
Yukon Company of Montreal	Montreal	Hay			
M. Guerin	"	"			
J. J. Guerin	"	"			
E. Guerin	"	"			
J. M. Guerin	"	"			
M. E. Guerin	"	"			
F. E. Devlin	"	"			
J. E. Gordian	Seattle	Lewes			
L. C. Gilman	"	"			
J. H. Lewis	"	Stewart			
W. Strachan	Montreal	"			
E. H. Smith	Memphis	Teslin Lake			
Klondike, Yukon and Copper River Company	Chicago	Lewes			
G. M. B. Vrooman	"	Stewart			
H. C. Vrooman	"	Yukon			
J. D. Black	"	McQuestin			
Jas. Roaf	Toronto	Big Salmon			
R. R. Sutherland	Winnipeg	Wapiti			
Wm. Roaf	Toronto	Peace			
C. R. Griggs	New York	Yukon			
H. E. Peller	Montreal	MacMillan			
H. Duffell	"	Pelly			
John Russell	St. John	McQuestin			
John Russell, Sr	"	Sixty Mile			
J. V. Russell	"	Indian			
T. B. Blair	"	Klondike			
H. C. Page	"	Stewart			
J. Dunlop	"	Hootalinqua			
W. Strachan	Montreal	Little Salmon			
W. C. Strachan	"	Indian			
C. E. Richardson	Winnipeg	Wapiti			
Jas. Roaf	Toronto	Peace			
C. E. Reynolds	Abingdon, Ill.	Big Salmon			
"	"	Stewart			
"	"	Pelly			
"	"	Hootalinqua			
"	"	MacMillan			
"	"	Big Salmon			
"	"	Indian			
"	"	Little Salmon			
"	"	McQuestin and Lewes			

Names of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
				\$	
H. P. Vrooman.....	Kansas.....	Stewart.....			
R. Laverne.....	Athabaskaville.....	Athabasca.....	10	100	
L. C. Gilman.....	Seattle.....	White.....			
L. R. Fulda.....	San Francisco.....	Klondike.....			
G. Lanlois.....	Montreal.....	Hay.....			
O. Desmarais.....	".....	Slave.....			
E. G. Penny.....	Ottawa.....	Hay.....			
J. F. Kidd.....	".....	Pelly.....			
Klondike, Yukon and Copper River Company.....	Chicago.....	Peace.....			
D. J. Murphy.....	Ottawa.....	".....			
H. C. Vrooman.....	Chicago.....	Peace River.....			
H. Vrooman.....	".....	".....			
Carl Vrooman.....	".....	".....			
G. M. B. Vrooman.....	".....	".....			
John Vrooman.....	".....	".....			
H. P. Vrooman.....	".....	".....			
J. D. Black.....	".....	".....			
C. Robinson.....	".....	".....			
C. R. Griggs.....	".....	Stewart.....	30	3,000	
J. G. Burnagh.....	Galesburg, Ill.....	Pelly.....			
		Taslin.....			
		Big Salmon.....			
		McMillan.....			
		Lewes.....			
		Klondike.....			
		McQuestin.....			
		Indian.....			
Lillian M. Lemmon.....	Chicago.....	Klondike.....			
J. G. Burnaugh.....	Galesburg, Ill.....	Dominion Creek.....			
Frank Rause.....	Ottawa.....	Indian.....			
O. Latimer.....	Abingdon.....	".....			
S. McWilliams.....	Ottawa.....	McQuestin.....			
I. Robertson.....	".....	".....			
W. D. Edwards.....	".....	Indian Creek.....			
J. R. Kays.....	Abingdon.....	Sulphur Creek.....			
E. Downs.....	Ottawa.....	Mayo Creek.....			
A. G. Edwards.....	Omaha.....	Stewart.....			
C. E. Rioux.....	Sherbrooke.....	Chandindu.....			
		Stewart.....			
		South Fork.....			
		Independence Cr'k.....			
H. B. McGiverin.....	Ottawa.....	Indian River.....			
Ed. Guerin.....	Montreal.....	Yukon River.....	25	2,500	
M. Guerin.....	".....	".....	20	2,000	
Mrs. M. Guerin.....	".....	Stewart River.....			
Miss J. Guerin.....	".....	".....			
A. R. M. Boulton.....	Ottawa.....	Mayo River.....			
		Chandindu.....	5	500	
J. M. Guerin.....	Montreal.....	Yukon.....	5	500	
		Henderson Creek.....			
Mary E. Guerin.....	".....	Yukon.....	25	2,500	
A. Bunker.....	Ottawa.....	Indian Creek.....			
E. B. Reynolds.....	Kirkville.....	Klondike.....			
J. D. Ware.....	Ottawa.....	Nordenskiold.....			
S. Mosser.....	".....	Hootalinqua.....			
C. E. Reynolds.....	".....	Nordenskiold.....			
		White.....			
A. C. Reynolds.....	".....	Klondike.....			
J. Bourke.....	Dawson.....	Crooked Creek.....			
H. B. McGiverin.....	Ottawa.....	Quartz Creek.....			
".....	".....	Reindeer Creek.....			
".....	".....	Crooked Creek.....			
J. A. Drouin.....	Montreal.....	Slave River.....			
E. Guerin.....	".....	Stewart River.....			
Mary E. Guerin.....	".....	".....			
Lilian B. Genest.....	".....	Hay River.....			
I. Kavanagh.....	".....	".....			
F. Langan.....	".....	".....			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
				\$	
Marie E. Guerin.....	Montreal.....	Hay River.....			
Julia McGuire.....	".....	".....			
Mary Guerin.....	".....	".....			
A. T. Genest.....	".....	".....			
Miss J. McGuire.....	".....	Peace River.....			
Marie E. Guerin.....	".....	".....			
Mrs. M. Guerin.....	".....	".....			
J. P. R. Drouin.....	".....	Hay River.....			
Jas. Gibbons.....	Edmonton.....	McLeod River.....			
F. F. Tims.....	".....	".....			
I. Cowie.....	".....	".....			
W. H. Sheppard.....	".....	Pembina River.....			
S. Hubbard.....	".....	".....			
J. W. Blain.....	".....	".....			
A. C. Rutherford.....	".....	".....			
J. F. McLaren.....	".....	McLeod River.....			
W. McLaren.....	".....	".....			
I. Cowie.....	".....	".....			
F. B. Vrooman.....	Washington.....	Smoky River.....			
J. J. Codville.....	S. Edmonton.....	Big Smoky River.....			
W. Robertson.....	".....	".....			
John Love.....	".....	".....			
Carl Hamsel.....	Montreal.....	Sulphur Creek.....			
T. J. Claxton.....	".....	Irish Creek, Adams Creek, Quartz Creek, Indian River, Sulphur Creek.....			
W. Strachan.....	".....	Eldorado, Indian River, Bonanza Creek, Indian River, Stewart..			
D. B. Carmichael.....	Chicago.....	Klondike, Pelly.....			
W. C. Murphy.....	Toronto.....	Henderson Creek..			
W. B. Main.....	Abingdon.....	Mayo Creek.....			
G. E. Taylor.....	Toronto.....	Sixty Mile River..			
Golden Dredge Company of London, Ont.....	London.....	Yukon River.....			
F. L. Beique.....	Montreal.....	Bonanza River, El- dorado, Indian, Indian, Stewart.			
T. J. Claxton.....	".....	Mint Creek, Gold Bottom Creek, Hunker Creek..			
D. Routhier.....	Ottawa.....	Smoky River.....			
D. Routhier (amended appn. see Folio 31).....	".....	Mayo River.....			
J. W. Duncan.....	Montreal.....	Mint, Gold Bot- tom, Sada Creek.			
R. Wilson-Smith.....	".....	Sixty-mile River, Indian River.....			
J. Costigan.....	Ottawa.....	Smoky River.....			
H. A. Costigan.....	Winnipeg.....	Beaver Lodge River.....			
W. Blackwood.....	".....	Bear River.....			
P. M. Blackwood.....	".....	Wapiti River.....			
Fred. Cook.....	Ottawa.....	Peace River.....			
Fred. Cook.....	".....	Hay River.....			
Ed. A. O'Connor.....	".....	Mayo River.....			
O. Beauchamp.....	Montreal.....	Pelly River.....			
O. Beauchamp.....	".....	Yukon, Lewes, Hootalinqua.....			
P. Lafrance.....	".....	Stewart River.....			
G. Labonté.....	".....	".....			
O. Beauchamp.....	".....	".....			

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to.
T. J. Claxton	Montreal	Stewart River, Stewart River, Mayo Creek, In- dependence Cr'k, McQuestin Cr'k, Clear Creek.		\$	
J. McGregor and J. Frost	Dawson	Indian River			
W. H. Blake	Toronto	Rat River Creek	5	50	
Chas. R. Tryon	"	"	5	50	
W. Robertson	"	"	5	50	
W. H. Raughledge	"	Muddy Creek			
J. J. Codville	"	Mountain River	5	50	
John Lowe	"	"	5	50	
A. Bergevin	Montreal	Peace River			
J. E. Fife	"	Athabasca River			
J. B. Lefebvre	"	Indian River			
Ed. Bisson	"	Henderson Creek	10	1,000	
J. Dumont	"	Yukon River			
R. Robidoux	"	Stewart River			
J. E. Robidoux	"	Klondike River			
Clara S. Robidoux	"	Porcupine River			
H. Schetague	"	Athabasca River			
J. A. Robillard	"	Lewes River	5	500	
J. G. Saucer	"	Hootalinqua			
E. O'Shea	"	Athabasca River			
H. Beauregard	"	McMillan River	10	1,000	
F. St. Germain	"	Lewes River	10	1,000	
A. Lanctot	"	Pelly River	20	2,000	
G. B. Bradley	Ottawa	Peace River			
C. F. Street	South Edmonton	Saskatchewan Riv.			
T. Dunderdale	Ottawa	Peace River			
J. Coates	"	Hay River			
J. Coates	"	Peace River			
Wm. Rea	"	"			
J. J. Ross	Chatham	Hootalinqua River			
W. D. Latimer	Chicago	Lewes River			
Dr. Roughledge	Edmonton	Beaver River			
F. Haldane	Montreal	Peace River			
W. H. Lewis	New York	Big Smoky River			
R. Wilson-Smith	Montreal	Lewes River			
H. Blake	Toronto	Indian River			
A. J. Oliver	"	Big Salmon River			
J. J. Alexander	Chicago	McMillan River			
J. A. Madore	Montreal	Klondike River	5	50	
D. Routhier	Ottawa	Little Smoky Riv.	5	50	
Mrs. S. Tobin	Montreal	"			
E. A. O'Connor	Ottawa	Klondike River			
S. Tobin	Montreal	Eldorado River			
A. Rose	Ottawa	Stewart River			
E. A. O'Connor	"	McMillan River			
A. R. M. Bolton	"	Smoky River			
F. X. Carle	Montreal	S. Fork (Stewart)			
A. Carle	"	Mayo River			
J. McConniff	"	S. Fork (Stewart)			
W. H. Cox	"	McQuestin River			
H. Ward	"	Yukon River			
H. Ward	"	Smoky River			
A. H. Cruikshank	San Francisco	Pembina River			
G. H. G. Bolton	Ottawa	Athabasca River			
F. Burnett	Colborne	"			
A. E. Philips	Ottawa	Mayo River			
		Stewart River			
		S. Fork (Stewart)			
		Teslin River			
		S. Fork (Stewart)			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to.
Gold Mining & Dredging Co.	Fort Erie, Ont. . . .	Yukon River		\$	
G. E. Keith	Toronto	Crooked Creek			
A. Keith	"	Bear Creek			
D. S. Keith	"	Quartz Creek			
G. E. Keith	"	Reindeer Creek			
C. Donohue	Kingston	Saskatchewan Riv. . . .			
J. Donohue	"	"			
Ellen Donohue	"	"			
G. Donohue	"	"			
L. Donohue	"	"			
T. J. Donohue	"	"			
J. Swift	"	Indian River			
Jos. Swift	"	"			
V. Sullivan	"	Saskatchewan Riv. . . .			
J. Ward & Co	Montreal	Yukon River			
T. J. Donohue	Kingston	Between mouth of Lewes and Pelly Rivers and Inter- national Bound'y			
Jas. Donohue	"	Indian River			
Chas. Donohue	"	Stewart River			
J. A. Routhier	Ottawa	Big Salmon River			
J. A. Routhier	"	Pembina River			
A. Routhier	"	Little Smoky Riv.			
A. Routhier	"	Pelly River			
C. Eaton	Owen Sound	Quartz Creek			
D. S. Keith	Toronto	Crooked Creek	5	500	
C. R. Tryon	South Edmonton	Big Smoky River			
A. B. Jones	Toronto	Little "			
A. B. Jones	"	Little Salmon Riv.			
J. G. Young	Montreal	60 Mile River			
J. G. Young	"	Rat Creek			
M. G. Mitchell	Brantford	Beaver			
R. V. Sinclair	Ottawa	Yukon			
R. V. Sinclair	"	Wapiti			
G. Armstrong	Chicago	Lewes			
C. E. Cleveland	"	White			
		60 Mile			
		Ross			
		Beaver			
J. F. Latimer	"	Boundary	5	50	
F. C. Robinson	S. Edmonton	"	5	50	
F. M. O'Meara	"	"	5	50	
H. W. Ruttan	"	"			
W. S. Leslie	Ottawa	Pelly			
		McMillan			
		Klondike			
G. F. Smith	Montreal	Muddy			
G. F. Smith	"	Teslintoo	25	2,500	J. M. Greata, New York.
C. M. Thompson	New York	Pelly			
H. C. Litchfield	"	"			
G. Fredette, sr	St. Jean	Smoky			
G. Fredette, jr	"	"			
Jane Thompson	New York	Lewes	15	1,500	R. Y. Hebden, New York.
G. E. Keith	Toronto	Stewart	20	2,000	
G. E. Keith	"	"			
Wm. Bishop	Ottawa	Pelly			
D. S. Keith	Toronto	Rosebud			
R. Smith	Montreal	Pelly Lakes			
D. Gallery	"	Stewart			
Marie E. Guerin	"	"			
P. Dufour	"	N. Saskatchewan			
D. McIntyre	"	Athabasca			
John Allan	"	N. Saskatchewan			
J. L. Perron	"	"			
H. Bolger	"	"			
E. Butler	"	"			
Jas. Cautin	"	Athabasca			
Jas. Griffin	"	"			
Wm. Tracey	"	"			

Names of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
P. Duffy	Montreal	Athabasca		8	
B. McGale	"	"			
M. J. Walsh	"	"			
J. A. C. Madore	Ottawa	Slave			
A. G. Edwards	Omaha	Beaver			
Jas. Cox	Agincdon	Stewart			
D. Muthalland	Ottawa	Lewes			
Annie O'Keefe	Montreal	Peace			
Maggie O'Keefe	"	"			
H. R. Nager	"	"			
J. Taillefer	"	"			
J. Gauthier	"	"			
K. E. Bowes	"	60 Mile			
E. Cavanagh	"	Yukon			
J. A. Camiraud	Sherbrooke	40 Mile			
I. Bradley	"	Pelly			
J. G. Lupien	"	Stewart			
S. Deschamps	"	Pelly			
J. Cavanagh	Montreal	Nordenskiold			
T. F. Moore	"	Smoky			
J. E. Genest	Sherbrooke	Yukon			
M. F. Derrick	Montreal	Teslin			
A. Morin	St. Johns, P.Q.	Pelly			
J. E. Adams	Montreal	Teslin or Hootalinqua			
L. M. Smith	"	Peace			
S. Blair	Peoria, Ill	Beaver			
A. G. Edwards	Omaha, Neb	Lewes			
A. L. Clark	Ottawa	Yukon			
J. Whelan	Pt. Arthur	McQuestin			
		Pelly			
		Chaudis			
		Rosebud			
		White			
		Nobenskill			
A. W. Stevenson	Montreal	Klondike			
R. W. Resseman	Ottawa	Upper Liard			
H. G. Houghton	"	"			
Wm. Golden	Ogdensburg	"			
D. J. Driscoll	Ottawa	"			
P. Fegan	"	"			
T. W. Weston	"	"			
R. Robinson	"	"			
T. J. Satchell	"	"			
J. H. Cormack	"	"			
A. E. Hogue	Montreal	N. Saskatchewan			
E. H. Pulford	Ottawa	Lewes			
J. E. Walsh	"	Teslin			
S. H. Fleming	"	Snoky			
A. D. Caron	"	Nordenskiold			
W. A. Moffat	Pembroke	Liard			
J. Forgie	Almonte	"			
G. Bryson, jr.	Westmeath	"			
W. Moffatt	Pembroke	"			
T. Hale	"	"			
R. Russell	"	"			
H. J. Mackie	"	"			
J. C. Stewart	"	"			
G. E. Josephs	"	"			
J. G. Forgie	"	"			
J. J. O'Meara	"	"			
W. H. A. Fraser	Westmeath	"			
J. B. Fraser	Ottawa	"			
J. H. Francis	Pakenham	"			
T. H. Moffatt	Pembroke	"			
R. A. Campbell	"	"			
B. D. Gillies	Carleton Place	"			
J. W. Munro	Pembroke	"			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
				\$	
L. Irving.....	Pembrooke	Laird.....			
P. Duggan.....	"	"			
E. Wright.....	"	"			
J. Coxford.....	"	"			
H. R. Colton.....	"	"			
G. D. Bayne.....	"	"			
A. T. Mackie.....	"	"			
L. Hale.....	"	"			
J. J. McFadden.....	"	"			
D. D. Bell.....	"	"			
A. B. Gordon.....	"	"			
L. Mackie.....	"	"			
J. H. Barrett.....	Ottawa.....	Stewart			
J. D. Barrett.....	"	Crooked Creek			
R. L. Chevrier, M.D.....	"	Rosebud Creek			
H. D. Dickson.....	"	Yukon			
J. P. Brisban.....	"	Mayo.....			
J. Brown.....	Brandon.....	Yukon, and Yukon near White.			
W. H. Hewllegar.....	"	Little Mayo.....			
M. C. Gibson.....	"	Tealin.....			
W. F. Wilson.....	"	Nistulin.....			
W. F. Wilson.....	"	Lewes.....			
J. C. Kelly.....	Seattle.....	Slave.....			
J. S. Atchison.....	"	McKenzie.....			
Miss M. Grinnell.....	"	"			
Mrs. L. White.....	"	"			
J. D. Helm.....	"	"			
T. R. Yookam.....	"	"			
Mrs. T. R. Yukam.....	"	"			
J. Wallace.....	"	"			
A. Raymond.....	"	"			
Mrs. A. Raymond.....	"	"			
W. Rutter.....	"	"			
Mrs. A. White.....	"	"			
J. H. White, sr.....	"	"			
L. Isaman.....	"	"			
Sara C. Isman.....	Seattle.....	McKenzie.....			
O. Reyburn.....	"	"			
Mrs. W. Rutter.....	"	"			
Miss A. M. Bayne.....	"	"			
Mrs. J. C. Kelly.....	"	"			
F. E. Sander.....	"	"			
Nellie B. Sander.....	"	"			
Hiram Regburn.....	"	Nahanni			
G. W. H. White.....	"	Pelly			
G. W. H. White.....	"	McMillan			
G. W. H. White.....	"	B. Salmon			
J. C. Kelly.....	"	McMillan			
J. C. Kelly.....	"	G. Salmon			
J. C. Kelly.....	"	Pelly			
J. H. White.....	"	Black			
G. W. H. White.....	"	"			
W. R. White.....	"	"			
Harry White.....	"	"			
Harry White.....	"	B. Salmon			
Harry White.....	"	McMillan			
Harry White.....	"	Pelly			
Mrs. K. White.....	"	La Cache			
R. H. White.....	"	"			
Emma J. White.....	"	"			
Viola H. White.....	"	"			
Ollie Cruickshank.....	"	Trout or Fishing			
Sam. Cruickshank.....	"	"			
Ben Leeds.....	"	R. Knife			
Belle Leeds.....	"	"			
J. M. Morrow.....	"	S. Nahanni			
Hy. Morrow.....	"	"			
Margaret Morrow.....	"	"			

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
				\$	
Miss Ethel Reyburn	Seattle.....	N. "			
Mrs. F. E. Reyburn.....	"	N. "			
Frank Burnett.....	Brandon.....	Beaver			
A. Lewis	Ottawa.....	Stewart			
W. E. Hayes	"	"			
Jas. P. Battle.....	"	Mayo.....			
F. R. Latchford.....	"	Nesutlin.....			
M. McKain.....	"	"			
A. J. Beatty.....	"	"			
Jos. H. Hanrahan.....	"	"			
W. A. Burns.....	"	Yukon			
		Stewart.....			
		Pelly.....			
		Peace.....			
		McMillan.....			
		Hootalinqua.....			
Jno. McDonald.....	Ottawa.....	N. Saskatchewan.			
G. A. McNutt.....	Kansas C.....	Klondike			
		Yukon.....			
		Pelly.....			
		Stewart.....			
J. L. Matthews.....	P. Arthur.....	Rosebud			
		White.....			
		Nordenskiold.....			
		B. Salmon.....			
		L. Salmon.....			
		McPherson.....			
J. Brinson.....	P. Arthur.....	Lake Creek			
		McPherson.....			
		Pelly.....			
		B. Salmon.....			
		L. Salmon.....			
C. L. Langlois.....	Montreal.....	Pembina			
H. Tessier.....	"	Athabasca or Pembina			
A. Langlois.....	"	L. Smoky			
E. R. Lamothe.....	"	McLeod			
A. Fortier.....	"	"			
R. Chapleau.....	"	"			
Chas. Langlois.....	"	"			
G. W. Crote.....	Toronto.....	N. Saskatchewan.			
C. A. Olmstead.....	Ottawa.....	Pelly			
		Lewes.....			
		Stewart.....			
		McMillan.....			
		Hootalinqua.....			
		Rosebud.....			
F. W. Heyde.....	Dawson.....	McQuestin.			
J. Humphreys.....	Montreal.....	Lake C.			
M. Honan.....	Montreal.....	Crooked C.			
C. Honan.....	"	McQuestin.....			
Jean Tache.....	"	Stewart.....			
Mrs. B. G. Duplessis.....	Three Rivers.....	Pelly.....			
S. H. Fleming.....	Ottawa.....	Muddy C.			
E. N. Roughsedge.....	S. Edmonton.....	Slave R.			
Minnie M. Way.....	Ottawa.....	"			
E. W. Way.....	Seattle.....	"			
S. R. Churchill.....	Montreal.....	"			
Moore, Kelly & Co.....	"	"			
G. A. O'Neill.....	"	"			
W. O. H. Dodd.....	"	"			
J. D. Davidson.....	"	"			
C. A. Read.....	"	"	10	100	
W. M. Andrews.....	"	"	10	100	
G. S. Hubbell.....	"	"	10	100	
W. Hubbell.....	"	"	10	100	
J. F. Haskell.....	"	"	10	100	
D. Mulholland.....	Ottawa.....	Independence.....			
M. C. Fenwick.....	Kingston.....	Ross River.....			
S. W. Martin.....	Montreal.....	Lake Creek.....			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid	Assigned to.
				8	
A. E. Mortimer.....	Ottawa.....	Hootalinqua.....			
J. M. Brown.....	Brandon.....	Ross R.....			
A. G. Hern.....	".....	Pelly.....			
R. Brown.....	Ottawa.....	Yukon.....			
		Stewart.....			
		Pelly.....			
		Peace.....			
		McMillan.....			
		Lewes.....			
		Hootalinqua.....			
W. F. Wilson.....	Brandon.....	Klondike.....			
J. A. Ritchie.....	Ottawa.....	40 Mile R.....			
Jas. Connor.....	Port Arthur.....	Rosebud.....			
		Pelly.....			
		Latie.....			
		Kilson.....			
		Hollie.....			
R. Robinson.....	Ottawa.....	L. Salmon.....			
Pat. Fagan.....	".....	".....			
P. L. Connor.....	Toronto.....	".....			
R. V. Sinclair.....	Ottawa.....	Peel.....			
A. M. Sinclair.....	".....	".....			
R. Sinclair.....	".....	".....			
Wm. Ross.....	".....	".....			
J. T. Ross.....	".....	".....			
G. S. Lindsley.....	".....	".....			
E. C. Dabney.....	".....	".....			
L. Schiller.....	Ottawa.....	".....			
J. T. Muse.....	".....	".....			
Jas. T. Ross.....	".....	".....			
G. M. L. Ross.....	".....	".....			
E. E. Smith.....	".....	".....			
H. Allman.....	".....	".....			
Arthur Allman.....	".....	".....			
G. B. Sestbrook.....	".....	".....			
C. Appalgrew.....	".....	".....			
Fred. Howard.....	".....	".....			
A. A. Lindsley.....	".....	".....			
P. C. Dabney.....	".....	".....			
C. F. Lindsley.....	".....	".....			
T. T. Burkhardt.....	".....	".....			
D. H. McLean.....	".....	".....			
W. M. McKay.....	".....	".....			
H. McGowan.....	Montreal.....	All Gold.....			
		Too Much Gold C.....			
		Miller C.....			
		Bed Rock C.....			
		Montana C.....			
F. Roe.....	Toronto.....	Kilza.....			
P. McCowan.....	Montreal.....	Lapee.....			
P. McCowan.....	".....	Saskatchewan.....			
L. M. Smith.....	".....	L. Kalzos.....			
		Lansing.....			
		Boswell.....			
John Skinner.....	Kingston.....	Saskatchewan.....			
John Skinner.....	".....	B. Salmon.....			
M. C. Fenwick.....	".....	Peace.....			
S. W. Martin.....	Montreal.....	Saskatchewan.....			
Hy. E. Dickson.....	Ottawa.....	N. Saskatchewan.....			
John T. Ross.....	".....	B. Salmon.....			
M. Routhier.....	".....	Saskatchewan.....			
M. Routhier.....	".....	Laduc C.....			
		Bryant.....			
J. T. Ross.....	".....	B. Salmon.....			
F. Roe.....	Toronto.....	Saskatchewan.....			
J. McCowan.....	Montreal.....	".....			
A. E. Mortimer.....	Ottawa.....	N. Saskatchewan.....			
Esther Hayes.....	".....	Athabasca.....			
E. M. Sinclair.....	".....	".....			

Names of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
				\$	
F. B. Hayes.....	Ottawa.....	Athabasca.....			
A. A. Lindsley.....	".....	L. Laberge.....			
F. Howard.....	".....	".....			
Wm. Ross.....	".....	Pelly.....			
E. B. Seabrook.....	".....	".....			
H. Dumouchel.....	".....	Athabasca.....			
G. L. Dumouchel.....	".....	".....			
B. Aldrick.....	Washington.....	Coal C.....			
E. McMorine.....	Montreal.....	Yukon.....			
Ad. Lewis.....	Ottawa.....	Pembina.....			
F. W. Weston.....	".....	L. Salmon.....			
G. H. G. Boulton.....	".....	L. Smoky.....			
Jas. P. Battle.....	".....	Pembina.....			
A. Rose.....	".....	L. Smoky.....			
E. D. Arnoldi.....	".....	Porcupine.....			
		B. Salmon.....			
		Hootalinqua.....			
		L. Salmon.....			
		Beaver.....			
		60 Mile.....			
		Pelly.....			
		McMillan.....			
		Ross.....			
C. E. Hurdman.....	".....	Klondike.....			
		Beaver.....			
		Chandindu.....			
		Porcupine.....			
		Tatondu.....			
		Nordenskiold.....			
		Ross.....			
		Hootalinqua.....			
		60 Mile.....			
John R. Arnoldi.....	".....	Yukon.....			
		Pelly.....			
		Peace.....			
		Lewes.....			
		McMillan.....			
		Klondike.....			
		Hootalinqua.....			
		Nisutlin.....			
		Ross.....			
		B. Salmon.....			
		60 Mile.....			
		Beaver.....			
		Stewart.....			
A. Bowie.....	".....	Yukon.....			
		B. Salmon.....			
		L. Salmon.....			
		Peace.....			
		Stewart.....			
		Pelly.....			
		Lewes.....			
		Teslin.....			
		McMillan.....			
		60 Mile.....			
T. Satchell.....	".....	L. Salmon.....			
C. F. Coleville.....	London.....	".....			
G. Philp.....	".....	B. Salmon.....			
		L. Salmon.....			
		Pelly.....			
		Teslin.....			
C. N. McDonald.....	Edmonton.....	Black.....			
Walter Scott.....	".....	".....			
G. A. Campbell.....	".....	Nahanni.....			
J. A. McDonald.....	".....	".....			
G. A. Campbell.....	".....	Finlayson.....			
Walter Scott.....	".....	".....			
Frank Black.....	".....	".....			
Alex. McLean.....	".....	Liard.....			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
Lewis Beauvette.....	Edmonton	Liard.....		\$	
F. Black.....	"	"			
Geo. Black.....	"	"			
D. Burns.....	"	"			
W. E. Read.....	"	"			
W. J. K. Osburne.....	"	"			
Jas. Forsyth.....	"	"			
F. B. Dingfield.....	"	"			
I. Cowie.....	"	"			
Alex. McLean.....	"	Frances.....			
L. Beauvette.....	"	"			
C. N. McDonald.....	"	"			
W. Scott.....	"	"			
F. Black.....	"	"			
Geo. Black.....	"	"			
D. Burns.....	"	"			
W. E. Read.....	"	"			
W. J. K. Osburn.....	"	"			
Jas. Forsyth.....	"	"			
F. Beddingfield.....	"	"			
I. Cowie.....	"	"			
G. A. Campbell.....	"	"			
J. A. McDonald.....	"	"			
J. D. Ware.....	Omaha.....	B. Salmon.....			
R. Wilson Smith.....	Montreal.....	Klondike.....			
A. E. Philps.....	Ottawa.....	Indian.....			
J. J. Alexander.....	Chicago.....	Bonanza.....			
		Hunker.....			
		Indian.....			
		60 Mile.....			
		Peel.....			
		Beaver.....			
		Peace.....			
		Liard.....			
G. A. Campbell.....	Edmonton.....	"			
W. Scott.....	"	"			
J. A. McDonald.....	"	"			
D. Cameron.....	"	"			
H. Armstrong.....	"	"			
J. F. Keith.....	Toronto.....	Gold C.....			
J. F. Keith.....	"	Lansing C.....			
D. S. Keith.....	"	Bcswell.....			
J. F. Keith.....	"	Independence.....			
J. F. Keith.....	"	Clear.....			
E. Tildon Smith.....	Ottawa.....	Ross.....			
Hy. Gunter.....	"	Rosebud.....			
Alex. Keith.....	Toronto.....	"			
D. S. Keith.....	"	Lake C.....			
W. Walby.....	Ottawa.....	U. Liard.....			
J. R. Charbonneau.....	"	"			
E. M. Roughsedge.....	S. Edmonton.....	Battle.....			
F. Robertson.....	"	"			
Wm. Parker.....	Ottawa.....	White.....			
Hy. Gunter.....	"	60 Mile.....			
A. D. Cameron.....	"	Stewart.....			
T. McVeity.....	"	Hootalinqua.....			
Miss M. E. Guerin.....	Montreal.....	Stewart.....			
Mrs. M. Guerin.....	"	Teslin.....			
Julia Maguire.....	"	B. Salmon.....			
R. W. Crouch.....	Ottawa.....	Athabasca.....			
E. B. C. Hanington.....	"	"			
M. S. Hanington.....	"	"			
Ida Hanington.....	"	"			
E. A. W. Hanington.....	"	"			
Thos. Dagg.....	"	"			
Maud Hanington.....	"	"			
W. M. McLean.....	"	"			
Bee McLean.....	"	"			
C. Carter.....	"	"			

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
W. S. Covert.....	Ottawa.....	Saskatchewan.....		\$	
C. L. Hanington.....	".....	".....			
G. C. Hanington.....	".....	".....			
P. Rochon.....	".....	".....			
Jessie McLean.....	".....	".....			
A. H. L. Hanington.....	".....	".....			
E. Godfreur.....	".....	".....			
C. S. Nutting.....	".....	".....			
Ethel Hanington.....	".....	".....			
Annie McLean.....	".....	".....			
D. L. Hanington.....	".....	".....			
G. Gosling.....	".....	Saskatchewan.....			
Wm. A. McLean.....	".....	L. Smoky.....			
Miss G. Hanington.....	".....	".....			
John Farmer.....	".....	".....			
J. P. Hanington.....	".....	".....			
J. P. Nutting.....	".....	".....			
C. H. Wilkinson.....	".....	Lewes.....			
		B. Salmon.....			
Hy. Pratt.....	".....	Stewart.....			
T. D. Dugan.....	Montreal.....	Klondike.....			
M. E. O'Connell.....	".....	60 Mile.....			
F. Mercier.....	Ottawa.....	Bear Creek.....			
J. A. Mercier, jun.....	".....	Bonanza.....			
Mai Mercier.....	Montreal.....	Pelly.....			
H. Mercier.....	".....	Lewes.....			
P. E. Mercier.....	".....	Teslin.....			
F. X. Mercier.....	".....	Indian.....			
R. Dagg.....	Ottawa.....	Wapiti.....			
C. Godfrey.....	".....	".....			
Jessie Burpee.....	".....	".....			
H. A. Gosling.....	".....	".....			
M. A. Nutting.....	".....	".....			
Wm. Purdee.....	".....	".....			
J. A. Mercier.....	Montreal.....	Klondike.....			
J. McCowan.....	".....	All Gold.....			
S. W. Martin.....	".....	Lake Creek.....			
L. M. Smith.....	".....	Boswell Creek.....			
		Lansing Creek.....			
M. C. Fenwick.....	Kingston.....	Ross River.....			
D. Mullholland.....	Ottawa.....	Independence.....			
		Clear.....			
M. Routhier.....	".....	Leduc Creek.....			
		Bryant.....			
F. A. Philp.....	".....	Teslin.....			
A. Durocher.....	Sherbrooke.....	Peel.....			
J. A. Camiraud.....	".....	Hay.....			
		Beaver.....			
		B. Smoky.....			
Camiraud & Genest.....	".....	Peel.....			
J. E. Genest.....	".....	Hay.....			
		Beaver.....			
		B. Smoky.....			
D. Normandin.....	".....	Peel.....			
Alex. Keith.....	Toronto.....	Rosebud.....			
E. F. Hand.....	Montreal.....	Klondike.....			
M. M. Flanagan.....	".....	".....			
S. D. Price.....	".....	".....			
John Knight.....	".....	".....			
A. E. Hogue.....	".....	".....			
P. E. Mount, M.D.....	".....	".....			
E. C. Arnold.....	Ottawa.....	Yukon.....			
		Stewart.....			
		Peace.....			
		Pelly.....			
		Lewes.....			
		McMillan.....			
		L. Salmon.....			
		B. Salmon.....			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
E. C. Arnoldi	Ottawa	Teslin 60 Mile		\$	
W. G. Hurdman	"	Nisutlin Yukon Peace Stewart Pelly Lewis McMillan Nisutlin Ross L. Salmon B. Salmon Hootalinqua 60 Mile Beaver Klondike Chandindu Porcupine Tatoudu Nordenskiold			
Robt. Hurdman	Ottawa	Yukon Stewart Peace Pelly Lewes McMillan Niautlin L. Salmon B. Salmon Teslin 60 Mile Ross Nisutlin			
L. A. Lapointe	Montreal	Nisutlin			
F. Godard	Ottawa	Simouette			
F. Godard	"	Hole			
A. J. Godard	"	Orchay			
A. J. Godard	"	Simouette			
G. McCowan	Montreal	"			
G. McCowan	"	Earn			
H. Godard	Ottawa	Simouette			
H. Godard	"	Tay			
W. L. Parish	"	Pelly Yukon			
Dr. F. P. Canac-Marquis	St. Paul, Minn.	McKenzie			
Emma Canac-Marquis	"	"			
Mrs. C. Phillips	"	"			
F. V. Phillips	"	"			
T. D. Dugan	Montreal	Simouette			
T. D. Dugan	"	Pelly			
E. MacMorine	"	Simouette			
J. M. McDougall	Hull	Peace W. Mud			
W. McDougall	"	Peace			
Wm. McDougall	Aylmer	"			
M. J. A. Barrett	Ottawa	Crooked C Stewart			
J. E. E. Barrette	"	Crooked C			
J. A. Camiraud	Sherbrooke	Peel Chandindu			
Emma Canac-Marquis	St. Paul, Minn.	McKenzie			
Dr. F. P. Canac-Marquis	"	"			
Ed. C. Steele	P. Arthur	Pelly McPherson McMillan Lake C B. Salmon			
W. Fitzsimons	Toronto	Crooked C			

NAMES of persons who have applied for leases to dredge for minerals, &c.—Continued.

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
				8	
C. A. Olmstead	Ottawa	Ross. Beaver. B. Salmon. Peel. Walsh. Chandindu. L. Salmon. Porcupine. Hawley.			
J. B. LaBelle	St. Paul, Minn.	McKenzie			
M. D. Barr	New York	McMillan			
F. L. Owen	"	Teslin			
C. G. Clouston	"	McQuestin			
Arthur Ross	Montreal	Teslin. 60 Mile.			
S. A. Ross	"	Lake C.			
F. W. Heyde	Dawson	McKenzie			
Emily P. LaBelle	St. Paul	"			
Clara Phillips	"	"			
F. V. Phillips	"	"			
G. Lemieux	S. Edmonton	Peace			
L. Gouin	"	"			
R. Taylor	S. Edmonton	"			
H. Sandeman	"	"			
Mrs. I. Bradley	Sherbrooke	Athabasca			
Mrs. F. G. Cooke	"	"			
J. O. Camiraud	"	"			
R. Bourque	"	Tahte R.			
A. Durocher	"	Athabasca			
Jas. Bradley	"	Tahte			
Phil. Bradley	"	White			
Fred. Bradley	"	"			
P. Roy	Rice Prairie	McKenzie			
H. J. Duffett	Sherbrooke	Tahte Athabasca			
J. H. Lapensee	Ottawa	Hunker C.			
R. T. Smith	"	Yukon			
J. A. Frigan	"	Tahte			
J. A. Frigan	"	Saskatchewan			
P. Roy	Rich Prairie	McKenzie			
R. Taylor	S. Edmonton	Battle			
G. Sutherland	Chicago	B. Salmon L. Salmon Pelly Teslintoo Klondike Stewart			
W. Nelson	Dawson	Klondike Stewart B. Salmon Pelly			
R. Beauchamp	Montreal	Stewart			
A. Beauchamp	"	Yukon			
H. F. Beaven	Ottawa	Battle			
Agnes J. Ross	Montreal	Teslin or Hootalinqua			
J. B. Chevrier	Ottawa	Rosebud			
A. Barrett	"	"			
G. L. McPherson	Montreal	Peace			
M. M. McPherson	"	"			
C. M. McPherson	"	"			
M. McPherson	"	"			
J. McPherson	"	"			
C. D. McPherson	"	"			
Jas. A. Mitchell	Ottawa	Pelly Ross B. Salmon			
R. D. Martin	"	Pelly Nisutlin B. Salmon			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River.	No. Miles Leased.	Rent Paid.	Assigned to
N. Bawlf.....	Ottawa.....	Pelly Ross B Salmon		\$	
Fred. W. Smith.....	Montreal.....	Klondike			
D. R. Bruce.....	Holland.....	Clear C.	5	500	
Remi Plante.....	St. Marcil.....	Saskatchewan			
R. C. Jamieson & H. Hughes	Spokane, Wash.....	Nisutlin			
C. Nesbitt.....	Montreal.....	N. Hearth			
C. Godard.....	".....	"			
G. Godard.....	".....	"			
O. A. Drouin.....	".....	Hay			
T. K. Doherty.....	Ottawa.....	Independence Stewart Chandindu			
J. J. Alexander.....	Chicago.....	Bear Indian Rosebud Sulphur Too-much Gold C. Liard R.			
R. C. Jamieson.....	Spokane.....	Hootalinqua			
F. Godard.....	Ottawa.....	Rosebud Independence			
Chas. F. Colwell.....	".....	" Stewart Chandindu			
Jeannette Barrett.....	".....	Simouette Baptiste Wapiti			
J. A. E. Barrett.....	".....	Pelly B. Salmon			
W. F. Wilson.....	Brandon.....	Lewes			
Gabriel Chevrier.....	Ottawa.....	Pelly White Lake C. Mayo			
J. B. Chevrier.....	".....	Athabasca			
W. A. Keogh.....	S. Edmonton.....	McMillan			
Alp. Boisvert.....	Sherbrooke.....	Indian			
E. V. Badwell.....	Ottawa.....	S. Nahanni			
T. J. Watters.....	".....	Laird			
".....	".....	U. Laird.			
Hy. Gunter.....	".....	Yukon			
Jas. McShane.....	Montreal.....	"			
J. E. Townsend.....	Toronto.....	Independence Clear Miller Bedrock			
J. H. Burke.....	".....	Too-much Gold C. All-Gold C. Bryant Montana			
J. W. Marko.....	".....	L. Kalzas			
Jas. Ross.....	".....	Tow-ti-now-si-pe R			
A. Drolet, M.D.....	Sherbrooke.....	McMillan Lewes			
C. E. Rioux.....	".....	Pelly			
R. H. Coltinan.....	Ottawa.....	L. Salmon B. Salmon			
Robt. Liard.....	".....	Lewes McMillan			
A. McKenzie.....	S. Edmonton.....	B. Smoky			
Harry Wilson.....	".....	"			
R. G. Rioux.....	Sherbrooke.....	Independence Stewart Chandindu			
John Skinner.....	Kingston.....	Pelly			
D. Mulholland.....	Ottawa.....	Lewes			
M. C. Fenwick.....	Kingston.....	Yukon			

NAMES of persons who have applied for leases to dredge for minerals, &c.—*Continued.*

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to.
F. B. Wilson.....	Ottawa.....	N. Nahanni..... S. Nahanni..... U. Liard..... 2 trib. of U. Liard		8	
S. W. Martin.....	Montreal.....	Pelly.....			
H. Godard.....	Ottawa.....	Lewes.....			
J. McCowan.....	Montreal.....	Pelly.....			
D. Routhier.....	Ottawa.....	Lewes.....			
Jas. J. Guerin.....	Montreal.....	Klondike.....			
G. McCowan.....	".....	60 Mile.....			
J. G. Young.....	".....	Yukon.....			
A. J. Godard.....	Ottawa.....	".....			
P. McCowan.....	Montreal.....	60 Mile.....			
J. W. Challen.....	Ottawa.....	McQuestin.....			
Wm. Gunter.....	".....	Yukon.....			
J. W. Challen.....	".....	McMillan.....			
R. W. Coltman.....	".....	Pelly.....			
A. T. Genest.....	Montreal.....	Teslin.....			
A. Routhier.....	Ottawa.....	Klondike.....			
G. Godard.....	Montreal.....	60 Mile.....			
M. Routhier.....	Ottawa.....	".....			
Patk. Fagan.....	".....	Yukon.....			
H. Connors.....	Sherbrooke.....	L. Salmon.....			
Raphael Chasse.....	".....	Bear.....			
O. Cloutier.....	St. Flavie.....	McLeod.....			
Ed. C. Burgess.....	".....	Beaver Lodge.....			
Mrs. J. G. Burque.....	Haverhill, Mass.....	Baptiste.....			
C. Bourgeois.....	".....	Meslinca.....			
J. G. Burque, M.D.....	".....	Wapiti.....			
Mrs. M. L. Camiraud.....	Sherbrooke.....	Meslinca.....			
Miss H. Camiraud.....	".....	Wapiti.....			
Ed. Camiraud.....	".....	Aff. of Smoky R.....			
C. E. Rioux.....	".....	Simouette.....			
Mrs. G. E. Rioux.....	".....	".....			
A. O. Rioux.....	St. Flavie.....	Wapiti.....			
J. F. Rioux, M.D.....	Sherbrooke.....	Athabasca.....			
R. G. Rioux.....	".....	Baptiste.....			
V. E. Rioux.....	".....	".....			
Mrs. L. Richard.....	".....	Bear.....			
Pierre Richard.....	Hatley.....	D'Echafaud.....			
Geo. Laplante.....	Sherbrooke.....	Omenica.....			
A. Drolet, M.D.....	New York.....	Athabasca.....			
Mrs. L. Lynn.....	Sherbrooke.....	".....			
Mrs. H. Kneeland.....	".....	Brazeau.....			
O. Grignier.....	".....	Meslinca.....			
Ed. Pare.....	".....	Smoky.....			
Dr. H. Prefontaine.....	".....	".....			
Miss M. Varville.....	".....	Simouette.....			
Dr. J. A. D. Camiraud.....	".....	Smoky.....			
Mrs. G. E. Rioux.....	".....	Independence.....			
Hugh Connors.....	".....	Stewart.....			
A. O. Rioux.....	".....	Chandindu.....			
V. Olivier.....	".....	McMillan.....			
Ant. Olivier.....	".....	Tatekun.....			
H. Olivier.....	".....	Nisutlin.....			
Alp. Olivier.....	".....	Tatatandu.....			
Geo. Olivier.....	".....	Liard.....			
E. Olivier.....	".....	".....			
Ed. Giroux.....	".....	".....			
Pierre Giroux.....	".....	Hay.....			
Alex. Waite.....	Sherbrooke.....	".....			
S. Nichols.....	".....	Peel.....			
Nelson Revere.....	".....	Peel.....			
L. B. Revere.....	".....	Black.....			
L. W. Ashton.....	Haverhill, Mass.....	L. Black.....			
W. W. Boswell.....	".....	Black.....			
Ed. Pare.....	".....	McPherson.....			
		Sicamic Chief.....			
		McQuestin.....			

Mining Licenses.

NAMES of persons who have applied for leases to dredge for minerals, & c.—*Continued.*

Name of Applicant.	Address.	River or Creek.	No. of Miles Leased.	Rent Paid.	Assigned to
R. Chasse.....	New York.....	Independence Stewart Chandindu.....		8	
J. G. Burque.....	Haverhill, Mass.....	McMillan.....			
A. Camirand.....	Sherbrooke.....	Tahte.....			
E. Camirand.....	".....	".....			
O. Clouthier.....	".....	Pelly.....			
Wina Varville.....	".....	White.....			
O. Dezy.....	Ste. Flavie.....	Talandu.....			
S. Nichols.....	Derby, Vt.....	Lewes.....			
B. Langlois.....	St. Flavie.....	Tactkum Nisutlin.....			
Wm. Boswell.....	Haverhill.....	White.....			
A. H. Cruikshank.....	San Francisco.....	Cariboo.....			
Pierre Richard.....	Sherbrooke.....	McMillan.....			
H. J. Lancaster.....	".....	Yukon.....			
P. Giroux.....	".....	Lewes.....			
V. E. Rioux.....	".....	Pelly.....			
Lizzie Lynn.....	".....	Independence Stewart Chandindu.....			
Wm. Pugsley.....	St. John, N.B.....	Nordenskiold.....			
J. M. Smith.....	".....	".....			
M. L. Smith.....	Montreal.....	B. Salmon.....			
A. B. Jones.....	Toronto.....	".....			
A. R. M. Bolton.....	Ottawa.....	".....			
R. V. Sinclair.....	".....	".....			
G. Sutherland.....	Chicago.....	L. Salmon.....			
W. G. McIntosh.....	Detroit.....	Pelly.....			
W. Dillingham.....	Sherbrooke.....	B. Salmon.....			
Ed. Clouthier.....	".....	Tactkum.....			
C. Bourgeois.....	".....	Nisutlin.....			
A. Bazin.....	".....	Tahte.....			
H. Prefontaine.....	".....	White.....			
Louis Ashton.....	".....	".....			
O. G. Hoff.....	".....	Tatandu.....			
W. R. Pabjst.....	".....	Yukon.....			
Geo. Laplante.....	".....	Pelly.....			
L. Richards.....	".....	Independence S. F. Stewart.....			
Marie L. Camirand.....	".....	Chandindu.....			
C. Godard.....	Montreal.....	McMillan.....			
C. Nesbitt.....	".....	Yukon.....			
E. K. Hayes.....	Ottawa.....	Teslintoo.....			
F. B. Hayes.....	".....	".....			
F. Rae.....	Toronto.....	Yukon.....			
John A. Routhier.....	Ottawa.....	".....			
Jas. Battle.....	".....	Teslintoo.....			
H. G. Boulton.....	".....	Yukon.....			
F. Godard.....	".....	Teslintoo.....			
J. H. Burke.....	Toronto.....	Too-much Gold C. All-Gold C. Bryant.....			
Chas. B. Holmes.....	New York.....	Montana Miller.....			
Jas. C. Weston.....	".....	Bed Rock.....			
Jas. M. Hill.....	".....	Rosebud.....			
W. S. Williams.....	".....	Henderson.....			
H. J. Dexter.....	Ottawa.....	Independence Lake C.....			
J. P. Glendon.....	Detroit.....	Crooked C.....			
Wm. Farr.....	".....	Dominion C.....			
A. H. Cruickshank.....	San Francisco.....	Bonanza.....			
		B. Salmon.....			
		".....			
		Minook C.....			
		Bonanza.....			
		Pelly.....			

PROVISIONAL DISTRICT OF THE YUKON, CANADA

REGULATIONS GOVERNING PLACER MINING

ALSO

THE ISSUE OF LEASES TO DREDGE FOR MINERALS
IN THE BEDS OF RIVERS.REGULATIONS GOVERNING PLACER MINING IN THE PROVISIONAL
DISTRICT OF YUKON, NORTH-WEST TERRITORIES.*(Approved by Order in Council of 18th January, 1898.)*

INTERPRETATION.

“ Free miner ” shall mean a male or female over the age of eighteen, but not under that age, or joint stock company, named in, and lawfully possessed of, a valid existing free miner's certificate, and no other.

“ Legal post ” shall mean a stake standing not less than four feet above the ground and flatted on two sides for at least one foot from the top. Both sides so flatted shall measure at least four inches across the face. It shall also mean any stump or tree cut off and flatted or faced to the above height and size.

“ Close season ” shall mean the period of the year during which placer mining is generally suspended. The period to be fixed by the Mining Recorder in whose district the claim is situated.

“ Mineral ” shall include all minerals whatsoever other than coal.

“ Joint Stock Company ” shall mean any company incorporated for mining purposes under a Canadian charter or licensed by the government of Canada.

“ Mining Recorder ” shall mean the official appointed by the Gold Commissioner to record applications and grant entries for claims in the mining divisions into which the Commissioner may divide the Yukon district.

FREE MINERS AND THEIR PRIVILEGES.

1. Every person over, but not under eighteen years of age, and every joint stock company, shall be entitled to all the rights and privileges of a free miner, under these regulations and under the regulations governing quartz mining, and shall be considered a free miner upon taking out a free miner's certificate. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable.

2. A free miner's certificate may be granted for one year to run from the date thereof or from the expiration of the applicant's then existing certificate, upon the payment therefor of the sum of \$10, unless the certificate is to be issued in favour of a joint stock company, in which case the fee shall be fifty dollars for a company having a nominal capital of \$100,000 or less, and for a company having a nominal capital exceeding \$100,000, the fee shall be one hundred dollars. Only one person or joint stock company shall be named in a certificate.

Mining Licenses.

3. A free miner's certificate shall be on the following form :—

DOMINION OF CANADA.

FREE MINER'S CERTIFICATE.

(Non-transferable.)

Date.....

No.....

Valid for one year only.

This is to certify that.....of..... has paid me this day the sum of.....and is entitled to all the rights and privileges of a free miner, under any mining regulations of the Government of Canada, for one year from the..... day of.....18....

This certificate shall also grant to the holder thereof the privilege of fishing and shooting, subject to the provisions of any Act which has been passed, or which may hereafter be passed for the protection of game and fish ; also the privilege of cutting timber for actual necessities, for building houses, boats, and for general mining operations ; such timber, however, to be for the exclusive use of the miner himself, but such permission shall not extend to timber which may have been heretofore or which may hereafter be granted to other persons or corporations.

4. Free miner's certificates may be obtained by applicants in person at the Department of the Interior, Ottawa, or from the agents of Dominion Lands at Winnipeg, Manitoba ; Calgary, Edmonton, Prince Albert, in the North-west Territories ; Kamloops and New Westminster, in the province of British Columbia ; at Dawson City in the Yukon district ; also from agents of the Government at Vancouver and Victoria, B.C., and at other places which may from time to time be named by the Minister of the Interior.

5. If any person or joint stock company shall apply for a free miner's certificate at the agent's office during his absence, and shall leave the fee required by these regulations, with the officer or other person in charge of said office, he or it shall be entitled to have such certificate from the date of such application ; and any free miner shall at any time be entitled to obtain a free miner's certificate commencing to run from the expiration of his then existing free miner's certificate, provided that when he applies for such certificate he shall produce to the agent, or in case of his absence shall leave with the officer or other person in charge of the agent's office, such existing certificate.

6. If any free miner's certificate be accidentally destroyed or lost, the owner thereof may, on payment of a fee of two dollars, have a true copy of it, signed by the agent, or other person by whom or out of whose office the original was issued. Every such copy shall be marked "Substituted Certificate" ; and unless some material irregularity be shown in respect thereof, every original or substituted free miner's certificate shall be evidence of all matters therein contained.

7. No person or joint stock company will be recognized as having any right or interest in or to any placer claim, quartz claim, mining lease, bed-rock flume grant, or any minerals in any ground comprised therein, or in or to any water right, mining ditch, drain, tunnel, or flume, unless he or it and every person in his or its employment shall have a free miner's certificate unexpired. And on the expiration of a free miner's certificate the owner thereof shall absolutely forfeit all his rights and interest in or to any placer claim, mining lease, bed-rock flume grant, and any minerals in any ground comprised therein, and in or to any and every water right, mining ditch, drain, tunnel, or flume, which may be held or claimed by such owner of such expired free miner's certificate, unless such owner shall, on or before the day following the expiration of such certificate, obtain a new free miner's certificate. Provided, nevertheless, that should any co-owner fail to keep up his free miner's certificate, such failure shall not cause a forfeiture or act as an abandonment of the claim, but the interest of the

co-owner who shall fail to keep up his free miner's certificate shall, *ipso facto*, be and become vested in his co-owners, *pro rata* according to their former interests; provided, nevertheless, that a shareholder in a joint stock company need not be a free miner, and, though not a free miner, shall be entitled to buy, sell, hold, or dispose of any shares therein.

8. Every free miner shall, during the continuance of his certificate, but not longer, have the right to enter, locate, prospect, and mine for gold and other minerals upon any lands in the Yukon district, whether vested in the Crown or otherwise, except upon Government reservations for town sites, land which is occupied by any building, and any land falling within the curtilage of any dwelling house, and any land lawfully occupied for placer mining purposes, and also Indian reservations.

9. Previous to any entry being made upon lands lawfully occupied, such free miner shall give adequate security, to the satisfaction of the Mining Recorder, for any loss or damage which may be caused by such entry; and after such entry he shall make full compensation to the occupant or owner of such lands for any loss or damage which may be caused by reason of such entry; such compensation, in case of dispute, to be determined by a court having jurisdiction in mining disputes, with or without a jury.

NATURE AND SIZE OF CLAIMS.

10. A creek or gulch claim shall be 250 feet long measured in the general direction of the creek or gulch. The boundaries of the claim which run in the general direction of the creek or gulch shall be lines along bed or rim rock three feet higher than the rim or edge of the creek, or the lowest general level of the gulch within the claim, so drawn or marked as to be at every point three feet above the rim or edge of the creek or the lowest general level of the gulch, opposite to it at right angles to the general direction of the claim for its length, but such boundaries shall not in any case exceed 1,000 feet on each side of the centre of the stream or gulch. (See Diagram No. 1.)

11. If the boundaries be less than one hundred feet apart horizontally, they shall be lines traced along bed or rim rock one hundred feet apart horizontally, following as nearly as practicable the direction of the valley for the length of the claim. (See Diagram No. 2.)

12. A river claim shall be situated only on one side of the river and shall not exceed 250 feet in length, measured in the general direction of the river. The other boundary of the claim which runs in the general direction of the river shall be lines along bed or rim rock three feet higher than the rim or edge of the river within the claim so drawn or marked as to be at every point three feet above the rim or edge of the river, opposite to it at right angles to the general direction of the claim for its length, but such boundaries shall not in any case be less than 250 feet, or exceed a distance of 1,000 feet from low water mark of the river. (See Diagram No. 3.)

13. A "hill claim" shall not exceed 250 feet in length, drawn parallel to the main direction of the stream or ravine on which it fronts. Parallel lines drawn from each end of the base line at right angles thereto, and running to the summit of the hill (provided the distance does not exceed 1,000 feet), shall constitute the end boundaries of the claim.

14. All other placer claims shall be 250 feet square.

15. Every placer claim shall be as nearly as possible rectangular in form, and marked by two legal posts firmly fixed in the ground in the manner shown in diagram No. 4. The line between the two posts shall be well cut out, so that one post may, if the nature of the surface will permit, be seen from the other. The flatted side of each post shall face the claim, and on each post shall be written on the side facing the claim, a legible notice stating the name or number of the claim, or both if possible, its length in feet, the date when staked, and the full Christian and surname of the locator.

16. Every alternate ten claims shall be reserved for the Government of Canada. That is to say when a claim is located, the discoverer's claim and nine additional claims adjoining each other and numbered consecutively will be open for registration. Then the next ten claims of 250 feet each will be reserved for the Government, and so on.

Mining Licenses.

The alternate group of claims reserved for the Crown shall be disposed of in such manner as may be desired by the Minister of the Interior.

17. The penalty for trespassing upon a claim reserved for the Crown, shall be immediate cancellation by the Mining Recorder of any entry or entries which the person trespassing may have obtained, whether by original entry or purchase, for a mining claim, and the refusal by the Mining Recorder of the acceptance of any application which the person trespassing may at any time make for a claim. In addition to such penalty, the Mounted Police, upon a requisition from the Mining Recorder to that effect, shall take the necessary steps to eject the trespasser.

18. In defining the size of claims, they shall be measured horizontally irrespective of inequalities on the surface of the ground.

19. If any free miner or party of free miners discover a new mine, and such discovery shall be established to the satisfaction of the Mining Recorder, creek river, or hill claims of the following size shall be allowed, namely:—

To one discoverer, one claim, 500 feet in length.

To a party of two discoverers, two claims, amounting together to 1,000 feet in length.

To each member of a party beyond two in number, a claim of the ordinary size only.

20. A new stratum of auriferous earth or gravel situated in a locality where the claims have been abandoned shall for this purpose be deemed a new mine, although the same locality shall have been previously worked at a different level.

21. The forms of application for a grant for placer mining, and the grant of the same, shall be those contained in forms "H" and "I" in the schedule hereto.

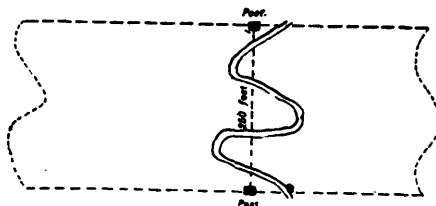
22. A claim shall be recorded with the Mining Recorder in whose district it is situated, within ten days after the location thereof, if it is located within ten miles of the Mining Recorder's office. One extra day shall be allowed for every additional ten miles or fraction thereof.

23. In the event of the claim being more than one hundred miles from a Recorder's office, and situated where other claims are being located, the free miners, not less than five in number, are authorized to meet and appoint one of their number a "Free Miners' Recorder," who shall act in that capacity until a Mining Recorder is appointed by the Gold Commissioner.

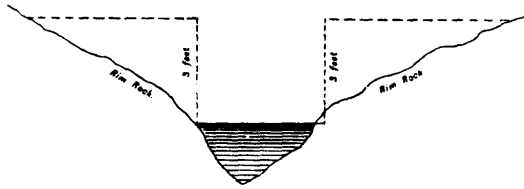
24. The "Free Miners' Recorder" shall at the earliest possible date after his appointment, notify the nearest Government Mining Recorder thereof, and upon the arrival of the Government Mining Recorder, he shall deliver to him his records and the fees received for recording the claims. The Government Mining Recorder shall then grant to each free miner whose name appears in the records, an entry for his claim on form "I" of these regulations, provided an application has been made by him in accordance with form "H" thereof. The entry to date from the time the "Free Miners' Recorder" recorded the application.

25. If the "Free Miners' Recorder" fails within three months to notify the nearest Government Mining Recorder of his appointment, the claims which he may have recorded will be cancelled.

DIAGRAM No. 1.
PLAN OF CREEK OR GULCH CLAIM.



SECTIONAL PLAN OF A CREEK CLAIM.



SECTIONAL PLAN OF A GULCH CLAIM.

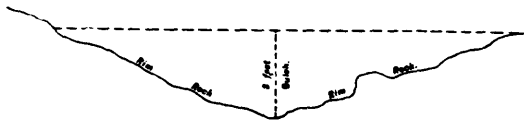


DIAGRAM No. 2.

PLAN SHEWING SIDE BOUNDARIES LESS THAN 100 FEET APART

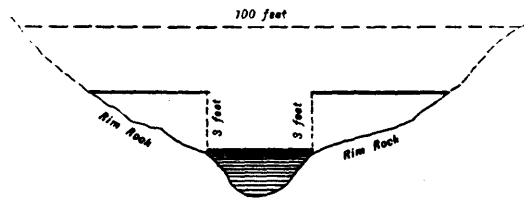


DIAGRAM No. 3.

SECTIONAL PLAN OF A RIVER CLAIM.

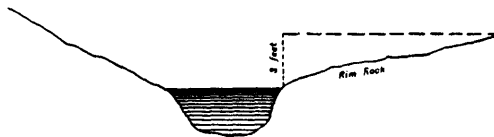
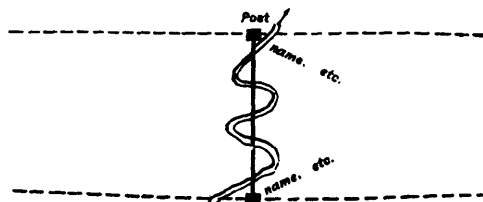


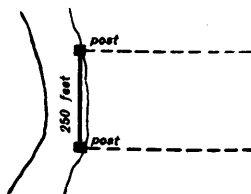
DIAGRAM No. 4.

SHEWING HOW CLAIMS ARE TO BE STAKED. PLAN OF A CREEK OR GULCH CLAIM.



Mining Licenses.

PLAN OF A RIVER CLAIM



26. During the absence of the Mining Recorder from his office, the entry for a claim may be granted by any person whom he may appoint to perform his duties in his absence.

27. Entry shall not be granted for a claim which has not been staked by the applicant in person in the manner specified in these regulations. An affidavit that the claim was staked out by the applicant shall be embodied in form "H" in the schedule hereto.

28. An entry fee of fifteen dollars shall be charged the first year, and an annual fee of fifteen dollars for each of the following years. This provision shall apply to claims for which entries have already been granted.

29. A statement of the entries granted and fees collected shall be rendered by the Mining Recorder to the Gold Commissioner at least every three months, which shall be accompanied by the amount collected.

30. A royalty of ten per cent on the gold mined shall be levied and collected on the gross output of each claim. The royalty may be paid at banking offices to be established under the auspices of the Government of Canada, or to the Gold Commissioner, or to any Mining Recorder authorized by him. The sum of \$2,500 shall be deducted from the gross annual output of a claim when estimating the amount upon which royalty is to be calculated, but this exemption shall not be allowed unless the royalty is paid at a banking office or to the Gold Commissioner or Mining Recorder. When the royalty is paid monthly or at longer periods, the deduction shall be made ratable on the basis of \$2,500 per annum for the claim. If not paid to the bank, Gold Commissioner or Mining Recorder, it shall be collected by the customs officials or police officers when the miner passes the posts established at the boundary of a district. Such royalty to form part of the consolidated revenue, and to be accounted for by the officers who collect the same in due course. The time and manner in which such royalty shall be collected shall be provided for by regulations to be made by the Gold Commissioner.

31. Default in payment of such royalty, if continued for ten days after notice has been posted on the claim in respect of which it is demanded, or in the vicinity of such claim by the Gold Commissioner or his agent, shall be followed by cancellation of the claim. Any attempt to defraud the Crown by withholding any part of the revenue thus provided for, by making false statements of the amount taken out, shall be punished by cancellation of the claim in respect of which fraud or false statements have been committed or made. In respect to the facts as to such fraud or false statements or non-payment of royalty, the decision of the Gold Commissioner shall be final.

32. After the recording of a claim the removal of any post by the holder thereof or by any person acting in his behalf for the purpose of changing the boundaries of his claim, shall act as a forfeiture of the claim.

33. The entry of every holder of a grant for placer mining must be renewed and his receipt relinquished and replaced every year, the entry fee being paid each time.

34. The holder of a creek, gulch or river claim may, within sixty days after staking out the claim, obtain an entry for a hill claim adjoining it, by paying to the Mining Recorder the sum of one hundred dollars. This permission shall also be given to the holder of a creek, gulch or river claim obtained under former regulations, provided that the hill claim is available at the time an application is made therefor.

35. No miner shall receive a grant of more than one mining claim in a mining district, the boundaries of which shall be defined by the Mining Recorder, but the same

miner may also hold a hill claim, acquired by him under these regulations in connection with a creek, gulch or river claim, and any number of claims by purchase; and any number of miners may unite to work their claims in common, upon such terms as they may arrange, provided such agreement is registered with the Mining Recorder and a fee of five dollars paid for each registration.

36. Any free miner or miners may sell, mortgage, or dispose of his or their claims, provided such disposal be registered with, and a fee of two dollars paid to the Mining Recorder, who shall thereupon give the assignee a certificate in the form "J" in the schedule hereto.

37. Every free miner shall during the continuance of his grant have the exclusive right of entry upon his own claim for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom, upon which, however, the royalty prescribed by these regulations shall be payable; provided that the Mining Recorder may grant to the holders of other claims such right of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable. He may also grant permits to miners to cut timber thereon for their own use.

38. Every free miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall, in the opinion of the Mining Recorder be necessary for the due working thereof, and shall be entitled to drain his own claim free of charge.

39. A claim shall be deemed to be abandoned and open to occupation and entry by any person when the same shall have remained unworked on working days, excepting during the close season, by the grantee thereof or by some person on his behalf for the space of * seventy-two hours, unless sickness or other reasonable cause be shown to the satisfaction of the Mining Recorder, or unless the grantee is absent on leave given by the Mining Recorder, and the Mining Recorder, upon obtaining evidence satisfactory to himself, that this provision is not being complied with, may cancel the entry given for a claim.

40. If any cases arise for which no provision is made in these regulations, the provisions of the regulations governing the disposal of mineral lands other than coal lands, approved by His Excellency the Governor in Council on the 9th of November, 1889, or such other regulations as may be substituted therefor, shall apply.

FORM H.—APPLICATION FOR GRANT FOR PLACER MINING, AND AFFIDAVIT OF APPLICANT.

I (or we)..... of hereby apply, under the Yukon Placer Mining Regulations, for a grant of a claim for placer mining as defined in the said regulations, in (here describe locality) and I (or we) solemnly swear:—

1. That from indications I (or we) have observed on the claim applied for, I (or we) have reason to believe that there is therein a deposit of gold.

2. That I (or we) am (or are) to the best of my (or our) knowledge and belief the first to observe such indications, or:—

3. That the said claim was previously granted to (here name the last grantee) but has remained unworked by the said grantee for not less than

4. That I (or we) am (or are) unaware that the land is other than vacant Dominion lands.

5. That I (or we) did on the day of mark out on the ground, in accordance in every particular with the provisions of the mining regulations for the Yukon District, the claim for which I (or we) make this application, and in so doing I (or we) did not encroach on any other claim or mining location previously laid out by any other person.

* 72 hours means three consecutive days of 24 hours each.

Mining Licenses.

6. That the length of the said claim, as nearly as I (or we) could measure is feet, and that the description of this date hereto attached, signed by me (or us) sets (or set) forth in detail, to the best of my (or our) knowledge and ability, its position.

7. That I (or we) make this application in good faith, to acquire the claim for the sole purpose of mining to be prosecuted by myself (or us) or by myself and associates, or by my (or our) assigns.

Sworn before me) at) this day) of 18..)	(Signature)
--	-------------

FORM I.—GRANT FOR PLACER MINING.

No.
 Department of the Interior,
 Agency 18. . . .

In consideration of the payment of the fee of fifteen dollars prescribed by clause 28 of the mining regulations for the Yukon District, by (A. B.) of accompanying his (or their) application No. dated 18 , for a mining claim in (here insert description of locality).

The Minister of Interior hereby grants to the said (A. B.) for the term of one year from the date hereof, the exclusive right of entry upon the claim (here describe in detail the claim granted) for the miner-like working thereof, and the construction of a residence thereon, and the exclusive right to all the proceeds realized therefrom, upon which, however, the royalty prescribed by the regulations shall be paid.

The said (A. B.) shall be entitled to the use of so much of the water naturally flowing through or past his (or their) claim, and not already lawfully appropriated, as shall be necessary for the due working thereof, and to drain his (or their) claim, free of charge.

This grant does not convey to the said (A. B.) any right of ownership in the soil covered by the said claim, and the said grant shall lapse and be forfeited unless the claim is continuously and in good faith worked by the said (A. B.) or his (or their) associates.

The rights hereby granted are those laid down in the aforesaid mining regulations, and no more, and are subject to all the provisions of the said regulations, whether the same are expressed herein or not.

.
Mining Recorder.

FORM J.—CERTIFICATE OF THE ASSIGNMENT OF A PLACER MINING CLAIM.

No.
 Department of the Interior,
 Agency 18. . . .

This is to certify that (B. C.) of has (or have) filed an assignment in due form dated 18 , and accompanied by a registration fee or two dollars, of the grant to (A. B.) of of the right to mine in (here insert description of claim) for one year from the 18

This certificate entitles the said (B. C.) to all the rights and privileges of the said (A. B.) in respect to the claim assigned, that is to say, to the exclusive right of entry upon the said claim for the miner-like working

thereof and the construction of a residence thereon, and the exclusive right to all the proceeds realized therefrom (upon which, however, the royalty prescribed by the regulations shall be paid), for the remaining portion of the year for which the said claim was granted to the said.....(A. B.).....that is to say until the.....day of.....18....

The said.....(B. C.)..... shall be entitled to the use of so much of the water naturally flowing through or past his (or their) claim and not already lawfully appropriated, as shall be necessary for the due working thereof and to drain his claim, free of charge.

This grant does not convey to the said.....(B. C.).....any right of ownership in the soil covered by the said claim, and the said grant shall lapse and be forfeited unless the claim is continuously and in good faith worked by the said.....(B. C.)..... or his (or their) associates.

The rights hereby granted are those laid down in the Yukon Placer Mining Regulations, and no more, and are subject to all the provisions of the said regulations, whether the same are expressed herein or not.

.....
Mining Recorder.

REGULATIONS GOVERNING THE ISSUE OF LEASES TO DREDGE FOR MINERALS IN THE BEDS OF RIVERS IN THE PROVISIONAL DISTRICT OF YUKON, NORTH-WEST TERRITORIES.

(Approved of by Order in Council No. 125, of the 18th January, 1898.)

The following regulations are adopted for the issue of leases to persons or companies who have obtained a free miner's certificate in accordance with the provisions of the regulations governing placer mining in the Provisional District of Yukon, to dredge for minerals other than coal in the submerged beds or bars of rivers in the Provisional District of Yukon, in the North-west Territories :—

1. The lessee shall be given the exclusive right to subaqueous mining and dredging for all minerals with the exception of coal in and along an unbroken extent of five miles of a river following its sinuosities, to be measured down the middle thereof, and to be described by the lessee in such manner as to be easily traced on the ground; and although the lessee may also obtain as many as five other leases, each for an unbroken extent of five miles of a river, so measured and described, no more than six such leases will be issued in favour of an individual or company, so that the maximum extent of river in and along with any individual or company shall be given the exclusive right above mentioned, shall under no circumstances exceed thirty miles. The lease shall provide for the survey of the leasehold under instructions from the Surveyor General, and for the filing of the returns of survey in the Department of the Interior within one year from the date of the lease.

2. The lease shall be for a term of twenty years, at the end of which time all rights vested in, or which may be claimed by the lessee under his lease, are to cease and determine. The lease may be renewable, however, from time to time thereafter in the discretion of the Minister of the Interior.

3. The lessee's right of mining and dredging shall be confined to the submerged beds or bars in the river below low water mark, that boundary to be fixed by its position on the first day of August in the year of the date of the lease.

4. The lease shall be subject to the rights of all persons who have received or who may receive entries for claims under the Placer Mining Regulations.

5. The lessee shall have at least one dredge in operation upon the five miles of river leased to him, within two seasons from the date of his lease, and if, during one season when operations can be carried on, he fails to efficiently work the same to the satisfaction of the Minister of the Interior, the lease shall become null and void unless the Minister of the Interior shall otherwise decide. Provided that when any company

Mining Licenses.

or individual has obtained more than one lease, one dredge for each fifteen miles or portion thereof shall be held to be compliance with this regulation.

6. The lessee shall pay a rental of \$100 per annum for each mile of river so leased to him. The lessee shall also pay to the Crown a royalty of ten per centum on the output in excess of \$15,000, as shown by sworn returns to be furnished monthly by the lessee to the Gold Commissioner during the period that dredging operations are being carried on; such royalty, if any, to be paid with each return.

6a. The lessee who is the holder of more than one lease shall be entitled to the exemption as to royalty provided for by the next preceding regulation to the extent of \$15,000 for each five miles of river for which he is the holder of a lease; but the lessee under one lease shall not be entitled to the exemption as to royalty provided by the next two preceding regulations, where the dredge or dredges used by him have been used in dredging by another lessee, or in any case in respect of more than thirty miles.

7. The lessee shall be permitted to cut free of all dues, on any land belonging to the Crown, such timber as may be necessary for the purposes of his lease, but such permission shall not extend to timber which may have been heretofore or may hereafter be granted to other persons or corporations.

8. The lessee shall not interfere in any way with the general right of the public to use the river in which he may be permitted to dredge, for navigation and other purposes; the free navigation of the river shall not be impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof, and the current or stream shall not be obstructed in any material degree by the accumulation of such deposits.

9. The lease shall provide that any person who has received or who may receive entry under the Placer Mining Regulations shall be entitled to run tailings into the river at any point thereon, and to construct all works which may be necessary for properly operating and working his claim. Provided that it shall not be lawful for such person to construct a wing-dam within one thousand feet from the place where any dredge is being operated, nor to obstruct or interfere in any way with the operation of any dredge.

10. The lease shall reserve all roads, ways, bridges, drains, and other public works and all improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same, and shall provide that the lessee shall not damage nor obstruct any public ways, drains, bridges, works and improvements now or hereafter to be made upon, in, over, through, or under the river; and that he will substantially bridge or cover and protect all cuts, flumes, ditches and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

11. That the lessee, his executors, administrators, or assigns, shall not nor will assign, transfer or sublet the demised premises, or any part thereof, without the consent in writing of the Minister first had and obtained.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 15th July, 1897.

On a report, dated 5th June, 1897, from the Minister of the Interior, stating that an application has been received at the Department of the Interior from Mr. G. A. Drolet, for permission to dredge for minerals on the North Saskatchewan River in the North-west Territories of Canada.

The Minister further states that Mr. Drolet has stated that he represents men of means, energy and skill, who are prepared to expend a large sum of money in the undertaking, which, if successfully accomplished, cannot fail to prove of the greatest advantage, not only to Edmonton and the country surrounding it, but also to the whole North-west Territories.

The Minister recommends that for each dredge to be used, Mr. Drolet and his associates be given the exclusive right of subaqueous mining and dredging for minerals

with the exception of coal, in and along an unbroken extent of five miles anywhere on the North Saskatchewan River, not already applied for, following the sinuosities of the stream; and that upon the company making a selection of the five miles for each dredge, not exceeding six in number, to be used, and filing in the Department of the Interior a description thereof within sixty days from the 5th June, 1897, a lease for twenty years be issued in favour of Mr. Drolet and his associates, subject to the following conditions:—

1. That at the end of the term of the lease, all rights vested in or which then may be claimed by the lessees are to cease and determine, but the lease may be renewable from time to time thereafter in the discretion of the Minister of the Interior.

2. That the lessees' right of mining and dredging be confined to the submerged bed or bars fifty feet from the water's edge.

3. The lease shall be subject to the rights of all persons who have received or may receive entries for locations under the mining regulations.

4. That the lessees pay a rental of fifty dollars per annum for each dredge used, such rental to be paid on the 1st day of July in each year, the first payment to become due on the 1st of July, 1898.

5. That the lessee will not interfere in any way with the general right of the public to use said river for navigation and other purposes; that the free navigation of the river be not impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof, and that the current or stream be not obstructed in any material degree by the accumulation of such deposits.

6. The lease shall provide that any one who has or may receive entry under the mining regulations shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

7. The lease to be issued shall reserve all roads, ways, bridges, drains and all other public works and improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same. It shall also provide that the lessees shall not damage or obstruct any public ways, drains, bridges, works and improvements now or hereafter to be made upon, in, over, through or under the river; and that they will substantially bridge, or cover and protect all the cuts, flumes, ditches and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

8. If during one season while the said lease is current, the lessees fail to efficiently work a dredge when operations may be carried on, the lease of five miles of the tract therein described will become null and void; unless the Minister of the Interior may decide otherwise.

The Committee submit the above recommendation for Your Excellency's approval

JOHN J. MCGEE,
Clerk of the Privy Council.

Mining Licenses.

REGULATIONS GOVERNING THE ISSUE OF LEASES TO DREDGE FOR MINERALS IN THE SUBMERGED BEDS OF RIVERS IN MANITOBA AND THE NORTH-WEST TERRITORIES EXCEPTING THE YUKON RIVER AND ITS TRIBUTARIES.

(Approved by Order in Council No. 2103 of the 21st July, 1897, as amended by Order in Council No. 2325 of the 29th of July, 1897.)

The Agent of Dominion Lands in whose district the portion of the river desired to be leased is situated is authorized to accept applications, and leases may be issued by the Minister of the Interior upon the following conditions:—

1. The lessee shall be given the exclusive right to subaqueous mining and dredging for minerals with the exception of coal in and along an unbroken extent of five miles of the river following its sinuosities, and to be described by the applicant in such manner as to be easily traced on the ground.

2. The lease shall be for a term of twenty years, at the end of which time all rights vested in, or which may be claimed by the lessee are to cease and determine. The lease may be renewable, however, from time to time thereafter in the discretion of the Minister of the Interior.

3. The lessee's right to mining and dredging shall be confined to the submerged bed or bars in the river, below low water mark.

4. The lease shall be subject to the rights of all persons who have received or who may receive entries for bar diggings or bench claims under the mining regulations.

5. The lessee shall have a dredge in operation within one year from the date of the lease, and, if during one season, when operations can be carried on, he fails to efficiently work the same, the lease shall become null and void, unless the Minister of the Interior shall decide otherwise.

6. The lessee shall pay a rental of \$50 per annum for each dredge used, such rental to be paid in advance, and to commence to accrue on the date upon which the lease is issued. He shall also pay to the Crown a royalty of two and one-half per cent on the output after it exceeds \$10,000, as shown by sworn returns to be furnished monthly by the lessee during the period that dredging operations are being carried on. Said royalty to be paid monthly.

7. The lessee shall not interfere in any way with the general right of the public to use the river in which he may be permitted to dredge, for navigation and other purposes; the free navigation of the river shall not be impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof; and the current or stream shall not be obstructed in any material degree by the accumulation of such deposits.

8. The lease shall provide that any one who has or who may receive entry under the mining regulations shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

9. The lease to be issued shall reserve all roads, ways, bridges, drains, and other public works and improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same. It shall also provide that the lessee shall not damage nor obstruct any public ways, drains, bridges, works and improvements now or hereafter to be made upon, in, over, through, or under the river; and that he will substantially bridge or cover and protect all the cuts, flumes, ditches, and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

AMENDMENTS UNDER SUBSEQUENT ORDER IN COUNCIL.

Not more than two five mile leases can be issued to one applicant, who must also obtain a Free Miner's Certificate at a cost—in the case of an individual—of \$10.

EXTRACT from a Report of the Committee of the Honourable the Privy Council approved by His Excellency on the 12th January, 1898.

On a Report dated 29th December, 1897, from the Minister of the Interior, submitting that Mr. Robert Anderson, Mining Engineer of London, England, has applied to the Department of the Interior for a lease for hydraulic mining purposes of the following described land :—

Commencing at a post marked number one on the south side of Hunker Creek, a tributary of the Thron-diuck River, in the Yukon District, which post is situated about 1,000 feet below the junction of the said creek with Last Chance Creek; thence northerly across Hunker Creek, and at right angles thereto, to a post numbered 2 on the north side of the creek; thence following the hillside along the north side of Hunker Creek for about two and one-half miles to a post numbered 3, situated at the junction of the said creek with the Thron-diuck River; thence across Hunker Creek at right angles to the south hillside to a post numbered 4; thence along the south side of Hunker Creek to the place of beginning. The location having approximately a width of one-half mile.

The Minister states that a report upon the application made by Mr. Anderson has been received at the Department of the Interior from Mr. T. Fawcett, the Gold Commissioner for the Yukon District, in which he states that the tract applied for is a flat through which the creek runs, that it has been passed over by individual prospectors as it is altogether too wide to prospect in search of a payable vein; that a claim of a less area than the one applied for would not justify the expenditure necessary to procure machinery and to give the experiment a fair trial, and he recommends that the application be granted.

The Minister states that he is of opinion that it is desirable to introduce hydraulic mining in the Yukon District, and that Mr. Anderson, who is an experienced miner, should be given an opportunity to ascertain whether or not this kind of mining is practical on the tract applied for, and he recommends that the application be granted upon the following terms and conditions :—

1. A yearly rental of \$500, the first annual payment to be made within one month from the date hereof.

2. That the term of the lease be twenty years, and that the same be issued upon receipt at the Department of the Interior of the returns of the survey of the tract applied for, and the approval thereof by the Surveyor General, prior to the 1st day of May, 1899.

3. That the lessee shall have the necessary hydraulic machinery in operation on the ground within one year from the date of the lease, and, if during one season when operations can be carried on, he fails to efficiently work the same, the lease shall become null and void unless the Minister of the Interior shall decide otherwise.

4. That the lease shall be subject to the rights of all persons who may have received entries for mining claims under the Placer Mining Regulations prior to the date when the Gold Commissioner receives notice hereof.

5. That the lessee shall, in addition to paying an annual rental of \$500, pay to the Crown a royalty of ten per cent on the output after it exceeds \$20,000, as shown by sworn returns to be furnished monthly by him to the Gold Commissioner during the period that operations are being carried on. The royalty on the gold mined to be paid to the Gold Commissioner at the same time that the returns are made.

The Committee submit the same for Your Excellency's approval.

JOHN J. MCGEE,
Clerk of the Privy Council.

Mining Licenses.

THIS INDENTURE, made in duplicate the _____ day of _____ in the year of our Lord one thousand eight hundred and _____, under and by virtue of the Regulations of 18th January, 1898, governing the issue of leases to dredge for minerals in the beds of rivers in the Provisional District of Yukon.

Between Her Majesty Queen Victoria, herein represented by the Minister of the Interior of Canada, hereinafter called the Minister, of the first part, and

the holder of a free miner's certificate under the regulations governing placer mining in the said Provisional District, and hereafter called the lessee, of the second part.

Witnesseth that in consideration of, and subject to the rents, stipulations, provisos and conditions hereinafter reserved and contained, Her Majesty doth grant, demise and lease unto the lessee, his executors, administrators and assigns, the exclusive right and privilege of taking and extracting by subaqueous mining and dredging all royal and base metals, other than coal, from the lands covered by water hereinafter described, that is to say: Commencing

To have and to hold the said demised premises for and during the term of twenty years, to be computed from the _____ day of _____ A.D. 189____, and from thenceforth next ensuing and fully to be complete and ended.

Yielding and paying therefor yearly and every year during the said term unto Her Majesty, Her successors and assigns, the yearly rent or sum of one hundred dollars for each mile of river covered by this lease, such yearly rent or sum to be paid on the _____ day of _____ in each and every year of the said term, and the first of such yearly payments to become due and to be payable on the _____ day of _____ in the year of Our Lord one thousand eight hundred and _____.

Provided always, that this demise is subject to all and every the provisions of the said regulations of 18th January, 1898, a copy of which is hereunder appended and shall be deemed to contain all such stipulations, provisos and conditions on the part of Her Majesty and the lessee, and all such exceptions and restrictions as it is provided or contemplated by the said last mentioned regulations, that leases issued thereunder shall contain, which regulations for this purpose shall be read so that the word "lessee" therein shall be taken to include the executors, administrators and assigns of the lessee.

Provided further, that if the lessee, his executors, administrators or assigns, shall at any time during the said term fail to pay the rent hereby reserved, or any part thereof, within thirty days after the same shall have become due, or if he or they or any of them shall commit any breach or default in the observance of such stipulations, provisos or conditions, or any or either of them, then, and in every such case it shall be lawful for the Minister by writing under his hand to cancel these presents, and upon such cancellation these presents and everything contained therein shall become and be null and void, and the term hereby granted shall absolutely cease and determine; except that the claim of Her Majesty or her successors for any rent then due or accruing due or any remedy for the recovery thereof shall in no wise be affected by such cancellation.

Provided further, that if in consequence of any cause whatsoever a lease is found to comprise a portion of a river included in another lease, the lessee whose application was first recorded in the Department of the Interior shall take priority.

Provided further, that Her Majesty does not in way warrant that there shall be a sufficient quantity of water in the said portion of the said river to admit of operations under this lease, and that the lessee, his executors, administrators and assigns shall have no right to compensation should it be found impossible for that or for any other reason to carry on such operations, it being hereby declared and agreed that this lease is taken by the lessee entirely at his own risk.

REGULATIONS governing the issue of leases for minerals in the beds of rivers in the Provisional District of Yukon, in the North-west Territories of Canada, approved of by an Order in Council of the 18th January, 1898:—

1. The lessee shall be given the exclusive right to subaqueous mining and dredging for all the minerals with the exception of coal in and along an unbroken extent of five

miles of a river, following its sinuosities, to be measured down the middle thereof, and to be described by the lessee in such a manner as to be easily traced on the ground; and although the lessee may also obtain as many as five other leases, each for an unbroken extent of five miles of a river, so measured and described, no more than six such leases will be issued in favour of an individual or company, so that the maximum extent of river in and along which any individual or company shall be given the exclusive right above mentioned shall under no circumstances exceed thirty miles. The lease shall provide for the survey of the leasehold under instructions from the Surveyor General, and for the filing of the returns of survey in the Department of the Interior within one year from the date of the lease.

2. The lease shall be for a term of twenty years, at the end of which time all rights vested in, or which may be claimed by the lessee under his lease, are to cease and determine. The lease may be renewable, however, from time to time thereafter in the discretion of the Minister of the Interior.

3. The lessee's right of mining and dredging shall be confined to the submerged beds or bars in the river below low water mark, that boundary to be fixed by its position on the 1st day of August in the year of the date of the lease.

4. The lease shall be subject to the rights of all persons who have received or who may receive entries for claims under the Placer Mining Regulations.

5. The lessee shall have at least one dredge in operation upon the five miles of river leased to him, within two seasons from the date of his lease, and if, during one season when operations can be carried on, he fails to efficiently work the same to the satisfaction of the Minister of the Interior, the lease shall become null and void unless the Minister of the Interior shall otherwise decide. Provided that when any company or individual has obtained more than one lease, one dredge for each fifteen miles or portion thereof shall be held to be compliance with this regulation.

6. The lessee shall pay a rental of \$100 per annum for each mile of river so leased to him. The lessee shall also pay to the Crown a royalty of ten per centum on the output in excess of \$15,000, as shown by sworn returns to be furnished monthly by the lessee to the Gold Commissioner during the period that dredging operations are being carried on; such royalty, if any, to be paid with each return.

6a. The lessee who is the holder of more than one lease shall be entitled to the exemption as to royalty provided for by the next preceding regulation to the extent of \$15,000 for each five miles of river for which he is the holder of a lease; but the lessee under one lease shall not be entitled to the exemption as to royalty provided by the two next preceding regulations, where the dredge or dredges used by him have been used in dredging by another lessee, or in any case in respect of more than thirty miles.

7. The lessee shall be permitted to cut free of all dues, on any land belonging to the Crown, such timber as may be necessary for the purposes of his lease, but such permission shall not extend to timber which may have been heretofore or may hereafter be granted to other persons or corporations.

8. The lessee shall not interfere in any way with the general right of the public to use the river in which he may be permitted to dredge, for navigation and other purposes; the free navigation of the river shall not be impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof, and the current or stream shall not be obstructed in any material degree by the accumulation of such deposits.

9. The lease shall provide that any person who has received or who may receive entry under the Placer Mining Regulations shall be entitled to run tailings into the river at any point thereon, and to construct all works which may be necessary for properly operating and working his claim. Provided that it shall not be lawful for such person to construct a wing dam within one thousand feet from the place where any dredge is being operated, nor to obstruct or interfere in any way with the operation of any dredge.

10. The lease shall reserve all roads, ways, bridges, drains, and other public works, and all improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same, and shall provide that the lessee shall not damage or obstruct any public ways, drains, bridges, works and

Mining Licenses.

improvements now or hereafter to be made upon, in, over, through, or under the river ; and that he will substantially bridge or cover and protect all the cuts, flumes, ditches and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

11. That the lessee, his executors, administrators, or assigns, shall not nor will assign, transfer or sublet the demised premises, or any part thereof, without the consent in writing of the Minister first had and obtained.

In witness whereof the said the Minister of the Interior of Canada, by his Deputy, James Allan Smart, of the said city of Ottawa, Esquire, has hereunto set his hand and affixed the seal of the Department, and the said lessee has hereunto set his hand and seal.

Signed, sealed and delivered by the said the
Honourable the Minister of the Interior
of Canada, by his Deputy, James Allan
Smart, in the presence of

.....
Deputy of the
Minister of the Interior.

And by the said

In the presence of

.....
(Lessee.)

THIS INDENTURE, made in duplicate the day of in the
year of Our Lord one thousand eight hundred and .
Between Her Majesty Queen Victoria, represented herein by the Minister of the
Interior of Canada, hereinafter called the Minister, of the first part, and

hereinafter called the lessee, of the second part.

Whereas by an Order of the Governor in Council dated the twenty-first day of July, one thousand eight hundred and ninety-seven, as amended by another Order of the Governor in Council dated the 29th day of the same month, the Minister is authorized to grant leases to persons who desire to take and extract by subaqueous mining and dredging all royal and base minerals other than coal in, under or upon the submerged bed of any river in the Province of Manitoba, or in any part of the North-west Territories of the Dominion of Canada, excepting the Yukon District.

And where as the lessee has applied for the exclusive right and privilege of taking and extracting by subaqueous mining and dredging all royal and base minerals other than coal, under that portion of

which is hereinafter particularly mentioned and described, and the Minister has granted such application upon the terms and conditions hereinafter contained, such terms and conditions being in accordance with those contained in the said Orders in Council.

Now, therefore, this indenture witnesseth that in consideration of, and subject to the rents, stipulations, provisos and conditions hereinafter reserved and contained, Her Majesty doth grant, demise and lease unto the lessee, his executors, administrators and assigns, the exclusive right and privilege of taking and extracting by subaqueous mining and dredging all royal and base metals other than coal, from the lands covered by water hereinafter described, that is to say : Commencing

The upper and lower boundaries shall be lines drawn directly across the stream from the upper and lower ends of said five miles, that is to say, lines of the shortest possible length between the banks at said points.

The survey of the said portion of the stream to be made under instructions from the Surveyor General, and the returns of the survey filed in the Department of the Interior when the lessee is called upon to do so by the Minister.

To have and to hold the said demised premises for and during the term of twenty years, to be computed from the day of A.D. 189 , and from thenceforth next ensuing and fully to be complete and ended.

Yielding and paying therefor yearly and every year during the said term unto Her Majesty, her successors and assigns, the yearly rent or sum of fifty dollars for each and every dredge used by the lessee, his executors, administrators or assigns, in the exercise of the said right and privilege, such yearly rent or sum to be paid on the day of in each and every year of the said term, and the first of such yearly payments to become due and to be payable on the day of in the year of Our Lord one thousand eight hundred and

Provided always and this demise is subject to the following provisos, exceptions, restrictions and conditions, that is to say:—

1. That the lessee, his executors, administrators or assigns shall and will well and faithfully pay the rent hereby reserved at the times and in the manner herein reserved.

2. That the said lessee, his executors, administrators or assigns shall pay monthly, upon the last day of each and every month during the continuance of these presents to Her Majesty, her successors or assigns, a royalty of two and one-half per cent on the gross output after the total amount thereof exceeds ten thousand dollars, as shown by returns thereof to be made under oath, and to be furnished monthly by the said lessee his executors, administrators or assigns, during the period that the said mining and dredging operations are being carried on.

3. That the lessee, his executors, administrators or assigns, shall not nor will assigns, transfer or sublet the demised premises, or any part thereof, without the consent in writing of the Minister first had and obtained.

4. That the right and privilege of mining and dredging hereby granted and demised are confined and restricted to the submerged bed or bars of and in the said river below low water level or mark.

5. That such right and privilege are granted and demised subject to the rights of all persons who have received or who may hereafter receive entries for locations under the mining regulations now or hereafter in force.

6. That the lessee, his executors, administrators or assigns shall not nor will in anyway interfere with the general right of the public to use the said river for navigation or other purposes and shall not nor will impede or cause or suffer to be impeded the free navigation of the said river by the deposit of tailings from his or their operations thereunder, in such manner as to form bars or banks in the channel, and shall not nor will obstruct in any material degree the current, stream or flow of the said river, or cause or suffer the same to be so obstructed by the accumulation of deposits from such tailings.

7. That any person who under any such regulations as aforesaid has obtained or may obtain entry for a location on the bank or shore of the said river shall notwithstanding anything contained in these presents be entitled to run tailings into the said river at any point thereon, and also to mine two feet below the surface of the water at low water mark by putting in wing dams.

8. That there are reserved and excepted from this grant and demise all roads, ways, bridges, drains and public works and improvements whatsoever now existing or which may hereafter be lawfully made in, upon or under any part of the said river within the limits above described, and the right of free access to and use of the same; also to all persons charged with the construction or maintenance or repair of the same, or entitled to construct, maintain or repair the same, all rights of entry and other rights and privileges necessary or convenient for that purpose.

9. That the lessee, his executors, administrators or assigns, shall not nor will in any way damage or obstruct any public ways, drains, bridges, works or improvements now made or hereafter to be made upon, in, over, through or under the said river within the said limits; and that he and they shall and will substantially bridge or cover and

Mining Licenses.

protect to the satisfaction of the Minister at the points where the same may be crossed by any public highway, or frequented path or trail, all cuts, flumes, ditches and sluices, and all dangerous places made by him or them, or resulting from his or their works or operations under these presents.

10. That the lessee, his executors, administrators or assigns, shall, and will, within one year from the date of these presents, have at least one dredge in operation, which shall be suitable and sufficient to the satisfaction of the Minister for the efficient working of the rights and privileges hereby granted and demised, and if during any one season when operations can be carried on the lessee, his executors, administrators or assigns, shall fail to efficiently work the same, these presents shall be null and void unless the Minister shall otherwise decide.

11. That if the lessee, his executors, administrators or assigns, shall at any time fail to maintain and keep a good and sufficient dredge for the efficient working of the rights and privileges hereby granted, or, at any time when the same, in the opinion of the Minister, can and should be worked, shall fail diligently and efficiently to work the same (as to the fact of which failure the Minister shall be the sole and final judge) it shall be lawful for the said Minister by writing under his hand to cancel these presents, and thereupon the same shall become and be utterly null and void, except that such cancellation shall in no wise effect the right of Her Majesty or her successors for any rent or arrears of rent hereunder, or any remedy for the recovery of such rent or arrears of rent.

12. That if the lessee, his executors, administrators or assigns, shall at any time during the said term fail to pay the rent hereby reserved or any part thereof within thirty days after the same shall have become due, or if he or they or any of them shall commit any breach or default in the observance of the above provisos or conditions, or any of them, other than that referred to in the next preceding clause, then, and in every such case it shall be lawful for the Minister by writing under his hand to cancel these presents, and upon such cancellation these presents and everything contained therein shall become and be null and void, and the term hereby granted shall absolutely cease and determine; except that the claim of Her Majesty or her successors for any rent then due or accruing due or any remedy for the recovery thereof shall in no wise be affected by such cancellation.

13. That at the end of the said term of twenty years all rights of the lessee, his executors, administrators or assigns, hereunder shall absolutely cease and determine, but the lease may be renewed from time to time thereafter at the discretion of the Minister.

Provided further, that if in consequence of any cause whatsoever a lease is found to comprise a portion of a river included in another lease, the lessee whose application was first recorded in the Department of the Interior shall take priority.

Provided further, that Her Majesty does not in any way warrant that there shall be a sufficient quantity of water in the said portion of the said river to admit of operations under this lease, and that the lessee, his executors, administrators and assigns shall have no right to compensation should it be found impossible for that or for any other reason to carry on such operations, it being hereby declared and agreed that this lease is taken by the lessee entirely at his own risk.

In witness whereof the said the Minister of the Interior of Canada, by his Deputy, James Allan Smart, of the said City of Ottawa, Esquire, has hereunto set his hand and affixed the seal of the Department, and the said lessee hereunto set hand and seal.

Signed, sealed and delivered by the said the Honourable the Minister of the Interior of Canada, by his Deputy, James Allan Smart, in presence of

.....
Deputy of the
Minister of the Interior.

And by the said Lessee

In presence of

.....
(Lessee.)

RETURN

(83a)

To an ADDRESS of the SENATE, dated the 18th March, 1898, for a return of all dredging leases made by the Government during the last eighteen months on the Saskatchewan River and its branches, also particulars of the parties to whom made, the rental to be paid, and the amount paid, the extent of work, if any, done under same, together with the official reports, if any, which induced the Government to grant said leases upon the terms contained therein.

By order.

R. W. SCOTT,
Secretary of State.

1. Schedule of names and addresses of each person who has obtained a lease to dredge for minerals other than coal in the bed of the Saskatchewan River (that is the North Saskatchewan) and its branches, up to the 18th March, 1898, the date of the above mentioned Address:—

Name of Lessee.	Address.	Length of River.
G. A. Drolet.....	Montreal.....	Thirty miles.
Fred. W. Klippel.....	Omaha.....	Five miles.
D. S. Keith.....	Toronto.....	"
Geo. E. Keith.....	".....	"
Jas. Gibbens.....	Edmonton.....	"
Jas. M. Douglass.....	".....	"
F. A. Osborne.....	".....	"
J. A. McDougall.....	".....	"
R. Secord.....	".....	"
W. J. Walker.....	".....	"
J. H. Gritton.....	".....	"
J. H. Gritton.....	".....	"
J. H. Gritton.....	".....	"
J. H. Gritton.....	".....	"
J. H. Gritton.....	".....	"
J. H. Gritton.....	".....	"
G. A. Drolet.....	Montreal.....	"
G. A. Drolet.....	".....	"
G. A. Drolet.....	".....	"
G. A. Drolet.....	".....	"
G. A. Drolet.....	".....	"
G. A. Drolet.....	".....	"
Arthur E. Hogue.....	London, England.....	"
Arthur E. Hogue.....	".....	"
Arthur E. Hogue.....	".....	"
Michael Guerin.....	Montreal.....	"
James J. Guerin.....	".....	"
Edmund Guerin.....	".....	"
John M. Guerin.....	".....	"
Thomas Guerin.....	".....	"
May E. Guerin.....	".....	"
F. E. Devlin.....	".....	"
Edward Kavanagh.....	".....	"

2. The annual rent to be paid for each dredge to be used on each five miles of the North Saskatchewan, or its branches, is \$50, as provided under regulations which were established by Order in Council, dated the 21st July, 1897, of which a copy is attached hereto.

3. The Department has not yet had reports made upon the operations of the lessees, and cannot therefore state the extent of the work done.

4. There are no such official reports as are called for in the Address.

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, 21st day of July, 1897.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, by and with the advice of the Queen's Privy Council for Canada, is pleased to order, and it is hereby ordered as follows, respecting the issue of leases to dredge for minerals in the submerged beds of rivers in Manitoba and the North-west Territories, namely :—

The Agent of Dominion Lands in whose district the portion of the river desired to be leased is situated is hereby authorized to accept applications, and leases may be issued by the Minister of the Interior upon the following conditions :—

1. The lessee shall be given the exclusive right to subaqueous mining and dredging for minerals, with the exception of coal, in and along an unbroken extent of five miles of the river following its sinuosities, and to be described by the applicant in such manner as to be easily traced on the ground.

2. The lease shall be for a term of twenty years, at the end of which time all rights vested in, or which may be claimed by the lessee are to cease and determine. The lease may be renewable, however, from time to time thereafter in the discretion of the Minister of the Interior.

3. The lessee's right to mining and dredging shall be confined to the submerged bed or bars in the river, below low water mark.

4. The lease shall be subject to the rights, of all persons who have received or who may receive entries for bar diggings or bench claims under the mining regulations.

5. The lessee shall have a dredge in operation within one year from the date of the lease, and if during one season, when operations can be carried on, he fails to efficiently work the same, the lease shall become null and void, unless the Minister of the Interior shall decide otherwise.

6. The lessee shall pay a rental of \$50 per annum for each dredge used, such rental to be paid in advance, and to commence to accrue on the date upon which the lease is issued. He shall also pay to the Crown a royalty of two and one-half per cent on the output after it exceeds \$10,000, as shown by sworn returns to be furnished monthly by the lessee during the period that dredging operations are being carried on. Said royalty to be paid monthly.

7. The lessee shall not interfere in any way with the general right of the public to use the river in which he may be permitted to dredge, for navigation and other purposes; the free navigation of the river shall not be impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof; and the current or stream shall not be obstructed in any material degree by the accumulation of such deposits.

8. The lease shall provide that any one who has or who may receive entry under the mining regulations shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

Dredging Leases on the Saskatchewan.

9. The lease to be issued shall reserve all roads, ways, bridges, drains, and all other public works and improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same. It shall also provide that the lessee shall not damage nor obstruct any public way, drains, bridges, works and improvements now or hereafter to be made upon, in, over, through, or under the river; and that he will substantially bridge or cover and protect all the cuts, flumes, ditches, and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

JOHN J. MCGEE,
Clerk of the Privy Council.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 15th July, 1897.

On a report, dated 5th June, 1897, from the Minister of the Interior, stating that an application has been received at the Department of the Interior from Mr. G. A. Drolet, for permission to dredge for minerals on the North Saskatchewan River in the North-west Territories of Canada.

The Minister further states that Mr. Drolet has stated that he represents men of means, energy and skill, who are prepared to expend a large sum of money in the undertaking, which, if successfully accomplished, cannot fail to prove of the greatest advantage, not only to Edmonton and the country surrounding it, but also to the whole North-west Territories.

The Minister recommends that for each dredge to be used, Mr. Drolet and his associates be given the exclusive right of subaqueous mining and dredging for minerals, with the exception of coal, in and along an unbroken extent of five miles anywhere on the North Saskatchewan River, not already applied for, following the sinuosities of the stream; and that upon the company making a selection of the five miles for each dredge, not exceeding six in number, to be used, and filing in the Department of the Interior a description thereof within sixty days from the 5th June, 1897, a lease for twenty years be issued in favour of Mr. Drolet and his associates, subject to the following conditions:—

1. That at the end of the term of the lease, all rights vested in or which then may be claimed by the lessees are to cease and determine, but the lease may be renewable from time to time thereafter in the discretion of the Minister of the Interior.

2. That the lessees' right of mining and dredging be confined to the submerged bed or bars fifty feet from the water's edge.

3. The lease shall be subject to the rights of all persons who have received or may receive entries for locations under the mining regulations.

4. That the lessees pay a rental of fifty dollars per annum for each dredge used, such rental to be paid on the 1st day of July in each year, the first payment to become due on the 1st of July, 1898.

5. That the lessees will not interfere in any way with the general right of the public to use said river for navigation and other purposes; that the free navigation of the river be not impeded by the deposit of tailings in such manner as to form bars or banks in the channel thereof, and that the current or stream be not obstructed in any material degree by the accumulation of such deposits.

6. The lease shall provide that anyone who has or may receive entry under the mining regulations shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

7. The lease to be issued shall reserve all roads, ways, bridges, drains and all other public works and improvements now existing, or which may hereafter be made in, upon or under any part of the river, and the power to enter and construct the same. It shall

also provide that the lessees shall not damage or obstruct any public ways, drains, bridges, works and improvements now or hereafter to be made upon, in, over, through or under the river ; and that they will substantially bridge, or cover and protect all the cuts, flumes, ditches and sluices, and all pits and dangerous places at all points where they may be crossed by a public highway or frequented path or trail, to the satisfaction of the Minister of the Interior.

8. If during one season while the said lease is current, the lessees fail to efficiently work a dredge when operations may be carried on, the lease of five miles of the tract therein described will become null and void ; unless the Minister of the Interior may decide otherwise.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE,

Clerk of the Privy Council.

RETURN

(84)

To an ADDRESS of the HOUSE OF COMMONS, dated the 18th April, 1898, for copies of Orders in Council, correspondence, claims, memoranda, statements, memorials, etc., in connection with the Government of Prince Edward Island and a delegation consisting of Mr. Warburton, Premier of the province, Mr. H. C. Macdonald, Attorney General of the province, and others in regard to questions at issue between the Government of Prince Edward Island and the Dominion of Canada.

By order.

R. W. SCOTT,
Secretary of State.

EXECUTIVE COUNCIL, PRINCE EDWARD ISLAND,
21st March, 1898.

Hon. W. S. FIELLING,
Minister of Finance.

SIR,—We have the honour to inclose a copy of the memorial read by us when we appeared before the Privy Council on Saturday, the 19th instant, to apply on behalf of the government of Prince Edward Island, for a reference to arbitration of all matters in question between the Dominion and that government.

We have, etc.,

A. R. WARBURTON,
Premier of Prince Edward Island.

H. C. MACDONALD,
Attorney General.

DOMINION OF CANADA.

PROVINCE OF PRINCE EDWARD ISLAND.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, etc., etc., etc., Governor General of Canada in Council.

The memorial of the undersigned, delegates appointed by the Government of the Province of Prince Edward Island to submit to Your Excellency in Council certain claims which that Government believe they have against the Government of Canada, respectfully sheweth:—

That from time to time, during 1873, negotiations were carried on with a view to the union of Prince Edward Island and Canada.

On behalf of Prince Edward Island, these negotiations were, in March, 1873, conducted by Messrs. Laird and Haythorne, and later, in May of the same year, by Messrs. Pope, Haviland and Howlan. They resulted in this province becoming a part of the Dominion on 1st July, 1873, upon terms which so far as they affect the matters we wish to bring before Your Excellency in Council are hereinafter set forth.

In the opinion of your memorialists the terms upon which this province became part of the Dominion were based upon incorrect data, inasmuch as the delegates who conducted the negotiations on the part of this province, were unintentionally misled as to the working out of the basis upon which those terms were arrived at, in view of the fact that the estimated expenditure of \$65,000,000 upon the Intercolonial Railway, the Canadian Pacific Railway, and upon canals, as hereinafter mentioned, and which constituted an important part of the basis of union, was far and away below the actual amount expended upon those works from which this province, owing to its insular position, has not derived and cannot hope to derive any benefits commensurate with those derived by the other provinces of the Dominion. And further, your memorialists say that the terms of union as agreed upon have not been fully carried out and they submit that this province is entitled to be remunerated for the loss sustained by reason of the non-fulfilment of those terms.

In order to put Your Excellency in Council in possession of the facts and of our reasons for the course we are taking, we wish to submit the particulars hereinafter stated.

We are aware that the opinion prevails with many from the larger provinces that there is no sound basis for these claims. In Prince Edward Island, however, there is a deep rooted and very strong conviction that they are not only just and equitable, but that they are based on very solid foundations. We ourselves are very strongly of that opinion and are desirous of having them submitted to arbitration. Our claims are either just or they are not just. If the former, they are surely entitled to fair consideration; if the latter, it would be well to know the fact and have these disturbing elements eliminated from our provincial politics. It will be impossible to satisfy the public mind in Prince Edward Island unless the validity of these claims be thoroughly investigated. Should a reference be allowed by the Dominion Government we would suggest that the Commission consist of one arbitrator to be appointed by the Dominion Government, another by the Government of Prince Edward Island, and the third by Her Majesty the Queen. It seems to us fair to submit these matters to an independent Commission with power to go fully into them, hear all the evidence bearing on the subjects at issue and make a report to both Governments. The report of this Commission would form the basis for a settlement of the matters in question between this province and the Federal Government. This proposition is, we submit, a reasonable one and ought to be satisfactory. Should legislation be necessary to give it effect there should be no difficulty in passing a statute through the Dominion Parliament and a like one through the legislature of this province for that purpose.

We are instructed, in view of all the facts, to request that all questions in dispute be referred to an impartial arbitration appointed in the way already intimated or in such other way as may be agreed upon.

We may be asked what claims we have to submit. Many members of your Government and of the Dominion Parliament are already familiar with certain of these claims. We may classify them under the following heads:—

1. A claim for non-fulfilment up to the present time of the terms of confederation with respect to efficient and continuous steam communication, winter and summer, with the mainland.

This was one of the strongest inducements to the people of Prince Edward Island to enter confederation. For some years after the union no real effort was made to carry out this part of the compact. A steamer named the "Albert" was placed on the route, but she was utterly unfit for her work. Subsequently the steamer "Northern Light" took her place and remained there for several years, and for the past nine years the "Stanley," a much better vessel, has been employed in the effort to carry on the service. This she has done with some measure of success, but one steamship is not sufficient to

Union of Prince Edward Island and Canada.

efficiently carry on a service which is of a most arduous and difficult nature. Each year the vessel employed has from various causes been prevented from crossing continuously, when with the assistance of a second boat the service might have been performed in a reasonably satisfactory manner. In support of our contention that the service has not been so carried on we refer to the reports in the Department of Marine and Fisheries.

By reason of the non-fulfilment or failure to carry out the terms of confederation, Prince Edward Island has sustained much damage, and we contend that this is a subject which can only be satisfactorily adjusted by arbitration.

2. A claim arising from the fact that the basis upon which we entered confederation was founded upon incorrect promises. When this province became a part of the Dominion the terms of admission were arranged by delegates. Messrs. Laird and Haythorne, delegates from this province to Ottawa in March, 1873, when conducting the negotiations already referred to, made a provisional arrangement for the admission of this island into confederation which was not agreed to by the province.

In the following May, Messrs. Pope, Haviland and Howlan completed the terms upon which we entered confederation. The basis of the agreement was the same in each negotiation, except that in the terms agreed to by Messrs. Pope, Haviland and Howlan, an additional \$5 a head was allowed.

It was at that time known that the debt of Prince Edward Island per capita was much less than the debt per capita of the Dominion, and in settling the terms of union Prince Edward Island was allowed to come in with a debt based upon the debt per capita whole of the Dominion taken at the then net debt of the Dominion with certain estimated expenditures added. This basis was not changed in the final settlement, when we were allowed an extra \$5 a head for a reason to be mentioned later. In arriving at the amount of debt to be allowed Prince Edward Island, and which was taken on the basis of the then net debt of the Dominion namely, \$82,187,072 (see Statistical Year-Book for 1898, page 341) and estimated expenditure of \$65,000,000 on the Intercolonial Railway, the Canadian Pacific Railway and the canals and \$14,000,000 for other purposes, in all \$79,000,000 which was the amount estimated for these various expenditures, making a total of \$161,187,072, we were allowed \$45 per head upon which to come in. This per capita debt was arrived at by dividing 3,600,000, the then estimated population of the Dominion, into the said sum of \$161,187,072. The result would have been slightly less than \$45, but that was the amount agreed upon.

When in May, 1873, the final terms were arranged (owing probably to our isolated position), we were allowed \$50 a head, being \$5 a head more than upon the original basis, and upon these terms we came into the union. The \$45 was arrived at as above mentioned by dividing 3,600,000, the then estimated population of the Dominion, into the net debt with the \$79,000,000 added.

As we have already indicated, the estimated expenditure over and above the net debt of 1873 was to be \$79,000,000. This amount was made up as follows:—

Capital expenditure on canals (including Bay Verte Canal) estimated at	\$25,000,000
Capital expenditure on C. P. R., estimated at	30,000,000
Capital expenditure to complete I. C. R., estimated	10,000,000
Sundry other expenditures estimated at	14,000,000
Making a total of	<u><u>\$79,000,000</u></u>

The actual capital expenditure on the Intercolonial, the Canadian Pacific Railway and on canals, subsequently to 1873, enormously exceeded the estimated \$65,000,000, as shown by the following statement made up from the departmental reports of the Dominion.

STATEMENT.

Capital expenditure on canals since 1873	\$48,074,894 83	
Amount estimated in 1873 when settling terms of union	25,000,000 00	
Excess		\$23,074,894 83
Capital expenditure on Canadian Pacific Railway since 1873	61,652,074 28	
Amount estimated to complete in 1873 when settling terms of union	30,000,000 00	
Excess		31,652,074 28
Capital expenditure on Intercolonial Railway since 1873	30,297,143 89	
Amount estimated to complete in 1873 when settling the terms of union ..	10,000,000 00	
Excess		20,297,143 89
Total excess under these three heads		<u>\$75,024,113 00</u>

(For all the above see Public Accounts for 1897, page lxxviii.)

We contend that in addition to the \$65,000,000 estimated expenditure on the Intercolonial, the Canadian Pacific Railway, and on canals, this sum of \$75,024,113, being the excess of actual expenditure over the estimated expenditure of \$65,000,000 as above shown, should be added to the net debt of \$62,187,072, making a total of \$222,211,185, which divided by the then estimated population of Canada would have given \$61.72 instead of \$45 per head to this province. This would make a total debt at which this island would have been entitled to enter Confederation, calculating it on the basis of the then net debt of the Dominion and the amount actually spent on the Intercolonial Railway, the Canadian Pacific Railway and the canals, of \$5,802,976.12, (the population of Prince Edward Island, according to the census of 1871, being 94,021.) Deduct the amount allowed at the rate of \$50 per capita (\$4,701,050), we get a balance of \$1,101,926.12, which, on the basis of the net debt and taking into account the actual expenditure since 1873 on the Intercolonial Railway, the Canadian Pacific Railway and on canals, should, we submit, have been allowed us in calculating the difference of debt upon our entering Confederation, but which was not so allowed. Had it been known, or even conjectured, that this enormous additional expenditure would have taken place, we contend that there can be no question but that we would then have been allowed a very much larger debt per head on coming into the Dominion, which was about to incur such enormous expenditures of money for purposes which were of little or no benefit to our province.

We, therefore, submit that this province, in addition to the interest already allowed for difference of debt, should also have been allowed interest on this \$1,101,926.12, and that the calculation of such interest should be made a subject of reference to arbitration. Upon the final settlement of the terms of union, it was agreed that we should be paid interest at the rate of five per cent on the difference between the actual debt of Prince Edward Island and the allowed debt of \$4,701,050. At first we were actually paid interest on \$2,621,883, (see Journal of House of Assembly, Prince Edward Island, 1874, Appendix "K,") which sum was subsequently reduced owing very largely to the cost of building Prince Edward Island Railway having been charged against this province. Even yet we are allowed interest on a remaining balance of \$775,791.83. (See Prince Edward Island Public Accounts for 1896, page xxxiv.)

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We contend that, in view of the enormous extra expenditures not contemplated at the time we entered the Dominion, on the Intercolonial Railway, the Canadian Pacific Railway and on canals, as set out above, the difference of debt allowed us was absolutely and absurdly inadequate.

This contention was in effect admitted by the government of Canada, as shown by a report of a committee of the Honourable the Privy Council, approved by the Governor General on 22nd March, 1887, and subsequently ratified by the Parliament of Canada.

3. In addition to the extra expenditures on the Intercolonial Railway, the Canadian Pacific Railway, and on canals, set out in paragraph 2, an enormous sum of money was spent in purchasing, building and subsidizing railways in other provinces. This expenditure was in pursuance of a policy adopted by the Dominion Government subsequently to 1873, and which was not contemplated at that time. As an instance, we refer to the building of a railway through Cape Breton.

At the time when the terms of our entering confederation were arranged, it was estimated that a sum of some \$14,000,000 would be spent by the Dominion on matters other than the Intercolonial Railway, the Canadian Pacific Railway, and on canals, which would not be of benefit to Prince Edward Island, and this \$14,000,000 was taken into consideration in making up the \$79,000,000 already mentioned. This sum of \$14,000,000 was greatly exceeded. The departmental reports show the following expenditure :—

Subsidies to railways, etc., since 1873, not then contemplated	\$41,077,487 33
Deduct the \$14,000,000 estimated for various purposes	14,000,000 00
Excess	<u><u>\$27,077,487 33</u></u>

(See report of the Department of Railways and Canals for the year ending 30th June, 1896. Also for expenditure for 1896-97, see Public Accounts for year ending 30th June, 1897, page 1.)

We respectfully submit that we are entitled to have this expenditure taken into consideration, and that our province should be credited with a proportional share of this expenditure.

We built and paid for the Prince Edward Island Railway. Cape Breton and Prince Edward Island are two islands lying near to each other in the Gulf of St. Lawrence. We respectfully submit that on no principle can it be justified that the one island should have to pay for its road out of its local resources, while the road through the other was paid for out of the resources of the Dominion.

The contentions advanced in the two preceding clauses numbered two and three were in effect admitted by the Government of Canada, as shown by a report of a Committee of the Honourable the Privy Council, approved by the Governor General on 22nd March, 1887, and subsequently ratified by Parliament.

We beg to refer to that report, of which the following is a copy :—

1843—1886.

EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 22nd March, 1887.

The Committee of the Privy Council have had under consideration a memorial dated 27th September, 1886, from the Government of Prince Edward Island relative to the financial arrangement existing between that province and the Dominion of Canada.

The sub-Committee of Council to whom the memorial was referred state that they have duly considered the statements therein contained and they have also had a conference on the subject with the Honourable W. W. Sullivan, the Premier of the Island Government, and after due consideration they beg to recommend to Council that for

the reasons hereinafter set forth an additional annual subsidy of \$20,000 be granted to that Province, and that that the authority necessary to carry this recommendation into effect be obtained from Parliament at the coming session.

The reasons which have led the sub-Committee to make these recommendations to Council are as follows :—

1st. From the insular position of the province they are of opinion that the construction of the Pacific Railway and of the Intercolonial Railway has not affected it to the same extent as it has the other provinces, and the Island has not had the benefit of the advantages which accrued to the other provinces from these lines, and on this ground it is entitled to some consideration.

2nd. The sub-Committee think also that consideration should be shown on account of the expenditure for the construction of the above-named railway having been greater than was anticipated at the time these works were taken into contemplation, and the terms upon which Prince Edward Island entered the union having been in a great measure based upon the estimates then formed for the completion of these roads.

3rd. The subsidies granted to the other provinces up to the present time in carrying out the railway policy of the Government in the way of assistance to local railways have not as yet been made applicable in any way to Prince Edward Island, and that province has not received any benefit from the carrying out of this policy, whereas on the contrary the other provinces forming the union have in this manner been largely benefited.

The Committee, concurring in the reasons above set forth and the recommendations based thereon, advise that a grant be asked from Parliament of \$20,000 for the purpose above mentioned.

JOHN J. MCGEE,
Clerk of the Privy Council.

Should the excess of \$27,077,487.33 expended on capital account for purposes other than the Intercolonial Railway, the Canadian Pacific Railway and canals, be added to the excess of expenditure on the Intercolonial, the Canadian Pacific Railway and on canals, as we think it should, it would bring the total excess of expenditure on all these points up to \$102,101,600.33, which, calculating in the same way, would give us an additional debt upon which to come into the Dominion (over the allowed debt) of \$6,875,755.73, at \$73.13 a head. On that basis we contend that we should be allowed an aggregate \$2,174,705.73, instead of the \$1,101,926.12, beyond the sum actually allowed.

FISHERIES.

4th. We contend that Prince Edward Island is entitled to receive a considerable sum on account of moneys awarded by the Halifax Commission under the provisions of the Treaty of Washington.

In making this claim we do not at present propose to contend that this province is entitled to the full amount which would have come to it, had it remained an independent colony during the whole period covered by that award, as happened in the case of Newfoundland. We are perfectly aware that the provisions of the Treaty of Washington in this connection did not, technically speaking, come into effect until July 1st, 1873, the day Prince Edward Island became a member of Confederation. We do contend, however, that so far at least as Prince Edward Island was concerned it practically came into effect in July, 1871. It was signed on the 8th May, 1871, and in that year the Government of Prince Edward Island, by Order in Council (ratified by the Legislature of the Island on the 29th June, 1872), at the urgent request of the Imperial Government, admitted the American fishermen to the privileges to which they would be entitled the treaty when that treaty should be ratified. In this connection we beg to cite

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the Order in Council made by the Government of Prince Edward Island and also extracts from other orders and documents as follows :—

EXTRACT from *Order in Council of Prince Edward Island Government, dated the 24th day of July, 1871.*

“Ordered, That such relaxations and regulations as it is in the power of the Government of Prince Edward Island to adopt be agreed to with a view to the admission of American fishermen for the present season to the liberty which it is proposed to secure to them by the Treaty of Washington, 1871 ; and further

“Ordered, That the Consul of the United States of America at this port and the several Custom House officers be notified of the foregoing order.”

EXTRACT from a *Minute of the Executive Council of Prince Edward Island, dated 2nd February, 1872 :—*

“That the Government of this island did, on the recommendation of Her Majesty's Imperial Government, on the 24th July last, issue an order as proposed by Mr. Fish giving effect to the treaty within this island and admitting American fishermen to the free use of its fisheries during the season of 1871 ; that American fishermen at once availed themselves of this valuable privilege and during the season of 1871 were not molested in the prosecution of the fisheries around the shores of this island. That the United States Consul resident here was duly notified of the relaxations made in favour of American fishermen, and that Sir Edward Thornton was at the same time informed by telegraph by Lieut.-Governor Robinson that the proposals of Mr. Fish were agreed to by the Government of this island ; that the Government of the United States accepted all the advantages thus conferred upon their fishermen during the whole season of 1871.”

EXTRACT from the *Special Report of the Fisheries Protection Service of Canada, 1886, page xix :—*

“At the request of the United States Government, Canada anticipated the time proposed, and in April, 1873, admitted American fishermen to the use of the privilege specified in the treaty in advance of the date fixed upon by legislative enactment. American fishermen at once availed themselves of the freedom of Canadian inshore waters. Similar concessions were made in July, 1873, by the Legislature of Prince Edward Island (which province did not at that time form part of the Dominion) and by the Legislature of Newfoundland, although the full privileges granted by the United States under the treaty were not accorded to Canada and Prince Edward Island until 1st July, 1873, and in the case of Newfoundland not until 1st June, 1874.”

Evidence as to the value of the fisheries for 1871-1872 was presented before the Halifax Commission. The Orders in Council of Prince Edward Island already referred to and the statute passed by the Legislature of that colony on 29th June, 1872, relating to this matter were given in support of the case of Her Majesty's Government. In the answer on behalf of the United States Government (Appendix B., page 124) it is stated as follows :—

“It is further important to bear in mind that the fishery claims of the Treaty of Washington have already been in formal operation during four years, one third of the whole period of their continuance, while practically both fishing and commercial intercourse have been carried on in conformity with the treaty ever since it was signed in May, 1871. After that date the provincial authority desisted from the system of seizures and other molestations by which foreign fishermen had been previously annoyed.”

It was also urged on behalf of the United States Government that it was the duty of the commissioners to “treat the question practically and proceed upon the basis of the status actually existing when the Treaty of Washington was adopted,” according to the practical extent of privileges enjoyed by American fishermen at and before that date.

In the British reply (see page 174) to the United States answer it is stated “That the value of the British catch in 1872—the year before the treaty took effect as regards

customs duties—amounted to more than double that of 1869, while the value of 1875 was considerably less than that of 1873.”

The above references are to the American edition in three volumes of the report of the proceedings before the Halifax Commission.

We do not deem it necessary to multiply citations to establish our contentions that the value of the fisheries for the seasons of 1871 and 1872, before the formal coming into effect of the Treaty of Washington, was considered at the Halifax Commission. The above references show that both the British and United States cases recognized that fact. This, then, must have influenced the commissioners to some extent at least in arriving at the amount of their award. They expressly state in their award that it was made after “having carefully and impartially examined the matters referred to them according to justice and equity.”

Is it conceivable, if they did this, that they did not allow for the use of the fisheries in the territorial waters of Prince Edward Island for the years 1871 and 1872, years during which at the urgent instance of the Imperial Government the colony of Prince Edward Island had allowed to the United States fishermen the enjoyment of those valuable privileges?

We, therefore, submit that at least such part of the Halifax award as should fairly be credited to the two years prior to our entering the confederation belongs to Prince Edward Island and should with interest from the time when it was received by the Federal Government be paid over to or placed to the credit of our province. We respectfully submit that this is a matter which might very properly be referred to an arbitration such as that we have suggested.

MINOR CLAIMS.

(A.) PIERS.—Remaining piers to be taken over. These are fully set out in a Minute of Council of the Government of Prince Edward Island, dated 19th March, 1884, and placed before the Dominion Government at that time. Some of the piers mentioned have since been taken by the Federal Government, but several still remain in the hands of the provincial government, and we contend ought to be taken over. This is a matter which has on several occasions been before the Government of the Dominion, and we submit that it is a proper subject for arbitration in order to have it finally disposed of.

(B.) There are other minor claims which this province believes it has against the Dominion Government, but which we do not at present purpose to go into in detail. As an illustration we instance a claim we made for a refund of the amount paid to Mrs. Whelan, widow of the late Hon. Edward Whelan, extending over a period of some 30 years, and which though given in the way of an annual grant was in reality a pension and we contend should be repaid us by the Dominion Government.

The judges of our Supreme Court receive smaller salaries than are paid to judges in the other maritime provinces. In order to make up the deficiency they are now and ever since confederation have been allowed certain fees which should go into the provincial treasury. We claim that the salaries of these judges should be made equal to those paid in the other maritime provinces and that the fees should not continue to be diverted from the provincial treasury in order to make up the deficiency.

In view of the facts already mentioned, your memorialists respectfully request that Your Excellency in Council may be pleased to direct that all the matters above set forth and all other subjects requiring adjustment between Prince Edward Island and the Dominion be referred to an arbitration commission for investigation and settlement.

And, as in duty bound, your memorialists will ever pray.

Dated at Ottawa, in the province of Ontario, this 18th day of March, A.D. 1898.

A. R. WARBURTON,

Premier of P. E. Island.

J. W. RICHARDS,

Member of P.E.I. Government.

H. C. MACDONALD,

Attorney General, P. E. Island.

RETURN

[90a]

TO THE HOUSE OF COMMONS of the Report of the Commissioners appointed to inquire into complaints respecting the treatment of labourers on the Crow's Nest Pass Railway.

OTTAWA, 30th April, 1898.

The Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—We beg to transmit herewith our report on the Crow's Nest Railway inquiry, together with the commission issued in that connection, a summary of the evidence, and all exhibits filed with us save those which were received on the understanding that they would be returned.

We have the honour to be, sir,
Your obedient servants,

C. A. DUGAS,
FRANK PEDLEY,
JOHN APPLETON,
Commissioners.

REPORT OF THE COMMISSIONERS IN RE CROW'S NEST COMPLAINTS.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—The undersigned, Calixte Aimé Dugas, Francis Pedley and John Appleton, having been appointed by His Excellency the Governor General in Council, in virtue of a commission dated the 15th day of January, 1898, issued under the Great Seal of Canada, and under the provisions of the Revised Statutes of Canada, Chapter 114, to make inquiry into certain matters as in said commission mentioned, namely, to the effect that immigrants from different parts of Great Britain and other countries, as well as other persons who have been and are engaged in the construction of the branch line of the Canadian Pacific Railway, known as The Crow's Nest Pass Railway, have received since their employment with the Canadian Pacific Railway, their contractors, or agents of contractors, on said railway, harsh and unjust treatment in the matter of wages, board, lodging, clothing and supplies, and also into any other matters relevant to the purpose, have the honour to report:—

That according to the orders we, Calixte Aimé Dugas and Francis Pedley, started from Ottawa for Macleod on the 15th day of January, 1898, stopping on our way, one day at Winnipeg, where we were joined by Mr. John Appleton, to complete the Com-

mission, the three of us continuing our journey to Macleod, where we had to wait until the 3rd of February for the arrival of the above Commission. In the meantime we took advantage of our presence there to gather information and to familiarize ourselves with the condition of the construction works, and with matters generally concerning the object of our mission.

At half-past two in the afternoon of the 3rd February, the said Commission was publicly opened and read in the court room of the Mounted Police, due notice having been given of the same.

Thirty-four witnesses were heard in Macleod to the 15th February, when we proceeded to Pincher Creek, where, accompanied by Inspector Cuthbert, Mr. Costigan, advocate, representing Mr. M. J. Haney, the manager of construction, and Mr. McCarthy, secretary to Mr. Haney, we visited in the afternoon the camps situated at Seventh Siding, at four miles from Pincher Creek, also those on South Fork Crossing, where we found some men working, who, having been duly notified that we were there to hear statements or complaints, declared that they had none to make. Returning to Seventh Siding, we there visited several boarding cars.

One witness only was examined at Pincher Creek, which we left during the afternoon of the 17th February, having been delayed half a day by stormy weather. We made 15 miles in the afternoon, and reached Eddy's camp, where we passed the night, starting in the morning for Sulphur Spring, where we took our dinner and examined one witness, leaving afterwards for Crow's Nest Lake, which we reached between five and six. Crow's Nest Lake is 70 miles from Macleod, and at that time about 40 miles from the end of the rails.

On the 18th we visited the different camps of Messrs. O'Neil and Ferguson, contractors for that section, and heard thirteen witnesses. We left Crow's Nest Lake on the morning of the 19th, and made our first stop at Bull Head, at about 12 miles from Crow's Nest. There we heard one witness, and immediately afterwards reached the third camp of contractors O'Neil and Ferguson, where five witnesses made statements. Having reached Macdonell's camp at Michel Creek at about six o'clock, we, during the night, examined two witnesses, the day following, fourteen, and twenty-nine on the 21st and 22nd. In the afternoon of this last day we visited the different camps on the loop line, belonging to Messrs. McGillivray, McCrimmon, Wellman and Boomer, having previously seen Birmingham and Godfrey's camp near by, after which we started for headquarters, stopping over at nearly all the camps on our way, and having the men notified that we would be there to hear them if they had any complaints or statements to make. Those camps were Doheny's, Connolly's, Haverty's, Tiernay's, Guy Campbell's and others.

At headquarters we opened proceedings on the 23rd February at half-past nine, and there heard 38 witnesses. Leaving this latter place on the morning of the 24th, we arrived at Coal Creek at about half-past one in the afternoon, having on our way, passed Hugh Mann's camp, which we visited and where we heard him as a witness. On reaching Coal Creek we immediately proceeded to Coal Creek coal mines, distant about 5 miles, where we found four Welshmen and one French Canadian, whom we heard as witnesses. Having slept at the coal mines, we returned in the morning at half-past seven to Coal Creek, and heard two witnesses under oath, and others who made verbal statements, of which we took note. Leaving Coal Creek in the afternoon of the 25th, we reached Engineer Brunell's camp between five and six, about twenty miles from Coal Creek where we passed the night, hearing one witness in the meantime. At half-past eight on the morning of the 26th we started and reached Hoskin's camp at about 11 o'clock, visiting several camps on our way, and notifying men of our presence and our mission. At Hoskin's camp we heard two witnesses, and left after dinner, at half-past two, reaching Wardner at about six at night, giving on our way the same notices, and making some inquiries and some visits at the different camps we came to. At Wardner on the Sunday, the 27th, we had notices posted to the effect that we would have a sitting at Wardner Hotel on Monday morning, the 28th, and in fact we then and there heard ten witnesses. Leaving Wardner on the Monday afternoon, the 28th, we reached Fort Steele at six p.m. On the 1st day of March, having had notices given,

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we had twenty six witnesses before us, twenty-five of whom belonged to Major Bowles' camp, 7 miles from Fort Steele, the other one being Mr. Armstrong, Gold Commissioner, and magistrate of the locality.

We started from Fort Steele after dinner towards Cranbrook, stopping on our way at St. Eugene Mission, at about 8 miles from Fort Steele, where we saw several sick persons in the public hospital belonging to the mission. We noticed that a large and comfortable hospital was being built alongside for the use of the company.

We reached Cranbrook at about 9 p.m., and slept there, and made for Moyie Lake next morning, the 2nd March, hearing one witness and visiting Messrs. Cowan and O'Neils, and Macbeth's and Peter's camps. We proceeded in the afternoon to what is known as Logging Camp, in charge of one Mr. Sutherland, C. P. R. agent, and there, on the 3rd, we examined one witness. In the morning we left for what is known as Twenty Mile House Camp, near which is contractors McMartin & Company's camp, and on the 4th we arrived at Goat River Landing. This was on a Friday, and we had to wait there until the Sunday afternoon for the boat to Nelson. During these two days we examined two witnesses. Leaving on the 6th by boat, we reached Nelson at night, and on the 7th heard two witnesses. In the afternoon we started for Revelstoke, which we reached on the 9th, and Canmore on the 10th, where we heard twelve witnesses, all Welshmen. Leaving Canmore at 11.30 p.m. we arrived at Calgary at about three in the morning. On the 11th and 12th we had before us seven witnesses.

Starting from Calgary on the 12th March, we arrived at Winnipeg on the 14th at 10 a.m., and held sittings there, during which ten witnesses appeared before us.

Starting from Winnipeg, on Thursday the 18th day of March, at 2 a.m., we arrived at Ottawa on Sunday the 20th, where up to the 26th we examined 43 witnesses.

Having adjourned our investigation at Ottawa on Saturday, the 26th March, we left for Montreal, where we held our sittings until the 31st, hearing in the meantime sixteen complainants, after which our investigation was declared finally closed.

We wish it to be noticed that during the course of our investigation we especially inquired about the presence of immigrants, and more particularly Welshmen, and that the only persons of that class whom we could meet are those who have given their depositions, and to whom a subsequent reference will be made.

The aggregate number of witnesses examined by us is 282.

In addition to the persons examined as above stated, we interviewed large numbers of men, from whom information was procured which, in a certain degree, assisted us to obtain an accurate understanding of the condition of affairs, but whose depositions under oath we did not deem worth while to take.

The length of the line which the Canadian Pacific Railway Company intend to build is 330 miles, but there is now under construction only 287 miles, extending from Lethbridge to Nelson. The construction from Lethbridge to Kootenay Lake is under the management of Michael J. Haney, Esq. The first 50 miles were commenced on the 14th of July, 1897, and the second 50 miles a week later. It is well to understand that the distance between Lethbridge and the foot of the mountains is between 70 and 80 miles, and between Lethbridge and Crow's Nest Lake, about 100 miles, whilst between Macleod and Crow's Nest Lake it is 70 miles, and between Pincher Creek and Crow's Nest Lake about 40 miles; Lethbridge being about 32 miles east of Macleod, and Pincher Creek about the said distance west, there being between Lethbridge and Pincher Creek another distance of about 60 miles.

The work generally has been let to contractors, each contractor having sections varying from one to ten miles in length, with the exception of the contract given to Mr. Armstrong, at Armstrong's Landing, which is about 60 miles to the extreme west of the present construction; but the bridge work on the first 100 miles, and the track laying, ballasting, and station houses were and are made by the company themselves, and in British Columbia, that is, from Crow's Nest Lake, the clearing, grading, and tote road were and are being done by the company. There are about thirty contractors in all.

A general system has been established by Mr. Haney, applying to contractors and sub-contractors alike, and which may be summed up as follows:—

Scale of wages to 1st February for ordinary labourers fixed at \$1.50 a day, they paying \$4.00 a week for board.

Since the 1st of February wages have been raised to \$1.75 a day and board to \$5.00 a week.

Transportation to Macleod fixed at one cent a mile, to be charged in all cases, and to be deducted from wages, though, at the latter part of September, being in need of men, instructions were given to agents at Winnipeg to send 500 men free of transportation. This order remained in force during two weeks the rule being to charge one cent a mile, the contrary being the exception.

Reception agents were appointed at Macleod to receive, board, and lodge the men as they arrived.

When intended for the company's service, men were charged transportation only from Macleod to the work, being boarded free in the meantime, whilst those allotted for service under contractors, if sent to the works by the company, cost of transportation either by rail to Macleod, or from there to the work, and board, would be charged to contractor, who afterwards deducted such cost proportionately from wages.

Deductions for transportation in one way or the other were to be made on the first pay day after the arrival of the men, though, in special cases, verbal instructions were given to distribute the same over two or more months.

Where free transportation is specified in contract, nothing is charged to men or contractors.

The responsibility of transportation from Macleod to the work is thrown upon contractors to whom the men are directed.

The first agreements, forms 277 and 277c, mentioned only that the engagements were with the company, but to make it clear that the men could be transferred to contractors the form was revised to the effect at the latter end of September.

Contractors could hire men themselves, but all had to accept scale of wages fixed by Mr. Haney, the object of this being to prevent one contractor engaging another's men.

The largest number of men who, until the 3rd of February, had been employed at the same time on the road, was about 4,500. At that date there were about 4,000.

Discharged men, and men leaving of their own accord numbered about 500 in all.

There are no means of retransportation home provided for either class of men, though sick and disabled men are sent home free.

The board for the company's men is supplied by contract by Mr. Smith, the board due by the men being deducted from their wages and paid to Mr. Smith.

Men can be discharged at any time without notice by company and contractors, whilst the men are to give fifteen days notice when intending to leave work.

There is no regular inspection of camps, the doctors having charge of these.

Pay day is on the 15th of each month.

The contractors are paid according to their estimates, and then pay their men.

Discharged men receive time cheques from foreman which is certified by contractor's book-keeper. The time cheque shows the time the man has worked, the amount of deductions to be made for board, supplies, medical attendance, mails, &c., and fixes the balance due which is presented to and paid by the contractors.

The wages of the men brought by the company are guaranteed by the company.

There are instructions to pay discharged men in cash. Should contractors fail to do so, the company would. When men leave of their own accord, it is optional whether they are paid in cash or on regular pay day.

Fifteen days of back pay is kept until final settlement.

Dr. Newburn is the chief medical officer of the road, with four assistants until the 3rd of February, when two more are to be appointed.

Public hospitals used at Lethbridge, Macleod and Nelson.

Company's hospital at St. Eugene.

At various points on the line there are stations for accommodation of men with mild forms of disease, and those on their way to the hospitals.

Medical fees fixed at 50 cents per month.

Mail fees (optional) 25 cents per month.

Medical fees provided for expenses from the time men are put on the sick list until they are reported well.

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When a man is sick in camp he is charged for board, not so when he is in an hospital.

When a man does not work for insufficient reason he is charged 35 cents a meal by contractors, but discharged by the company.

Return transportation is not provided for, or intended to be provided for.

Two pairs of blankets are necessary for ordinary comfort.

As far as Crow's Nest Lake, the company pays Smith \$4.00 a week, beyond that point west \$5.00.

Under monthly engagements men are supposed to work 26 days.

The fixed rate of wages is the current rate in that part of the country.

Fixed \$1.75 a day and \$5.00 board after consultation with contractors and men, having learned that this rate was more popular.

Men by whomsoever engaged, to be paid by the company out of moneys due to the contractors.

Besides those hired for the company Mr. Haney upon requisitions would help in procuring men for contractors. To that effect he appointed several agents, Mr. J. B. Charleson at Ottawa, Mr. William McCreary, and later Mr. Calder, at Winnipeg, and Mr. Guertin at Montreal. Mr. J. B. Charleson was appointed sole agent from Fort William east to Montreal. A first form of contract (form 277) was furnished.

Telegrams were sent by Mr. Haney to Mr. J. B. Charleson on the 17th of July, 1897, instructing him to hire 500 axemen at \$1.50 a day with the understanding that they should be charged \$4.00 a week for board,—and six cooks at \$40 to \$50 a month.

It having been found that men could not be hired under conditions first fixed by Mr. Haney, subsequent telegrams were exchanged between Mr. Haney and Mr. J. B. Charleson, when finally, on the 20th of July, Mr. Haney gave orders to the latter to hire 100 good axemen at \$20 to \$26 per month and board, with six cooks at prices fixed in the previous telegram, to wit, from \$40 to \$50. One, Hermenegilde Magloire X. Roy, was then charged by Mr. Charleson to hire these first 100 men, and the result was that on the 24th July, Roy started with 115 men which, by his deposition (No. 93) he acknowledged having hired at \$20 to \$26 per month and board, and food to be furnished them on the journey. With the exception of a few, all the contracts which Roy had signed were blank as to wages, and the reason given for this was that the rate being from \$20 to \$26, it was left to Mr. Haney to fix the amount according to the ability of the man.

Still, there were some contracts specifically fixing the wages at \$26, as Roy considered the men hired thereunder, as particularly good axemen, who, besides refused to sign unless the amount of their wages which they were to receive would be specially settled. The length of service and character of work generally, also were not specified, but they were all told verbally that they were to work as axemen, and be paid as such. Roy states, that having specially asked Mr. J. B. Charleson as to the fare, he answered that it would be all right, understanding this to mean that it would be free, and that this is what he represented to the 115 men he engaged. He also understood and represented to the men that they would be fed on the road, that their time would commence from the day they arrived at Macleod, and that there they would be furnished with blankets. On leaving, Mr. Charleson gave him tickets for the men and handed him \$40 to buy them food for the trip. Having reached Macleod on the 28th July, at 8 p.m., Roy reported to Mr. Harwood, the accountant of the company, and there tried to obtain blankets for the men, but failed. At Macleod, those men were kept nine days idle, and on the 6th of August they were ordered to leave for Crow's Nest Lake, at a distance of 70 miles. During the nine days kept idle at Macleod, the men were under tents, and without blankets, the company stating they had none in stock, and the men complained of suffering from cold during the nights. On or about the 23rd of August these men, hearing that the company intended to deduct their fare from Ottawa to Macleod, and transportation from Macleod to the works, took advantage of the presence of Mr. Haney at Crow's Nest Lake to send a deputation of two (one Frenchman and one Englishman) in order to inquire about the same, and as to whether they would be paid for the nine days passed at Macleod. But,

according to the report of these two men, no satisfaction could be had, and one of them, Laferriere with one Dupont, was the day after discharged. In his testimony Mr. Haney said they had been reported to him by P. Nash, under whose charge the men were, as being ringleaders, and that this was the reason for his discharging them.

This charging of fare under the circumstances, and after the representations made by Roy to those 115 men, the non-payment of wages from the time they reached Macleod to the time they began work at Crow's Nest Lake, and the charges for transportation, were the first principal causes of discontent.

Other reasons were, that having been hired as axemen, they had to work with pick and shovel for weeks; and having been engaged by the month at \$20 to \$26 and board, they were deducted for Sundays and for days they could not work owing to bad weather, or other circumstances over which they had no control, and that on these days they were charged for their board. This seems to have discouraged them, and as a result some left and returned to Macleod to get information and to discuss matters with the head officials, as they could not obtain satisfactory explanations from those immediately over them, such as the walking bosses, time-keepers and district superintendents, and others left with the determination of not returning to work.

In the meantime one Noé Landry, hotel-keeper at Hull, had been asked by Mr. J. B. Charleson to hire other men, and in fact, from the end of August to the end of September Landry did send some 200 or 300 men engaged under the same form of contract, but more particularly, Landry says that he insisted that the men should be hired by the month, and that the month should consist of twenty-six days, and he adds that he specially asked Mr. J. B. Charleson whether those men would have to pay their transportation to Macleod, or to the place of work, to which he was answered no; that the company would transport them free, that this is what he represented to all those whom he hired until the end of September, and that the form which was produced to him, and which he had signed by and for the men is form 277, the blanks being generally filled at the rate of \$20 to \$26 per month and it being added "twenty-six working days, with board." Afterwards, the second form of contract was furnished to him, and Landry adds that under both forms he always answered to those who inquired, that it might be, that after having worked at least six months, the company would make a reduction on the rate to return home, but he affirms that he never said this would be obligatory on the part of the company. The first form which is attached to Landry's deposition, hired the men for the company only, giving to the company the right to end the engagement at any time without notice, and submitting the employee to give fifteen days' notice of his intention to quit the company's service. The second form specifies that although the men are engaged for the company, and to work for the company, the would be obliged to work for any contractor with whom the company would secure them work for a period of at least six months, or such longer period as the company or contractor might require their services.

From that date, the latter part of September, the men seem to have been engaged at \$1.50 per day Sunday excluded, and that they would have to pay \$4 a week board.

Landry swears that under the last form he represented to all whom he hired that they would have to pay their passage to Macleod at the rate of one cent a mile, and that he never said to any one of them that after three months work or more, they would be reimbursed the same, or that they would get a reduced rate, or a free pass home, and he adds that he represented to all that it was more prudent to bring their blankets, not knowing whether they would be supplied free or sold by the company.

Landry is generally contradicted by the men we have heard engaged under the last form of contract, and they themselves do not each give the same version, some pretending that after three months the fare paid up to Macleod would be reimbursed; some admitting that there was no reimbursement to be made; some saying that after six months they would be entitled to return either at the reduced rate of one cent a mile or free. It is difficult to form an opinion as to who is speaking the truth, but it seems that even under the last form of contract some verbal representations were made in such a way as to induce the men to start at all hazards, leaving them to understand that the company, as well for their trip to go up as for their return, would deal with

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them liberally. In the meantime men were engaged at North Bay, Renfrew, Pembroke and in the surroundings and sent on the works by Mr. W. G. Charleson. Several of those (about seventeen or eighteen) were heard, and their pretensions also vary as to the fare going up and coming back, some saying that having paid \$2 to the employment agent, they understood this was all they had to pay in order to be transported to Macleod; others admitting that nothing was said, but that having to work for the company and travel on their own line, they expected and understood that no fare was to be charged; others, and this is the majority, declaring that they were specially told that after three months work the fare up to Macleod would be reimbursed to them, although first deducted from their wages, and that after six months they would be returned free or at a reduction of one cent a mile. Mr. W. G. Charleson, being examined on these points, denies having affirmed any such thing, but adds that representations having been made to him that such were the conditions stated to other men engaged by other sub-agents or contractors, he answered that what was done for others would be done for them by the company, or that the company at all events would deal with them squarely.

We have had no complaint on that score from any men engaged at Winnipeg and west of Winnipeg, with the exception of one man named James Horner, whose contract mentions that he is entitled to free transportation, whilst he was charged therefor.

Men were sent also by Mr. McCreary, the Commissioner of Immigration at Winnipeg, and it is right to say that none of them complained of misrepresentations.

The first batch sent from Ottawa under Roy, having begun the wagon road at Crow's Nest Lake, continued their work west. They were soon joined by a number of other men hired either by Noe Landry or W. G. Charleson. It having been circulated that fare to Macleod, and from Macleod to the works would be charged, and that they would not be paid for the time lost at Macleod, and during the journey to the work, six of them left immediately, and eighteen, headed by one Zepherin St. Amand, at the end of September, when it was found that the rumour proved to be true, and besides that their wages were deducted for days during which they were laid off through bad weather or uncontrollable circumstances. They were then at Wardner distant about 125 miles from Macleod. Food was refused to all of them on leaving, also to the last gang at headquarters, after a 35 miles walk without eating, and although they offered to pay for the same. This seems to have been in obedience to general orders given at company's camps. Liver and beef heart, though, could be had from a butcher 12 miles further on which gave them three meals without bread, and sustained them to reach Crow's Nest Lake, where they could get all they wanted to help them to continue their journey to Macleod.

A few days after these men left, through some accident, the food began to fall short in the same camp, under Mr. P. Nash, and, according to the men, this had been noticed for two or three days before the Friday noon when at breakfast and at dinner, they saw they were fed upon what they considered was not sufficient to sustain them while working. It is averred further that their foremen, Brown and Patton, acknowledged that they could not work upon the food given them, whilst, on the other side, Coleman Godfrey, then foreman, and Mr. Charleson, then time-keeper, when examined, declared that although acknowledging a certain deficiency in food, they believe there was enough in quality and quantity to permit the men to work. Besides the men affirm that the cook told them that there would not be enough food to feed them any longer, upon which they refused to go to work, and matters stood in that condition until the return of Mr. P. Nash, who had gone for provisions, and who came back on the Saturday night. Having apparently taken information from the walking bosses and time-keeper as to what had happened, he, on the Sunday morning discharged fifty-four of these men. They were at that time about 130 miles from Macleod. It is affirmed by the witnesses heard as to this fact that Nash, not only at first refused them food to keep them on the way, but also sent somebody ahead of them, or went himself, to give orders at the company's camps not to feed them on their way. There is no positive proof to that effect, except that at first Nash did give orders to his cook not to give them any provisions, and that it was only upon their threats that they were permitted to take what they could lay their hands on in the kitchen, and which was sufficient to feed them for three meals. It is further declared that Nash in the meantime threatened to blow the brains out of those who

would dare enter the kitchen for food. On the road, the fifty-four men were really refused provisions, and whilst Nash himself denies having given a special order to that effect, Inspector Saunders declares, that Nash admitted to him that he had given orders to the camps not to supply them with food, as he wished to teach the other men a lesson. These men leaving by detachments, assert that they suffered a great deal of hardship on their way, many of them going towards Macleod, destitute, without food, sleeping in the open, suffering from cold, and having before them a long distance to walk; a few taking other directions, and, more particularly the three Welshmen whom we examined at Coal Creek Mines, who, after leaving on the Sunday morning, walked until the Tuesday night, sleeping also in the open, and having their first meal only at the mines on that day. At about that time, three men, Stephen Leclair and two others (deposition 163) who were working at four miles from the camp, received a letter from Nash informing them that they were discharged. It was on a Sunday. They immediately went to the camp, which they reached during the night, and were refused admittance, and would have slept in the open if they had not been received in the prospector's shanty in the neighbourhood. The reason given for discharging them was, that having worked for Keith & Fitzgerald they should have remained with them. These men represent that they were not obliged to do so, as their contract was with the company.

The work on the wagon or tote road was continued under Nash during about one month and eight days, and then his men were put under the guidance of Brown. It is averred by some of those who continued that work that they suffered a great deal from cold under tents, having generally no stoves until the beginning of January, and from being fed at times with frozen provisions, and this lasting during two or three weeks.

Mr. Haney says that at least two pairs of blankets are necessary for protection against cold in ordinary circumstances. Men who had more than one pair were very rare exceptions.

Tents had to be removed from point to point periodically, as the works progressed and it happened that men, after quitting their work at six o'clock, would have to pitch their own tent, on the frozen earth, often covered with snow and ice. The tents not being provided with stoves the men's suffering was intensified by their clothes being wet, after working amidst snow and snow droppings from the trees, and having no means of having them dried. A common result of this was suffering from rheumatism and colds.

Under the first form of contract, 277, the men were engaged for the company, and either on reaching Macleod or after having worked a certain time for the company, hundreds of them were sent to work under contractors or sub-contractors. The first batch so hired by Noe Landry, numbering about fifty, were sent to Macleod under the direction of one McNab. They left on the 27th August. Although destined from the very beginning to contractors Keith & Co., McNab was made aware of it only on the day after they had reached and the men themselves only 9 or 10 miles after they had left Macleod. The camp of Keith & Co. then was at 50 miles from Macleod. Before beginning the work Antoine Proulx and one John Galarneau were sent to inquire from Keith as to the conditions under which they would work for them, representing that they had been hired by the company, and for the company at \$20 to \$26 per month and board, and free transportation to work, to which Keith answered that this was an old story and that they would be paid \$1.50 per day, being charged \$4 per week for board. Upon their refusing to work, Keith begged of them to wait until he would inquire about the conditions from Mr. Haney. Upon this they consented to remain, and worked at clearing right of way until the 13th of October. They then asked for a settlement of accounts, and for money, and, all were told at night that they were indebted to the contractors, Proulx himself owing \$8. On the 13th Dupuis Leclair and two Legaults left, as they could not get shoes or mittens, but they were immediately arrested. On the 14th, nine others headed by Antoine Proulx also left to go to Macleod, some having no shoes. On the 15th they too were arrested and were added to the four others in the jail. This last arrest took place on a Saturday, but on the Monday night all were liberated, and made their way to Macleod sleeping in the open on the prairie. Having sued Keith for wages before the Mounted Police officers at

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Macleod, they obtained judgment and Proulx more particularly for the amount of \$37.75, the others for more or less. The night following, having no money, the greater part of them slept again in the open. Other discontented labourers had reached Macleod in the meantime, and all had taken or took action against Keith and others. Judgment having been rendered in their favour, an appeal was taken by Keith, and it was agreed that the case of Antoine Proulx, which had been made the test case before the magistrate, should be the test case in appeal. Afterwards that appeal was sustained.

Whilst waiting for the result of the appeal, twelve of the men obtained work with Buchanan at \$1 per day and board but after working three days, they were told by Buchanan that he had received a letter from the company, ordering him to discharge them unless they signed a written agreement to pay their fare. This they refused to do, and were discharged. Subsequently some of them obtained work under assumed names. Others, through the intervention of Inspector Saunders, met Mr. Turnbull, the Assistant Superintendent and got work at \$1.50 per day, paying \$4 a week board. After six days, they returned to Macleod to inquire as to their cases in appeal, and on seeing new difficulties to which they were exposed, and an offer being made, that if they would sign a complete discharge of company's liability to them, the company would give them free pass home and \$5 in cash, they decided to accept this with others, numbering in all eighty-two (82.)

The company had appointed officials to receive the men and look after them on their reaching Macleod, as they came by batches. It has happened that for one reason or another, due notice was not received, and that men arriving in that way did not know where to go, or what to do, and were left at Macleod station, without any direction, for one night or so. Others complain that they were lodged for nights in places which were not fit, as for instance in an old house near the station, which they say was filthy, cold, and not properly sheltered, they being there without any blankets or any other covering whatsoever. In some instances tents were provided for them, but not in sufficient quantity, and a portion of the men had to sleep in the open and on the bare ground. Numbers were kept in box cars, in all cases also filthy and cold, during several days and nights, sleeping on the floor. All allege more or less suffering. This applies more particularly to the men who were sent in August or September. After having passed some days either in the old house, or in box-cars, some hundred of them were afterwards brought to work on the track between Lethbridge and Pincher Creek. It is complained that there they were kept in a boarding car, which has been denominated by them as the "Jumbo car" number three. It is alleged that during two months from 90 to 115 slept in that car. The size of the sleeping accommodation is given as followings:—Bunks 4 ft. 6 in. in width, height between top and bottom of each bunk about 2 ft. 3 in. from board to board; passage 3 ft. 11 in. in width; each bunk being under 6 feet in length and the whole car being about 70 feet long. Two men were obliged to sleep in each bunk, and their being three tiers on each side, this forced six men to face six other when rising and retiring. It is mentioned that it was not sufficiently heated, that it was filthy, the atmosphere intolerable and unhealthy, that there was no washing or lavatory facilities in the car (only one small basin and an ordinary pail for water) and that there was not sufficient drinking water provided. Windows on each side exist for every tier of bunks for purposes of ventilation.

Statements are made that in the moving of men to the works, or in changing from section to section, at times, no proper or reasonable facilities were provided, and therefore they had to sleep either in the open on the prairie, or in hay lofts and stables; that there was a lack of proper provisions; and that they had to walk long distances without taking sufficient meals, and at proper hours. Joseph Tobin and 133 others who left Macleod one morning, without breakfast, having been told that there was food in the wagons, walked 14 miles to Buchanan's camp and there found only a barrel of biscuits. The 133 made the best of it, and starting again, they had nothing to eat until the night of the following day at Crow's Nest Lake. The next day they walked twenty miles to Michel Prairie before having their second meal. There was no provision made for their sleeping on the journey. The last day they reached Mann's camp,

100 miles from Macleod, where they were put into a green camp, with coal stove, which, on being lit, thawed out the ice and snow, and the following morning some of the men could not move through suffering from rheumatism. In this, the witness Tobin is corroborated by several.

At the beginning of October, a gang of men first apparently assigned to Keith & Company, were afterwards directed to Smith & Mackenzie, at Pincher Creek, for the transport to which place they had to pay \$2. After three weeks, the work ended there, and they were kept idle six days. Afterwards they were directed to Wardner, which took them seven days, making in all thirteen days, for which they were refused wages (see deposition 103 of Noel Gingras and three others).

We note some special facts, such as, for instance, the fainting of men on the works; the refusal on the part of teamsters, whose wagons were hardly loaded to give a ride to wounded men, such as young Joseph Bourignon and Theodore Lambert; some threats of Noble, one of the foremen, to kick them; the alleged bad treatment by the same foreman of men who had had difficulties with the company, and who were discharged one day after they had returned to work; the refusal of food generally to all men discharged or quitting work, and the hardship experienced on account of this, which caused one Weir, for instance, to faint, and others to feel very weak; three men having to subsist for a whole day on one onion (see deposition 139); a pinch of salt refused to men leaving camp, which they asked for in order to salt fish they might catch with a fish hook given to them by another of the men. All this when they were at distances varying from 70 to 150 miles from, and having to walk to, Macleod, often having no money, and even with money not being able to obtain food, and having sometimes to rely on remnants thrown away on the road.

Losses have been sustained through the fact that having generally brought their clothes and effects in trunks, the men were forbidden to carry them with them on the works, and had to leave the trunks at Macleod, and put whatever they could into bags, with the result that in many cases, whatever had remained in the trunks, and the trunks themselves disappeared, and could not be found again. On this account the immigrants, and more especially the Welshmen, suffered more than the rest, as, coming from greater distances, they were better supplied, though one Jean Baptiste St. Amour, of Montreal, lost in this manner, over \$80 worth of goods. The preventing of the men taking with them all their clothing which had been thought necessary, did not permit them, when on the works in the mountains, to effect a change of clothing, which was naturally necessary to men working in the bush and getting drenched.

In several instances, some of the contractors' camps were not kept in a proper condition, and the men, although habitually clean, were compelled to associate in the sleeping bunks with men who were habitually unclean, and thereby became affected with lice. It was impossible for them to take precautions to avoid such a result. According to the evidence, and from what we have seen ourselves, we must say that the generality of camps are well kept, but there are too many exceptions, some not being sufficiently sheltered so that the rain, snow and cold would be a cause of suffering to the men who had to remain therein. Others have not sufficient, or to speak better, have no light at all, and men even during daylight have either to use candles, for which they have to pay, or keep the doors open if they want light either to mend their clothes or for any other purpose, without speaking of the inconvenience of being in the dark during daytime; whilst on the other hand some camps, even when offering all other conveniences, are not properly attended to, inasmuch as they are left entirely to the men themselves to be cleaned and kept, and it may be more properly said here than anywhere else, that "whatever is the concern of all is the concern of none." It appears that before our arrival on the line there were more camps in that condition than when we passed some having been repaired within a week or two before.

In one instance there was an entire abandonment by contractors Doidge & Company of their men in the camps, under the pretext that they were going to Macleod to settle certain difficulties, and to bring money to pay their wages. Yet they never returned, and the men were kept on the work uncertain as to what would become of

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them, and what they had to do. This was at Coal Creek, 110 miles west of Macleod. Edwin Doidge who was in charge for the concern, being examined (see deposition 126), admits the facts and says that he abandoned the camps on the 14th of December, about 20 men being still there, about as many having left the day previous, and that \$300 would pay the amount of refused cheques to labourers. We met one of those men who had been settled with by Doidge & Company (deposition 54) with a cheque from them amounting to \$65 payable at the Union Bank, Macleod, but which had been refused and returned to him. This man, although in possession of still another cheque for \$70 from another concern not connected with the railway, but whose cheques were considered as good as cash, had been refused board along the line, and, being without money he, with a companion only had one meal in two days, and a piece of bread. The reason for the camps not furnishing food was stated to be that it was the rule on the road.

At Wardner several labourers employed by Smith & Mackenzie complained of not having been settled with for their wages for the last two months, December and January, although a settlement had been promised to them every day.

At seven miles from Fort Steel, 25 men from Major Bowles' camp gave their evidence, stating that Major Bowles had left camp on the 7th December, and that as they were, they had barely enough to eat, and could not get provisions. The tents had become filthy, offering no more convenient shelter and no settlement of their wages had taken place since, and they were left in the dark as to what would happen to them.

At some camps, men were entirely forbidden, on pain of instant dismissal, to say a word during the work, and on the remark of one of them as to whether they were prisoners, the foreman answered that they were very nearly so.

There are several complaints of coarse language being used towards the men by the foremen, walking bosses, and timekeepers, without any apparent reason, and there is a hint on the part of a French Canadian (Joseph Mallette) that they were so treated on account of their nationality. It is complained that sick men did not receive reasonable care from their foreman, walking boss or those immediately over them, and were refused meals, although they were paying for their board, and some of them were charged 35 cents per meal, the contractors assuming that in reality they were not sick, and even some were discharged under the same pretext.

In settling their accounts, and more particularly those who were engaged until the latter part of September, the men seem to have been left entirely in the dark. Being entitled to be paid by the month at the rate of \$20 to \$26 and board, they believed that they would get that amount at the end of each month, according to what they would be rated at from \$20 to \$26, without deduction for lost time through bad weather, and other causes not controllable by them. On the first pay they found that this was not so, and that they had to lose as many days as they were kept forcibly idle. After the first month, which would be at the beginning of September, an order came from Mr. Haney to Mr. Charleson, the bookkeeper and assistant storekeeper of the company at headquarters (see his deposition No. 78), by which men were to be paid at the rate of 24-30 or 24-31 of \$26 according to the number of days in the month, and this notwithstanding the fact that some contracts specified 26 working days per month. This rule would explain what several of the men declare in their depositions, that in order to be paid at the rate of \$20 to \$26 per month, they had to work every day in the month, Sundays included. By referring to the accounts, it appears to be so, though it is difficult for any one to explain how in some instances those accounts were made, and for that purpose reference is made to deposition No. 146, to which some accounts of contractors O'Neil & Co. are attached.

Afterwards this was again changed by simply paying the men \$1.50 per day and charging them \$4 per week board, the company paying the contractor for the board beyond Crow's Nest Lake (Smith) \$5 per week, the extra dollar not being charged to the men. Again on the 1st of February a new order was issued by which the men were to get \$1.75 per day and were to be charged \$5 per week board, and this not only applied to the men employed by the company, but to all those under the contractors. To these changes there are objections. In the first place because they are not according to the contract signed, and in the second place because it is alleged that if a man is laid off

through bad weather, sickness or other cause he is to be a looser by paying \$1 a week more for board.

Before going further, the case of Frank Beaulieu and Auguste Rivard (deposition 77) who formed part of Proulx's gang should be noticed. They, like the fifty others, having been hired by the company, learned after they had left Macleod that they had to work under Keith & Co., contractors. They protested and accepted work only with the understanding that if they were not satisfied they might leave whenever they liked. They speak like several other witnesses of the hardship on the trip to Pincher Creek, sleeping in the open without blankets and being fed on biscuits and cheese, and one day eating nothing from breakfast time to half-past six in the evening. They had been engaged as bushmen, but were put to work with pick and shovel. Afterwards thirteen of them were sent to work under sub-contractor Fitzgerald. Having notified Fitzgerald after one-half day that they would not work for him, on account of what they had heard about being charged the fare to Macleod, he promised to give them employment as drillers, but when they saw that he did not keep his promise, and after some difficulty with the foreman, Patrick Tierney, seven of them left, after eight days, and were arrested. Five of them were sent to jail for thirty days, two having returned to work.

It is the above and similar complaints which brought from eighty to one hundred men at about the middle of October to Macleod. The majority took legal action against the company or the contractors, others would not work or could not obtain any more work. They were all in a perfect state of destitution, many of them had to sleep in the open, several were kept in a house hired by Zephirin St. Amand, but all or nearly all had to live upon public charity and suffered in many instances through hunger, cold and lack of proper clothing. Discouraged and disheartened they, at the end, consented to a compromise proposed to them by which they accepted a free pass to return home and \$5 each to buy provisions on the journey, a full discharge for any claim against the company being at that time signed by eighty-two of them. It is right to say that in the meantime the general manager of construction, Mr. Haney, having found that contrary to his instructions those men had really been hired by the month, offered to give them work on behalf of the company and to pay them at the rate of \$26 per month and board, offering at the same time to advance \$10 to each married man to be sent to their families. Some of them would have consented to that offer, but the bulk refused under the pretext, some of them that they could not place any further confidence in the company, others that they could earn more at home, and they generally left Macleod to return home. Since then the company has granted free passes home to some of the men upon our suggestion.

Frequent complaints were made by the men for being kept forcibly idle. Deposition 107 shows that a large number of labourers were kept waiting 8 or 9 days, having to pay board and getting no wages. Deposition 109 also shows where a labourer commencing work on the 2nd November was kept idle for 13 days from the 10th December, during which time his board was given to him, but after having worked another 13 days he was again kept idle for 15 days and paid in the meantime \$4.50 per week board. On the 23rd January, he recommenced work, and on its completion was again disemployed. In deposition 30 it is also shown that men, even during fine weather, were not always put to work. In all those cases, wages were stopped.

We have taken the greatest care to investigate the treatment of immigrants, and to find any or all of them who remained on the construction, and we even went outside of it, to Coal Creek Coal Mines, and to Canmore. At the latter place we found more particularly two of the ten Welshmen who had signed, with Crockett and Richards, the telegram addressed to the *Press* in Wales, complaining of no proper accommodation being provided, of having no water to wash, of being ill-treated by the French Canadians. These two are Stephen and David Richards, who declare that no ill-treatment was experienced from French Canadians, although they had signed the telegram in question, and the only complaints made by them are similar to those made by the rest of the working men on the road. All of the Welshmen, whom we have examined, and other immigrants admit that the representations made to them abroad were accurate,

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although they considered that "board" included board and lodging, which meant to them, proper shelter, sleeping accommodation and reasonable facilities for cleanliness. In fact, their complaints are reduced to those mentioned by the other men, and they received no exceptional treatment.

A rule established on the road is that the men who quit work receive a time record, which only states the number of days which they have worked, their name, and their signature as a means of identification, but without any deduction for board, medical attendance, or any other such particulars. Those who are discharged receive what is called a time cheque, which contains all deductions, and exactly establishes what the man is entitled to. Some contractors settle all the wages of the men by bank cheques only; some at regular pay day by cash; others some times by time cheque. This way of settling wages by cheques at distances so far from commercial centres has created a great deal of discontent, and in many instances, of hardship among the men. We have found several of them who, although in possession of time record, time cheques or bank cheques, could not even obtain a meal upon them, and were forced to have them discounted in the best way they could, at rates varying from 10 to 50 per cent. One man, Fortin (deposition 110), who was in possession of a cheque for \$22, had to walk 75 miles to Bull Head Prairie, to have that cheque cashed, and as he wanted to return to Nelson, he had another 100 miles to walk back, paying 35 cents per meal during the six or seven days of his journey. According to James M. Carroll, a general store keeper on the road (deposition 108), the country is full of unpaid time cheques, and Mr. James Ferguson Armstrong (deposition 104), Gold Commissioner of British Columbia, at Fort Steele, and magistrate, who had had a great deal of experience with the men on the road, speaks about the inconvenience of these time cheques and bank cheques, and the difficulty which it brought to the men, who, he says, are losers by the delay which it brings, or the discounts which they are forced to pay to get them cashed. He saw men with wages so due them having no money to buy meals, and having to be assisted by the authorities at Fort Steele. Mr. Armstrong is the collector of the poll tax in British Columbia, and the law there is that a resident of six days in each year has to pay \$3. All employers are held responsible for that poll tax. But, he adds, that as far as the men on the construction work were concerned those who reached there only after the first of December, were not charged this poll tax for 1897, but all the others were.

Knowing the climate of that part of the country, he declares that it requires stoves in tents to prevent hardship, and that men should have comfortable covering from the last of October to the first of April, that shacks or shanties with bad roofs expose men to hardship, and that, according to his seven or eight years' experience of railroad construction, he cannot see why men should not be properly sheltered, and that company or contractors should provide suitable accommodation at the very beginning. He had before him, as magistrate, thirty or forty men to take proceedings for wages, but they had no money to pay their fees. To enforce their claim they had to lose from three to ten days. He knows of a contractor who, on one occasion, discounted his own time cheque.

It is also proven that in some instances those time or bank cheques were discounted by sub-officials of the contractors who had issued them, and this, some times to the knowledge of the contractors. One contractor verbally admitted before us that his own father had discounted in his own office, his own cheques.

Referring again to that part of the deposition of Mr. Armstrong, he says, that taking into consideration the condition of the men, and their ignorance of and the unsettled condition of the country, it makes it nearly impossible for them to get any redress by the ordinary course of the law.

A special complaint, as to which we tried to get all the information possible, is the overcharges on store supplies by the company and the contractors to the men. The company declares that ten per cent is a sufficient compensation to cover them from all loss. The contractors generally admit that their charges are from twenty to forty per cent profit. A general store dealer on the Pass (Carroll, already cited) swears that he can sell goods as cheap as contractors, and yet make a profit, over and above the cost of goods and transportation, of forty to fifty per cent. Deposition 87 affirms that the store charges of one contractor are thirty to forty per cent dearer than those of the company,

in particular at Bull Head Prairie. Among the most common articles bought by the men are blankets. For these they have been charged from \$2.75 to \$4.50 per pair, and in about 100 cases old blankets, full of holes, were supplied to the men at a cost of \$4.50 per pair. We find that a seven pound blanket in Winnipeg is worth wholesale \$2.10. The charge for transporting supplies to the works is approximately $3\frac{1}{2}$ cents per pound, bringing the cost of such a blanket on the works to about \$2.35.

Overalls, also are a common article used. For these, men have been charged from \$1.25 to \$1.50 and the prices paid for such in Winnipeg by contractors have been from 55 to 63 cents each. For underwear prices to men by contractors have ranged from \$2.25 to \$2.50, and for single pieces, \$1. The cost of such, as supplied to them at Winnipeg varies from 85 cents to \$1.54 per suit of two pieces.

Thirty to 40 cents has been charged for plugs of tobacco, costing apparently 26 cents. Chewing tobacco large plugs, have cost the men 35 cents, and these would cost the contractors approximately 22 cents. Smaller plugs 15 cents, which it is affirmed in deposition 105 can be bought in Fort Steele for 8 cents.

Shirts have been charged to men at \$1.50 each, and contractors have been supplied the same at prices varying from 53 to 71 cents each; and better qualities not generally used by men have cost the contractors from 88 cents to \$1.07 each. Ordinary rubbers of a heavy character suitable for the work, have cost the men, one buckle, \$2, two buckles \$2.50. The wholesale price of such in Winnipeg is for one buckle \$1.30, two buckles \$1.34. For soap men have been charged 20 cents per bar, which it is affirmed in deposition 79, 5 cents would purchase in Montreal. In another case 15 cents a bar has been charged for Sunlight soap, and others have paid 10 cents per bar. The cost of the most common soaps used, Royal Crown and Sunlight, is laid down at the works about 5 cents per bar. Generally speaking, men have had to supply their own light in camps, and in consequence had to buy their own candles for which they paid 30 cents per pound in some cases, in others 5 cents each, and as much as 10 cents each. The wholesale price of these candles in Winnipeg would be about one and one-fifth cents each. Such candles would run about ten to the pound, and adding the $3\frac{1}{2}$ cents per pound for transport to works, would bring the cost of these candles to about $1\frac{1}{2}$ cents each. For socks, men have been charged all the way from 35 cents to 50 cents per pair. In deposition 79, it is affirmed that socks which cost the men 45 and 50 cents, could be bought elsewhere for 25 cents. As supplied to the contractors from Winnipeg, the highest price paid for socks is 19 cents, and the lowest $6\frac{1}{4}$ cents per pair. For matches men have had to pay for three bunches, 5 cents, and for the ordinary sulphur matches, in common blue paper case, 1 cent a box and in other cases three cases for 5 cents. The cost of these small cases at wholesale is under half a cent each that is laid down at the works. For boots and shoes the price charged the men has been from \$2.50 to \$3.25. In deposition 72, it is affirmed that boots bought for \$3.25 could be obtained in Winnipeg for \$1.50, and according to deposition 157, \$3.50 is paid for boots which deponent swears could be obtained in Ottawa for 80 or 90 cents. The price of such boots as are used on such works, and as supplied to the Canadian Pacific Railway Company at Macleod, cost at Winnipeg, prices varying from \$1.40 to \$2 per pair, heavy top boots costing \$2.25 and \$2.40. Mittens, a very necessary article in work on the Pass, have cost the men from 75 cents to \$1.25 per pair. In deposition 79, the witness affirms that mitts costing \$1.50 could be obtained in the east for \$1, and deposition 157, declares that he paid \$1.25 for what, in Ottawa, would cost 50 cents. The ordinary cost of woollen mitts in Winnipeg varies from $10\frac{1}{2}$ cents to 50 cents per pair, and for leather mitts from 40 cents to \$1.09.

A certain number of men on the works, considering that they could board themselves cheaper than at the contractors' camps, felt aggrieved when they found they were not allowed so to do. One witness (deposition 165) states that boarding himself would be much cheaper according to his experience on other construction works. In another case, two Armenians (deposition 87) who were not accustomed to the food supplied in the camp (certain kinds of which they had an objection to, being contrary to their native custom) obtained the consent of their walking boss to board themselves. Finding that they could obtain supplies cheaper from the Canadian Pacific Railway Company at

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Bullhead Prairie than at the store of the contractor for whom they were working, they purchased at the former place. As a result, they allege that they were dismissed, after having incurred considerable expense in fitting up a sleeping cabin for themselves. The reason given for their dismissal by the contractor was that they were idle. At the time their deposition was taken their then employer, being present, stated that they were steady workmen.

Another deduction which created much discontent and brought a general protest, is the cost of transportation from Macleod to the works. Whether they actually were carried in the wagons, or walked, the charge seems to have been the same, and in most cases they had to pay board at the regular rates, whether the actual number of meals were supplied or not. In deposition 91 it is shown that 125 or 150 men were charged \$5 each for transportation and meals from Macleod to a short distance beyond Headquarters camp, and from Macleod to Crow's Nest Lake, as per deposition 146, \$2.50 for transport, and a further sum of \$1.71 for board, representing three days, that is, nine meals. We are safe in saying that fully 2,000 men were charged in that way.

The general experience of the men on these journeys was that they did not get the meals they had to pay for, and that usually they had to walk, and had no proper accommodation, the teams being utilized principally for the conveyance of their clothes and belongings, which, as previously shown, were forcibly reduced to a minimum.

The order from the general manager of construction was that no man should be charged mail fees of twenty-five cents per month, unless he consented to it. There were objections on the part of a number of the men and yet after one or two months, it became a general rule to charge them without any distinction, whether they consented or not. The reason for this, given by Mr. Thomas B. Charleson at headquarters, was that men changing from one section to another, made it impossible to follow out the instructions, and the general rule was adopted for all.

The men have to pay fifty cents per month for medical fees, which is regularly deducted from their wages, either by the company or the contractors.

The chief of the medical staff on the road is Dr. Newburn, stationed at Lethbridge, and four assistant doctors were appointed by him or the company for the whole road. At the time of taking the deposition of the general manager of construction, Mr. Haney, it was proposed to appoint two others.

The complaints from the men, and even from the contractors, was universal with regard to the medical attendance, with but one or two exceptions. Drs. Harwood, Roy and Gordon were appointed at the beginning of the work, or nearly so, and the two latter more particularly are forced to admit that the medical supplies were not sufficient, that the distances were too long, and that they could not properly attend generally to their duties. The men complained bitterly of the length of time which elapsed between the different visits of the doctors in the camps, and when in some instances immediate attendance was needed as in the case of broken limbs, fever, and attacks of diphtheria, the medical assistance could not be obtained within a considerable time. Two men, McDonald and Fraser, were taken sick with diphtheria at Mann's camp, about a hundred miles from Macleod. They were sent in an open carriage from that place with instructions to be forwarded by the ambulance from Bullhead. They were, however, brought to Crow's Nest Pass, about twelve miles east of Bullhead, when they were refused the usual accommodation for patients, and on the same night were driven back to Bullhead. They were put in an isolated house to await the ambulance. The following day they were conveyed to Sulphur Spring, where they passed the night, and in the morning were driven to the end of the track near Pincher Creek. They arrived at that point in the evening and two hours or so after, they died. The only medical attendance they had was that received from Dr. Meade, a private practitioner of Pincher Creek, who was sent for as soon as the end of the track was reached, but was only in time to see them die.

The only four general hospitals available for use then were those at Nelson, St. Eugene (eight or nine miles from Fort Steele), Macleod and Lethbridge. No field or temporary hospital existed under the control of the company except at Crow's Nest Lake, where sick men were received in a private boarding house, and it is only since

our passing on the road that we understand orders have been given to build one at Michel Creek, and another at Coal Creek, although there might be orders for some other places since. The prevalent diseases were cough, mountain fever, rheumatism, and some cases of diphtheria, besides the few accidents which naturally occur on such works.

In some camps it is alleged that when the wages were \$1.50 per day the board was \$5.00 per week, whilst when the wages were raised to \$1.75 the board was raised to \$5.25.

Speaking of the board, there is a general admission that it is not only good, but better than what has been experienced anywhere else, and on this branch of the inquiry it may be said that there is nearly a universal satisfaction.

There have been two special particular complaints on the part of two batches of men brought from Sudbury and the surroundings, one under Noble, and the other under one Redmond (see deposition 58). It appears that these men having been hired under form 277, it was contended by the company, in regard to those contracts, that they did not represent the conditions under which the men should have been engaged. For this reason an effort was made to get back the contracts from the men and obtain their signature to the latest form. In both groups a proportion of the men refused to sign a new agreement, and to give up the original one. The Mattawa gang, as a whole, were kept two days during which they had only about one meal, and slept in the open, after which they felt compelled to accept the terms of the company. Of Noble's gang, fifteen refused to sign anew. On giving up their original and signing another contract, copies of such were not furnished to the men.

It is apparent from statements of various witnesses, that at the outset, not obtaining the particular kind of work engaged to do, vigorous attempts were made to have the specific terms of their contracts in this respect complied with. The distance, however, separating them from their homes, to traverse which, to them, is so costly, compelled their submission. The reason ascribed by the company was that by doing so encouragement would be given to others to find fault.

It may be asked how it was so easy to find such a number of men in the east to consent to go to work at such a distance, and under such circumstances? The answer is, first, that at the time there was a scarcity of work in the east and that many of them, good men, thought it was a means of earning in the meantime, sufficient to support their families. Others desired to go west, and took advantage of the representations made as to fare, &c. The prevailing excitement created by the gold-mining development of the particular region in question, also influenced many. We have seen several who believed that their going to the Crow's Nest Pass would bring them within accessible reach of the Klondike. To this last reason can be attributed the fact that a good proportion of the men sent to the work were physically unfit. Others were unaccustomed to that character of employment, as for instance, lawyers, actors, barbers, clerks, cooks, and others of a similar class. Young men of 15 to 18 were also sent there and hired as men of full age, these evidently not being strong enough. Some had already suffered, or were still suffering from certain diseases, but were improvident enough to start notwithstanding, and it is not astonishing to find them sick from the outset.

All that has been represented by reference to the proof as taken, shows more or less hardship, and no doubt many of these hardships would not have been so earnestly spoken of if the men had considered themselves sufficiently remunerated. Let it be repeated, that the first who were sent from the east, that is, in August and September, were hired by the month to be rated from \$20 to \$26, and board. Afterwards to ordinary labouring men the conditions were \$1.50 per day, and \$4 per week for board. Under either arrangement exception was made in favour of those who had special qualifications. On the 1st of February, the wages were fixed at \$1.75 per day and board \$5 a week. This was a general rule given to and accepted by the contractors of the company. In his deposition the manager of construction, Mr. Haney, declares the rule to be that the men have to pay their fare to Macleod, also their transportation and board from Macleod to the works, and that it is only by exception that some of them were brought to Macleod on free passes, for instance 500 men from Winnipeg, at a time

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they urgently needed more labour. According, then, to the conditions outlined by the manager of construction, a labourer, starting from Ottawa with the intention of going to Macleod to work for the company, has to pay \$22.50. This amount is based upon a rate of one cent a mile, and varies according to the distance between point of embarkation and landing. Except for those sick or disabled, no special provision for return transportation of labourers is made, except ordinary fare, which from Macleod to Ottawa is \$64.40. The charges from Macleod to the works have ranged from \$2 to \$7. In all cases where men have worked before the 1st of December in British Columbia, the boundary of which is crossed near Crow's Nest Lake, poll tax has been charged and retained generally from the men's wages, for 1897 and 1898. It becomes chargeable against residents of six days or more in each year. At all events this is the rule, and the contractors are responsible for the same. Whenever it has not been charged, it was due to an oversight.

If to the foregoing expenses are added re-transportation from the work to Macleod, which we will put at \$2.50, \$10 to buy provisions for the trip from Ottawa to Macleod and return, \$9 for medical fees and mail during twelve months, \$5 a month for personal expenses, including boots, shoes, underwear, tobacco, &c., and board, at the end of twelve months' work his total expenses to and from home, taking, for instance, Ottawa, would be \$381.90.

The average number of days per month on which it is possible to work is twenty-one and a-half. On such a basis a year's work would yield to the labourer paid at the rate of \$1.50 a day an amount of \$387. If we deduct from this his expenses for twelve months, as enumerated above, \$381.90, it will leave him with only \$5.10 cash in hand. If weather and health permitted working twenty-six days a month, at the same rate of wages, a year's work would net, after paying expenses, \$86.10. If paid \$1.75 a day and charged \$5 a week for board, twenty-one and a-half days per month, his cash in hand would be \$20.94, and if able to work twenty-six days per month, \$115.50. This is taking the position of the labourer from the standpoint of the company.

Under the same conditions the labourer, working nine months at twenty-one and a-half days per month, would be out of pocket then in the sum of \$22.40, whilst if he works the twenty-six days per month his net earnings would be \$38.35. Working at \$1.75 per day he would be, in the first instance, out of pocket \$9.67, and in the second instance, would be in cash \$61.25.

Working under the same conditions for six months only at \$1.50, he would be out of pocket in the first instance, \$49.90, and in the second instance, \$9; whilst at \$1.75 per day in the first instance he would be out \$40.28, and in the second instance he would have to his credit \$7.

Working three months at \$1.50 per day he would be out of pocket in the first instance, \$77.40, and in the second instance, \$57.15; and at \$1.75 per day in the first instance would be out \$70.89, and in the second instance, \$47.25.

The following table will exemplify more in detail the statements made above, and it will be seen that although in some instances the charges from Macleod to the works have been \$7, the workman in this statement is only charged \$2.50, as well as only one year's poll tax.

TABLE showing possible Earnings of Men for periods of 12, 9, 6 and 3 Months.

PERIOD OF WORK.		EXPENSES.													Amount.	
		Ottawa to Macleod.	Macleod to Works.	Return to Macleod.	Macleod to Ottawa.	Expenses on railroad from Ottawa.	Poll Tax.	Mail and Medical Fees.	Clothes, &c.	Board.	Total Ex- penses.	Total Earn- ings.	In debt.	In hand.		
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
12 months,	21½ days at \$1.50 per day.....	22 50		2 50	64 40	10 00	3 00	9 00	60 00	208 00	381 90	387 00			5 10	
12 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	9 00	60 00	208 00	381 90	468 00			86 10	
12 do	do 1.75 do.....	22 50		2 50	64 40	10 00	3 00	9 00	60 00	260 00	433 90	451 44			17 54	
12 do	do 1.75 do.....	22 50		2 50	64 40	10 00	3 00	6 75	45 00	156 00	312 65	299 25			112 10	
9 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	6 75	45 00	156 00	312 65	351 00			38 35	
9 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	6 75	45 00	185 00	341 65	338 58		3 07		
9 do	do 1.75 do.....	22 50		2 50	64 40	10 00	3 00	6 75	45 00	195 00	351 65	409 50			57 85	
6 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	4 50	30 00	104 00	243 40	193 50		49 90		
6 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	4 50	30 00	104 00	243 40	234 00		9 00		
6 do	do 1.75 do.....	22 50		2 50	64 40	10 00	3 00	4 50	30 00	130 00	269 40	225 72		43 68		
3 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	2 25	15 00	52 00	174 15	96 75		77 40		
3 do	do 1.50 do.....	22 50		2 50	64 40	10 00	3 00	2 25	15 00	52 00	174 15	117 00		57 15		
3 do	do 1.75 do.....	22 50		2 50	64 40	10 00	3 00	2 25	15 00	65 00	187 15	112 86		74 29		
3 do	do 1.75 do.....	22 50		2 50	64 40	10 00	3 00	2 25	15 00	65 00	187 15	136 50		50 65		

NOTE. — In case of men starting work, say in November, 1897, they would be required to pay poll tax in British Columbia for 1897; and if the work continued until January, 1898, they would again have to pay \$3. Board, where rate of wages is at rate of \$1.75 per day is charged at \$5 per week, and where rate of wages is \$1.50 per day board is charged \$4 a week.

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This table, which seems to us founded on undeniable facts, explains not only the discontent but the discouragement of the men upon finding that after two, three or four months they were not in a position to provide necessaries of life for their families, whom the most part of them had left behind. Whatever they might send was taking away their chances of being able to return home even after twelve months work, it being insisted upon that even after two or ten years work they would not get a free pass or even a reduced fare. To the ordinary labourer the possibility of returning home to his family under such conditions seemed improbable. He was in a wild country, difficult to traverse, and to attempt to reach home on foot was hazardous, knowing as he did that it was contrary to the rules of the road for contractors to supply to them food. Moreover to leave work rendered him liable to arrest for desertion of his employment. Under such conditions he felt like a prisoner in a strange land, and these circumstances explain how it is that many of them started for home on foot, some to Ottawa, others to Montreal, Winnipeg and various points east and west, at distances varying from 1,000 to 2,500 miles. At any season of the year such journeys could not be undertaken without some hardship even when in a measure provided for the exigencies of such a trip. Some statements have been made to us where it appears men have started out without money, provisions or even sufficient clothing. In such cases they have had to seek assistance from public charity at various towns through which they passed, and instances are found where remnants of food, orange peel, etc., thrown by passengers from passing coaches have been used to satisfy their hunger. Stealing rides on the trains from station to station was a means adopted by some to reach home. This method exposed them to liability of being arrested, and instances of witnesses serving ten days in jail for such an offence are given in the evidence. On such a journey sleeping in the open air under changing climatic conditions, often of the severest kind, exposure to chances of bad treatment accorded usually to travellers of this kind are some of the miseries and hardships which must be submitted to. As an instance of the little sympathy they met with it may be cited that two labourers meeting a corporal of the Mounted Police were advised by him to steal a ride, with the assurance of not being in any way molested. With some hesitation they took his advice, and at the next station found that word had been sent ahead, as two Mounted Policemen were there and placed them under arrest. For this act they were sentenced to ten days in jail.

Referring again to wages, it is affirmed by Gold Commissioner Armstrong, of Fort Steel, that in southern British Columbia the current rate of wages paid to labourers employed on works similar to that of railroad construction is \$2.50 a day without board. In case men are working in a locality where the obtaining of provisions is costly, as far as transportation is concerned, such is defrayed by the employer. At any rate this is the custom followed by the Government of British Columbia.

Referring again to the camps, a number of complaints are made that some of them were too crowded, when occupied to their full capacity. No basins or other utensils for washing were provided, and if provided, not in sufficient quantity. We draw attention especially to the deposition of Dr. Gordon (number 57) on the subject. Besides this, reference is made to depositions numbers 22, 24, 31, 51, 52, 79, 86, 151, 161 and 168. This evidence deals more particularly with log camps.

And yet nearly all the officials of the company whom we have examined declare that the sleeping accommodations were good, and that there was no such hardships experienced as those which are related by the different labourers who have given their evidence; in fact, it is mentioned all through, from Mr. Haney down, that the men on the road, as far as hardship, medical attendance, and the way of treating the men generally, has been better on this construction than on any other on which they have had experience. The inspectors of police who were examined also declare that they saw no particular hardships to be complained of. The following depositions refer to this, numbers 18, 19, 24, 27, 28, 29, 32, 33, 42, 45, 46, 50, 56, 81, 89, 90, 91, 106, 107, 117, 118 and 120.

Having stated the facts as established by the different witnesses, it is as well to bear in mind that in some details the matters laid before us might have been given a different colour had distances made it convenient for the company, contractors and labourers to appear and make rebuttal statements.

The company and the contractors on their side have not been altogether free from difficulties with the labourers. It can be easily understood that amongst the great number of men employed on such a work there are many who are not strictly honest and deserving. Some will take advantage of everything to defraud and cheat their employers; others will be a source of obstruction in the good working of the concern; a certain proportion will never be satisfied with whatever good treatment they receive; some having been hired and receiving transportation will dispose of it to another or will themselves make use of it to certain points and then leave the train and never appear on the works. Many after engaging with the company managed to obtain meals and supplies—blankets more particularly—from the employers and disappeared the night after, leaving no trace of their whereabouts. Many men are naturally indolent and indifferent and will take advantage of their employer, giving any pretext for not working and remaining idle in the camps for many days. Employers besides have to guard themselves against falsehood, misrepresentations and exaggerated or unfounded complaints. Strict rules and regulations are necessarily to be established and adhered to. The difficulty, then, is to have them enforced in a spirit of fairness and moderation, more particularly by those having the immediate charge of the men. It can easily be understood how some sub-officials either through over-zeal, lack of judgment, bad temper, ignorance or other cause will even go beyond the true spirit which inspired those rules and regulations, and will thus have them considered unjust and tyrannical instead of, by their reasonable enforcement, convincing the men that they are a protection to all parties concerned.

A great cause of dissatisfaction was the non-compliance on the part of the Company and the contractors with the conditions under which the men were hired by the employment agents, though on some points the general manager of construction, Mr. Haney, was ignorant of the representations so made and which were contrary to his instructions, such as the terms regarding wages, transportation to and from the works, reckoning of time, and the furnishing of blankets, though on other points, however, he could not be ignorant of certain conditions of the agreements, as, for instance, the hiring of men by and for the company and their afterwards being transferred to contractors without the men's consent, and also of certain treatment accorded to the men. Therefore, when they were paid otherwise than their engagement stipulated, *i.e.*, by the day instead of by the month and were not paid when losing time though no fault of their own, when they were charged for things they understood were to be free, such as fare and in some cases blankets; when they were transferred to contractors and sub-contractors, though hired for the company, the men were within their rights in refusing or hesitating to work and in making complaint to their employers. To be imprisoned or discharged under such circumstances for not yielding and to be refused any more work on the road and sent tramping through mountains, hills and rivers, destitute, exposed to starvation, cold and to all hardships consequent on sleeping in the open air in a severe climate in an unhabitated part of the country, at distances varying from 50 to 150 miles from all centres of civilization, and being unable to obtain, upon special orders, at the few places where it could be had, even when paying or offering to pay for the same, any relief in the shape of food, shelter or any other human accommodation, must be considered as giving good grounds for complaint of hardship and bad treatment.

The manager of construction is said to have used harsh words in two instances to the men who went before him to make representations of their treatment. Not having had an opportunity of hearing his version of these allegations we do not attach much importance to them. Otherwise, Mr. Haney seems to have been disposed to redress grievances coming to his knowledge whenever he could satisfy himself of the facts of the case. The inspectors of police examined made it a point to mention this.

We believe, in justice to the company, to the general manager of construction and to the contractors, we ought to state that all facilities were given us to make our investigation complete in every respect.

Leaving aside all special particular complaints which are necessarily incidental to all such works, and limiting ourselves to the general grievances as alleged, we believe that the evidence establishes:—

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1. The non-compliance on the part of the company and the contractors with the terms of the agreement, more particularly to the end of September.

2. The lack of proper attendance to the men in several instances when reaching Macleod.

3. The forcing of men to sleep in the open air in some instances without blankets on the bare ground, or in cold and filthy houses, box cars or boarding cars, not being fit to keep men in for any length of time.

4. The lack of proper washing accommodation and more particularly on the works in some of the contractors' camps, which, besides not being properly attended to, became full of vermin and were filthy inside and outside, and had no or not sufficient light, ventilation or proper shelter.

5. The keeping of the men under tents until the beginning of January without stoves.

6. The feeding of the men in some instances, and without good reason, with frozen provisions.

7. The threatening of the men with discharge if they should make complaints or representations.

8. The charging of mail fees against their consent.

9. The loss of time during which they were kept idle either after they had reached Macleod or after they had begun work, whether due to bad weather or to causes uncontrollable by the men, or whether the employer had no work for the time being.

10. The charging of fare to Macleod and from Macleod to the works, and board, even for meals which the men did not get, and the refusal to recognize the alleged right of the men to be returned home free or at reduced rates after a certain time as represented by the agents.

11. The overcharges on supplies by some of the contractors.

12. The well-founded universal complaint concerning medical attendance.

13. The discharging, whether for good or bad reasons, of men without any provision being made to secure them from extreme exposure and suffering through inability to procure food and through cold occasioned through lack of proper shelter.

14. The refusal of meals to sick persons and the determination of sub-officials to send them to work, notwithstanding their sickness, and in some instances discharging them.

15. The low rate of wage which left the men in the position of being scarcely able to meet their expenses and charges from the time they left home to the date of return, many of them never getting out of debt to the company and being compelled to walk the whole distance home, sometimes nearly 2,250 miles, and in all cases destitute and exposed to all sorts of hardships.

16. The arrest of several of the labourers without apparent legal right, as in the case of Keith & Co., who afterwards, when sued for wages, defended themselves on the ground that although the men had worked for them and for their benefit, there was no privity of contract between them as they had been hired by and for the company (see deposition of Mr. Costigan).

In addition there is the fact that the men had to pay for everything received at each move they made from the time they paid from one to two dollars to the employment agents to when they reached or will reach home, and being charged for (except in one or two instances) or having to furnish their food on the journey to Macleod; to pay fare of one cent a mile to reach that place; to pay again for transportation and board generally from Macleod to the works and return; to be charged a poll-tax of \$3 in each year, when working in British Columbia; to pay \$4 per week before the 1st February and \$5 per week since for board; to buy all necessary clothing besides soap, candles, towels, matches and tobacco, these articles costing on an average about \$5 per month; paying 50 cents per month for medical attendance and 25 cents for mail fees; having according to the rules laid down, to pay for retransportation from Macleod home full fare, which means for men returning to Ottawa, \$64.40, and when it is considered that an ordinarily healthy man will work on an average $21\frac{1}{2}$ days per month, not to speak of loss of time through sickness or accident, it must be admitted that the condition of the men on

this public work was far from enviable and not at all what they may have reasonably expected when leaving home.

We also found that the payment by time cheques, bank cheques, and the giving of time records, caused the men great loss of time and money.

Although the sleeping accommodation may be somewhat improved since the commencement of construction, yet as far as we are aware the grounds of complaint forming the subject of this inquiry still exist. In view of the foregoing we beg leave to submit the following suggestions:—

That employment agents in future be subject to government regulation, and a general system adopted to ascertain the physical condition and fitness of the men seeking employment.

That regulations be adopted to protect employers from imposition by the men, by assuming false names, of making improper use of transportation granted them, cheating or defrauding employers whilst under employment, etc.

That general or special rules, according to the nature of the work or the distances, be fixed as to fare, food, cost of supplies, washing and sleeping accommodation, working days, rate of wages, medical attendance, hospitals, etc., and such other regulations as would protect the honest labourer against imposition and his own improvidence.

That the company, or chief employer, be responsible directly and indirectly for the reasonably prompt payment for all wages earned on the construction of the work.

That wherever practicable there would be greater satisfaction generally if the men's wages were paid at shorter intervals than at present prevail. The terms of the contract with the men should be carefully supervised before the engagement is completed. The scale of wages on the present work should be at least from \$2 to \$2.50 per day for labourers and board from \$4 to \$5 per week.

That no liquor should be allowed to be sold on or near works of this kind.

That independent government officials be appointed with certain magisterial powers permitting them to settle on the spot all difficulties and complaints arising between employers and employees and to see the proper execution of the rules and regulations in force.

That the above suggestions apply to all public works wherever the government intervenes directly or indirectly and as far as possible to the work in question.

Without desiring to interfere with any contracts or employment entered into in connection with the present work, we believe that in view of the statements so generally made by the men as to their understanding of the terms of transportation, it would tend to mitigate many of the grounds of complaint if to those men who have worked three months the fare charged were reimbursed, and to those who have worked, or may work, six months, the fare home were free or at a reduced rate.

We herewith append for reference a summary of the evidence made chiefly for our own use, and which may serve to reach more conveniently the facts of this investigation.

Dated at Ottawa, 30th April, 1898.

C. A. DUGAS.	} Commissioners.
FRANK PEDLEY.	
JOHN APPLETON	

Pacific Cable.

RETURN

[No. 94.]

To an ADDRESS of the HOUSE of COMMONS, dated the 18th April, 1898, for a copy of the Report of the Committee appointed by the Imperial Government in 1896 to consider the question of a telegraph cable between Canada and Australasia; also, of any reports or correspondence to the Canadian Government from the Canadian representatives on said Committee, or Sir Sandford Fleming in regard to the same subject.

By order.

R. W. SCOTT,
Secretary of State.

DEPARTMENT OF TRADE AND COMMERCE,
OTTAWA, 21st May, 1898.

JOSEPH POPE, Esq.,
Under Secretary of State,
Ottawa.

SIR,—I have the honour to hand you herewith a Return to an Address of the House of Commons of the 18th of April, ultimo, "for a copy of the Report of the Committee appointed by the Imperial Government in 1896 to consider the question of a telegraph cable between Canada and Australasia," &c., in so far as the Government is at liberty to publish the same.

The report itself, asked for, is held as confidential under instructions from the Imperial authorities, not to publish until permission is given to do so.

A recent cable to the High Commissioner stating that a call had been made for the report, brought a reply to the effect that the Treasury considers it inadvisable to publish the report before Her Majesty's Government have arrived at a decision as to the policy to be adopted.

The other papers called for are herewith complete.

I have the honour to be, sir,
Your obedient servant,

W. G. PARMELEE,
Deputy Minister.

REPORT OF SANDFORD FLEMING TO THE HONOURABLE THE
MINISTER OF TRADE AND COMMERCE.

OTTAWA, 30th January, 1897.

Hon. Sir RICHARD CARTWRIGHT,
Minister of Trade and Commerce.

SIR,—On the 21st October last I had the honour to be officially notified by you of my appointment, by Order in Council, associated with Sir Donald A. Smith and the Hon. Alfred G. Jones, to represent the Canadian Government at the Pacific Cable Conference to meet in London at an early date. Leaving Ottawa the following day I was able to report myself at the Colonial Office on the 3rd November.

Before the Imperial Cable Committee could be called together a difficulty presented itself. In accordance with the original design of the Secretary of State for the Colonies it had been determined that there should be two representatives for Canada, two on the part of the Australasian colonies, and two for the Home government. As it was held to be expedient to adhere to this arrangement it became necessary to reduce the number of the Canadian representatives.

Recognizing the importance of the Dominion being represented on the Imperial Committee by the High Commissioner and an ex-Minister of the Crown of the status of Mr. Alfred Jones, I expressed my willingness to retire. On Wednesday, 7th November, I wrote the Secretary of the Committee to that effect and requested him to inform the Chairman, Lord Selborne, that as Mr. Laurier, the premier, had been good enough specially to ask me to assist in the business of the Committee, I was prepared to meet his wishes and those of the Committee itself as far as I was able and as might be considered expedient.

On 9th November, I learned by telegraph from Ottawa that the Order in Council appointing me one of the Canadian representatives in conjunction with Sir Donald A. Smith and the Hon. A. G. Jones, had been cancelled and that a new order had been passed appointing these two gentlemen to serve on the Committee and myself to act as Expert Adviser.

On 10th November, I received a note from the Secretary of the Committee in reply to my letter of the 7th conveying, on behalf of Mr. Chamberlain and Lord Selborne, an expression of their thanks, asking me to attend the first regular meeting of the Committee.

The Committee met to receive evidence on the 12th November, I appeared as the first witness, when I submitted my views as they are set forth in Statement No. 1 appended (page 5). My examination continued throughout the sitting as will appear in the printed proceedings.

The investigation was continued from week to week until the middle of December. At the conclusion of the examination of witnesses, I placed in the hands of the Canadian representatives on 16th December a "note" reviewing the evidence and furnishing additional information which I considered would be useful to the Committee. Had I been recalled, I would have embraced the opportunity of submitting this additional information as part of my evidence, for the reason that the facts presented throw light on points of importance and remove doubts as to the weight which should be attached to the testimony of some of the witnesses.

I beg leave to refer you to my "note" of 16th December which I append, and ask you to consider it part of this report. (See Statement No. 2, page 24.)

With your permission I will briefly summarize the results of the investigation.

1. All doubts as to the practicability of laying an electric cable from the western coast of Canada to the Australasian Colonies, touching only on islands in the possession of Great Britain, is now entirely set at rest. The best authorities known were examined and not one of them expressed the least misgiving on this point.

2. It has been definitely ascertained that the total cost of a cable of the type recommended would be less than one and a half million pounds sterling (£1,500,000.)

3. The evidence goes to show that the annual charges, including interest on capital, allowance of maintenance and renewal, sinking fund to provide for the replacement of

Pacific Cable.

capital in fifty years, together with all ordinary working expenses would not exceed the following amounts :

Interest at 2½ per cent.....	£37,500
Maintenance and renewal.....	70,000
Sinking fund.....	15,386
Working expenses.....	22,114

Total annual charges.....£145,000

4. With respect to the earning capability of a cable of the Lord Kelvin type, this is fully discussed in my "note" of 16th December. All the best evidence establishes that, worked with modern transmitting and receiving apparatus precisely as the Atlantic cables are now worked, the Pacific cable would be capable of transmitting 12 paying words per minute, at this rate the cable fully employed for 18 hours a day and 300 days in a year would transmit 3,888,000 paying words in 12 months. Moreover this is not the full capacity of the cable as there would be nothing to prevent it being worked 24 hours each day if business required. It is obvious therefore that the cable proposed to be laid would have ample capacity for transmitting a full share of the business for a considerable number of years to come. The whole telegraph traffic between Australasia and Europe in 1895 did not exceed 1,948,369 words and it is not claimed that more than one-half of the whole would be diverted to the new route. The returns for 1896 have not yet been received.

5. The revenue cannot be definitely ascertained, we have however in the existing business, and in statistics respecting its continual growth, excellent data for forming fairly reliable estimates. The Government returns indicate a remarkable vitality in telegraphy between these distant colonies and Great Britain. Notwithstanding the very high charges exacted from 1875 to 1890, never less than 9/4 per word, the number of words transmitted increased within each period of five years 11 per cent per annum and during the whole fifteen years the growth was equal to an annual average of 16·8 per cent. Since 1890 the tariff has been lowered from 9/4 to 4/9 per word and the average yearly increase for each of the five years ending with 1895 has been 27 per cent. While it is not to be expected that this extraordinary growth will be continued indefinitely there can be no reasonable doubt that a still further reduction in charges on messages, consequent on the completion of the Pacific cable, will stimulate telegraphy and tend further to increase traffic for some time to come. I have already, on various occasions, presented my own views and calculations respecting the probable volume of business in future years. I need not repeat them here, I shall however submit carefully prepared estimates based on the opinion of others. In each case it will be assumed that the cable will be in working order by the beginning of the year 1900 and the estimates will indicate the possible earnings for six years from that date. The gross earnings will be reckoned at the rate of two shillings a word, and from which will be deducted an expenditure of £145,000 annually, the sum considered sufficient to include all charges.

In estimate No. 1, it is assumed that of the 1,948,369 words transmitted in 1895, the share of the Pacific cable would be 750,000 words or 38½ per cent of the whole, and that there would be an increase of traffic averaging 10 per cent each year.

ESTIMATE No. 1.

Year.	Gross earnings.	Annual charges.	Deficiency.	Surplus.
1900.....	£120,788	£145,000	£24,212	.....
1901.....	132,866	145,000	12,134	.....
1902.....	146,153	145,000	.....	£ 1,153
1903.....	160,768	145,000	.....	15,768
1904.....	176,845	145,000	.....	31,845
1905.....	194,529	145,000	... ..	49,295
Totals.....		£36,346		£98,295
Net surplus by end of 1905.....				£61,949

In estimate No. 2, it is assumed that of the whole number of words transmitted in 1895 (1,948,639), the share of the Pacific cable would be 811,932 words or about 41½ per cent, being the mean between one-third and one-half of the traffic, and that the annual increase will average 12½ per cent, the mean between 10 per cent and 15 per cent.

ESTIMATE NO. 2.

Year.	Gross earnings.	Annual charges.	Surplus.
1900	£146,414	£145,000	£ 1,414
1901	164,715	145,000	19,715
1902	185,304	145,000	40,304
1903	208,470	145,000	63,470
1904	234,725	145,000	89,725
1905	264,066	145,000	119,066
Net surplus by end of 1905.....			£333,694

When in London I deemed it important to obtain from leading Australians information bearing on the question of revenue. The steps taken are set forth in my note of 16th December (page 24), and the information obtained is given in the appended paper (page 29), in which also will be found a list of the gentlemen who were good enough to favour me with their opinions. The following estimate (No. 3) is based on the opinions generally expressed, viz., that the Pacific cable will obtain fifty per cent of the whole business and that telegraph traffic will increase annually at the average rate of 15 per cent.

ESTIMATE NO. 3.

Year.	Gross earnings.	Annual charges.	Surplus.
1900	£195,960	£145,000	£ 50,960
1901	225,354	145,000	80,354
1902	259,157	145,000	114,157
1903	298,031	145,000	153,031
1904	342,735	145,000	197,735
1905	394,144	145,000	249,144
Net surplus by end of 1905.....			£845,381

The calculations are made on the assumption that the cable will be completed and in operation by the beginning of 1900. Each of the three estimates shows a net surplus by the end of 1905 as follows:

Estimate No. 1 net surplus earning by end of 1905.....	£ 61,949
Estimate No. 2 " "	333,694
Estimate No. 3 " "	845,381

The data on which No. 1 is based has been taken with excessive caution and I feel warranted in saying that the estimate itself may be regarded as a minimum estimate. No. 2 must be held to be an extremely moderate estimate. No. 3 is based on the general opinion of many gentlemen of high standing, the heads of great mercantile firms, and others familiar with Australasian trade and prospects. Such opinions must undoubtedly carry with them great weight. According to estimates Nos. 2 and 3 the earnings of the Pacific cable for transmitting European-Australasian telegraph traffic would yield a surplus from the first year of its operation.

In addition to a share of the Australasian-European business, the Pacific cable will be in a position to obtain all the traffic between Australasia, Canada and the United States.

Pacific Cable.

There is no data to admit of any proper estimate being formed of the trans-Pacific new traffic, but it is not improbable that with a direct cable and low rates it will rapidly develop, and in a few years assume substantial proportions.

In concluding this summary of the results of the recent investigation, I feel fully justified in saying that the estimates of revenue establish beyond all doubt that the Pacific cable if laid as a national undertaking under government control will be more than self supporting.

The sums which form a charge on gross earnings in each case provide, it may be said, for a double replacement of capital. The allowance for maintenance ensures the complete renewal of the cable in addition to meeting the cost of current expenses, and the sinking fund provides for the extinction of the original loan when it matures. All surplus earnings may therefore be regarded as profit, but as the national object to be attained in establishing the cable is not to realize dividends, the policy of the contributing Governments, when profits accumulate, will probably be to lower the tariff of charges, and by this policy confer additional benefits on trade and commerce.

I have the honour to be, sir,
Your obedient servant,

SANDFORD FLEMING.

STATEMENT No. 1 REFERRED TO IN THE PRECEDING REPORT OF MR. FLEMING.

Submitted in evidence to the Imperial Cable Committee, 12th November, 1896.

Before expressing my views generally on the Pacific cable, I am asked to relate to the Committee the circumstances which led to the proposal to span the Pacific Ocean by telegraph. I comply with the request with some hesitation as I am obliged to allude to my personal connection with the matter. In referring to this part of the subject I shall confine my remarks to a very few brief sentences.

The projected submarine electric cable across the Pacific from the western seaboard of Canada has been before the public for many years. The proposal to extend a telegraph to Asia and Australia naturally followed the establishment of a trans-continental telegraph through the Dominion. So far back as 1863 the overland telegraph was projected in conjunction with the trans-continental railway. In that year the explorations for the eastern section of the railway, between Halifax and Quebec, were undertaken by the Imperial and Provincial Governments, and in 1871 the surveys westerly to the Pacific Ocean were commenced by the Government of the New Dominion. A few years after these dates the construction of the telegraph was proceeded with on each respective section. The Hon. Alexander Mackenzie, Premier and Minister of Public Works, was one of the first to take an active interest in the matter. Under his administration the policy was adopted of extending the telegraph from the waters of the St. Lawrence to the Pacific coast; and in 1874 the Government entered into contracts for constructing the telegraph in advance of the railway over nearly 2,000 miles of territory.

Occupying the position of engineer in chief of the whole line of railway from Halifax on the Atlantic to Vancouver on the Pacific, the establishment of the overland telegraph came under my official charge, and in connection with my duties my attention was directed to the extension of the electric wire across the Pacific. It became plain to me that the national line of communication on which Canada was then expending so much would be incomplete without a connection with the telegraph systems of the countries beyond the Pacific Ocean, and it became equally clear that the spanning of the Pacific by an electric cable would prove of the highest importance to the whole Empire.

In the year 1879 I was called upon to visit London on public business with the then Premier, Sir John Macdonald. I had prepared a telegraph map of the world with the projected line across the Pacific and its various eastern and western connections laid down thereon. I pointed out that by spanning the Pacific it would be possible to open up a new means of communication to be employed for purposes of general commerce at much lower rates than by existing channels; that it would at once complete the electrical girdle of the globe, and bring Great Britain, Canada, India, Australia, New Zealand and South Africa into unbroken telegraphic touch of each other, entirely independent of the lines which pass through foreign European countries. Sir John Macdonald submitted the map and explained the proposal to Lord Beaconsfield, and I was led to understand that both Premiers were very favourably impressed with the project, and regarded it to be of great Imperial importance. I am fully warranted in saying that the Canadian Premier so regarded it until his death in 1892. Public attention was for the first time directed to a British Pacific cable in my report as engineer in chief of the Canadian Pacific Railway, which was laid before Parliament in 1880. In this report the map referred to is reproduced on a reduced scale.

Much correspondence followed, to which it is not now necessary to allude. I will only remark that the route first projected was a northern one; this was owing to the absence of information respecting the

Southern Pacific Ocean, and the impression which prevailed that physical difficulties existed which offered insuperable obstacles to the laying of a cable on a direct route between Canada and Australasia. In consequence of this impression it was designed to lay the cable from Vancouver to Japan, touching at islands in the Aleutian and Kurile groups as mid-ocean stations. From Japan the connection with Australasia would be obtained by means of the telegraph to Singapore and the Eastern Extension Company's lines of telegraph.

Through the intervention of the Home Government, negotiations were opened with the view of securing one of the Kurile islands. Japan was asked to transfer to the British Crown one of these islands in order that the telegraph station should be under British protection. The cession of an island was not obtained, but permission to land at any suitable point in Yesso was granted, the landing to remain in charge of and under the protection of Japan. (See letter 14th December, 1880, from Sir Harry Parkes, and 23rd December, from Sir A. T. Galt.)

An agent was sent to Washington, who, after some difficulty, obtained conditional landing privileges on one of the Aleutian islands.

On 1st March, 1881, the Government of Canada introduced certain resolutions in Parliament with the view of promoting the establishment of the cable. After discussion the resolutions were withdrawn and an Act passed incorporating a company to lay the cable. This company proved abortive, and when its charter expired, further information having meanwhile been obtained respecting the Southern Pacific, it was represented to the Canadian Government that the physical features of the Southern Ocean would admit of a cable being laid on a direct route from Canada to Australia, and that the long detour by the Aleutian islands and Japan could be avoided. (See my letter of 20th October, 1885.)

Correspondence followed, and on 8th June, 1886, an Order in Council was passed by the Canadian Government recommending that means be taken to obtain an expression of opinion on the projected direct cable to Australia from the several Governments concerned, and to ascertain what amount of assistance each would be prepared to give, and that for this purpose a conference of agents of the colonies be invited to discuss the subject. The co-operation of Her Majesty's Imperial Government was likewise sought.

On 25th November, 1886, the Home Government summoned a Conference to meet in London the following year, to which the principal Colonial Governments were invited to send representatives. One of the questions to be specially considered was the development of telegraphic communications of utility to the empire.

At the Colonial Conference held in 1887 the Pacific cable was specially considered, and resolutions were passed in respect thereto strongly favouring its establishment. The published proceedings of the Conference give the discussions at length.

Since the Conference of 1887 repeated efforts have been made to induce the Admiralty to make a complete survey of the bed of the ocean on the most direct route for the cable. A statement respecting the nautical survey appears in the report of the Canadian Minister of Trade and Commerce on his mission to Australia in 1893 (pages 106 to 122).

In 1888 the Canadian Government invited the Governments of Australia and New Zealand to send delegates to Canada to consider the question of telegraphic connection and trade relations. Correspondence resulted, when it was finally agreed that delegates should be sent from Canada to Australia. In 1889 the Hon. J. J. C. Abbott (afterwards Sir John Abbott, Premier of Canada) with several other gentlemen were appointed to proceed on this mission, but the proposed federation of the Australian colonies, then actively discussed, had the effect of postponing the visit. It was felt that the time was inopportune, and that it would be advisable to wait until the colonies would be united politically.

Early in 1893 a Postal and Telegraph Conference was held at Wellington, New Zealand, at which all the Australasian colonies were represented, and resolutions were passed urging the establishment of a Pacific cable.

In September, 1893, the Canadian Minister of Trade and Commerce (the Hon. Mackenzie Bowell) was sent as a delegate to Australia to confer with the several Governments on the subject of the Pacific cable and the development of trade. A full account of this delegation will be found in the report on the mission to Australia (see pages 66 to 106).

As an outcome of the delegation to Australia, a Conference was held in Ottawa the following year (1894). At this Conference the Imperial Government, the Canadian, the South African and all the Australasian Governments were represented.

The published proceedings of the Conference held in Ottawa in 1894 furnish a full account of the discussions. The following resolutions were passed in respect to the establishment of the Pacific cable:—

1. *Resolved*—That in the opinion of this Conference immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia.
2. *Resolved*—That the Imperial Government be respectfully requested to undertake at the earliest possible moment, and to prosecute with all possible speed, a thorough survey of the proposed cable route between Canada and Australia; the expense to be borne in equal proportions by Great Britain, Canada and Australian colonies.
3. *Resolved*—That it is for the interest of the Empire that, in case of the construction of a cable between Canada and Australasia, such cable should be extended from Australasia to the Cape of Good Hope, and for that purpose arrangements should be made between the Imperial and South African Governments for a survey of the latter route.
4. *Resolved*—That in view of the desirability of having a choice of routes for a cable connection between Canada and Australasia, the Home Government be requested to take immediate steps to secure neutral landing ground on some one of the Hawaiian Islands, in order that the cable may remain permanently under British control.
5. *Resolved*—That the Canadian Government be requested, after the rising of this Conference, to make all necessary inquiries, and generally to take such steps as may be expedient in order to ascertain the cost of the proposed Pacific cable, and promote the establishment of the undertaking in accordance with the views expressed in this Conference.

Acting under instructions of the Conference of 1894, the Canadian Government invited cable manufacturing contractors and others to state the terms upon which they would be prepared to lay and maintain in efficient condition a submarine electric cable across the Pacific from Canada to the Australasian Colonies. Proposals were invited in three different forms.

Pacific Cable.

I herewith submit, for the information of the Committee, the detailed general conditions under which proposals were invited (*see* Appendix A); likewise the tenders subsequently received by the Canadian Government; likewise my report on the tenders, dated 20th November, 1894, made at the request of the Minister of Trade and Commerce (*see* Appendix B).

Soon after the tenders were received I prepared a memorandum giving my views respecting the establishment of the cable. As these views are strengthened and confirmed by subsequent events, I beg leave to submit this memorandum to the Committee as part of the present statement.

MEMORANDUM.

OTTAWA, 1st December, 1894.

The information obtained since the meeting of the Colonial Conference in July last is of a character to call for special notice.

The Conference, by the 5th resolution relating to the Pacific cable, requested the Canadian Government to take the necessary steps to urge forward the undertaking in accordance with the views expressed by the delegates and the resolutions passed by them.

On 10th September, a Special Commission was appointed by the Canadian Government to proceed to Honolulu, to enter into negotiations with the Hawaiian Government for the possession of a neutral landing ground for the cable, should it be deemed expedient or desirable to touch at Honolulu or at some other island in the Hawaiian Group.

The object was to obtain a choice of routes. While it was the decided feeling of the Conference that the cable should only touch islands on the route in the possession of Great Britain, there were technical as well as commercial reasons for obtaining the use of an island within the Hawaiian archipelago.

The report on the mission submitted for the information of His Excellency the Governor General, 15th November, points out that, while there is a fair prospect of obtaining the use of an island on conditions generally acceptable, the result of the mission remains undetermined, as it awaits the action of the United States Government, owing to a treaty engagement between the two countries.

Consequently, as the matter at present stands, there is no alternative line which can be chosen. The route known as No. 1, touching at Fanning Island, is the only route open for adoption. The question of carrying the cable by way of Honolulu or some one of the Hawaiian Islands rests with the Hawaiian Government and the Government of the United States. As soon as the Hawaiian Government feels at liberty to enter into an agreement such as that suggested during the recent mission, which would secure to them the advantages of telegraphic connection with the markets of the world, it will probably be heard from. Any offer it may make may be considered on its merits before contracts for laying the cable be entered into.

TENDERS.

On 6th August an advertisement appeared in the London newspapers asking for tenders. Cable manufacturing contractors and others were invited by the Canadian Government to state the terms upon which they would be prepared to lay and maintain in efficient condition a submarine electric cable across the Pacific from Canada to Australasia.

Tenders have been received from some of the best and oldest firms; they establish four important desiderata:—

1. They set at rest all questions respecting the practicability of the project.
2. They establish indisputably that Great Britain can obtain direct telegraphic communication with the British Colonies of the southern hemisphere, without having resort to any soil not British territory.
3. They clearly prove that there is no requirement for delay in order to make elaborate preliminary surveys, offers having been received from cable manufacturers of the widest experience, who, with the information and data possessed, are prepared to lay the cable and guarantee its success.
4. The tenders give definite information as to the cost of the undertaking; moreover, they furnish proof that the outlay of capital required is less than the amount which has been estimated.

The definite data thus obtained overcome all obstacles which were supposed to stand in the way of the first resolution passed by the Conference, viz., that "immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia." The Governments concerned are now placed in possession of information essential to the consideration of the best means necessary to the consummation of the project.

As there might be some divergence of opinion as to the best means to be taken to carry out the undertaking, the Canadian Government in asking for proposals, intimated that offers would be received in three different forms, viz.:—

Form A.—The cable to be owned and controlled by Government, to be worked under Government authority, and to be kept in repair by the contractor for three years.

Form B.—The cable to be owned, maintained and worked by a company under a fixed subsidy for a term of years.

Form C.—The cable to be owned, maintained and worked by a company under a Government guarantee of traffic for a term of years.

The only actual offers received are according to Form A. That no offers were received according to Forms B and C may be due to the fact that it was felt desirable to predetermine the maximum charges, so as to preclude a subsidized or traffic guaranteed Pacific Cable Company amalgamating or combining with the existing company to the disadvantage of the public.

It was stipulated that under Forms B and C the maximum rates to be charged on messages to and from Great Britain and the Australasian Colonies shall be three shillings per word for ordinary telegrams, two shillings per word for Government telegrams, and one shilling and sixpence for press telegrams. Trans-Pacific messages to be charged at proportionate rates. These are the rates agreed upon at the Postal and Telegraph Conference held in New Zealand in March last.

My opinion as to the best means of establishing the Pacific cable has been long given, and as early as the Colonial Conference of 1887. I submitted my views again at the recent Colonial Conference, and on occasions before and since that date I have explained the principles which in my humble judgment in view of the public interest should be followed.

I do not think it necessary to repeat the arguments I have frequently used in favour of establishing the Pacific Cable as a public undertaking, so that it may remain under Government ownership and control. I beg leave to refer to my remarks which the Minister of Trade and Commerce submitted in a memorandum, dated 11th October, 1893, to the Australasian Governments, likewise to what I said at the Colonial Conference in June last (extracts are appended). On both occasions I pointed out that it would be unwise to subsidize a company, when the object could be attained more economically and far more advantageously to the public by other means. It has since been suggested as an alternative to a subsidized company (Form B) to establish a company under a Government traffic guarantee (Form C). That is to say, the company to be guaranteed a gross revenue from traffic for a term of years; the deficiency between actual earnings and the guaranteed earnings to be made good by the Governments each year. To my mind this plan is scarcely less objectionable than the first mentioned. Let us by way of illustration assume that a company is formed under a Government guarantee of gross traffic equal to 200,000*l.* per annum for a period of 25 years. What in this case would prevent the existing company and the new company entering into a secret pooling agreement by which it would be the policy of both to pass over the old line the great mass of the traffic, the object being to establish against the Governments each year of the 25 as large a claim as possible under the guarantee? I do not see that it would be possible to prevent the two companies amalgamating their interest in this or in some other way, and as a consequence a powerful monopoly would be built up to exact its own terms. Looking at the subject in all its bearings, the true plan, in my judgment, is to make the Pacific cable a public undertaking from its first construction. I am satisfied the more the subject is considered, it must become clear that only by the observance of the principle of State ownership will the greatest public advantage be permanently obtained. If, in establishing the Pacific cable as a public undertaking, the co-operation of the Mother Country with Canada and the Australasian Colonies be secured, the most advantageous consequences will undoubtedly proceed from this arrangement. The first effect of co-operation would be in connection with the initial cost of the work, as a joint guarantee would admit of the required capital being raised at the lowest possible rate of interest. I have only to point to the Intercolonial Railway of Canada as an illustration of the advantages attainable. In 1867 it was arranged between the Home Government and the Canadian Government to connect Quebec and Halifax by railway; for this purpose a loan of £3,000,000 bearing the Imperial guarantee was effected at a low rate of interest, and by this means the Home Government rendered substantial aid in the construction of the National Railway of Canada without in any way drawing on the Imperial Exchequer. It can be clearly established that by the same principle of co-operation in the case of the Pacific cable undertaking, to which so much importance has been attached as a means of bringing in closer affinity the distant portions of the Empire with the Mother Country, it can be successfully effected without in any way taxing the people of Great Britain, of Canada, or the Australasian Colonies.

Assuming that the principle of co-operation and State ownership be assented to, the capital may be raised by one of three modes, viz. :—

1. The whole amount may be raised by the Canadian, the Australian, and New Zealand Governments, and the interest in each case guaranteed by the Imperial Government; the relative liability to be borne by the Imperial, Canadian, and Australasian Governments, to be apportioned by mutual agreement.
2. The whole capital may be raised by the Imperial Government; the payment of a sum equal to the interest on such portion of the capital as may be agreed upon, to be guaranteed by Canada and the Australasian Colonies in proportion to be determined.
3. The capital may be raised on securities issued through the medium of an Imperial Colonial Cable Commission; a joint guarantee for the payment of interest to be given by the Imperial the Canadian, and the Australasian Governments.

It is obvious that by either of these modes, the whole of the capital may be obtained at the very lowest rate of interest. The interest would be a first charge against revenue, which it can be shown will be ample for all purposes, but, as it is expedient to provide for every contingency, provision should be made for a deficit. The proportions, in which any such possible deficit would be made up by each respective Government would be a matter to be determined by agreement.

As several distinct Governments will be concerned in the project, it may be advisable, in order to meet the difficulty of joint ownership, to create an organization in which the administration would be centralized; an Imperial Colonial Cable Commission or trust, established by the authority of the several Parliaments. It might consist of three persons, representing the Imperial, the Canadian, and the Australasian Governments respectively, with authority determined by statutes, to obtain capital and to assume responsibility for establishing the work and carrying it on when completed.

Among the tenders received is an offer from an old established and reliable firm to lay the cable on route No. 1, the all-British route by Fanning Island, for the sum of 1,517,000*l.* This price includes maintenance and repairs for three years after the whole line shall have been completed and put in operation; consequently there would be no disbursements for these services during this period to be met by the earnings of the telegraph. The cost of working and interest on capital, would be the only charges against revenue during the first three years after the cable shall have been laid.

The cost of working has been estimated by Mr. Alex. Siemens at 24,000*l.* for the operating staff and office expenses at each station. If we add to this 25 per cent for management, the whole cost of operating would be 30,000*l.* per annum.

The interest charges on the capital expended will depend upon the value the securities may obtain in the money market. These securities bearing the guarantee of the Imperial, Canadian and Australasian Governments would certainly be rated in no way inferior to Consols. Admitting this view, the rate of interest may be estimated at 2½ per cent.

Should the most costly of the several routes which have been spoken of be adopted, that is to say, the route by Fanning Island, with branches to New Zealand as well as Australia, I am unable to see with this tender before us, offering to complete it in every respect for 1,517,000*l.*, that the capital to be raised need exceed 1,600,000*l.* This capital raised at 2½ per cent gives 40,000*l.* as the total

Pacific Cable.

interest to be met yearly. As it is advisable in forming an estimate of this kind to make full and complete provision for unforeseen contingencies of whatever kind, 10 or 12 per cent may be added. In this view, 45,000*l.* may be considered the maximum interest charge, to which, if we added 30,000*l.* for working expenses, we have the sum of 75,000*l.* as the total fixed charges to be met by revenue in each of the three years after the cable shall have been opened for business.

REVENUE.

The next question which demands an answer is: What constitutes a fair estimate of revenue?

The subject of revenue has been diligently considered in all its bearings, and I have endeavoured to arrive at fair and reasonable estimates: these estimates have been based on carefully collated information respecting the existing telegraph business which has been steadily and rapidly growing for nearly 20 years. I have submitted the views formed to men of experienced judgment in such matters, and of perfectly unbiassed minds. It is with confidence, therefore, that I refer to those estimates, supported, as they are, by the opinions of gentlemen in high official stations, whose sense of responsibility necessitates the utmost care and caution in arriving at conclusions. Along with my own views on the subject of revenue I have much satisfaction in appending letters referring thereto from the following gentlemen:—

1. Mr. Geo. Johnston, Statistician to the Dominion Government, Ottawa.
2. Mr. J. M. Courtney, Deputy Finance Minister, Ottawa.
3. Mr. W. Hepworth Mercer, Colonial Office, London.

The Dominion statistician, after an examination of the official returns, gives precise information respecting the volume of telegraph business between Australia and Europe; he likewise presents evidence of its rapid growth, of which the following is an indication:—

1875, total words transmitted	235,160
1875 to 1880, increase in words transmitted	118,188
1880 to 1885 do do	184,007
1885 to 1890 do do	289,923
1890 to 1893 do do	574,015
1893, total number of words transmitted	1,401,293

This officer confirms my statements as to the volume of business, and more than bears out my estimate of the share of traffic which must become tributary to the Pacific cable.

It will be seen from the letters of the other gentlemen that, after a careful examination of the data, they fully substantiate, as far as it is possible to do so, the estimates of probable revenue.

In my letter on this subject addressed to the Honourable the Minister of Trade and Commerce of the 20th July, 1894, I have set forth in detail the reasoning which justifies the view I take with respect to the business to be done by the Pacific cable, and I venture to think that the estimates submitted will be considerably within the actual revenue when it comes to be ascertained. According to these estimates the gross earnings in 1898, the first full year that the cable could be in operation, reckoned that the low tariff of two shillings per word would amount to 110,000*l.*; for the year 1899, 126,500*l.*; and for the year 1900, 143,000*l.*; if from these estimated yearly earnings we deduct in each case the fixed charges for interest and working expenses of 75,000*l.*, we would have a surplus in 1898 of 35,000*l.*, in 1899 of 51,500*l.*, in 1900 of 68,000*l.*; showing a total surplus of 154,500*l.* for the first three years the telegraph would be in operation. During the whole of this period the cable would be maintained by the contractor, and any expense incurred in effecting repairs would form part of the contract sum to be paid to him.

After the third year the cost of maintaining the cable would be a charge against surplus earnings, which I shall show would be ample for the purpose, and would, moreover, leave a considerable balance each year to be carried to a reserve fund.

The following table covers the remaining seven of the first ten years after the opening of the telegraph for traffic, and is computed on the principles set forth in the appended papers. The cost of repairs and maintenance, usually estimated at 6*l.* per mile, would amount to 43,000*l.* per annum; for this service I have allowed 50,000*l.*, which, added to interest and working expenses, increases the charge against revenue to 125,000*l.* per annum.

	Gross Earnings.	Charges.	Surplus.
	£	£	£
Surplus for the three first years			154,000
1901	159,500	125,000	34,500
1902	176,000	125,000	51,000
1903	192,500	125,000	67,500
1904	209,000	125,000	84,000
1905	225,500	125,000	100,500
1906	242,000	125,000	117,000
1907	258,500	125,000	133,500
Total surplus in 10 years			742,000

The estimate shows an increasing surplus year by year which is fully warranted by the data. That a surplus is a probable contingency is due mainly to the assumed low interest on capital; and the low rate of interest, so important a factor in the calculations, presupposes the identification of the Imperial Government with the Governments of Canada and the Australasian Colonies in this Imperial-Colonial project. It is scarcely necessary to add that although there is no probability of loss, or insufficiency of revenue to meet all charges, it is indispensable that the precise responsibility attached to the several Governments which co-jointly undertake the work should be clearly defined. I do not take upon myself to suggest the proportion of liability each may bear, as this must be a matter for diplomatic arrangement hereafter.

It has been my object to show by the facts I have presented and the figures I have produced, that a mutual effort, on the part of Great Britain and the two great divisions of the Colonial Empire, can establish the Pacific cable with ease, and practically without cost to the taxpayer in either country.

That the estimates I have presented will be borne out by actual results I feel perfectly satisfied. I have based them chiefly on the business which already exists between Australasia and England, and which is year by year increasing with a very rapid growth. I have taken little or no account of the traffic which undoubtedly will spring up across the Pacific when the means of telegraphing at low rates is provided; a new traffic the whole of which will be tributary to the new line. I am satisfied that my estimates are reasonable and reliable, it has certainly been my aim to submit them in a form which time will substantiate and confirm. The first effect of the Pacific cable will be to confer a benefit on the merchants of Great Britain and Australasia, and, indeed, on the whole of that section of the community in both countries who resort to the use of the telegraph. This is obvious from the mere reduction in rates alone. The reduction from four shillings and ninepence to three shillings per word will, within the first year after the Pacific cable shall be open, effect a gross saving in Australasia and the Mother Country of 190,000*l*. This saving will be repeated annually and will continually be augmented by the growth of business.

Canada may look for gains of another kind and in another way. As Miss Flora Shaw has recently so well pointed out, Canada "commands the commercial high road of two hemispheres," and perceiving the value of the position has taken means to secure its possession. But commerce can nowhere be developed without the ordinary facilities, and the telegraph is in this age the indispensable adjunct, and in some notable instances the actual pioneer of commerce.

The mere laying of an electric cable between two opposite shores of an ocean has in our time become a comparatively commonplace affair, but to connect Canada with Australasia and New Zealand by telegraph has more than ordinary significance. The contemplated telegraph would greatly strengthen the commercial position of the lands connected by it, and would constitute a common bond between sister colonies now widely separated. In completing the "Electric Girdle" of the Empire the effect of the Trans-Pacific cable would be far reaching, and its influence would be incalculable. Not the least valuable consequence of the proposal submitted would be its high moral and political import. The co-operation of Great Britain, Canada, and Australasia in establishing this telegraphic connection would present itself to the world as an ideal "co-partnership" unparalleled in history, and it would furnish a striking development of Britannic unity, perhaps foreshadowing still more important developments in coming years.

The questions which the committee are requested to consider and report their views upon are as follows:—

1. Is the laying of a cable between Canada and the Colonies of Australasia practicable from a technical point of view?
2. If so, what route should be selected for the cable?
3. What will be the cost (*a*) of laying, (*b*) of maintaining the cable, (*c*) of the annual working expenses?
4. What revenue will arise from the traffic which may be expected to pass over the cable?
5. Should the cable be owned and worked by Government or by a subsidized private company?
6. If the cable were to be national property, what would be the proper method of management and administration?
7. What should be the form of contract offered to a contractor for its construction?

I beg leave respectfully to submit the following remarks, having reference to the first four questions. I have already expressed my views on question No. 5 decidedly in favour of Government ownership. I do not presume to offer any opinion on the financial question or the method of administration.

1. Doubts have been raised as to the possibility of passing messages through the section between Vancouver and Fanning Island on account of its unprecedented length, the distance being 3,240 miles, to which, if sufficient allowance for slack be added, the length of cable required will be about 3,600 miles, a length considerably exceeding that of any cable yet laid. Through the courtesy of Mr. Frederick Ward, manager in England of the Commercial Cable Company, I have had the question tested practically within the past few days. At my request Mr. Ward caused experiments to be tried through two of the main cables of his company. They were looped at Canso (Nova Scotia) so as to form a continuous cable line from Waterville (Ireland) to Canso and back. The experiments were perfectly successful, messages were passed through the whole length of cable measuring 4,733 nautical miles, fully 1,100 miles greater than the Vancouver-Fanning cable; and the result of this trial proves conclusively that there will be no difficulty in connection with the Pacific cable which cannot be overcome. The best possible evidence that the Pacific cable is practicable from a technical point of view is the fact that several of the most eminent cable manufacturing contractors in the world have offered to furnish the cable, of a given capacity for conveying messages, to lay it on the bed of the ocean, and maintain it in efficient working condition for three years for a specific sum.
2. There is only one route open for adoption, viz., that known as the Fanning Island route. There is no immediate prospect of any other route being available.
3. The lowest tender for manufacturing and laying the cable, on the Fanning Island route, and maintaining it in perfect working condition for three years, is that of the India-Rubber, Gutta Percha and Telegraph Works Company. This firm asks £1,517,000 for a 12-word per minute cable, £1,672,000 for a 15-word per minute cable, and £1,880,000 for an 18-word per minute cable, maintenance for three years being included in each case (*see* Appendix B.).

Pacific Cable.

4. The revenue to arise from the traffic which may be expected to pass over the cable would, I firmly believe, exceed the estimates submitted by me. I have estimated that there will be a surplus of £742,000 in the first ten years over and above interest on capital, working expenses, repairs and maintenance. The surplus would augment year by year in an increasing ratio, and would be placed in reserve for renewals at some remote period, or would otherwise be dealt with as the Governments may determine.

I have the greatest confidence in the estimates submitted by me, because I believe them to be based on correct data and calculated on sound principles. I have certainly striven to make them moderate, reasonable and reliable. That the estimates are all that I claim for them, I beg leave to point out that they have been so far confirmed in a most striking manner.

First, with respect to cost. In my letter written at Sydney, New South Wales, 11th October, 1893, and transmitted for the information of each of the Australasian Governments (see Mission to Australia, page 69), I placed the cost of the Fanning Island route at £1,978,000. Tenders for laying the cable on that route were received at Ottawa in November, 1894, and the highest prices in the tender I have mentioned range from £1,517,000 to £1,880,000, and those prices include the cost of maintaining the cable for three years.

Second, with respect to traffic. In the same letter of 11th October, 1893, I estimated that the total number of words which may be expected to be telegraphed between Australasia and Europe would be, in 1894 and 1895, 1,275,191 and 1,453,716 respectively (see page 71). Through the courtesy of the Postmaster General of New South Wales, I have been placed in possession of the actual number of words transmitted in each of these years, viz.: 1,323,241 in 1894 and 1,948,369 in 1895. These authentic returns establish conclusively that the actual business done has exceeded my estimate: that there has been an excess of traffic equal to 4 per cent in 1894 and no less than 34 per cent in 1895.

With respect to the proportion of traffic which would fall to the share of the Pacific cable, I beg leave to submit a letter addressed to the Minister of Trade and Commerce, Ottawa, eighteen months ago (28th December, 1894), and I ask that it may be held as part of the statement which I now make:

Referring to our conversation this morning on the subject of the Pacific cable, and more especially on the question of probable revenue:

The point which you rightly considered of importance relates to the sources of revenue, and you asked upon what grounds I assumed in my estimates that the Pacific cable would obtain one-half the telegraph business between Australasia and Europe? You suggested as a possibility, from the fact that the existing lines of telegraph had been long established, that there would be business relations between the Eastern Extension Telegraph Company and the owners of the Australasian land lines, perhaps an understanding or agreement, of such a character as would give the existing cable company exclusive control of European traffic collected throughout the colonies.

In answer to this I have only to say that the land telegraphs in each one of the seven Australasian Colonies are owned and operated by the Governments under the Departments of Posts and Telegraphs. There cannot be any agreement of the kind referred to at present existing, and there is no probability of one being entered into. On the contrary, if the Pacific cable be established as proposed, through the co-operation of the Australasian Governments with Canada and Great Britain, the Colonies would have a direct interest in the success of the new line, and every telegraph and post office throughout Australia and New Zealand would practically become offices or agencies of the Pacific cable. It is easy to be seen, therefore, that there would be a tendency to send European telegraph traffic collected at these offices (unless specially directed otherwise) by way of the Pacific cable in preference to the old route. There can be no doubt whatever that with the Pacific cable established as proposed on the principle of State ownership, the several Governments at the source of traffic would have it in their power to direct telegraph business over the new line as they may desire. It does not follow that the power in the hands of the Governments would be unduly exercised to the injury of the Eastern Extension Company. No doubt a division of the traffic would for a time diminish the profits of that company, but the establishment of the new route would stimulate telegraphy above its normal growth, and in a very few years the volume of business would be doubled, so that an equal division would restore to that company as much business as it now controls.

For these reasons, and the additional reason that the Pacific cable will unquestionably command all the telegraph traffic between North America and Australasia, I feel more than warranted in basing the estimates of revenue on half the European-Australian traffic. I feel quite satisfied that the more the question is looked into my estimates will be found moderate, and considerably on the safe side. For my own part I feel perfectly assured that, if the cable be laid as a Government work, the estimates of revenue will be borne out by actual results, as fully as estimates of cost have been verified by the tenders received.

In the foregoing letter I have referred to the Eastern Extension Telegraph Company, and pointed out that its business would be diminished by the successful operation of the Pacific cable. The latter, however, would so stimulate telegraphy that in a few years the proportion of traffic which would fall to the share of the existing line would, I have reason to think, equal the volume of business which at present it commands. It is a question for the Governments to consider how far the company may be entitled to claim that its reasonable profits should be made good meanwhile. I have on all occasions recognized that every consideration should be extended to the company whose enterprise established the pioneer cable to Australasia and first brought the colonies into telegraphic connection with the Mother Country.

It is on higher than competitive grounds that a Pacific cable is advocated, and it is impossible to admit that the existence of the Eastern Extension Telegraph must for ever prevent the establishment of a national line across the Pacific. The discussions of the Colonial Conferences of 1887 and 1894 go to show that the Pacific cable is demanded not only by the growing requirements of trade and commerce, but as an essential feature of the development of the telegraphic system of the Empire.

SANDFORD FLEMING.

DOCUMENTS SUBMITTED FOR THE INFORMATION OF THE COMMITTEE BY MR. SANDFORD FLEMING,
(July 8th, 1896).

1. General conditions under which tenders for laying the Pacific cable were invited—App. A.		
2* The tenders received by the Canadian Government and letters connected therewith :—		
(a.) Letter from Sir John Pender	October 19th, 1894.	} Not printed.
(b.) " Mr. W. Sharpley Seaton	October 19th, 1894.	
(c.) " the Chairman, Telegraph Construction and Maintenance Company	October 19th, 1894.	} Not printed.
(d.) Letter and tender of Mr. Francis A. Bowen	October 20th, 1894.	
(e.) Tender of Siemens Bros. & Co	October 19th, 1894.	
(f.) " Fowler-Waring Cable Company	October 19th, 1894.	
(g.) " W. T. Henley Telegraph Works Company	October 19th, 1894.	
(h.) " India-Rubber, Gutta-Percha, and Telegraph Works Company	October 19th, 1894.	
" India-Rubber, Gutta-Percha, and Telegraph Works Company	November 22nd, 1894.	} App. B.
" India-Rubber, Gutta-Percha, and Telegraph Works Company	December 24th, 1895.	
3. Report on tenders by Sandford Fleming	November 20th, 1894.	} App. B.
Additional report on tenders by Sandford Fleming	December 11th, 1894.	
4. State ownership and revenue :—		
(a.) Extracts from Mr. Fleming's address	July 2nd, 1894.	} App. C.
(b.) " " memorandum	October 11th, 1893.	
(c.) " " letter	July 20th, 1894.	
(d.) Letter of George Johnson, Dominion Statistician, Ottawa	November 29th, 1894.	
(e.) " J. M. Courtney, Deputy Minister of Finance, Ottawa	December 1st, 1894.	
(f.) " W. Hepworth Mercer, Colonial Office, London	October 11th, 1894.	

APPENDIX A. TO MR. FLEMING'S STATEMENT No. 1.

(Advertisement.)

THE PACIFIC CABLE.

The Government of Canada invites cable manufacturing contractors and others to state the terms upon which they will be prepared to lay, and maintain in efficient condition, a submarine electric cable across the Pacific from Canada to the Australasian Colonies.

General conditions under which the offers are to be made may be ascertained on application at the Department of Trade and Commerce, in Ottawa, or at the office of the High Commissioner for Canada in London.

Offers addressed to the undersigned will be received by him until 1st November, 1894.

MACKENZIE BOWELL,

Minister of Trade and Commerce.

Ottawa, 6th August 1894.

GENERAL CONDITIONS.

1. At the Colonial Conference, held in Ottawa between 28th June and 8th July (inclusive), a series of resolutions were passed relating to the Pacific cable (copies appended). It was resolved, among other things, that immediate steps should be taken to provide direct telegraphic communication between the Dominion of Canada and the Australasian Colonies. At the unanimous request of the delegates present at the Conference, the duty of giving effect to the resolutions passed, and the views expressed, devolved upon the Canadian Government.

2. In order to obtain definite data to enable all the governments concerned to consider and adopt the best means of carrying out the undertaking, the Canadian Government deems it expedient to invite proposals for establishing the cable, in three different forms, viz. :—

FORM A.—*The cable to be owned and controlled by Government; to be worked under Government authority, and to be kept in repair by the contractor for three years.*

Cable manufacturing contractors to state the lowest cash price for which they will be prepared to supply and lay the cable, the terms and conditions upon which they will guarantee its permanency, and the annual payment for which they will maintain it in efficient condition for three years, after the whole line shall have been completed and put in operation.

FORM B.—*The cable to be owned, maintained, and worked by a subsidized company.*

The contracting parties to find the capital, establish, work, and maintain the cable in efficient condition, for a subsidy, to be paid to them annually for a term of years, by the contributing governments. The offers to state the amount of subsidy to be paid yearly, and the number of years it is to be paid. The maximum rates to be charged on messages to and from Great Britain and the Australasian Colonies shall be as follows :—Three shillings per word for ordinary telegrams; two shillings per word for government telegrams; and one shilling and sixpence for press telegrams. The charges on messages between Canada and the colonies to be proportionate.

*NOTE.—The tenders and letters under this heading are placed in the custody of the Colonial Office for reference and not for publication. As they were received by the Canadian Government in the first place, they are to be returned when required.

Pacific Cable.

FORM C.—*The cable to be owned, maintained, and worked by a company under a government guarantee.*

The contracting parties to find the capital, establish, work and maintain the cable in efficient condition. The offers to state what guarantee of gross revenue will be required; the difference between gross earnings and the amount guaranteed to be made good each year to the company by the contributing governments. The rates to be charged for the transmission of messages to and from Great Britain and the Australasian Colonies shall be as follows:—Three shillings per word for ordinary telegrams; two shillings per word for government telegrams; and one shilling and sixpence per word for press messages. Trans-Pacific messages to be charged at proportionate rates.

The tariff of charges to be approved and not changed unless by governmental sanction.

ROUTE OF CABLE.

Offers will be received for laying the cable on each of the routes, described as follows:—

Route No. 1.

Commencing at Vancouver Island, the cable to extend to Fanning Island, thence to a suitable island in the Fiji group. From Fiji to Norfolk Island, and at that point the route will bifurcate to the northern part of New Zealand, and to a convenient point near the boundary between New South Wales and Queensland.

	Knots.
Vancouver Island to Fanning Island.....	3,232
Fanning Island to Fiji.....	1,715
Fiji to Norfolk Island.....	1,022
Norfolk Island to New Zealand.....	415
Norfolk Island to Tweed Mouth, near boundary New South Wales and Queensland.....	761
Total.....	7,145

Route No. 2.

From Vancouver Island the cable to be laid to a small unoccupied island indicated on the charts as Necker Island, situated about 240 miles westward from the most western island of the Hawaiian group and about 400 nautical miles from Honolulu. From Necker Island the cable to extend to Fiji, and thence, as in route No. 1, to New Zealand and Australia. On the section between Necker and Fiji, possibly Howland or Baker Island may be available for a mid-station, but the exact position has not been ascertained.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Fiji.....	2,546
Fiji to Norfolk Island.....	1,022
Norfolk Island to New Zealand.....	415
Norfolk to Tweed Mouth.....	761
Total.....	7,175

Route No. 3.

As in route No. 2 the cable to extend from Vancouver Island to Necker Island, thence to Onoatua or some one of the eastern islands of the Gilbert group. From this station in the Gilbert group two branches to extend, one to Queensland and the other to New Zealand. The Queensland branch to touch at San Christoval Island in the Solomon group and terminate at Bowen, connecting at that point with the land lines, easterly to Brisbane and Sydney, westerly to the Gulf of Carpentaria.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Onoatua (in Gilbert group).....	1,917
Onoatua to Fiji.....	990
Viti Levu to New Zealand.....	1,004
Onoatua to San Christoval (Solomon group).....	953
San Christoval to Bowen, Queensland.....	980
Total.....	8,265

Route No. 4.

As in routes Nos. 2 and 3 the cable to be laid from the northern terminal point to Necker Island. From Necker Island to extend in a direct course to Bowen, touching at Apamana, a central island in the Gilbert group, and at San Christoval, of the Solomon group.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Apamana (Gilbert group).....	1,865
Apamana to San Christoval (Solomon group).....	970
San Christoval to Bowen, Queensland.....	980
Total.....	6,246

Route No. 5.

As in routes Nos. 2, 3 and 4, the cable to run from Vancouver Island to Necker Island ; from Necker Island to Fiji, thence to Jersey, thence direct to New Zealand.

	Knots.
Vancouver Island to Necker Island	2,431
Necker Island to Fiji	2,546
Fiji to New Zealand	1,150
Total	6,127

Route No. 6.

From Vancouver Island the cable to extend the Honolulu ; from Honolulu to Fiji, and from Fiji to follow route No. 1 to New Zealand and Australia. On the section between Honolulu and Fiji one of the Phoenix Islands may possibly be found available for a mid-station.

	Knots.
Vancouver Island to Honolulu	2,280
Honolulu to Fiji	2,600
Fiji to Norfolk Island	1,022
Norfolk Island to New Zealand	415
Norfolk Island to Tweed Mouth	761
Total	7,078

Route No. 7.

From Vancouver Island the cable to extend to Honolulu ; from Honolulu to Onoatua of the Gilbert Group ; from Onoatua to San Christoval of the Solomon group ; from San Christoval to Bowen.

	Knots.
Vancouver Island to Honolulu	2,280
Honolulu to Onoatua	2,080
Onoatua to San Christoval	953
San Christoval to Bowen	980
Total	6,293

Route No. 8.

From Vancouver Island the cable to extend to Honolulu ; from Honolulu to Fiji, possibly with a mid-station on this section if a suitable island be available. From Fiji the cable to run direct to New Zealand.

	Knots.
Vancouver Island to Honolulu	2,280
Honolulu to Fiji	2,600
Fiji to New Zealand	1,150
Total	6,030

The northern terminus of each route is on Vancouver Island. The cable will land at some suitable point to be determined, probably at Port San Juan, near the entrance of the Strait of San Juan, or at Barclay Sound.

The several routes above described are shown generally on the accompanying map of the world. The distances given in each case are believed to be approximately correct, but are not guaranteed. Parties offering to provide and lay the cable must make their own calculations of distances and satisfy themselves.

Character of Cables.—Proposals will describe the type of cables intended to be used on each section, and state the weight of conductors and insulators per knot in each case.

Shore ends.—The best description of landing cables must be employed at terminal points and all mid-stations. The proposals will describe the character, weight and length of shore-end cables to be used in each case.

Speeds.—The calculated speeds for each section of the cable shall, in no case, be less than 12 words per minute.

Stations and Equipments.—Each offer will describe the character and approximate cost of buildings, instruments, &c., to be furnished for each terminal and mid-ocean station.

Repairs and Maintenance.—Proposals will state the provision intended to be made for repairs and maintenance, the number, tonnage and value of repair steamers. In the case of offers made under form A, the steamers and stores will be found by, and remain the property of the contractor, until the end of three years from the completion of the cable, to be then taken over at a valuation as may be stipulated and agreed.

Surveys.—Charts may be seen at the Department of Trade and Commerce, Ottawa, and at the office of the High Commissioner for Canada in London, showing the soundings which have been made from time to time in the Pacific as far as recorded. It is expected that additional soundings will shortly be made, but parties making proposals must assume all risk, and in the event of a contract being entered into for establishing the cable, the contractors must themselves take means to find the most suitable points for landing

Pacific Cable

the cable at all terminal and mid-ocean stations. It will be understood that in each instance the landing privileges are to be secured by the contributing governments.

Time of Completion.—The time limited for the completion of the cable is three years from the date of the contract, but as it is desirable to have telegraphic communication established as soon as practicable, proposals may state a shorter period, or the same parties may make two offers, one on the basis of three years, the other on the shortest period within which the undertaking may be accomplished.

PROPOSALS.

Proposals based on the above general conditions, and in either of the three forms set forth, to be addressed to the Minister of Trade and Commerce and delivered at his department in Ottawa on or before the first day of November, 1894.

Department of Trade and Commerce,
Ottawa, 6th August, 1894.

4. *Resolved.*—That in view of the desirability of having a choice of routes for a cable connection between Canada and Australasia, the Home Government be requested to take immediate steps to secure neutral landing ground on some one of the Hawaiian Islands, in order that the cable may remain permanently under British control.

5. *Resolved.*—That the Canadian Government be requested, after the rising of this Conference to make all necessary inquiries, and generally to take such steps as may be expedient in order to ascertain the cost of the proposed Pacific cable, and promote the establishment of the undertaking in accordance with the views expressed in this Conference.

APPENDIX B. TO MR. FLEMING'S STATEMENT No. 1.

REPORT ON TENDERS.

OTTAWA, 20th November, 1894.

SIR.—I have the honour to report on the replies received by you on the 1st instant, in response to the public advertisement of the Government of Canada, inviting cable manufacturing contractors and others to state the terms upon which they would be prepared to lay and maintain in an efficient condition a submarine electric cable across the Pacific from Canada to the Australasian Colonies.

1st. Sir John Pender, Chairman of the Eastern Extension Telegraph Company, 50, Old Broad Street, London, addressed a letter to you, dated 19th October, 1894, in which he represented (1) that full information respecting the depth and nature of the sea bed has not been obtained, and in consequence reliable opinions cannot be formed; (2) that Mr. Alex. Siemen's estimate of revenue are fallacious and that my own estimates are not much more reliable; (3) that a cable laid as intended would be quite useless and would prove a commercial failure; (4) that a telegraph established across the Pacific as proposed would result in a loss of at least £90,000 a year to the company he represents. Sir John Pender, in short, discourages in every possible way the attempt to span the Pacific by a Canada-Australian telegraph, he states, however, that he will be most happy to enter into negotiations for accomplishing the work if sufficient inducements be offered him, and he pleads that his company "will be able to undertake the work on better terms than could be offered by any other company."

2nd. Mr. W. Sharpley Seaton, 57½ Old Broad Street, London, likewise addresses you 19th October, 1894. This gentleman sets forth at some length the great necessity which exists for a detailed survey. He considers this to be of primary importance and counsels delay until such a survey be made.

3rd. The chairman of the Telegraph Construction and Maintenance Company, 38 Old Broad Street, London, writes 19th October, 1894. He criticises generally the proposals which have been published by the Canadian Government, and raises objections to the conditions laid down for intending contractors. He objects to each one of the eight routes specified, and proposes a new route, taking in Honolulu and Samoa. On this route the firm he represents would lay a cable of a good type and weight between Vancouver and New Zealand (only) for £1,870,000. This amount, however, does not include maintenance for three years or for any period. Nor does it include a branch cable to Australia. He urges as a first step that the line should be sounded over its entire length on the exact route chosen, and he states that his firm cannot undertake to guarantee the repair of the cable until a further investigation has been made of the sea bottom over which the cable is to be laid.

The writer of this communication estimates that a cable could be laid on route No. 8 for about £1,300,000, but this, he states, would depend upon its proving possible to find an available and safe mid-station between Honolulu and Fiji. He further states that maintenance on this or any route cannot under present conditions be guaranteed by this firm.

4th. Mr. Francis A. Bowen, 3 Tokenham Buildings, King's Arms Yard, London, sends a proposal, dated 20th October, 1894. This gentleman, for himself and his associates offers to construct and submerge a cable on any route which may be selected for £200 per knot of 6082·66 feet. The offer presents itself to me as being in an exceedingly ambiguous form, as there is nothing to show what the total cost may be on any route, and there is no explanation as to how the total cost is to be ascertained, whether the number of knots shall be reckoned on the actual distance between stations, or on the length of cable payed out; nor is it clear that the price stated includes the cost of buildings, instruments, &c., moreover, and to my mind the most serious objection to this offer is the specification of the core to be used; the weight of copper and gutta-percha appears to be designed to be the same throughout without reference to the length of sections to be spanned. As specified the core would be too light for the long section and unnecessarily heavy for the shorter sections. Mr. Bowen places the additional charge for maintenance at £237,000 for the three years.

5th. The India-rubber, Gutta-percha, and Telegraph Works Company refer to the invitation for proposals under Form "C," that is, on the basis of a traffic guarantee. This company is unable to make a

firm offer under this form; they, however, submit an estimate in the following words:—"For your guidance, we may state that in our opinion a 25 years' annual guarantee, payable quarterly of the following amounts, as placed against the respective routes, should suffice for the effective establishment and maintenance of the cable":—

	£
Route No. 1	226,000
Route No. 2	217,000
Route No. 3	215,000
Route No. 4	153,000
Route No. 5	202,000
Route No. 6	199,000
Route No. 7	184,000
Route No. 8	197,000

There is no other reference in any of the replies received to the establishment of the trans-Pacific telegraph under a government traffic guarantee (Form C) and none whatever to the formation of a company to carry out the undertaking under a government subsidy (Form B).

With respect to the matter of soundings referred to in the first, second and third communications, above noticed, I would only remark that it would require soundings to be taken in a very comprehensive manner to give even an approach to a full knowledge of the sea-bed, and that it would involve much cost and prolonged delay. However valuable such a survey would undoubtedly prove in a scientific point of view, it is by no means indispensable to the laying of a cable or to its effective maintenance. Cables have been laid and successfully laid when no such comprehensive surveys have been effected; indeed, the best information goes to show that a large proportion of cables at present submerged have been laid without any precise and detailed knowledge of the sea-floor. The majority of such cables are, I believe, in good working order, and few of them have ever required any great expenditures for repairs. Be all that as it may, the government is now in possession of definite offers from firms of the highest standing and widest experience to lay the Pacific cable on anyone of the eight routes specified. All the soundings required for securely and successfully laying the cable are to be made by the contractors themselves during the time occupied in manufacturing it, and so satisfied are they on this and all other points that they are quite ready to enter into contract to complete the undertaking and guarantee its maintenance for three years for a definite sum.

There are four regular tenders according to Form "A," accompanied by ample details and full information on all essential points. After carefully and critically examining and comparing them, I beg leave to submit the following abstract:—

Regular Tenders.

Form A. The cable to be owned and controlled by government; to be worked under government authority; and to be kept in repair by the contractor for three years.

No. 1. From Siemens Bros. & Co., 12 Queen Ann's Gate, Westminster, London.

No. 2. From the Fowler-Waring Cable Co., North Woolwich, London.

No. 3. From the W. T. Henley Telegraph Works Co., 27 Martin's Lane, Cannon street, London, and North Woolwich.

No. 4. From the India-rubber, Gutta-percha and Telegraph Works Co., 106 Cannon street, London, and Silvertown.

These tenders are based on the general conditions prescribed; they include in each case the manufacture and laying of the cable; the providing of station buildings and instruments for the use of the operating staff; likewise the maintenance and repair of the entire length of the cable for a period of three years after the whole line shall have been completed and put in operation.

The parties tendering are prepared to enter into contract for the sums placed opposite the name of the firms, in each case, as follows:—

Route No. 1.

Commencing at Vancouver Island with mid-stations at Fanning Island, Fiji and Norfolk Island, and with branches from Norfolk Island to New Zealand and New South Wales—complete, including maintenance for three years in each case.

No. 4. The India-rubber, Gutta-percha and Telegraph Works Co	£ 1,517,000
No. 3. W. T. Henley's Telegraph Works Co.....	1,826,000
No. 1. Siemens Bros. & Co.....	2,170,000
No. 2. Fowler-Waring Cable Co.....	2,350,000

Route No. 2.

Commencing at Vancouver Island with mid-stations at Necker Island, Fiji and Norfolk Islands, and with branches to New Zealand and New South Wales—complete, including maintenance for three years in each case.

No. 4. The India-rubber, Gutta-percha and Telegraph Works Co	£ 1,316,000
No. 3. W. T. Henley's Telegraph Works Co.....	1,743,000
No. 1. Siemens Bros. & Co.....	2,140,000
No. 2. Fowler-Waring Cable Co.....	2,210,000

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Route No. 3.

From Vancouver Island to Bowen (Queensland), with mid-stations at Necker Island and Onoatua (Gilbert Group), branching at Onoatua, via Fiji, to New Zealand, and via San Christoval (Solomon Group) to Bowen—complete in each case, including maintenance for three years.

No. 4. The India-rubber, Gutta-percha and Telegraph Works Co.....	£ 1,403,000
No. 3. W. T. Henley's Telegraph Works Co.....	1,723,000
No. 1. Siemens Bros. & Co.....	2,240,000
No. 2. The Fowler-Waring Cable Co.....	2,341,000

Route No. 4.

From Vancouver Island to Bowen (Queensland) direct, with mid-stations at Necker Island, Apamana (Gilbert Group), and San Christoval (Solomon Group)—complete, including maintenance for three years, in each case.

No. 4. The India-rubber, Gutta-percha and Telegraph Works Co.....	£ 1,068,000
No. 3. The W. T. Henley's Telegraph Works Co.....	1,554,000
No. 1. Siemens Bros. & Co.....	1,710,000
No. 2. The Fowler-Waring Cable Co.....	2,125,000

Route No. 5.

Vancouver Island direct to New Zealand via Necker Island and the Fiji Group—complete, including maintenance for three years, in each case.

No. 4. The India-rubber, Gutta-percha and Telegraph Works Co.....	£ 1,291,000
No. 3. W. T. Henley's Telegraph Works Co.....	1,658,000
No. 2. The Fowler-Waring Cable Co.....	2,010,000
No. 1. Siemens Bros. & Co.....	2,050,000

Route No. 6.

Vancouver Island to Norfolk Island with mid-stations at Honolulu and Fiji. At Norfolk Island, branches to extend to New Zealand and Australia proper—complete and including maintenance for three years in each case.

No. 4. The India-rubber, Gutta-percha, and Telegraph Works Co.....	£ 1,391,000
No. 3. The W. T. Henley's Telegraph Works Co.....	1,740,000
No. 1. Siemens Bros. & Co.....	2,120,000
No. 2. The Fowler-Waring Cable Co.....	2,130,000

Route No. 7.

From Vancouver Island to Bowen (Queensland), with mid-stations at Honolulu, Onoatua (Gilbert Group), and San Christoval (Solomon Group)—complete, including maintenance for three years, in each case.

No. 4. The India-rubber, Gutta-percha, and Telegraph Works Co.....	£ 1,081,000
No. 3. The W. T. Henley's Telegraph Works Co.....	1,589,000
No. 2. The Fowler-Waring Cable Co.....	1,880,000
No. 1. The Siemens Bros. Co.....	1,900,000

Route No. 8.

From Vancouver Island direct to New Zealand, with mid-stations at Honolulu and Fiji—complete, including maintenance for three years, in each case.

No. 4. The India-rubber, Gutta-percha, and Telegraph Works Co.....	£ 1,243,000
No. 3. The W. T. Henley's Telegraph Works Co.....	1,655,000
No. 2. The Fowler-Waring Cable Co.....	1,910,000
No. 1. The Siemens Bros. Co.....	1,970,000

The cost of maintenance is variously estimated by the several firms, the highest being that of the W. T. Henley Telegraph Works Co., who place the cost at £115,000 per annum or £345,000 for the three years. This is subject to a reduction if the spare cable provided for the purpose be not used. The Siemens Bros. Co. include in their offer for the purpose of maintenance £270,000, being at the rate of £90,000 per year, this also is subject to a reduction if the actual repairs cost less than the sum named. This mode of charging for the maintenance and repair of the cable has an obvious advantage. The Fowler-Waring Co. stipulate that a fixed sum, £300,000, be allowed to guarantee maintenance and repair for the three years. The India-rubber, Gutta-percha, and Telegraph Works Co. make no special charge for guaranteeing the maintenance and repairs, and as their offer for laying the cable on each of the eight routes is the lowest, it is well to make this point perfectly clear by quoting from their proposal as follows:—

“The contract prices given hereunder for the different routes include the erection at each cable-landing place of a suitable dwelling-house and operating room for the working staff, with duplicate sets of all

proper instruments at each station; also the use of two steamships fitted with cable tanks and all necessary machinery for repairing the cable, and the cost of maintaining these ships, as well as the cables themselves, for three years." The contract prices for which this firm is prepared to manufacture, lay and maintain the cable for three years on any one of the eight routes are as follows:—

Route No. 1	£ 1,517,000
Route No. 2	1,416,000
Route No. 3	1,303,000
Route No. 4	1,068,000
Route No. 5	1,291,000
Route No. 6	1,391,000
Route No. 7	1,031,000
Route No. 8	1,243,000

This company states that if entrusted with the contract they will undertake to manufacture the cable at the rate of 20 miles a day, and will proceed to ship and lay it with the least possible delay.

An examination of this tender and accompanying documents shows that this company propose to use an approved type of cable; the core on the long section (Route No. 1) is to have a copper conductor weighing 5·3 lbs. per knot, insulated with gutta-percha weighing 365 lbs. per knot, the sheathing to be the same as the deep-sea type of cable adopted by the Anglo-American Telegraph Co., in the newest trans-Atlantic cable laid this year. The shore ends and intermediate cables to be similar in character and weight to those generally adopted under like circumstances.

There is one apparent omission in this tender in connection with shore end and shallow water cables. I can find no special mention of a metallic protection against "teredos." In the opinion of the undersigned the core of the cable should be enveloped in a brass tape. The additional cost is not great, and before any contract is entered into with this or any company it should be clearly stipulated that this effective means of protection against the ravages of marine life should be provided.

I have, &c.,

SANDFORD FLEMING.

The Honourable Mackenzie Bowell,
Minister of Trade and Commerce, Ottawa.

ADDITIONAL REPORT ON TENDERS.

OTTAWA, December 11th, 1894.

SIR,—I have the honour to report on the letter addressed to you by the India-rubber, Gutta-percha, and Telegraph Works Company, of date the 22nd November, 1894, on the subject of the tender of that firm for manufacturing, laying, and maintaining the Pacific cable.

In my report on the tenders of date November 20th, 1894, I mentioned in the last paragraph that in my opinion it was expedient to make provision for protecting the core of the cable, under certain conditions, from the ravages of marine life. The letter of the above-named company which you have referred to me gives the assurance that all types of cable proposed to be laid by that firm will be provided with proper protection, that in fact all cables laid in less than one hundred fathoms are to have the core sheathed with metallic taping as a protection against the teredo. This assurance removes the objection which I raised.

In my report of November 20th all the tenders referred to were for the supply of cables having a speed capacity of 12 words per minute. For route No. 1 the price of the India-rubber, Gutta-percha, and Telegraph Works Company is, including maintenance for three years, £1,517,000. In the letter of this company of the 22nd November it is stated that higher speed cables will be furnished for this route at the following prices, viz. :—

A 15 word per minute cable for £1,672,000.

An 18 word per minute cable for £1,880,000.

Compared with estimates previously made these prices must be held to be moderate. My own estimate for a cable on this route (No. 1) as given in your report on the mission to Australia (page 69) is £1,978,000; and the estimate furnished the Colonial Office, London, by the General Post Office authorities (see Appendix to the same report, page 79) is £2,924,000. Neither of these estimates include maintenance for three years; moreover, the estimate from the General Post Office does not include a connection with the mainland of Australia which would probably be estimated at £200,000 additional.

We thus have in the tender of the India-rubber, Gutta-percha and Telegraph Works Company a definite offer to lay and maintain for three years a cable from Vancouver to Australia and New Zealand with a speed capacity 50 per cent higher than the cable referred to by the General Post Office authorities, and for a sum of £1,244,000 less than their estimate without any allowance for maintenance.

I have, &c.,

SANDFORD FLEMING.

Hon. Mackenzie Bowell,
Minister of Trade and Commerce.

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APPENDIX C TO MR. FLEMING'S STATEMENT No. 1.

THE PACIFIC CABLE AS A PUBLIC UNDERTAKING OWNED BY GOVERNMENT.

(a.)

Extracts from Mr. Fleming's Address at the Colonial Conference, 1894.

“There are two distinct methods by which the Pacific cable may be established, viz.—

“1. Through the agency of a subsidized company.

“2. Directly by Government as a public work.

“I have given this branch of the subject long and earnest attention, and I have arrived at conclusions which to my mind are confirmed by every day's experience.

“At one time I favoured the first method. It has been customary to have enterprises of this character carried out by companies, and it seemed to have been assumed that there was no other way by which the work could be accomplished. However, when it is considered that in the United Kingdom, in India, in the Australian Colonies, and in a great many foreign countries the telegraphs are owned and worked by Governments, there appears no good reason why Government ownership should be confined to land telegraph. No doubt, it would give least initial trouble to Governments to offer liberal subsidies in order to have the telegraph across the Pacific laid and owned by a company, but I am perfectly satisfied that in the long run the second method will be found in every respect more advantageous. The interests of a company and the public interests are not identical; they are in some respects the very opposite. While the primary object of a company is to exact from the public as much profit as possible, the interests of the public, on the other hand, are to secure cheap telegraphy, and to have it as free and untrammelled as possible. Suppose, for example, that a large subsidy was granted, such a subsidy as Sir John Pender has declared to be necessary, and that the whole undertaking passed over to the Eastern Extension Company to carry out, would not the effect be to confirm and perpetuate the telegraphic monopoly which at present exists between Australia and the outer world? Would it not simply shut out all prospect of obtaining the reduced charges to which we may confidently look forward? Would it not contract intercourse, instead of providing the fullest opportunity for its free and full expansion, so much to be desired? I look forward to the time, and I do not think it is far distant, when, if a wise and prudent course be followed, the telegraph will ramify in many directions under the ocean to all the principal colonial possessions and that in the not distant future there will be a greater reduction in charges on messages that has taken place in letter postage during the past fifty years.

“Speaking for myself, I have arrived at the conclusion that the true principle to follow, looking solely at the public interests, present and prospective, is to establish the Pacific cable as a Government work. In my judgment, it would be a grave and irremediable mistake to give it to the existing company on their own terms, or perhaps on any terms. Even to hand the work over to a new company entirely distinct from the Eastern Extension Company would scarcely mend matters. It would be impossible to prevent the two companies combining in some form to advance their common advantage to the detriment of the public interests.

“I have elsewhere endeavoured to show the advantages derivable from the establishment of the Pacific cable as a public work directly under Government control. It is a matter of constant experience that the promoters of companies, as a rule, set out with the determination to make large sums of money, that investors are promised large returns, and they are not satisfied unless they are forthcoming. In consequence, 9 per cent, and in some cases much more than 9 per cent, is paid for money raised for private companies, while on the other hand Governments can borrow capital at 3 per cent. Hence it is possible under Government ownership to reduce charges on telegraphy much below the rates charged by private companies.

“With the proposed cable under Government control, it is not easy to assign a limit to the reduction in charges for transmitting messages, and with low charges there will arise, without any appreciable extra cost in working, a great expansion in the business of the telegraph. Thus the public will be benefited to an extent which would not be possible if the cable became the property or passed under the control of a private company.

“I had hoped to have seen present at this conference His Excellency Sir Ambrose Shea, Governor of the Bahamas. He would, I am sure, have given the best testimony in favour of the plan of Government ownership. Less than two months ago I had a letter from him in which he furnished indisputable evidence as to the superiority of the principle of Government control. The Bahamas are connected with the mainland by a cable owned by Government. The first idea was to have it carried out by a company under a subsidy of £3,000 a year for twenty-five years. Fortunately it was decided to make it a Government work; the cable is entirely so established, and the policy of its operation is dictated primarily by the commercial requirements of the colonies. Profits are, of course, desired, but these are held to be a subordinate consideration. This policy would have been reversed had the cable been controlled by a company, the interest of the company *per se* would have remained paramount. Sir Ambrose Shea informs me that even in a financial aspect it has proved fortunate that they kept the cable under Government control. Instead of paying £3,000 a year in the form of a subsidy, the charge on the colony is already reduced to £1,800 after fully providing for a sinking fund to cover renewals as well as interest on the cost and all other charges. Beyond the question of money, the Governor attaches much importance to the power held by the executive for adapting the policy of the cable management to the growing and varying wants and conditions of the colony.

“It appears to me that in bringing two of the leading divisions of the Colonial Empire into telegraphic connection, we cannot do better than place before us the experiment to which I have referred as having been so successfully tried. Great importance must be attached to the views and ripe judgment of Sir Ambrose Shea, strengthened in a matter of this kind by the experience of the Bahama cables. Every commercial object points to the expediency of retaining the Canada-Australia cable under Government ownership; and apart altogether from commercial considerations, there is no reason to warrant that so

important a work, undertaken for national purposes, should be removed from the effective control of the Governments, by whose authority alone the great principles of its establishment would be fully observed."

(b.)

ESTIMATES OF REVENUE.

Extract from Mr. Fleming's Memorandum, Sydney, 11th October, 1893.

"In many cases it is difficult, owing to the lack of information, to form estimates of the probable revenue of a projected undertaking. In this instance, however, the best data is available for our guidance. We have the published statistics of telegraph business by the existing line between Australia and Europe for a number of years, and it is fair to assume that on the establishment of the Pacific cable, rates and all other things being equal, the business will be equally divided between the two lines.

"I am unable to ascertain the business for the past year, but I gather from the published returns that the number of words transmitted in the year ending 1st May, 1892, was 1,275,191. If we divide this into equal parts we have 637,595 words as a basis for estimating the revenue of the Pacific cable.

"In examining the returns for previous years some striking peculiarities are apparent. During the eight years from 1882 to 1890 the telegraph business between the Australian Colonies and Great Britain increased on an average 54,441 words each year, equal to 14 per cent per annum. This may be viewed as the normal increase under a high tariff, inasmuch as throughout these eight years the charges on ordinary messages were never less than 9s. 4d. per word. On 1st May, 1891, the rate was reduced from 9s. 4d. to 4s. per word, and within the 12 following months the business increased by 448,913 words—an increase of 54 per cent on the business of the previous year, and 831 per cent over the normal annual increase during the preceding eight years. The further expansion of business will no doubt for the present be disturbed and retarded by an increase in the charges on message on the 1st January last, but there remains the experience of the year 1891-92 to establish the remarkable effect of a low tariff in stimulating telegraphy. In that single year the increase in the number of words transmitted under a 4s. rate was greater than the growth of the business during the whole of the preceding eight years under a 9s. 4d. rate.

"One of the direct benefits to the public from the Government ownership of the Pacific cable will be the reduction in charges for transmitting messages. I have already mentioned that with a full and efficient staff, such as the estimate for working expenses provides for, it will cost no more to do a large business than a small. There will, therefore, be no reason for preventing the freest expansion of telegraphy by the new line, by lowering the charges. In my humble opinion, the rates across the Pacific should be lowered to 2s. per word immediately on the cable being laid, in order that the public may have the advantage of cheaper communication at the earliest moment.

"The proposed rate of 2s. per word for transmitting messages across the Pacific would reduce charges between Australia and England to 3s. 3d. in place of 4s. 9d. as at present. Moreover, messages from Australia received at Vancouver would be forwarded to all parts of Canada and the United States for an average charge not exceeding 2s. 9d. per word in place of 6s.—the present charge.

"I wish to avoid extravagant statements and too sanguine estimates. I would, in submitting my ideas, particularly desire to keep strictly within reasonable probabilities. If we base estimates on the existing volume of business merely, we must anticipate that there will be no great advance over the business of 1891-92 for a few years if the charges on messages are again raised as they already have been to some extent. In the calculations which follow, I shall, therefore, assume the business to be at a standstill for three years; that is to say, I shall assume that the business in 1894 will not be greater in volume than it was in 1891-92, and that thenceforth the normal increase of not more than 14 per cent per annum shall apply. The number of words transmitted in 1891-92 was 1,275,191. It is assumed that the Pacific cable would, if in operation in 1894, obtain one-half of this business.*

Year.	Number of Words per Annum.	Earnings of the Cable at 2s. per Word.	Year.	Number of Words per Annum.	Earnings of the Cable at 2s. per Word.
		£			£
1894.....	637,595	63,759	1900.....	1,173,176	117,318
1895.....	726,858	72,686	1901.....	1,262,439	126,244
1896.....	816,122	81,612	1902.....	1,351,703	135,170
1897.....	905,386	90,539	1903.....	1,440,967	144,097
1898.....	994,649	99,465	1904.....	1,530,230	153,023
1899.....	1,084,913	108,391			

* At the date of going to press (May, 1894) it has been ascertained that the traffic for 1893 between Europe and Australia consisted of 1,301,716 words, showing that Mr. Fleming's estimate is considerably within actual results. If merely the normal increase of 14 per cent under a high tariff be added to existing business the number of words for 1894 in the table of estimated earnings which follows should be 744,828 in place of 637,595, and the earnings for the same year £74,483 in place of £63,759. Thus establishing that the estimates of revenue presented in this memorandum are in no way exaggerated.

Pacific Cable.

“In connection with the estimates of revenue I have pointed out from statistical returns two elements of increase of business—(1) a normal increase under an exceedingly high tariff; (2) a very much greater increase under a lower tariff. There will be a third increase which will be due to the development of traffic with Canada and in bringing the Australian Colonies into direct telegraphic touch with the whole telegraph system of North America. At present telegraphic intercourse is insignificant, but with a 2s. or 2s. 6d. rate across the Pacific in place of a 6s. rate by a circuitous route, the circumstances will be favourable to the growth of telegraph business between the two continents, and in consequence the revenue to the Pacific cable from this source will rapidly develop to large proportions.

“In the foregoing estimates of revenue I have reckoned only the normal increase under a high tariff and take no account of the greater increase which certainly will result from the charges being lowered, as proposed. I have likewise added nothing from the Australasia-North American business, the whole of which would flow to the Pacific cable. I am quite warranted, therefore, in expressing the opinion that the estimates of revenue I have presented are not exaggerated or unreasonable, and that the Pacific cable established by Government in the manner proposed would effect very important results. It would practically extinguish all subsidies now paid and render guarantees unnecessary. It would permanently establish low rates for ocean telegraphy. It would yield a revenue which, after paying working expenses, and providing for maintenance and renewals, would make good all interest charges on the whole cost of the undertaking from the beginning, and in a very few years would furnish large surplus earnings. I venture to think, then, that if the resolution passed by the Postal and Telegraph Conference in March last be generally assented to in these colonies, the Governments need not hesitate in incurring the comparatively small, almost nominal liability, necessary to secure a telegraph connection across the Pacific, which every British subject will recognize to be of the greatest national and commercial value.”

(c.)

Extract from Mr. Fleming's Letter to the Hon. Mackenzie Bowell, 20th July, 1894.

“With respect to the revenue. If it will take three years to establish the cable, 1898 will be the first year of its full operation. On pages 70 and 71 of the report on the mission to Australia will be found an estimate of the proportion of business which would fall to the share of the Pacific cable for that year, 1898. The estimate was made a year ago and based on the assumed telegraphic business for 1893 between Australia and Europe, which has been exceeded by actual results. (See footnote, p. 71). Correcting the estimate in this respect, the business for 1898 may be set down at 1,105,000 words, which reckoned at 2s. a word would yield a gross revenue for the first year's operation of the Pacific cable of £110,000. It will be borne in mind, moreover, that this estimate is for European business, and includes nothing for the business between Canada, the United States, and Australia, at present insignificant, but which, in a few years, with greatly improved facilities, will undoubtedly develop to considerable proportions. For these reasons I am satisfied that the estimates submitted will be fully realized and more than confirmed by actual results.

“Bearing on these estimates, a friend wrote me from London a few weeks back, as follows:—‘I have been looking over the proceedings of the Colonial Conference of 1887, where a memorandum of yours is given, dated April, 1886 (page 101). In it you show a probable traffic for the year 1893, of 133,000 messages, equal to 1,330,000 words. The actual business for the past year according to Sir John Pender, was, 1,306,716 words, and according to Australian returns, 1,401,292 words. In either cases the prediction made eight years ago is approximately correct.’ I mention this merely to bring out the fact that the principles on which the estimates are formed are sound, and that the estimates themselves may generally be considered safe.

“With respect to the charges on revenue, viz.:—

- “1. Interest on capital.
- “2. Working staff and management.
- “3. Repairs and maintenance.

“The first and second are constant, the third is variable. Experience goes to show that failure and interruptions in cables, due to defects in manufacture or causes connected with laying, generally take place within the first year or two. For this and other reasons I propose that the manufacturers should be asked to undertake to keep the cable in efficient working order for three years; we may thus eliminate from revenue account for that period all charges for repairs and maintenance.

“Assuming that the cost of the cable and its maintenance for three years will be, in round figures, £2,000,000, the revenue account for the year 1898 would stand as follows:—

	£	£
Earnings as estimated		110,000
Interest on £2,000,000 at 3 per cent.	60,000	
Staff and management	30,000	
	90,000	
Surplus revenue		£20,000

“In the above I have taken Mr. Siemen's estimate of the cost of staff required for stations, and office expenses at each point, viz., £24,000. I have increased Mr. Siemen's allowance for general management to £6,000, the two making in all £30,000 per annum. This charge will be constant, and will suffice, as pointed out by Mr. Siemens, for a business more than six times greater than that estimated for the year 1898, and by introducing duplex working, for a traffic 10 to 12 times greater.

“I have pointed out elsewhere that the average normal increase of telegraph business between the Australasian Colonies and Europe was 14 per cent per annum, during the period when the high rates charged for a period of eight years were in force, that is to say, under a tariff rate of 9s. 4d. per word from 1882 to 1890. Manifestly under the low rates proposed to be charged by the Pacific cable, the normal increase will be greater than 14 per cent per annum; more especially as the whole North American business will receive a great incentive from direct communication, and all this additional and constantly growing

traffic must find its way by the Pacific cable to and from Australia. I venture to think that it would not be too sanguine an estimate to place the annual increase of business at 18 or 20 per cent, but to be perfectly safe I shall limit it to 15 per cent in the calculations which follow, that is to say, only 1 per cent more than the average annual increase realized under the high tariff for the eight years previous to 1890.

ESTIMATE

"of the business of the Pacific cable for 10 years after its completion, calculated on the basis of 1,100,000 words, for the year 1898, an average normal increase of 15 per cent per annum thereafter :—

	Gross Earnings.	Interest and Working Expenses.	Surplus.
	£	£	£
1898.....	110,000	90,000	20,000
1899.....	126,500	90,000	36,500
1900.....	143,000	90,000	53,000
1901.....	159,500	90,000	69,500
1902.....	176,000	90,000	86,000
1903.....	192,500	90,000	102,500
1904.....	209,000	90,000	119,000
1905.....	225,000	90,000	135,000
1906.....	242,000	90,000	152,000
1907.....	258,500	90,000	168,500

"As we have eliminated all but the fixed charges on revenue for the first three years, an examination of the above table will show that the surplus up to the fourth year will have accumulated to £109,500, which sum, together with the annually increasing surplus thereafter accruing, would be sufficient to meet all charges for repairs and maintenance and leave a balance to be carried to a cumulative reserve, for renewals at some future day.

"I may mention that I have submitted in outline this financial scheme to the delegates from New South Wales, Victoria, Queensland and New Zealand, with whom I have had the advantage of frequent consultations since the conference rose, and I have the satisfaction to state that it finds favour with each of them. That feature of the scheme by which all the uncertain charges for repairs and maintenance would be embraced in the contract with the manufacturers of the cable, would not only have a tendency to secure a cable of the very best make and character, but it would defer all charges against revenue, which revenue could not fully meet, until a date later than the payment of the last annual subsidy to the Eastern Extension Company. The Australian Governments now contributing to that subsidy could then with greater ease make up any possible shortage which may arise in connection with the new cable. The estimate, however, shows clearly that under this scheme there is every prospect of the Pacific cable being self-sustaining from the first."

(d.)

Letter from George Johnson, Esq., Dominion Statistician.

OFFICE OF THE STATISTICIAN,
OTTAWA, 29th November, 1894.

DEAR SIR,—I have examined your statements before the Intercolonial Conference in re the Pacific cable, and have the following remarks to make :—First, respecting the growth of business; and, second, respecting the proportion the new route could hope to secure.

I.

Taking the statistics of growth I find the following :—

Year.	No. of Words transmitted.	Increase.			Tariff per word,
		Actual.	Per cent for period.	Per cent yearly.	
1875.....	235,160				
1880.....	353,348	118,188	50	10·0	9s. 4d.
1885.....	537,355	184,007	55	11·0	9s. 4d.
1890.....	827,278	289,923	54	10·8	9s. 4d.
1891.....	1,275,191			54·0	9s. 4d. and 4s.
1892.....	1,321,412			3·6	4s.
1893.....	1,401,293			6·0	4s. 9d.

Pacific Cable.

The actual increase in the three years 1891-93 over 1890 was 574,015.

The number of words transmitted is taken from returns submitted to the Postal and Telegraph Conferences held in Adelaide in May, 1890, in Queensland in March, 1893, and in New Zealand in March, 1894.

They show that during fifteen years (1875-90) of high tariff (9s. 4d. per word) the increase in the number of words was 251·8 per cent, and that during the three years 1891-92-93, in which period the rates were reduced to 4s. and 4s. 9d., the increase over 1890 was 69·2.

For the whole period covered by these statistics the increase is 496 per cent.

From these figures of percentage it appears: 1st, that during the period 1875-90 the growth of business under a 9s. 4d. tariff was equal to an annual average of 16·8 per cent; 2nd, that under a 4s. and 4s. 9d. tariff the average annual growth from 1890 to 1893 (three years) was 23 per cent.

Your estimate of 14 per cent increase appears, in the light of these facts, to be a very conservative one.

II.

How much of the business could a cable competing with the existing one hope to secure?

(a.) A telegram from Melbourne to London by the existing line has to travel 13,695 miles of wire, of which 2,704 miles is in Australia, and is, therefore, land wire. The land wire in Asia is, I judge, about 1,000 miles more of wire.

A telegram from Melbourne to London via Canada would travel 14,414 miles, of which 3,764 would be land wire.

In respect to the greater danger of stoppage and delay from land wire, the two lines would be, practically, on an equality.

(b.) Your estimate is that one-half of the words sent by cable between Australia and the rest of the world would be sent via the line across Canada.

According to the return of 1892 there would be, on this estimate, 660,706. But some portion of the total of 1,321,412 words must be Asiatic business, since Australia imports of tea alone 33,000,000 pounds a year direct from Asia. From various data I estimate the Asiatic business at one-eleventh of the whole. Deducting this, we have 1,191,000 words to represent European business, of which the new proposed route would stand a fair chance to secure one-half. I would, therefore, place the estimate at 595,000 (or 600,000) words instead of 637,595.

Taking this estimate and applying to it the 16·8 per cent increase, the estimate for 1895 would be 695,000 words or 31,860 less than your estimate. For 1896 it would be 811,760 words, or 4,362 less. In 1897 it would be 948,000 words, or 42,000 more than your estimate. My calculation would give fewer words for 1895 and 1896 and more words for 1897, and still more in succeeding years.

I have taken the percentage of the period when the tariff was 9s. 4d. per word. If the percentage under a 4s. tariff were taken, the growth would be much greater, and undoubtedly the result of a reduction in the rates would be an increase in messages, as the table above given shows.

I have not dealt with the development of business between North America and Australia, which must in the nature of things be very great when facilities are provided, and will also be tributary to the Pacific cable.

Yours, &c.,

Sandford Fleming, Esq., C.M.G., C.E.,
Ottawa, Ontario.

GEORGE JOHNSON,
Statistician.

(c.)

Letter from J. M. Courtney, Esq., Deputy Minister of Finance.

DEPARTMENT OF FINANCE,
OTTAWA, 1st December, 1894.

DEAR MR. FLEMING,—I have read over very carefully and, I may say, with the greatest of pleasure the blue books and documents you left with me for perusal in connection with the scheme for laying a Pacific cable to connect this country and Australasia. Both from the fact that it is the pioneer Pacific cable scheme and also from the magnitude of the work itself, the consideration of the subject is to me exceedingly interesting, especially as it has such an intimate bearing on the expansion of the Empire.

In writing to you now, however, I wish to be very careful and to guard the position I take from misconception. I can, of course, have nothing to do with the policy of the Canadian Government, and in the present financial condition of the continent I could not, if the matter were referred to me, on general principles, recommend any scheme that would increase the liabilities of the Dominion either directly or indirectly. From the examination of the facts and figures, however, submitted by you, I may say I have arrived at the same conclusion as yourself as to the cost of laying down the cable, and, in my judgment, the conclusion arrived at cannot be regarded as over-sanguine or forced in any way.

As to the calculations of revenue, I have, of course, taken your own method, and have divided by two the number of words sent in 1892, taking one-half to come over the new cable. But, as it appears from the documents submitted, the cable could not be in operation for three years yet, or until 1898, even if commenced at once, and taking the average annual increase in the messages at 15 per cent the estimate of the work to be done is, to my mind, very low.

It would follow, therefore, judging by the expenditure and by the revenue that, as far as I can see, with the limited knowledge at my disposal in the matter, and under the conditions named, the cable line could be laid down and a revenue derived which would meet all the charges.

Of course, in all this it must be understood that I am looking at the financial features of the scheme from the documents before me, and that I have no personal or direct knowledge of the laying or working of cable lines. I do not know that a separate line may not be necessary or that other contingencies may not arise which I have no means of anticipating or foreseeing.

Yours, &c.,

J. M. COURTNEY.

Sandford Fleming, Esq.,
Ottawa.

(f.)

*Letter from W. Hepworth Mercer, Esq., Colonial Office, London.*RIDEAU CLUB,
OTTAWA, 11th October, 1894.

DEAR MR. SANDFORD FLEMING.—Before leaving Ottawa I desire to congratulate you on the evidence which is now in the possession of the Canadian Government that your views as to the cost of laying the proposed Pacific cable were moderate and reasonable. It must be a matter of great gratification to you to find after so many years of controversy and opposition that your estimates are more than borne out by the practical offers now received.

With regard to the question of the prospective revenue of the cable, I have carefully examined the data and studied the principles upon which you have formulated the estimates contained in your memorandum dated Sydney, 11th October, 1893, and your letter to Mr. Bowell of 20th July, 1894, and I have satisfied myself that your conclusions are thoroughly sound. Assuming that the cable is to be a Government enterprise, participated in by Great Britain, Canada and Australasia, I think that the estimates of revenue would at least be fully borne out by actual results.

It seems to me that there is now an excellent case for presentation to the various parties interested, and the Australasian Colonies in particular will no doubt look forward to the accomplishment of an enterprise which will, we may fairly hope, give them an unprecedentedly low telegraphic tariff in return for a smaller expenditure than they have been paying for a comparatively high one.

I hope, speaking for myself, that in a matter of such wide concern, and involving, besides the direct commercial benefits, results the importance of which cannot be estimated in figures or weighed in a balance sheet, the Australasian, the Dominion, and the Imperial Governments will all be able to join in the project.

I am, yours very sincerely

W. HEPWORTH MERCER.

STATEMENT No. 2, REFERRED TO IN THE REPORT OF MR. FLEMING TO THE
MINISTER OF TRADE AND COMMERCE, 30TH JANUARY, 1897.

NOTE ON THE PACIFIC CABLE.

LONDON, 16th December, 1896.

On 12th November last I submitted my views on the subject of the Pacific cable. They were mainly comprised in a statement which I had prepared for the information of the Committee in July last. I feel it my duty now to submit some explanation which appears to be called for.

In the evidence received by the Committee since the 12th ultimo there is a general unanimity of opinion on the following points:—

First.—That the Fanning Island route cannot be widely departed from. It is true that Admiral Wharton mentioned Palmyra Island as a possible mid-ocean station in place of Fanning Island but the two islands are relatively not far apart. As no special knowledge exists as to the suitability of Palmyra for cable purposes, and nothing could be gained in respect to distance from Vancouver, for the present at least it may be considered that the route to be followed by the cable is that already known as the Fanning Island route.

Second.—That the laying of a cable between Canada and the Australasian Colonies on the general route referred to, is perfectly practicable from a technical point of view.

Third.—That there is a general agreement on the question of a survey, the gentlemen examined having generally expressed the opinion that a series of soundings is necessary. It is conceded, however, by every one that all soundings required can easily be made during the period occupied in manufacturing the cable.

With respect to the ownership of the cable, whether it should be owned and worked under Government or by a subsidized company, there does not appear to be any great difference of opinion. Some of the witnesses spoke strongly in favour of Government ownership. It is true that gentleman who appeared on behalf of the Eastern Extension Telegraph Company objected very decidedly to any cable across the Pacific, whether owned or worked by Government or by a subsidized company. They took the ground that it would be unfair to the Eastern Extension Company to establish a competing line without compensation to that company for loss of business and loss of profit. Several questions were asked me on this point, to which I deferred giving replies. I felt that whatever claims the present company might have on the Imperial Government and the Australasian Colonies, which had not already been met, that company could have no possible claim on Canada, as the Dominion is not, and never has been, under the slightest obligation to the Eastern Extension Telegraph Company. It may indeed be held that the company has always assumed an attitude of hostility to the aspirations of Canada, in respect to the proposed cable, and has for years strenuously opposed all efforts to advance her own and Imperial interests on the Pacific in connection with the union of Australasia and British North America telegraphically. Be that as it may, I can only repeat the view I have often expressed, that if the exigencies of the Empire as a whole demand the establishment of a national work which will interfere with the operations of this private company, every reasonable consideration should be extended to that company by those upon whom it has just claims. But it cannot be supposed that the public interests must be entirely set aside in order that the company may for ever continue to receive large dividends. I will again refer to the position of the Eastern Extension Company, and suggest a means by which, as it appears to me, the matter can be adjusted in the spirit of justice and fairness.

I have pointed out in what respect there is a general agreement in the views expressed by the several gentlemen examined by the Committee. I shall now refer to an extraordinary diversity of opinion. In this diversity I find ranged on one side the agents of the Eastern Extension Telegraph Company,

Pacific Cable

and two officers of the Post Office Department. On the other side all the highest authorities on electrical science, together with the managers of two important ocean cables, whose evidence was submitted to the Committee.

The two officers were Mr. J. C. Lamb, Secretary, and Mr. W. H. Preece, Engineer-in-Chief and Electrician to the General Post Office, London. Their evidence in the main agrees with that of the gentlemen who appeared on behalf of the Eastern Extension Telegraph Company, whose views are adverse to the establishment of the proposed Pacific cable.

The antagonistic evidence is voluminous; if examined it will be seen that the gentlemen who submitted it are substantially of one mind on many subjects. The tone and substance of their observations leaves the impression that they do not look upon the Pacific cable as a necessary or desirable undertaking, and that if established as designed, it would be inadequate in capacity and a heavy burden on the public exchequer. I could not venture to take up the time necessary to refute the whole evidence. I will, however, give an illustration. The views of Mr. Preece are, perhaps, the least extreme and the least adverse to the project. Let me direct attention to the replies of that gentleman to question 1365 and following questions. He refers in his replies to a cable which, on the long section between Vancouver and Fanning Island, would consist of 552 pounds of copper and 368 pounds of gutta-percha per knot. The limit of the capacity of this cable would be (he says) three words per minute, that you cannot take a longer working period than 10 hours a day and 300 days in a year. "The result is" (reply to question 1366) "that you cannot calculate on transmitting more than 540,000 words between England and Australasia by means of this cable" in the 12 months.

If we turn to other gentlemen who have no connection with the Post Office or the Eastern Extension Telegraph Company, but who are skilled and practical electricians of admitted authority, we find testimony of a very different character.

The Messrs. Gray of the Silvertown Company state that the cable referred to (552 pounds copper, 368 pounds gutta-percha per knot) would carry fully 12 words per minute, the standard word consisting of five letters. Lord Kelvin confirms this statement. Mr. Alexander Siemens says that the cable proposed by his firm, although somewhat lighter (500 pounds copper, 320 pounds gutta-percha), would in practice give 15 words per minute. Dr. Alexander Muirhead, the recognized authority on all such matters, states that the cable proposed by Lord Kelvin, and accepted by the Silvertown Company, would give a speed of 80 letters, or 16 words, a minute simple, and that by employing the duplex system with automatic transmitting apparatus, 90 per cent more work could be done with perfect ease. That is to say, the cable which the India-rubber, Gutta-percha and Telegraph Works Company tendered to the Canadian Government to manufacture, lay and maintain in working order for three years, for the total sum of £1,517,000, would be capable of transmitting 152 letters, or over 30 standard words, per minute. The managers of the Anglo-American Telegraph Company and of the Commercial Cable Company each testified that their offices are always open, that there is nothing to prevent them transmitting messages in a continual stream for 24 hours a day, and that they saw no reason why the same course should not be followed on the Pacific cable. If, then, taking 18 business words a minute in place of 30 standard words, we will find that it would be possible to transmit in a year, reckoning 24 hours a day and 300 days in a year, a total volume of 7,776,000 words in place of 540,000 words, the maximum limit given by Mr. Preece of the Post Office Department.

I am afraid I am unable to congratulate the officers of the General Post Office, at least those whom it has been my fortune to meet, on the soundness of their estimates or the accuracy of their statements. In the report on the mission to Australia by the Canadian Minister of Trade and Commerce, I find at page 76 a reference to a letter addressed to the Colonial Office by Mr. J. C. Lamb of the General Post Office, London (dated 5th July, 1893). I beg leave to refer to the whole letter, and I ask permission to quote one paragraph:—

"On the Vancouver-Fanning section he (the Engineer-in-Chief of the Department) is of opinion that to secure even the moderate working speed of 12 words a minute, the cable must have a core of 940 pounds of copper and 940 pounds of gutta-percha to the knot; and the cost of manufacturing and laying such a cable would probably be about £600 per knot, or say £2,374,000. The total cost of the whole line from Vancouver to New Zealand would thus be about £2,924,100."

This letter was first seen by me in Australia a few weeks after it was written. I have reason to remember the effect it produced when such estimate, coming from such authority, confronted the Canadian delegate on the first week of his arrival in the colonies. I have still further reason to remember the letter, as it had much to do with a journey on my part from Australia to London to inquire into the accuracy of the statements it contains. As the result of my inquiry I ask permission to direct attention to page 76 of the report on the Mission to Australia, and my letter therein contained (dated 6th February, 1894).

The year following Mr. Lamb's letter of July, 1893, the Canadian Government received tenders for establishing the Pacific cable with precisely the same working speed as that mentioned by Mr. Lamb, viz., "12 words a minute." I am aware that during the recent examination a new issue has been raised as to the number of letters in a word, but it cannot be denied that when Mr. Lamb's letter was written, a "word" was a conventional term agreed upon by the cable world, and was understood by every one to mean an average word of five letters. Clearly then it may be assumed that if Mr. Lamb or Mr. Preece wished to be understood differently, they would have stated that they did not mean the common standard word of five letters, but some other word containing a different number of letters.

The tenders received by the Canadian Government embraced more than the estimate contained in Mr. Lamb's letter. In order to make a comparison, therefore, it becomes necessary to add to the estimate what it did not contain, viz., the cost of a cable from New Zealand to Australia, and the maintenance of the whole work from Vancouver to Australasia for three years. The data for these additions is furnished in Mr. Lamb's letter and in the recent evidence of Mr. Preece.

1. Estimate in Mr. Lamb's letter of the cost of a cable between Vancouver and New Zealand	£ 2,924,100
2. Cable from New Zealand to Australia, 1,066 knots at £150 per knot	159,900
3. Maintenance for three years, minimum estimate by Mr. Preece	180,000
	£3,264,000

We have thus presented to us the estimate of the officers of the Post Office Department, amounting in all to £3,264,000. The Canadian Government has a *bona fide* tender to carry out in a complete and satisfactory manner precisely the same work for £1,517,000.

What can be said of such a discrepancy as this? I entertain no doubt as to the great ability, the varied information, and the value of the services of these gentlemen. I can only regret that in my extremely limited knowledge of them I should be so unfortunate as to be driven to the conclusion that, however important the offices they fill, their importance does not make the occupants of the office infallible. In short, I am constrained to form the opinion that they have made a grave mistake and that to this mistake, and to the unfortunate letter of Mr. Lamb in which it is contained, may be traced the seeming antagonism to a Pacific cable which will be found in the evidence recently submitted.

But the tendency to error in matters appertaining to the Pacific cable on the part of officers of the Post Office, I regret to say, is not new. I can recall to my memory the immediate predecessor of Mr. Lamb. He was introduced to the Colonial Conference of 1887 by the Postmaster General in these words: "I have been fortunate enough to secure the attendance here to-day of my friend Mr. Patey, who is the secretary of the Post Office, who is specially charged with the telegraphic department, and than whom I suppose no greater authority upon telegraph matters exists—he will be most happy to place his knowledge at the disposal of the conference, to answer any questions, and take part in any discussion which may arise upon any particular point concerning the telegraph service of the Empire."

Almost the first statement made by this Post Office officer had reference to the depth of the ocean between Australasia and Vancouver. He said: "I think in one or two cases the depth goes down to 11,000 or 12,000 fathoms." After some discussion, in which it was pointed out that the greatest known depth upon the route of the Pacific cable was 3,200 fathoms, the secretary of the Post Office was again asked the question, "Did we understand you to say 12,000 fathoms?" His answer was "Yes; 12,000 fathoms."

I need scarcely remark that no such ocean depth as 12,000 fathoms is known anywhere, and I refer to these matters simply with a view of showing that, without any intention to mislead, the statements and estimates of these officers concerning cable matters at least are highly misleading and must be received with caution.

Reverting to the letter of Mr. Lamb (5th July, 1893), there can be no doubt whatever that a grave error was made by the officers of the department. A mistaken estimate was undoubtedly arrived at by them: I do not say with any design. I am bound to assume with good intention. Nevertheless, all the evidence from the best authorities, likewise from actual tenders, prove it to have been a mistake calculated to mislead, and I humbly think it would have been better and more dignified had both Mr. Preece and Mr. Lamb acknowledged the mistake in their present evidence, and not attempted to defend it. It is true their views are in accord with those of the Eastern Extension Company, whose antagonism to the Pacific cable is at least comprehensible. They now find themselves, however, in contradiction to the highest electrical authorities, to the most experienced cable managers, and to all those who, in the interests of the colonies and the Empire, are striving to establish a national line of communication between the great distant colonies and the mother country, I may add to the head of their own department, for Mr. Lamb frankly stated in reply to question 3083, that the views he expressed were not the views of the Postmaster General.

Taking exception, then, to the views of the agents of the Eastern Extension Telegraph Company, and of the two Post Office authorities referred to, we have other evidence of the highest value to fall back upon, and on which implicit reliance can be placed.

Lord Kelvin, Dr. Muirhead, the Messrs. Gray and Siemens, electricians, together with Messrs. Carson and Ward, the managers of two important trans-Atlantic cable companies, are each and all clearly of opinion that the proposed Pacific cable would have sufficient speed capacity to transmit fully sixty letters per minute simplex; and employing the duplex system now almost universally applied, together with the more recently introduced automatic transmitting apparatus, it would be quite possible to transmit telegraphic business continuously at the rate of 114 letters per minute. With each message transmitted there are certain letters sent which are free, or rather that the telegraphing public do not pay for, and there are certain service messages which likewise do not pay. These non-paying letters and words, according to Mr. Carson, manager of the Anglo-American Telegraph Company, do not exceed 15 per cent of the whole matter transmitted. Mr. Ward, manager of the Commercial Cable Company, places the non-paying matter at 16 per cent. 84 to 85 per cent of all traffic may, therefore, be considered paying traffic.

If, then, we take 84½ per cent of 114 letters, we have ninety-six paying letters per minute as the speed capacity of the cable. In modern business, many code words are embraced, and the length of a business word is estimated to contain on an average eight letters. Dividing ninety-six paying letters by eight, we have twelve paying words per minute, after all necessary deductions are made.

In estimating the earning power of the cable as designed, we are, therefore, warranted in taking twelve paying words a minute, and certainly 300 working days a year. With this data, and reckoning 2s. a word as the uniform charge, we have the following results as the possible earnings for the twelve months:—

Working 12 hours each day	£ 259,200
do 15 do	324,000
do 18 do	388,800
do 21 do	453,600
do 24 do	518,400

This shows very plainly that there will be ample capacity in the one single cable designed to transmit all the business which may be developed for many years to come.

I would direct attention to my estimate of gross earnings in page 6 of my statement prepared for the Committee last July. In the table there presented, I went no further than the year 1907, at which date I estimated the earnings from traffic to be £258,500. This is the highest estimate I have made, and it is obvious that the cable designed by Lord Kelvin, with a cone on the long section of 552 pounds of copper and 368 pounds of gutta percha per knot, would be capable of transmitting the volume of traffic required to produce that amount of gross earnings by working only twelve hours a day.

Pacific Cable.

Revenue.

There remains to be considered the revenue which will arise from the traffic which may be expected to pass over the cable. This question is a difficult one, and I quite recognize that it is not possible to demonstrate precisely what the future business may be. In estimates which I have submitted to the Committee, I have furnished the grounds for my belief that there will be a natural increase in traffic as the years go on. The increase may not be uniform year by year, but taking a number of years, say ten years, I have thought that in view of the rapid development of the Australasian Colonies, and the additional facilities for telegraphing which the Pacific cable would provide, together with the reduction in charges, that it would be a moderate estimate to reckon on the gross business increasing on an average 15 per cent a year. Such an estimate may, of course, be held to be a mere conjecture on my part; I have, therefore, deemed it advisable to obtain the views of gentlemen fully acquainted with the development of the colonies and interested in Australasian trade and commerce. With this object in view, I obtained from the offices of the several agents-general the names of a few leading men and Australian firms. I sent them a series of questions, asking the favour of replies, the whole of which I am glad to place at the service of the Committee. I may state, as a result of this inquiry, that the expression of opinion is almost unanimous; no less than twenty-four leading Australasian firms or individuals give it as their opinion that an average increase in the yearly volume of business of 15 per cent is quite a moderate estimate (*see abstract of replies appended page 29*).

With respect to the share of business which it would be reasonable to expect would fall to the Pacific cable, among the replies received there are twenty expressing a definite opinion; of these, fifteen, or 75 per cent of the whole, state the belief that it would be reasonable to count on the new cable obtaining one-half the total business. Most of these gentlemen think the half share may be reckoned on at once; others, again, within a very short time after its establishment. The remaining five are somewhat doubtful. There is complete unanimity of opinion that the new cable would assist in developing trade and telegraphic communication between the Australasian Colonies and Canada, the United States, and other parts of America, and, as a whole, be of material advantage to the commerce of the Empire.

I respectfully submit that these opinions must be taken to sustain the general soundness of the views I have submitted on the growth of telegraphic business, that we may fairly estimate an average increase of 15 per cent per annum as moderate and reasonable. I have thought, and I still think, that the Pacific cable would obtain not far short of half the total business between Australasia and Great Britain, and that any possible shortage would be more than made good by new traffic between the North American continent and the Australasian Colonies when facilities for its rapid development are provided by a direct cable across the Pacific.

The Eastern Extension Company.

I ask permission to add a word with respect to the claims for consideration of the Eastern Extension Telegraph Company. The cables of this company extend from Madras easterly to Hong Kong via Penang and Singapore. At Singapore a branch extends southerly to Australia. Over this branch all the Australasian business now passes; it consists of the following cables:—

	Kilometres.
From Singapore to Batavia	1,002
“ Singapore to Banjoewangie	1,707
“ Banjoewangie to Port Darwin (1)	2,104
“ Banjoewangie to Port Darwin (2)	2,088
“ Banjoewangie to Roebuck Bay	1,656
Total	8,557

8,557 kilometres equal 4,620 knots, and this length of cable probably cost in the first place about £800,000, but, as some of the portions have been in use many years, the present value of the whole is assumed to be considerably less than that sum.

It must be generally recognized that it is supremely important to have all the great possessions of Her Majesty connected by telegraph. A cable connecting Canada with the sister colonies in the South Pacific would bring them into direct touch with the mother country, without passing over foreign soil. It would be useful in an eminent degree to commerce. Its tendency would be to preserve peace—and peace is essential to human progress. The security of the present means of telegraphic communication with Australasia would be enhanced by a line across the Pacific. The Empire cannot have too many cables. Belligerents will not be so likely to destroy any one cable if the connection they would sever be maintained by cables ramifying through seas in other parts of the globe. Safety will be in numbers. For these reasons I hold that the Pacific cable will have a most potent influence in binding together the British Empire and preserving it intact.

But the Pacific cable cannot be established without interfering more or less with the Eastern Extension Company. It would not interfere with the China business of that Company, but it would certainly diminish the traffic, and consequently the profits earned, on the branch from Singapore to Australia. I would respectfully suggest, therefore, that it would be fair to that Company, if they desire to be relieved of it, to purchase from them the Australian branch at a reasonable price, and work it by government. The justice of this proposal must be obvious: if by reason of the establishment of a work necessary in the public interests, and a part of the property of the Company be rendered unprofitable in consequence, that company would have no reasonable ground of complaint if the unprofitable part be taken off the Company's hands and the capital returned for investment elsewhere.

The branch from Singapore to Australasia in the hands of the Government would, even with a greatly reduced traffic, be self-supporting. Under Government control, the only charge over current and ordinary expenses would be interest on cost at the lowest rate at which money is obtainable by governments. In this case the branch would be worked as a self-supporting undertaking for the benefit of the public—in the hands of the Company necessarily the branch is worked as part of a system for earning dividends at the expense of the public.

A second Pacific Cable.

In the evidence submitted to the Committee it has been alleged as absolutely necessary, if a trans-Pacific cable be laid at all, that it should be laid in duplicate. Curiously enough the gentlemen who have laid greatest stress on the necessity for two cables across the Pacific are among those most averse to the establishment of a Pacific cable under any circumstances. It has been made to appear that a single cable has been rarely laid in any part of the world, and that in cases where two cables are not laid side by side at the same time, duplication immediately follows. Mr. Preece could not recall an instance of any company relying on a single cable. The impression conveyed was, that provision is made for laying both cables from the start, or directly on the completion of one cable, the work of laying the second invariably is proceeded with. I take the liberty of mentioning that this course is not universally followed.

The Eastern Extension Company's cable from Madras to Penang was single for 21 years; the first cable was laid in 1870, it was duplicated in 1891.

The cable of the same Company from Penang to Singapore was laid in 1870, it was duplicated in 1892, 22 years afterwards.

The same Company laid a single cable from Australia to Tasmania in 1869, and duplicated it in 1887, after a lapse of 18 years.

The same Company laid a single cable from Australia to New Zealand in 1876; the second cable was not laid until 1885.

The Cape of Good Hope had telegraphic communication established by a single cable in 1879; duplication was not effected until 10 years afterwards.

A single cable was laid from Portugal to Brazil in 1874, and it was not duplicated until 1884.

There are many other instances; I have, however, mentioned a sufficient number to make plain that there is no such rule invariably followed as that alleged. The duplication of a cable is a matter which is entirely governed by circumstances; generally it is proceeded with when additional facilities are required by the traffic or warranted by the prospect of a rapid development of business.

I am perfectly satisfied that eventually many cables will be required across the Pacific, but to my mind there is no necessity for establishing more than one at present.

In the event of the cables between Singapore and Australasia passing under government control, a single Pacific cable would, in reality, constitute a third cable connecting Australasia with the rest of the world, and as such it would greatly diminish the chances of the telegraph separation of the Colonies.

Of course the Eastern Extension Company may decline to part with their Australia branch on reasonable terms, or enter into any traffic arrangement which would be mutually beneficial. In that event the expediency of laying a second Pacific cable would, in course of a few years, become a matter of consideration.

Should a second trans-Pacific cable for any reason be deemed advisable, in my judgment the most advantageous arrangement would be, not to lay it alongside the first cable on the Fanning Island route, but to open negotiations for touching at Honolulu. I have formed the opinion that although the application for landing privileges on one of the Hawaiian Islands proved unsuccessful three years ago, the improved friendly spirit beginning to prevail will before long reach that stage when a desire will be evinced for the landing of a Canada-Australia cable at the capital of these Islands. In the United States it is seriously proposed to lay a cable from San Francisco to Japan, and it is not improbable that this undertaking will be assisted by the United States Government. It is obvious that two trans-Pacific cables, one from San Francisco to Japan, another from Vancouver to Australia, crossing at Honolulu, would be exceedingly helpful to each other, as the interchange of messages would be rendered easy and telegraphic correspondence between the countries at the termini of each cable would be greatly facilitated. This arrangement would practically become an international system to facilitate commerce, so much to be desired.

In view of all the circumstances, if I may venture to express an opinion, it seems to me advisable that a determination should at once be reached to lay a single cable on the Fanning Island route as a national undertaking under government control, and that the cable should be of the weight and character recommended by Lord Kelvin, seeing that the capacity of such a cable for the transmission of messages would be ample for all purposes.

In my view duplication of the cable should be deferred and an opportunity afforded the Eastern Extension Telegraph Company to consider the suggestion to part with their Australian branch on fair and acceptable terms. Should circumstances in a few years require the laying of a second cable from Canada to Australasia, it is clear to my mind that great advantages would result from constituting the second cable essentially a commercial line touching at Honolulu.

The cost of a cable from Vancouver to Australia touching at Honolulu would be very little, if anything, over a million sterling.

Referring to the main cable, that proposed to be laid on the Fanning Island route, the reliable evidence submitted to the committee now places the feasibility of the proposal beyond all doubt. It has been established that Canada and Australasia can be connected telegraphically, without touching foreign soil, and that a cable of adequate speed capacity can be laid at a moderate cost. The views respecting traffic, of leading merchants and others familiar with Australasian trade, give grounds for the belief that the cable established as a national undertaking would be self-supporting. Nothing in the future is more probable than an augmentation of business resulting from the additional facilities provided by the new line of communication and the lowering of charges. The new line will give an impulse to commercial activity, and besides being eminently useful to commerce, there may be times in the near future, such as the emergency of a few months back which found South Africa telegraphically isolated, when the value of the Pacific cable would be incalculable. No one can withhold assent from the views of the president of the postal and telegraph conference held in Hobart last year (Hon. J. Gavin Duffy), expressed in these words: "I think that for strategical and imperial reasons, and for encouraging the growth of the imperial sentiment, it would be a wise thing to lay this cable. * * *

It would be a great spectacle to see the three great branches of the Empire united together, and in times of war it would be of immense value to the imperial government and the colonies. If it is undertaken it should be by England and her colonies co-operating together. Of course, we must remember that Canada is not so vitally interested in this question as we are. This will be to us not only a connection with Canada, but a direct connection with the heart of the Empire—London."

Pacific Cable.

APPENDIX TO PRECEDING STATEMENT No. 2.

ABSTRACT OF REPLIES from leading Australasian merchants and others, respecting the growth of traffic, the probable earnings of the Pacific cable, and the effect of that undertaking on general commerce, referred to in the note on the Pacific cable by Mr. Sandford Fleming, London, December 16, 1896.

In order to ascertain the views of mercantile men and others interested in the Australasian trade replies were invited to the following questions (December, 1896):—

FIRST.—*The Probable Development of Telegraph Business.*

QUESTIONS.

1. With great facilities for business created by the establishment of the Pacific cable and the charges lowered to 3s. per word, would it be reasonable to expect that the gross telegraph business between Australasia and Europe would increase in future years?

2. Following the rapid development of the Australasian Colonies, the improved facilities and reduced tariff by the Pacific cable, and having reference to the growth of telegraph business during the past twenty years, would it be unreasonable to expect for a number of years to come an average annual increase of fifteen per cent in the total traffic between Australasia and Europe?

3. If you think fifteen per cent unreasonable under all the circumstances, please state your opinion on the probable traffic in future years?

ANSWERS.

To the above questions answers have been received as follows:—

1. From Ross and Glendinning, 63 Finsbury Pavement, E.C., London:—
Q. 1. Undoubtedly. Q. 2. We believe an increase of 15 per cent a moderate estimate.
2. From W. Weddell & Co., 16 St. Helen's Place, London:—
Q. 1. Certainly. Q. 2. Yes; 15 per cent increase is a reasonable estimate.
3. From Mr. John Beaumont, 138 Leadenhall Street:
Q. 1. Yes. Q. 2. No; with charges lowered to 3s. per word, I think 50 per cent more probable.
4. From Mr. James Huddart, 22 Billiter Street, E.C.:
Q. 1. Yes. Q. 2. Yes; look at the development of cable traffic across the Atlantic by reason of reduced charges. I think 15 per cent reasonable.
5. From Sargood, Butler, Nichol, and Ewen, 11 Bunhill Row:
Q. 1. Yes. Q. 2. Yes.
6. From Sargood, Son, and Ewen, 11 Bunhill Row:
Q. 1. Yes. Q. 2. Yes.
7. From Shaw, Savill, and Albion, Co., 34 Leadenhall Street:
Q. 1. Yes. Q. 2. 15 per cent annual increase might reasonably be expected.
8. From McLean Bros. and Rigg, 1 Fenchurch Avenue, E.C.:
Q. 1. Certainly. Q. 2. We should think considerably more.
9. From James McEwan & Co., 27 Lombard Street, E.C.:
Q. 1. Yes, certainly. Q. 2. I think it would not be unreasonable.
10. From the Bank of Australasia, 4 Threadneedle Street:
Q. 1. As the business has increased largely of late years, it would be unreasonable to suppose that it would not continue to do so if the rates were reduced. Q. 2. As the rate of increase has for some years past been largely in excess of 15 per cent, the opinion may fairly be held that the latter figure would not be an excessive estimate.
11. From Grimwade, Ridley & Co., 82 Bishopsgate Street:
Q. 1. Our experience has been that reductions in cost of telegraphing has resulted in increased use of cables. Q. 2. We should not consider this an unreasonable increase to look for.
12. From J. E. Nathan, 7 Fenchurch Street:
Q. 1. Yes. Q. 2. Yes, I think this very reasonable.
13. From Sir Julius Vogel, Hillenden, East Molesey:
Q. 1. Most decidedly. Q. 2. The annual increase of traffic would be very large, but not at a uniform rate. During the first five years it would, in my opinion, more than double, or an increase of more than 15 per cent per annum for these years. The normal increase subsequently would probably be at a less rate.
14. From Turnbull, Martin & Co., 112 Fenchurch Street:
Q. 1. Certain. Q. 2. No.
15. From W. Lund, 3 East India Avenue:
Q. 1. Yes. Q. 2. I should consider 15 per cent increase very reasonable.

16. From Loughland, Mackay and Baker, 50 Lime Street :
Q. 1. Yes. Q. 2. No.
17. From S. Hoffnung & Co., 102 Fore Street, E.C. :
Q. 1. Yes, but not in proportion to the reduction in cost. Q. 2. Yes.
18. From Colonial Consignment and Distribution Co. (E. Montague Wilson) :
Q. 1. Yes. Q. 2. 15 per cent increase not unreasonable; but it must be remembered that the last two years have shown exceptional traffic with West Australia, which is not so active at present.
19. From Nathaniel Cork, Managing Director, Commercial Banking Co., of Sydney :
Q. 1. Yes. Q. 2. Since the last reduction in rate the number of messages to and from the bank has increased 63·2 per cent, and the volume has increased by a far larger percentage, so that a further increase of 15 per cent consequent upon a reduction of 40 per cent in the tariff might very reasonably be expected.
20. From Milburn & Co., Billiter Avenue :
Q. 1. Yes. Q. 2. No.
21. From Sir Edwin Dawes, 23 Great Winchester Street :
Q. 1. Yes, judging by past experience. Q. 2. No, considering the increasing vitality of trade with Australasia and the internal development of colonial resources.
22. From Gray, Dawes & Co., 23 Great Winchester Street :
Q. 1. Yes, judging by past experience. Q. 2. No.
23. From the Australian Joint Stock Bank, 2 King William Street :
Q. 1. Yes. Q. 2. No.
24. From Gilbert J. McCaul & Co., 27 Walbrook Street :
Q. 1. Certainly. Q. 2. Safe to reckon on 15 per cent increase.
25. From Richard Maxwell, 15 Moorgate Street :
Q. 1. Undoubtedly. Q. 2. Not unreasonable.
26. From McIllwraith, McEacharn & Co., 3 and 4 Lime Street Square, E. C. :
Q. 1. Perfectly reasonable. Q. 2. Not at all.
27. From Joseph Gould, Christchurch, N.Z. :
Q. 1. Yes, certainly, it would increase. Q. 2. I think 15 per cent per annum a moderate estimate of the probable increase.

SECOND—*The probable Traffic of the Pacific Cable and its Effect on the Commerce of the Empire as a Whole.*

QUESTIONS.

4. Would the Pacific cable be likely to obtain a fair share of the total telegraph business between Australasia and the United Kingdom?
5. Would it be reasonable to count on the Pacific cable obtaining one-half the total business between Australasia and the United Kingdom?
6. If you think the Pacific cable would not obtain as much as one-half of the total business, please state what proportion of the whole might, in your opinion, fall to its share.
7. Can it reasonably be expected that the establishment of the Pacific cable as proposed, would assist in developing trade and telegraphic communication between the Australasian Colonies and Canada, the United States and other parts of America, and as a whole be of material advantage to the commerce of the Empire?

ANSWERS.

To these questions replies have been received as follows :—

1. From Ross & Glendinning, 63 Finsbury Pavement, E.C. :
Q. 4. We believe so. Q. 5. We believe this would happen in a short time. Q. 7. We have no doubt of it, and would use the cable ourselves if laid to a much greater extent than we use the existing cables.
2. From W. Werdell & Co., 16 St. Helen's Place :
Q. 4. Yes, if as efficiently worked as the Eastern Telegraph Company. Q. 5. Yes. Q. 7. Most certainly.
3. From John Beaumont, 138 Leadenhall Street.
Q. 4. Yes. Q. 5. More, if the Pacific cable did not mutilate as much as existing cables.
Q. 7. Yes.
4. From James Huddart, 22 Billiter Street, E.C. :
Q. 4. Without doubt. Q. 5. I think so. It would be the policy of merchants to keep it alive.
Q. 7. As certain as gravitation.

Pacific Cable.

5. From Sargood, Butler, Nichol & Ewen, 11 Bunhill Row :
Q. 4. Yes. Q. 5. Yes, provided the charges were equal. Q. 7. Yes, it could not fail to be of material advantage.
6. From Sargood, Son & Ewen, 11 Bunhill Row :
Q. 4. Yes. Q. 5. Yes. Q. 7. Yes.
7. From Shaw, Saville & Albion Co., 34 Leadenhall Street :
Q. 4 and Q. 5. Yes, the extent of this would entirely depend upon how the business was conducted. Q. 7. Yes.
8. From McLean Bros. & Rigg, 1 Fenchurch Avenue, E.C. :
Q. 4. It largely depends on the mode of business. Q. 5. Should scarcely think so, but the former answer somewhat governs this. Q. 7. Yes.
9. From James McEwan & Co., 27 Lombard Street :
Q. 4. This would depend on the rates charged. Q. 5. I doubt it, unless the new line was more accurately worked than the present. Q. 6. I cannot form an opinion. Q. 7. I think so.
10. From the Bank of Australasia, 4 Threadneedle Street :
Q. 4. If the service should be as well performed. Q. 5. No means of judging. Q. 7. On the principle that two routes are better than one, a material advantage should accrue.
11. From Grimwade, Ridley & Co., 82 Bishopsgate Street :
Qs. 4, 5, 6 and 7. In our opinion if the new proposed route is cheaper than existing routes, it would naturally command support from all needing to cable, possibly increased facilities of inter-communication may benefit commerce. One thing is certain, that it will increase the work that has to be done on this side.
12. From J. E. Nathan, 7 Fenchurch Street :
Q. 4. Most decidedly. Q. 5. Yes. Q. 7. Yes, certainly, and decidedly of very great advantage.
13. From Sir Julius Vogel, Hellenen, East Molesey (letter appended) :
Q. 1. See answer 6. Q. 5. Certainly not with one cable only. Q. 6. If the Eastern Companies charge the same I do not think the Pacific route will obtain more than a quarter to a third of the traffic so long as the system comprises only one cable. The proportion will be liable to considerable decrease if the cable is interrupted frequently or for lengthened periods. The governments may assist traffic by their own business and by giving the route preference for unmarked messages. It would not be safe to calculate on more than (if so much as) a third. See my covering letter (appended). Q. 7. Most certainly, yes.
14. From Turnbull, Martin & Co., 112 Fenchurch Street :
Q. 4. Yes. Q. 5. Yes. Q. 7. Yes. I am connected with companies paying considerably over £2,000 a year in telegraphing to Australian Colonies.
15. From W. Lund, 3 East India Avenue :
Q. 4. Yes, if the messages were delivered speedily and accurately. Q. 5. Yes; probably more. Q. 7. I consider it would be of very material advantage to the commerce of the Empire.
16. From Loughland, Mackay and Baker, 50 Lime Street :
Q. 4. Yes. Q. 5. Yes, in time. Q. 7. Most certainly; we come to this conclusion after 50 years' experience of Australian trade.
17. From S. Hoffnung & Co., 102 Fore Street, E.C. :
Q. 4. Yes. Q. 5. Certainly not at first. An established company will retain a large proportion of a trade or business in spite of opposition. Q. 7. Yes.
18. From the Colonial Consignment and Distribution Company (E. Montague Wilson) :
Qs. 4, 5 and 6. A fair share, but probably not for some time half the business if the existing company works at same tariff. Q. 7. Undoubtedly.
19. From Nathaniel Cork, for Commercial Banking Company of Sydney :
Q. 4. Yes, provided the messages between London and the Colonies received each day at 4 p.m. are delivered by 10 a.m. at either end. Q. 5. Certainly yes, if the above condition can be relied on. Q. 7. Means of communication with the Pacific is much needed. There can be no doubt that a cable between Australia and British North America would lead to a large business between the two. Australia would take American timber and wheat. America would import coal, wool and fruit.
20. From William Milburn & Co., Billiter Avenue :
Q. 4. On equal terms, yes. Q. 5. That would depend on facilities given.
21. From Sir Edwyn Dawes, 23 Great Winchester Street :
Q. 4. Yes, if rapidity and accuracy in transmission are insured. Q. 5. Yes, in course of time, owing to the national interest in the movement, if charges and facilities are equal. Q. 7. Undoubtedly, if a moderate tariff is fixed.
22. From Gray, Dawes & Co., 23 Great Winchester Street :
Q. 4. Yes, with rapidity and accuracy secured on account of the lines traversing British territory only. Q. 5. This would depend on the speed and accuracy with which the business was carried through. Q. 7. Yes.

23. From McIlwraith, McEachran & Co., 3 and 4 Lime Street Square, E.C.:

Q. 4. We think a Pacific cable would absorb the largest proportion of the business. Q. 5. We should say a higher figure than 50 per cent. Q. 7. We consider that a Pacific cable would be of immense advantage in developing the trade of Australasia.

24. From Joseph Gould, Christchurch, N.Z.:

Qs. 4, 5 and 6. Yes, more than a full share. The colonial public do not like the idea of the cables going through Dutch hands, and would prefer the Pacific cable. Q. 7. I do not think that there can ever be a very big trade between the United States of America or Canada, as they produce the same things principally as the Colonies, but the cable would certainly assist business generally, and a reduction in the cost of cabling would lead to an increased use of the cable.

Letter referred to in the Answers to Questions by Sir Julius Vogel (No. 13.)

December 7, 1896.

SIR,—I have the honour to acknowledge the receipt of your letter of the 4th instant, with an inclosure. I do not know why you wrote to me since your inquiry purports to be one addressed to "mercantile men engaged in the Australasian trade," and I am not a mercantile man. Officially I have been interested in the question of a Pacific Cable to connect Australasia with America for many years past. I believe I originated the idea, and I have written a great deal about it. I am not sure that the committee should not have invited from me any information it desired me to give, and I have to ask you to be good enough to lay before the committee a copy of this letter and of my replies to your questions which I have pleasure in answering because I know of your indefatigable exertions in the cause.

There is one factor which essentially concerns most of your questions, and that is the terms upon which you propose to work with the Eastern and Eastern Extension Companies. Are they to be able to obtain a control over your enterprise? If so, it is hardly to be supposed they will give you half the traffic, as several of their lines are duplicated.

Even supposing you run in honest opposition at the same rates they would have all the West Australian and South Australian business, the bulk of the Victorian business, and a considerable quantity of that of New South Wales.

The intercolonial rates will, I believe, give an advantage to the eastern lines with regard to the first two-mentioned Colonies, unless Adelaide is in direct communication with Sydney, of which I am not aware. Victoria will probably be on an equal footing with both systems. But both this Colony and New South Wales, if the rates are the same, will largely adhere to the existing route, because the big houses will fear that if any mischance befall the Pacific cable they will be put by the Eastern Companies on worse terms if they have been in the habit of using the Pacific line.

You attach, I think, too much importance to the Canadian route proving of superior accuracy. The present route now gives fairly accurate transmissions. In recounting the number of repeating stations you do not estimate those on the overland route through Canada, nor do you take into account the value of the trained operators accustomed to deal with the code words which constitute a great part of the messages. In point of accuracy I think a long time will elapse before the Canadian route will be entitled to preference.*

The crucial question in estimating the traffic is, can the Eastern Companies reduce the rate to 3s., and I believe there is no doubt they can. In fact, in your memorandum you admit it. They cannot, however, go much below it, and I am disappointed at your having fixed the rate at 3s. I had looked for its being fixed at 2s. I do not hesitate to say that at 2s. your revenue would be much larger than at 3s., because you would have the bulk of the business.

Supposing you are compelled to adhere to the latter rate I am far from saying that your enterprise is not desirable and that though it would be less remunerative it would not be a financial success. You would obtain a considerable portion, though not a half, of the through business, and you would also as time went on, have a very large traffic from and to all the Australasian Colonies and America. In any case, therefore, I think the enterprise justified, but provision should be made for supplying a second cable as soon as practicable.

Your questions suppose a uniform annual progress, and you speak of an annual increase of 15 per cent which means doubling the traffic every five years. I have no doubt that the volume of Australasian cabling will be more than doubled the first five years, with the reduction of the charge to 3s. a word, but it cannot continue indefinitely to increase at that rate. At 2s. the increase would be much larger and your share much greater.

I have, &c.,

JULIUS VOGEL.

SANDFORD FLEMING, Esq.,
&c., &c., &c.

* NOTE.—In reference to the remarks of Sir Julius Vogel in the above letter, the undersigned deems it proper to point out that it is *manual* as distinguished from *automatic* repetitions which causes delay and increases the chances of error in the transmission of messages. The repeating stations on the overland route through Canada are *automatic*, and in a comparison should not be taken into account. By the Eastern route there are *ten* manual repeating stations intervening between Great Britain and Australia, viz.: Gibraltar, Malta, Alexandria, Suez, Aden, Bombay, Madras, Penang, Singapore, and Java. By the Pacific route there would be *five* manual repeating stations, viz.: Canso, Vancouver, Fanning Island, Fiji, and Norfolk Island. With but half the number of such repeating stations, naturally the tendency to greater accuracy and speed in transmission and generally to a better service by the new route would be increased.—SANDFORD FLEMING.

Pacific Cable.

LETTER TO THE PREMIER ON THE PRESENT POSITION AND FINANCIAL PROSPECTS OF THE PACIFIC CABLE BY SANDFORD FLEMING.

OTTAWA, 20th May, 1897.

The Honourable WILFRID LAURIER,
Premier.

SIR,—I deem it my duty to submit to your attention the following additional information in connection with the proceedings taken last year by the Committee appointed by the Imperial Government to consider the proposal to establish an electric cable from the western shore of the Dominion to the Australian Colonies. In my judgment great importance must be attached to the facts I ask your leave to lay before you.

Apart from the national value of the proposed Pacific Telegraph Cable as the means of instantaneous communication between distant portions of the Empire, its financial aspect as a commercial undertaking calls for the most careful consideration. On the theory that the cable will be established as a State work under federated ownership, I have formed the firm opinion that the revenue from ordinary business will be amply sufficient to meet every charge of service and maintenance, and that it will make the line perfectly self-supporting, even from the first day it may be opened for general traffic.

I have been led to this conclusion by the careful examination of the returns of traffic for the past years, and by a study of those circumstances which have a special bearing on the business of the future. This investigation has satisfied me that, the Pacific cable being in operation, a considerable volume of telegraph business would speedily be developed between Canada and Australasia; that even without taking into consideration this new trans-Pacific business, the ordinary telegraph traffic between Australia, New Zealand and Europe, is of such a character and volume as to render it extremely improbable that the new cable service would entail any permanent charge, or any charge whatever, on the public exchequer.

The profits to be derived from the Australasian-European traffic will of course be determined by the amount of service performed. It will in fact depend, first on the future growth and development of such traffic as already exists, and secondly on the proportion of the business which may be diverted from the old channel to the new line.

The steady and extraordinary growth of telegraphy between Australasia and Great Britain, is made apparent by the number of words transmitted by the existing line via Egypt and India. The following statement gives the volume of business at intervals of five years:—

1875 total words transmitted	235,160
1880 " " "	353,348
1885 " " "	537,355
1890 " " "	827,278
1895 " " "	1,948,639

These figures are taken from the Government returns, certainly they display an amazing vitality in telegraphy between the sister colonies and the mother country; a vitality which received a great impulse by the reduction of the charges on messages six years ago and which it may be confidentially assumed will be further stimulated by the proposed reduction of charges consequent on the laying of the Pacific cable.

At the recent meetings of the Imperial Committee, doubts were expressed as to the volume of business being maintained. It was urged that there were exceptional circumstances to favour the increase of traffic in 1895 and that in all probability the returns for 1896 would show a considerable decrease. If the tendency of these anticipations was to create misgivings, I have the satisfaction of knowing that they can no longer be entertained, for the fears expressed on this point have proved groundless.

By a recent communication to the Minister of Trade and Commerce from Mr. J. S. Larke, the Commercial Agent of Canada in the Australasian Colonies, it is shown that the business for 1896 instead of being less than 1895 exceeds it by 378,345 words

or about 20 per cent on the traffic for the year. Mr. Larke thus summarizes the telegraph business for the last six years.

In 1891 total words transmitted.....	1,110,869
1892 " "	1,321,412
1893 " "	1,401,293
1894 " "	1,323,243
1895 " "	1,948,630
1896 " "	2,326,984

Mr. Larke proceeds "This shows a remarkable development of cable work. It was held by some here that the increase of cabling would be slow in the years to come, and that Mr. Fleming's estimates were absurdly high. The work done last year was nearly forty-five per cent higher than Mr. Fleming's estimate made in 1893, and the increase of the last five years was much greater than that of any preceding quinquennial period. The last returns more than support the opinion of Mr. Fleming, that the revenue of the cable for the year 1900 would be £143,000, making it self-sustaining from the first year of its operation. At the same time the Eastern Extension Company, which now controls the business, will secure a larger revenue on the reduced rate than it had on the present rate in 1891."

Mr. Larke has referred to the estimates made by me in 1893. When present in Australia in that year I had the advantage of possessing the information obtainable at the Government Offices, kindly placed at my disposal by the premiers of the several Colonies. I was thus placed in a position to form an estimate of the future traffic. On the data thus obtained I reached the conclusion that the Pacific Cable if established by the Government as previously suggested would at an early date be self-sustaining and within four or five years would prove profitable as a commercial enterprise (Report on the Mission to Australia, pages 71-72.)

That I then took a moderate view of the development of traffic is obvious from a comparison of my estimate of the probable business in future years, submitted to the Australasian Government by me in October, 1893, with the actual number of words transmitted in each year since that date.

	Estimate made in 1893.	Words transmitted yearly.
1894.....	1,275,191	1,323,243
1895.....	1,453,716	1,948,639
1896.....	1,632,244	2,326,984

The comparison shows that, in 1894 the actual business exceeded my forecast by 4 per cent, in 1895 by 34 per cent, and in 1896 by 42 per cent.

In no spirit of self-laudation I refer to these facts, they are now mentioned as a proof of my endeavour to keep my estimates equally of revenue as of expenditure within justifiable limits, and that I cannot be charged with having been too sanguine. The results indeed are far above the estimates I submitted in 1893; at that time I counted on a growth of business at the average rate of 14 per cent per annum, but the actual business for the three following years shows that I estimated the increase of traffic at too low a ratio.

In my letter the following year to Sir Mackenzie Bowell (20th July, 1894) I corrected the calculation somewhat by reckoning the growth at 15 per cent per annum, at the same time pointing out that an annual increase of 18 to 20 per cent was justified by the evidence. I then wrote "Manifestly under the low rates proposed to be charged by the Pacific Cable the normal increase will be greater than 14 per cent per annum, more especially as the whole North American business will receive a great incentive from direct communication, and all this additional and constantly growing traffic must find its way by the Pacific Cable to and from Australasia. I venture to think that it would not be too sanguine an estimate to place the annual increase of business at 18 or 20 per cent, but to be perfectly safe I shall limit it to 15 per cent in the calculations which follow, that is to say one per cent more than the average increase attained under the high tariff for the eight years previous to 1890."

Pacific Cable.

Events have proved that my anticipation of growth have been in no way extravagant, in each succeeding year the actual business has considerably exceeded the estimates made by me.

Further evidence respecting the probable growth of telegraph business in future years is furnished by the important testimony of the Australasian gentlemen and leading Australasian and New Zealand business houses, appended to my note dated London, 16th December, 1896. This positive opinion of so many well-known mercantile firms and public men of the highest standing must carry with it the greatest weight. From their knowledge of the circumstances and prospects of the Australasian Colonies there are no persons better qualified to speak authoritatively on the points on which they were consulted. I beg leave to refer to my note (pages 29 to 32) for fuller explanations, I will only now remark that the expression of opinion was almost unanimous, as 24 out of 27 gave as their belief that an average increase of 15 per cent in the yearly volume of business, may be regarded as a very moderate estimate.

With respect to the second consideration, viz., the share of the whole telegraph business which would be obtained by the Pacific Cable. This is a matter in which opinions are somewhat less in agreement. Twenty of those named gave definite replies and fifteen of them expressed their belief that it would be reasonable to count on the Pacific Cable obtaining one-half the whole business. Five of the twenty, however, expressed doubt as to the traffic being equally divided.

Having brought under your notice the latest information respecting the development of Australasian traffic it may be considered desirable and convenient that I should concisely allude to estimates of profit or loss in working the cable, which have recently been prepared. In so doing it will not be necessary to consider at length the annual charges. These are discussed in the report of the Imperial Committee (5th January, 1897,) and in other reports. Moreover the opinions respecting these are now generally in accord.

In summing up the financial position of the cable the Imperial Committee formed the conclusion that the total annual charges, including interest, sinking fund to replace capital, maintenance and working expenses would involve an annual expenditure of £144,887, or in round figures £145,000. With regard to the revenue as set forth in their report they conceived that in this matter "they must be actuated by extreme caution," accordingly they selected 750,000 words as a basis of calculation for the year 1896; and considered that they might assume the annual increase of traffic at 10 per cent. On this data they show that reckoning the tariff at 3s. per word there would be a surplus on the first year's working of £33,550, and that if the tariff be placed at 2s. per word, there would be a deficiency in earnings for the first three years ranging from about £35,000 to £12,000 per annum, but during the fourth year of working the cable would become commercially a paying undertaking.

Since the date of the Report of the Committee the business for the year 1896 has been ascertained to consist of 2,326,984 words, so that the basis of calculation selected by them, viz., 750,000 words for the year 1896, is less than one-third the whole number of words transmitted.

The Canadian Commissioners in their special report (12th January, 1897) favour a higher basis of calculation, viz., a mean between one-third and one-half, which on the total number of words for 1895 would have given 811,820 as the figures for that year. They furnish an estimate in which the annual increase is assumed to be $12\frac{1}{2}$ per cent, the mean between 10 per cent and 15 per cent. With this data they show that under a two shilling per word tariff the undertaking would yield a surplus for the first year of operation, and at the end of six years the accumulation of surplus would be £347,631 after meeting all charges.

In my own report (30th January, 1897), I have submitted an estimate (No. 3) which is based on the general opinion of the large number of Australasian merchants and public men whom I have referred to. In this estimate it is assumed that the Pacific Cable will obtain one-half of the whole business and that the traffic will increase annually at the average rate of 15 per cent. On this basis the estimate shows that after meeting every charge against earnings there would remain in the first year

of operation (1900) a surplus of £50,960, that the surplus would go on increasing every year, and in a few years would accumulate to a large sum, so large that I do not think it is taking a too sanguine view, to entertain the prospect of a second cable being laid out of surplus earnings. Unless it be considered the wiser policy to lower the tariff on messages from time to time and thus, by facilitating the means of intercourse, promote in the most practical manner, a closer intimacy between the sister Colonies and the Mother Country.

These several estimates establish the satisfactory financial prospects of the proposed cable in its commercial aspect alone. I am firmly convinced that as a national undertaking it must prove a commercial success, and that all its advantages can be attained without cost to the taxpayer, in the United Kingdom, in the Dominion, or in the Australasian Colonies. That the financial prospects are of this character may be attributed to various circumstances, among which may be noted :

- (1.) As a State work the capital employed would be obtained at the lowest possible rate of interest.
- (2.) The capital would be limited to the necessities of actual expenditure in establishing the work ; there would be no possibility of enlarging the capital account by adding "promotion expenses" or by "watering stock" in any form, so common with ordinary companies.
- (3.) No dividends would require to be declared, out of earnings.
- (4.) There would be no annual bonus expected by shareholders.
- (5.) The traffic necessary to keep the work in profitable operation already exists.
- (6.) Such traffic is continually growing and it is difficult to assign a limit to its growth.
- (7.) The facilities created and the reduced charges on business would open up new and profitable sources of traffic for the new line.

There are the strongest reasons for taking a hopeful view of the proposed Pacific Cable. In all cases telegraphy as a means of intercourse is being appreciated more and more every day. The extension of its use to many purposes is one of the characteristics of the period on which we are entering. In ordinary cases, we are daily made to feel the benefits conferred by telegraphy, but its greatest value is in the case of countries geographically separated by the greatest distances. Obviously in the case of the outer Empire the value of cheap telegraphy is incalculable.

I have in these sentences submitted to you, from a sense of duty, the latest facts within my knowledge. If in endeavouring to explain their bearing on the Pacific Cable I have confined my remarks to the financial aspect of the project, I hope you will not think I have needlessly intruded upon your attention.

I have the honour to be, sir,
Your obedient servant,

SANFORD FLEMING.

Pacific Cable.

LETTER TO THE RIGHT HON. SIR WILFRID LAURIER, ON THE SUBJECT OF THE PACIFIC CABLE, BY SIR SANDFORD FLEMING, 28TH DECEMBER, 1897.

(Reprinted from Queen's Quarterly, Vol. 5, No. 3.)

OTTAWA, 28th December, 1897.

The Right Honourable
Sir WILFRID LAURIER,
Premier.

SIR,—For some months past I have frequently been asked by writers of the press, to furnish information respecting the Pacific cable. I have been so applied to as it is well known that I have long felt the deepest interest in the project, having been appointed by the Canadian government to take part in the Colonial Conferences of 1887 and 1894, and in the Imperial Committee of 1896. I have invariably declined to comply with the request from the feeling that it was distinctly understood that the proceedings of the investigation by the Imperial Committee should be treated as confidential until made public by Her Majesty's Government. I have in consequence felt debarred from alluding either to the evidence obtained by the Committee or to the conclusions submitted in their report, or in the special reports presented to the Canadian government by the Canadian Commissioners and by myself.

These several documents were presented nearly twelve months ago; since then questions have arisen, which were not considered by the Imperial Committee, and many important facts are also obtainable from other sources, explanations respecting all of which should, I conceive, be communicated to the public.

Since the Imperial Committee closed its investigation the conference of Colonial Premiers has been held in London. Among other matters the Pacific cable was brought before this conference, and from what has transpired, the subject was complicated by a new proposition having been submitted by the Eastern Extension Telegraph Company. Consequently, the consideration of the project was deferred. Six months has since elapsed, and I feel called upon to make known some facts and explanations bearing on the questions which, in my humble judgment, the public should understand. I trust you will approve of the information being given to the public in the form I have now to submit to you.

I have the honour to be,
Your obedient servant,

SANDFORD FLEMING.

THE PACIFIC CABLE.

Everywhere it is apparent that the British Empire is being formed by a process of growth and development and there are many forces actively in operation, all tending to give it shape and strength and distinctive character. Lofty ideals are entertained by men of thought, experience and patriotism; but the future is veiled from us, and we cannot foretell the precise form of relationship which will eventually be assumed by members of the British family of nations in so many meridians of longitude.

If the form of the development to be attained is not clearly foreseen, it can at least be said that the entire British people in all parts of the globe are inspired by a unity of sentiment, and that they are simultaneously moving onwards in one general direction. Progress is the watchword in all quarters. It is impossible not to recognize the advancement perceptible in the colonies of the southern seas, and equally, the amazing vitality in British Africa. The Dominion of Canada plays an important part in moulding the destiny of her own people and in promoting more intimate relationships between the motherland and the colonies.

It is but thirty years since the scattered provinces of British North America became federated in one government. The Dominion thus created, inherited many remarkable advantages. It can lay claim to the most important geographical position, owing to its extension between the two great oceans; a position which confers the only means of establishing under the British flag communications between the eastern and western territories of the globe. It enjoys the possession of vast fields of the richest virgin soil, with still unexplored mineral regions of immense extent and presumably of immense value. The population retains the high qualities of the foremost nations of western Europe from which it has sprung; and the wide expanse of unoccupied areas leaves ample room for a large accession to its number. These rich possessions of the Dominion gives promise under wise guidance of a splendid future.

It soon became evident, that the development of a country continental in its extent exacted public works of corresponding magnitude. Lines of railway and telegraph were projected from ocean to ocean, and immediately after confederation both were proceeded with. In 1874 the policy of establishing the telegraph in advance of the railway was determined upon, and as a corollary to the trans-continental telegraph the proposal to extend the electric wire across the Pacific naturally followed. It can be said that ever since the telegraph reached the coast of British Columbia the Pacific cable has engaged public attention, and that the necessity of this undertaking has been repeatedly affirmed. It received recognition in the conference of representative colonial statesmen in London in 1887, in that of Ottawa in 1894, at telegraph and postal conferences in Australasia almost annually, and at various times by chambers of commerce at home and abroad.

The dominant idea with those who have most strongly advocated the establishment of a Pacific cable has been the unity of the Empire. They foresaw the difficulty of effecting any practical union between communities separated by distance, so long as they remained without the means of direct and cheap communication. At the same time it was plain to them that a telegraph across the ocean would foster trade and commerce—the life of an Empire such as ours.

Among the memorable gatherings of representative men, not the least important was the conference of premiers in London on the occasion of Her Majesty's Diamond Jubilee. Before these statesmen met, hopes had been entertained that some definite action would be determined for the inauguration of the scheme. Preparations had long been made for joint action. It was one of the chief objects set apart for special consideration at the conference of the Imperial and Australasian governments held at Ottawa in 1894. With this view, the Canadian government, agreeably to a resolution of the conference, obtained much information on the subject, and transmitted it to all the governments interested in the projected work. Soon afterwards the Secretary of State for the Colonies (Mr. Chamberlain) invited the Canadian and Australasian governments to send representatives to London for the purpose of taking part in an Imperial Committee to be appointed specially to receive evidence and consider the project in every detail. The committee first met on 5th June, 1896, and on 5th January, 1897, they reported the results of an exhaustive inquiry.

The proceedings of the committee and the conclusions which have been formed have not been made public. They have been repeatedly asked for, but as nothing transpired respecting the labours of the committee up to the jubilee week, the opinion gained ground that when the conference was concluded, full information would be given to the public with the decision arrived at by the Imperial authorities and the colonial premiers. In many quarters it was expected that action would on that occasion be taken, and that the inauguration of the cable would result as a practical outcome of the Queen's jubilee.

The old proverb tells us that it is often the unexpected which comes to pass. The proceedings of the conference of premiers were first made known to the public by an article purporting to be published by authority in the London *Standard* of 25th July, and the subject of the Pacific cable is thus alluded to:

“The conference left the Pacific cable scheme in mid-air, and it is very unlikely that anything more will be heard of it for a considerable time. The position was entirely changed by a proposal by the Eastern Extension Telegraph Company to lay an all-

Pacific Cable.

British line from Western Australia across the Indian Ocean to Mauritius, thence connecting with the Cape and St. Helena and Ascension. * * * * *
The Eastern Extension Company, it is understood, does not ask for a direct subsidy for the new line, but seeks other concessions from the Australasian governments which, if made, will justify them in proceeding with the work."

In the account of the conference of premiers laid before the British Parliament, there is a reference, in two sentences, to the cable, no mention, however, is made of any proposal having been submitted by the Eastern Extension Company. But the premier of New South Wales (Mr. Reid) returned home from England through Canada, and being interviewed by reporters in Montreal, Toronto and Vancouver, confirmed the statement with respect to the proposal of the Eastern Extension Company. The character of the concessions asked by the company has not been made public, but it has been stated that they desire to obtain exclusive rights for Australia on condition that they connect the colonies with the Cape and lay a new cable from the Cape to England via St. Helena, Ascension Island, Sierra Leone, or Bathurst and Gibraltar. This scheme is put forward by the company as a substitute for the Pacific cable.

Owing to the fact that telegraphic connection with the Cape is at present extremely defective the proposal of the company is undoubtedly of great importance to South Africa.

There are two telegraphic routes from England to Cape Colony. Both have landing stations at Lisbon, one passes through the Mediterranean to Alexandria, through Egypt to Suez, through the Red Sea to Aden, and from Aden the cable follows the east coast of Africa, touching among other points at Mozambique and Delagoa Bay in foreign territory. The other route leaves the first at Lisbon and follows the west coast of Africa, touching at some fourteen points; eight of which are under foreign flags, those of Portugal, France and Spain.

Interruptions are frequent on both routes. There is evidence to establish that during the past four years communication between England and the Cape has been broken many times, and that the aggregate interruptions have averaged in each year 75 days on the west coast route, and 87 days on the east coast route; showing that each cable is unavailable from six to seven days per month. While this refers to the average period that the cables have been thrown out of use, the durations of single interruptions have varied from one to 30 or 40 days. As both lines are liable to be broken at the same time serious inconveniences have not seldom resulted. Every one will remember this contingency occurring when the Transvaal difficulty was at its height. Intense anxiety was then caused during the cable interruption of eleven days, when South Africa was passing through an acute crisis in her history.

Obviously a new cable to the Cape is much required, and as the frequent interruptions to traffic by the two present routes is to a large extent owing to the fact that the cables are laid in the shallow water which prevails along the African coasts, they are in consequence exposed to accidents to which cables in deep waters are not subjected. That part of the proposal, to touch at St. Helena and Ascension, where the water is of ample depth, would give to the cable the necessary security and avoid the difficulties experienced on the present routes. It is, however, not so clear that the northern half of the new cable would be so fortunate. By landing at Sierra Leone or Bathurst and Gibraltar and terminating in Cornwall, the cable of necessity would be laid for some distance in shallow seas, where it would be exposed to injury from various causes, and where too, the agent of an unfriendly nation, or indeed, an evil disposed fisherman, would have it in his power to destroy the cable with ease, totally unobserved. For hundreds of miles it would be exposed to such risks.

The question may be asked, would not this proposed new cable from England to the Cape with an extension to Australia be of general advantage? To such a question there is but one answer. It certainly would be of general as well as special advantage for the reason that we cannot have too many lines of communication. They are needed in the every-day business of trade and shipping, and moreover we must come to recognize that a complete telegraph system ramifying wherever Her Majesty's wide domain extends is an essential condition of the life and integrity of the British Empire. It is on this

and on other grounds impossible to admit the claim of the Eastern Extension Company, that the proposal submitted by them is preferable to a trans-Pacific cable, and that it will render it unnecessary.

At the Colonial Conference of 1894, the outline of a telegraph system for the empire was submitted. It was not confined to one side of the globe; the system projected, embraced and encircled its whole extent. The scheme was illustrated by a map of the world, with the chief cable lines laid down upon it. If the proceedings of the conference be referred to, it will be seen that a trunk line of telegraph was projected from London through Canada to Australasia, with extensions to South Africa, India and China. It was shown that by the Canadian route all the chief British possessions on the four continents would be brought into electric touch with each other and with the Imperial centre in London. It was demonstrated, moreover, that this result could be accomplished without touching a single acre of foreign soil, and without traversing shallow seas where cables are most liable to injury from ship's anchors and other causes, and where they can be so easily fished up and destroyed. No fact can with greater confidence be affirmed than that the cables by the Canadian route would be far less vulnerable than the existing cables, or those now projected by the Eastern Extension Company. But even if no advantage in this respect could be claimed, it requires no argument to prove that telegraphic connection between England and Australasia would be infinitely less subject to interruption from accident or wilful injury, by having the Canadian line established, in addition to the Eastern Extension lines, especially as the former would be on the opposite side of the globe and far removed from the immediate theatre of European complications.

It is not possible to believe that any one disassociated from, and uninfluenced by, the Eastern Extension Company, can view the proposed Canadian Pacific cable with disfavour. If it be important to strengthen the connection between the United Kingdom and the out-lying portions of the Empire, no one can question its necessity. But the Eastern Extension Company has never taken a friendly view of the Pacific cable. From the first it has been its determined opponent. The proceedings of the Colonial Conferences of 1887 and of 1894 give evidence of this fact. The report on the mission to Australia by the Canadian delegates gives some indication of the intense and persistent antagonism displayed by the Company and the manner in which its powerful influence has been employed to thwart the enterprise. It may not be an unwarranted surmise that the immediate purpose of the company in submitting to the Conference of Premiers their new proposal was to divert attention from the Pacific cable.

The Eastern Extension Company represents a combination of associated companies engaged in telegraph transmission between England and Australasia. The lines of the company comprise those of three amalgamated companies:

1. The "British Indian Extension," from Madras to Singapore, with a share capital of £460,000.
2. The "British Australian," from Singapore to Australia, with a share capital of £540,000.
3. The "China Submarine," from Singapore to Hong Kong and Shanghai, with a share capital of £525,000.

The combined share capital of these three companies amounted to £1,525,000. On their amalgamation the united share capital, by a well-known process of "watering" to the extent of £472,500, was increased nominally to £1,997,500. The united company, since known as the Eastern Extension Australasia and China Telegraph Company (limited), has been exceedingly prosperous; it has paid 7 per cent on the enlarged capital, equal to 9 per cent on the original capital. An examination of the published statements establishes that it has in addition expended out of the profits earned, no less a sum than £1,571,540 on extensions and other productive works, and there remains unexpended and undivided to-day a reserve of surplus profits amounting to £804,193.

These figures establish that the Eastern Extension Company has become a remarkably profitable investment. It regularly pays good dividends, but the dividends are no guide to the profits made. It holds in reserve undivided profits far exceeding in amount the whole value of its cables between Asia and Australia. The accounts of the com-

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pany for 1896 and the first half of 1897 show that the net profits actually earned during these periods amounted to 13 per cent on the present capital, and 17 per cent on the capital prior to its being watered.

The Company is unwilling to have this state of affairs changed. They know perfectly well that the telegraphic traffic is steadily increasing, and that as the traffic grows the profits will become still greater. It is easy, therefore, to understand why the company has never viewed with friendly feeling the proposed Pacific cable. Its managers are not willing to divide the business with the new line. They must retain it entirely in their possession. They have secured a rich monopoly, and their desire is to make it even more profitable and to strengthen and perpetuate it.

The Pacific cable has been projected in no spirit of hostility to any company or to any country. It has been advocated as a means of extending to the whole Empire the advantages derivable from the geographical position of the Dominion. Canada offers the connecting link in an Imperial chain of telegraphs encircling the globe. When the project is completed, it will bring the mother country into direct electrical connection with every one of the great possessions of the crown in both hemispheres without touching the soil of any foreign power. Thus, it cannot fail in a high degree to promote Imperial unity. Indeed, it is difficult to conceive how a perfect union, or any union of the whole is possible without union between the parts. The whole Empire is in strong sympathy with the aims and aspirations which a few years back were limited to a few men of advanced thought. The historical event of last June has shown to the world that "the British people are one people animated by one spirit." It is recognized that we are approaching the period when new relations may be established between the United Kingdom and those younger British communities beyond the seas, known in past history as colonies, but which are passing from colonial tutelage to a higher national status. In order to promote these closer relations, what is more desirable, what more necessary, than that each and all be connected by the appliances which art and science have devised? Canada stands first among the British communities of the outer Empire. Scarcely second to Canada we look forward, in no long period, to welcome the kindred Dominion of Australia comprising under one federal government half a dozen colonies, each possessing great potentialities. What more in harmony with the spirit of the British people than that Canada and Australia be brought in close communion? Is it not indispensable to vital public interest that those two great units of the Empire—the island continent in the South Pacific and British North America, should possess the means of instantaneous communication, one with the other?

The proposition of the Eastern Extension Company submitted to the Conference of Premiers has no such purpose in view. Its object is indeed the very opposite. While the consolidation of the Empire demands that the Queen's subjects in Canada and Australasia shall possess all the advantages which the closest telegraphic connection can effect, the policy which animates that company would cause these communities to remain severed. Is such a policy to be commended? Does not the Eastern Extension Company when persistently exercising its manifold and widely ramified influence to keep Canada and Australia disunited, assume an attitude of hostility to both countries and to Imperial unity?

In the interests of the Eastern Extension Company the Pacific cable has been declared to be impracticable; its cost has been greatly exaggerated; it has been denounced as a work which could not be maintained without burdensome subsidies; it has been stigmatized as inimical to telegraphy and trade; and it has been decried and misrepresented in every possible manner. The explanation is to be found in the fact that the company is unwilling to relinquish its monopoly and to rest satisfied in the future with a reasonable return for capital invested. On this point the writer is tempted to quote a single paragraph from his address at the Colonial Conference of 1894 as given in the proceedings (page 85).

"The progress and well-being of Canada, Australasia and the Empire cannot be retarded in order that the lucrative business of a private company may remain without change. Even if the chairman of the Eastern Extension Company succeeded in

converting us to his commercial ethics, that the profits of the monopoly he represents must be maintained inviolate, it does not follow that the project of a Pacific cable would not be carried out in some form, even if Canada and Australasia abandon it. There are indeed unmistakable signs that a Pacific cable may shortly be carried out by France and the United States. We all know that France has already completed a section of 800 miles at the southern end, and the United States has recently expended \$25,000 in making an elaborate survey of about one-third the whole distance from San Francisco (to the Hawaiian Islands). With a rival line in foreign hands, it is easy to see that the Eastern Extension would gain nothing, while the Empire would lose much."

With respect to the objections raised by the Eastern Extension Company they have been completely refuted. The very best evidence shows beyond all question that the project is perfectly feasible, that the cable should be established as a state work, that so established the revenue from business obtainable will be ample to meet every charge, including working expenses, maintenance, renewal, interest on cost and sinking fund to replace capital; that in fact the cable can be established in the most satisfactory manner, and that all its advantages can be attained without any cost whatever to the tax-payer. That the prospects are of this character is attributable to these facts, viz.:

1. As a state work the capital employed would be obtained at the lowest possible rate of interest.

2. The capital would be limited to the necessities of actual expenditure in establishing the work; there would be no possibility of enlarging the capital account by adding "promotion expenses" or by "watering stock" in any form.

3. No dividend would require to be declared, or bonus paid. Revenue would only have to meet ordinary charges, including interest on the actual cost at a low rate, possibly $2\frac{1}{2}$ per cent.

4. Remunerative traffic which would be controlled by the Australasian government already exists.

5. Such traffic is continually growing, and it is difficult to assign a limit to its growth.

6. The facilities created and the reduced charges would open up a new and profitable business across the Pacific which would be subject to the new line.

Such being the case, the question may be asked, is there any reason other than the opposition of the Eastern Extension Company why the establishment of this important national work should be farther delayed? It must be admitted that the Pacific cable in operation would put an end to the monopoly of the Eastern Extension Company and diminish the immense profits it enjoys. As, however, less than half the whole traffic would prove remunerative to the Pacific cable, there would remain ample business to the Company to yield a good return for the capital invested.

In the memorandum laid before the House of Commons last July by the Secretary of State for the Colonies, it is distinctly indicated that, while the Home government is willing to co-operate with Canada and the Australian Colonies, the Imperial authorities are unable to see the way to take the initiative, and that they "now await definite proposals from the Colonies interested before proceeding further in the matter." It unfortunately happens that the Australasian Colonies remain under the disadvantage of being disunited politically and they are not all equally in favour of the Pacific cable, Western Australia and South Australia being somewhat in sympathy with the Eastern Extension Company. New Zealand, New South Wales, Queensland and Victoria desire to have the cable laid on the Canadian route. As the traffic to make it a profitable undertaking would have its source chiefly in these colonies, and moreover the land lines within each colony are owned by each respective government, they have in their power to control the trans-Pacific telegraphic traffic to the extent required to make the cable a profitable undertaking.

At this distance it is not easy to understand why these four colonies do not agree to take some definite line of action. It is now close on six months since the Premiers met in London, and as far as known they have not seen their way to agree to any joint proposal, owing doubtless to unexplained local difficulties.

Under these circumstances it is not improper to consider if there be any duty or obligation resting on us in Canada. The Dominion is now looked up to as the elder

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brother in the British family of kindred nationalities. If as Canadians we have faith in our destiny as no inconsiderable element of the great Empire, are we not called upon again to take the initiative? The mother country awaits a proposal. It cannot well come from disunited Australasia. If we are to be brought within speaking distance of the kindred communities in the southern seas, the first impulse must come from ourselves. Shall the opportunity which circumstances have presented be seized and another proof given to the world that "the Canadian government and people are determined, in all ways to promote Imperial unity."

SANDFORD FLEMING.

OTTAWA, 14th April, 1898.

HON. R. R. DOBELL,
Ottawa.

MY DEAR SIR,—Referring to the conversation we had this morning, and agreeably to your request, I submit for your further information the following explanations respecting the present position of the projected Pacific cable.

After you left for England early in March the British Empire League held its annual meeting on the 10th ultimo. The subject was discussed at length and resolutions were passed pointing out:—

1. That the telegraph connection of Canada with the Australasian colonies by an all-British cable is of the utmost importance to Imperial unity; that such connection would not only foster trade and advance the common interests of the Dominion and the Empire, but be of special value to Canada and Australasia at a time when affairs on the shores of the Pacific are engaging the attention of the world to an extent that may before long involve serious international complications.

2. That the cable business between Australasia and the mother country is enormous and steadily increasing, and it has been ascertained that if less than half the traffic be transmitted by way of Canada it would yield a revenue sufficient to make the Pacific cable, as a state undertaking, a complete commercial success.

3. That the Australasian governments have it in their power to furnish traffic to the Pacific cable to the extent required to make the new line self-supporting, without involving any charge on the public exchequer.

4. That events and circumstances imperatively demand that the government of the Dominion should continue to press the matter to completion, in order that the interests of the empire may not suffer.

The meeting after discussion unanimously resolved "that the Government and Parliament of Canada be respectfully urged to take such action as may be necessary to secure the early commencement of the Pacific cable and lead to the commencement of this great imperial connecting link." It was further resolved that a committee of the league be appointed with instructions to wait upon the government for the purpose of presenting the views expressed, and urging the necessity of prompt action in the matter.

The Committee appointed having in pursuance of the resolution waited on the First Minister, a suggestion was submitted to him, which appeared to be favourably entertained. It was suggested that possibly the best means of establishing the cable as a state undertaking would be through the instrumentality of a "Pacific Cable Trust" created by the several parliaments concerned. The trust to be duly empowered to raise the required capital, providing for the replacement of the loan by a sinking fund, and with respect to this it may be mentioned, that investigations, by the imperial committee in 1896 and since the imperial committee reported, establish beyond all question that the revenue resulting from the co-operation of New Zealand, Queensland, Victoria, and New South Wales with Canada, would fully provide for the extinction of the original loan. The proposed "Pacific Cable Trust" would be a small board on which the asso-

ciated governments would be represented. Every detail would be left to this board, it would be empowered to do everything necessary to lay the cable, to work it for commercial purposes, to collect the revenue and account for its proper expenditure. It is not necessary at present to say any more. It will be obvious to you that from the ample remunerative traffic which would be secured by the co-partnership arrangement with the four governments controlling it, the Cable Trust would be in a position to meet every engagement and place in reserve year by year sufficient provision for the replacement of capital. By this instrumentality the Pacific cable may without difficulty be laid and worked for the common advantage without cost to the tax-payer and without causing any addition to the public debt.

In addition to the action taken by the British Empire League several boards of trade in the Dominion considered the question and reached similar conclusions. The resolutions passed by them have been submitted to the Government from time to time.

By the last mail from Australia I have received information from official and private sources of an important character.

The Eastern Extension Telegraph Company, the great opponent of Canada in the matter, has an agent actively engaged in these colonies. He is continually using the strongest possible influence to divert attention from the Canadian route, and is taking every means to obtain from the Australasian Governments a subsidy for establishing a rival line by way of the Cape of Good Hope with a proviso that no assistance be granted to any other line for a period of twenty years.

I append a memorandum which refers to this and other points, and I especially invite your attention to that part dealing with "hostile projects." (See pages 3 and 4.)

I append copies of communications which I have received from the Premier of Queensland, dated 19th February, 1898, and from the Premier of New Zealand dated 16th March, 1898. You will see that the Governments of both Colonies are strongly in favour of the Pacific cable, and the wish is expressed "that no effort will be spared on the part of Canada to ensure the accomplishment of the scheme." Other letters which I have received within the last few days are unofficial. I may, however, state that they point out very decidedly that New South Wales and Victoria will be equally ready to join in the undertaking provided Canada moves in the matter promptly. I learn that about the time the last mail left Sydney a resolution was adopted at a meeting of Premiers held at Melbourne fully confirming this statement. The Premier of New Zealand was not present, but his letter appended speaks for itself. The Premiers of Queensland, New South Wales, Victoria and Tasmania spoke for their Governments, and it would appear that they are all looking to Canada to take definite action.

It is noteworthy evidence of the importance which must be attached to this matter, that while the Pacific cable was being discussed at the meeting of the British Empire League and at the conference with the Canadian First Minister, in Ottawa, precisely at the same time it engaged the attention of the Premiers of the Australian Colonies in Melbourne, and both circumstances were reported side by side in the London press the following day.

Notwithstanding the widespread interest awakened, and the publicity given to it, I have ventured in the following memorandum to point out that there is danger in delay. Let me, therefore, again urge the necessity of action of some kind by your Government. If Canada now moves the cable will be assured. As I have repeatedly stated, this great Imperial connecting link will cost the taxpayer nothing, and it will add nothing to the public debt.

Yours faithfully,

SANDFORD FLEMING.

Pacific Cable

LETTER FROM THE PREMIER OF QUEENSLAND.

CHIEF SECRETARY'S OFFICE,
BRISBANE, 19th February, 1896.

DEAR SIR,—With reference to your letter of the 3rd of January ultimo, receipt of which I have already caused to be formally acknowledged, in which you were good enough to forward, for my information, a copy of a letter addressed by you to Sir Wilfrid Laurier, Prime Minister of the Dominion of Canada, on the subject of the Pacific cable, which I have perused with much interest. I now beg to state that the Government of Queensland have in no sense altered their views as to the advantage to be derived by the Australasian Colonies, and the Empire generally, from the construction of the proposed Pacific cable connecting Australia with Great Britain via Canada. The matter was, as you are aware, discussed at the conference between the Right Honourable the Secretary of State for the Colonies, and the Premiers of the self-governing colonies held in London last year, it was with some surprise I heard Sir Wilfrid Laurier announce during the course of the proceedings, that his government was not yet prepared to give practical effect, so far as the Dominion of Canada was concerned, to the proposal that the Colonies interested should guarantee their shares of the cost of the construction of the cable. I am pleased, however, to be able to give you my hearty assurance of our entire sympathy with the movement in favour of this important national undertaking, and I trust that before long it may be possible to take some definite steps in the direction of executing what is by Queensland regarded as not only a very desirable, but a very practical scheme.

Believe me, etc.,

HUGH M. NELSON,

LETTER FROM THE PREMIER OF NEW ZEALAND.

NEW ZEALAND, GENERAL POST OFFICE,
WELLINGTON, 16th March, 1898.

To Sir SANDFORD FLEMING,
Ottawa,
Canada.

SIR,—Referring to my letter of the 12th ultimo, acknowledging the receipt of copy of your letter to Sir Wilfrid Laurier on the subject of the Pacific cable, the Right Honourable Mr. Seddon now directs me to say, in reply, that he hopes to hear that no efforts will be spared on the part of Canada to ensure the accomplishment of the scheme for a cable from Australia to the United Kingdom by way of the Pacific. The New Zealand government strongly favours the Pacific cable.

I have the honour to be, sir,

Your obedient servant,

W. GRAY,
Secretary.

RETURN

(105)

To an ORDER of the HOUSE OF COMMONS, dated 30th May, 1898, for a copy of a letter from Major General Gascoigne, relating to certain statements made in Parliament reflecting upon him as Commanding Officer of the Canadian Militia.

By order.

R. W. SCOTT,
Secretary of State.

OTTAWA, 24th May, 1898.

DEAR SIR WILFRID LAURIER,—On 5th May Sir Charles Tupper made some very severe reflections on myself in Parliament. These were reported in the press on the following day, but the reports which I saw, appeared to me, to be only the expressions of Sir Charles' own opinion, and though these were terribly severe, yet undoubtedly he was perfectly within his right to make them, if he saw fit, in the House. I was very grateful to see that neither you, nor my own immediate Minister, endorsed these opinions, but, on the contrary, protested against them, and therefore I saw no reason to complain, as I recognize that a public official is open to any criticism.

But a copy of "Hansard" has now reached me, and in it I see certain statements of facts reported, which, if not contradicted, will stand against me for all time, and which are not only untrue, but are exceedingly damaging to my personal character.

The statements I refer to are on page 5064. Sir Charles is reported to have said, that he had it, "on the authority of the most eminent counsel in Canada, that if the civil action threatened against me had been brought, an adverse verdict would have been obtained, with the result, that I should have been *driven out* of the Imperial service altogether." How far any counsel, however eminent, is justified in deciding an untried action, is open to question, but what I altogether emphatically deny, is that any verdict, even an adverse one, would have caused my expulsion from the Imperial service.

Sir Charles is reported further to have said, that "I was able to avoid this disgrace by getting my resignation accepted." This is altogether untrue, as you yourself are aware. My resignation was sent in after the threatened civil action was unconditionally and unreservedly withdrawn: it had no bearing or reference to that action whatever; indeed, I had spoken to the Horse Guards in England, fully twelve months ago as to the possibility of my applying to resign, and I emphatically repeat that my resignation had no bearing or reference whatever to that civil action. I sent in that resignation on purely personal grounds; I am on the best of terms with my Minister; and both he and you, sir, yourself, were kind enough to express regret at my resigning. If uncontradicted and viewed in the light of the exceedingly severe criticisms, which pre-

cede and follow these misstatements, it would appear on the official records of the House, that to escape the consequences of a civil action, which would have expelled me from the Imperial service, I was allowed to resign my appointment to this country. The very vagueness of the (unmentioned) charge to be brought against me, by this civil process, would only, in after years, intensify the unknown nature of the crime, which it would appear I had committed, and to escape the consequences of which I had been mercifully allowed to resign.

I am ignorant as to the procedure of Parliament, but I feel confident that when you read this letter and compare my statements with those recorded in "Hansard," and see for yourself the conclusion, which in after years could be arrived at if these misstatements are uncontradicted, that you yourself, sir, and the whole House, including, I believe, Sir Charles Tupper himself, would desire to remove the damaging and erroneous impression. At any rate, I leave the matter with the utmost confidence in your hands.

Believe me, yours faithfully,

W. J. GASCOIGNE,
Major General Commanding Canadian Militia.

STATEMENT

(116)

Of prices paid Messrs. H. N. Bate and Sons, Ottawa, for food supplies purchased from them for the Military Force recently sent to the Yukon District.

NOTE.—1st order for supplies going with men.

2nd order for supplies going round by St. Michaels.

Tinned Meats—

Canned corned beef, 4 lb. tins.....	1st order, per dozen	\$5 66
Canned corned and roast beef, 2 lb. tins.....	" "	2 90
Canned corned beef, 4 lb. tins.....	2nd order, "	6 22
Canned corned and roast beef, 2 lb. tins.....	" "	3 19
Biscuit.....	per lb.	0 05½
Flour, Strong Bakers.....	1st order, per bbl.	5 65
Flour, Strong Bakers.....	2nd order, "	6 10
Peas, boiling.....	1st order, per bush.	0 75
Peas, boiling.....	2nd order, "	0 80
Evaporated apples.....	per cwt.	9 75
Evaporated apricots.....	" "	9 95
Evaporated peaches.....	1st order, per cwt.	8 58
Evaporated peaches.....	2nd order, "	9 33
Evaporated potatoes.....	per lb.	0 15½
Evaporated vegetables.....	" "	0 22
Prunes, best quality.....	per cwt.	6 93
Rice.....	1st order, per cwt.	3 68
Rice.....	2nd order, "	3 63
Lard.....	per lb.	0 08½
Sugar, granulated.....	" "	0 04½
Sugar, lump.....	1st order, per cwt.	5 75
Sugar, lump.....	2nd order, "	6 07½
Tea, compressed.....	per lb.	0 23
Tea, "Fadladin".....	" "	0 25
Salt, table.....	" "	0 01
Pepper, ground, black.....	" "	0 12½
Baking powder.....	per dozen	1 75
Candles, sperm.....	per cwt.	10 92
Candles, coach.....	" "	11 12½
Soap, "Empress".....	per box.	1 65
Soap, "Sunlight".....	" "	4 30
Tobacco, "Old Virginia".....	per lb.	0 69½
Tobacco, "Myrtle Navy".....	" "	0 73
Matches (tinned cases).....	1st order, per case.	3 75
Matches (wood cases).....	2nd order, "	3 00

EUG. PANET,
Deputy Minister Militia and Defence.