

## Edgar versus Caron.

I, Thomas P. Owens, sworn stenographer, of the House of Commons, do hereby certify the foregoing deposition to be a true and faithful reproduction of my stenographic notes.

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QUEBEC, 29th September, 1892.

WILLIAM RODGER DEAN, Inspector of Quebec Bank, of the city of Quebec, being duly sworn, deposeseth as follows :—

*Examined by Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Mr. Dean, you are inspector of the Quebec Bank?—A. Yes.

Q. You have been subpoenaed to produce all books showing the discounts and deposits and general accounts of Sir Adolphe Caron and Mr. Thomas McGreevy, during the period from 1882 to 1891, whilst subsidies were being granted for the construction of the Lake St. John Railway and the Temiscouata Railway?—A. I presumed that the summons was for the purpose of showing the accounts between Mr. Ross and Mr. Beemer.

Q. Mr. Dean, I think it was in your bank that Mr. Beemer discounted the notes of Messrs. Ross & Company, was it not?—A. I cannot speak from memory.

Q. Do you not know of that account. It was a pretty large account, was it not; the account of Mr. Beemer with Mr. Ross in your bank?—A. There were transactions between them.

Q. They had transactions together which appear by their notes being discounted in your bank?—A. I believe so.

Q. You have not looked into that account at all?—A. No, I looked into the account of Mr. McGreevy and Sir Adolphe Caron.

Q. At the moment, you are not in a position to give evidence concerning the discounting of Mr. Ross's paper or Mr. Beemer's paper with Mr. Ross's endorsement in your bank.

The Court ordered, on the application of Mr. Archibald, that the witness should prepare and produce the accounts of Mr. Beemer with the bank with reference to the endorsement of notes of Ross & Company; and further, for the present, deponent saith not.

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QUEBEC, 30th September, 1892.

WILLIAM RODGER DEAN, Esquire, of the city of Quebec, Inspector of the Quebec Bank:

On this 30th day of September, 1892, the examination of the above witness was resumed. Being duly sworn, he deposed as follows :—

*Examined by Mr. Archibald, counsel for the Crown :*

Q. Mr. Dean, you have been already sworn?—A. Yes.

Q. Have you examined the account of the transactions in which Messrs. Ross and Mr. Beemer were associated together, in your bank?—A. I have as far as it was possible for me to do since yesterday.

Q. Have you produced a statement showing the result of that work?—

A. I now produce such statement.

MR. JUSTICE ROUTHIER :—What account is that?—A. It is the liability account of Mr. Beemer, so far as Ross and Company or the late J. G. Ross are concerned.

Q. From what years?—A. From 1884, down to the present time.

*Examined by Mr. Archibald, Q.C., of counsel for the Crown :*

Q. Does this account, Mr. Dean, refer solely to promissory notes made either by Ross and Co., or by Beemer, and endorsed by either and discounted in your bank?—A. Just so.

Q. That is the whole contents of this account?—A. Yes.

*Mr. Justice Routhier :*

Q. It covers only that?—A. It covers only that.

*Examined by Mr. Archibald, Q.C., for the Crown :*

Q. So that the actual indebtedness of Mr. Beemer to your bank is in no way spoken of except as endorser or maker of some of these promissory notes?—A. That is it.

Document produced and filed as exhibit (WRD 1).

Q. Does this account show who was maker and who was endorser of the several papers that were discounted with you?—A. It does.

Q. At the present moment, all these notes have disappeared and have been taken up out of your bank?—A. Yes.

Q. So that there is no present liability towards your bank resulting from these transactions?—A. None.

Q. Have you any personal knowledge of the transactions of Mr. Beemer with your bank, relating to the subsidies to the Quebec and Lake St. John Railway?—A. I have not.

Q. Your bank did not handle the subsidies themselves?—A. No.

Q. Were you aware that a large portion of these subsidies have been paid to the branch of your bank at Ottawa?—A. I cannot say.

Q. Can you not say from your books whether the notes or many of them which are mentioned in the document which you have just exhibited, were not paid by transfer of the money from your branch at Ottawa to your branch here?—A. I have no recollection of such. I cannot tell from the document now.

Q. Not from the document, but can you tell from your books?—A. I hardly think so.

Q. Is there any officer in your bank that would be acquainted with the matter of that account, the transaction that took place at Ottawa?—A. There would be none here.

Q. Supposing the subsidies received by the bank at Ottawa had been transmitted to the bank here, would any officer of your bank be acquainted with that fact here?—A. None without a search.

Q. Would not the manager be acquainted with it?—A. I cannot say.

Q. I think the subpoena was directed to the manager of the bank. Is the manager of the bank at present in town?—A. No, the general manager is absent. In his absence, I am manager.

Q. It is for that reason that you have presented yourself to answer the subpoena?—A. Yes.

Q. What is the name of the general manager?—A. James Stevenson.

Q. Will he be back in a short time?—A. Not for two weeks or over.

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Q. Is there any other officer in the bank that would be acquainted with the fact of how these notes were paid?—A. I do not think so.

*By Mr. Justice Tait :*

Q. In this account, under the heading "with whom" I see the name of the Quebec and Lake St. John Railway Company and Ross & Co., what does that mean, what does this column represent, does it represent the party to the note?—A. Yes, all the parties to the notes are mentioned in the body.

Q. What relation did these parties bear to the notes?—A. This account of J. H. Beemer's, the figures represent where Mr. Beemer is the promissor and the other side is where he is endorser.

Q. Under the printed heading "with whom"?—A. These are all the names of the paper on both sides, either as maker or endorser.

Q. Take the first item of \$4,000.00, Mr. Beemer would be the promissor and the Lake St. John Railway Company would be the endorser?—A. Exactly.

Q. And on the ninth line, for instance, in that case, Ross & Company would be the promissor and Mr. Beemer would be the endorser?—A. Yes, that is correct, sir.

*By Mr. Justice Routhier, Commissioner :*

Q. It seems to refer only to the Quebec and Lake St. John Railway Company's affairs?—A. They are the parties as well as others to these notes.

Q. Can you say whether all these figures relate to the Quebec and Lake St. John Railway or not?—A. I cannot say that, I have an idea, but I cannot say.

*Examined by Mr. Archibald, Q.C., for the Crown :*

Q. With regard to the document produced by you, I find eleven columns; will you please explain the nature of the entries contained in each column, beginning at the left hand?—A. The first column on the left hand represents the amount of notes discounted in this account, on which Mr. Beemer is promissor; the second column shows the date of the payments; the date of the payment of each of the notes, under the first column, was paid; the third column was intended for the balance of the liability at any particular date, but has not been filled up in this instance; the fourth shows the numbers of the bills according to the books of the bank; the fifth shows the dates of the discount of the bills; the sixth column shows the names of the parties on the paper, and also the numbers and due dates of the bills when retired; the seventh was intended for the address or residence of the parties, but is not filled up in this statement; the eighth column the due date of the several notes or bills; the ninth column shows the several amounts discounted in this connection of which Mr. Beemer is endorser; the tenth column shows the number, the due date and the amount of the bills as paid; the eleventh column is intended to show the balance of the liability at any particular date, but is not filled up in this statement.

Q. With regard to the seventh column concerning which you have said it is not filled up, I see certain entries there, are they entries that properly belong to this column?—A. Yes, the entries in the seventh column are a continuation of the information in the sixth column.

Q. In the sixth column, where the name of the Quebec and Lake St. John Railway Company appears, does that indicate that they were either makers or endorsers of paper?—A. It indicates that the Quebec and Lake St. John Rail-

way Company were the endorsers, because it has been shown that Mr. Beemer was a promissor, under the note mentioned.

Q. Wherever their name occurs, then, it would be as the endorser and not of the promissor, in any case, would it?—A. Yes.

Q. Does the document you exhibit comprise the whole account between Mr. Beemer and Mr. Ross as entered in your books; I mean to say the account concerning notes discounted by you in the name of both of these gentlemen?—A. It does between the 2nd April, 1884, and the 10th April, 1890.

Q. Why did you begin on the 2nd April, 1884, were there not some earlier transactions?—A. I think that was the date mentioned in the subpoena.

Q. No, that was not the date?—A. Well, in that case, that must have been the beginning—I did not make the statement out myself.

Q. Personally, you cannot say whether there are any transactions between the 1st January, 1882, and April, 1884?—A. On going to the bank yesterday afternoon from the court, I gave instructions to the clerk to make out a full account, and I have no doubt it was done.

Q. So you have no doubt that the document now exhibited contains a full account of these discounts?—A. I have no doubt.

Q. Was there any agreement in writing between your bank and Mr. Beemer or Messrs. Ross, regarding these discounts?—A. Not that I am aware of.

Q. Do you feel positive that there was no such agreement, or any writing referring to it?—A. I should be surprised to know that there was.

Q. At the time that these discounts were made, did you know that they were in connection with the Quebec and Lake St. John Railway?—A. I do not think that we were informed, but we may have had an idea.

Q. But the late Honourable J. G. Ross was an officer of your bank, was he not?—A. He was president.

Q. When a man seeks a large line of discount with your bank, is not there always some action of the board about it?—A. No.

Q. Do you think there would be any action of the board to give Mr. Beemer a line of discount in your bank in reference to this matter?—A. Not in reference to any paper with Ross & Company or James G. Ross.

Q. This paper would go right straight through because it bore his name?—A. Well, it might not be only on that account.

Q. What I want is, to know that there are no other documents except the account of the transaction in the bank books which would throw any light on this enquiry?—A. I do not know of any.

Q. I would like you to be able to say positively that there was none, can you ascertain that fact?—A. Well, I can say positively there are none.

Q. Did Mr. Beemer have his ordinary current account in your bank?—A. He probably had one with other banks.

Q. That account was in no way referred to in the transaction mentioned in the document you have now exhibited?—A. —Not as a deposit account.

Q. The notes which are referred to in the document you have exhibited, by whom were they brought to your bank?—A. In some cases they would be brought by Mr. Beemer or his representative, and in several cases by Ross & Company's people.

Q. Do you know that simply from the face of the document or from your own knowledge of the circumstances?—A. From my knowledge of the circumstances.

Q. Now, what was done with the proceeds of the discounts of these notes?—A. Most of them were passed to the credit of Ross & Company, and in some



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instances they were passed to the credit of Mr. Beemer; as a general thing they went to the credit of Ross & Company.

Q. Were any of them passed to the credit of Sir A. P. Caron?—A. No.

Q. Not one?—A. Not one.

Q. Were any of them passed to the credit of the Honourable Thomas McGreevy?—A. No.

Q. Were any of them passed to the credit of any person for any election fund?—A. I cannot say that. I do not know what purpose.

Q. But they were passed to no person other than either Mr. Beemer or Ross & Company?—A. No.

Q. Does the document which you have in your hands show the disposal of the proceeds of the notes in question?—A. It does not.

Q. I suppose all these went to the credit of Mr. Beemer?—A. No.

Q. Are you sure?—A. Quite certain.

Q. Can you indicate on the exhibit those which are gone to the credit of Beemer, and which have gone to the credit of Ross & Company?—A. It would take some time, this information on these sheets we had to go through six ledgers to pick out.

Q. Would you have to go through as many ledgers to find how they were disposed of?—A. Just the same, and more, too, for we would have to go through the registers as well.

*Examined by Mr. Archibald, Q.C., for the Crown :*

Q. Will you produce a statement or add on to the present statement, a statement showing the disposal of the proceeds of the notes in question, that is to whom they were paid, and to whose credit they were entered?—A. I will.

An Order of the Court to the witness was issued accordingly.

And further, for the present, deponent saith not.

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QUEBEC, 1st October, 1892.

WILLIAM RODGER DEAN, Inspector of the Quebec Bank.

And on this 1st day of October, 1892, the examination of the above named witness was resumed.

*Examined by Mr. Archibald, Q.C., Counsel for the Crown :*

Q. What was the cash balance at the credit of Mr. Beemer's current account in your bank on the 1st of May, 1887?—A. On the 1st of May, 1887, Mr. Beemer had \$15,331.87 to his credit.

Q. Can you state what amount went to his credit between that date and the 27th of June, 1887. Have you a statement of this account?—A. Do you wish the total account or each item separately?

Q. I want to know if there are any items other than are represented either by cheques of Ross & Company or the proceeds of the notes of Ross & Company?—A. I cannot tell what the credits consist of; I can just discriminate between discounts and deposit items.

Q. What amount of discounts went to his credit between the dates mentioned?—A. On the 14th of May, \$21,808.40; on the 20th of May, \$43,500.90; on the 25th of June, \$18,355.76; on the 27th June, \$60,714.82.

Q. Now, will you look at account (Exhibit W R D 1,) and say whether any of these items which you have mentioned are referred to also in that account?—A. I do not see any item in that document that would correspond to the first item.

Q. The items of the 20th of May and the 27th of June, might be included in the statement (Exhibit W R D 1)?—A. The amounts are not precisely the same, that of the 20th of May being in said statement \$44,191.00, and that on the 27th of June being \$61,678.00.

Q. Mr. Dean, would not these amounts mentioned in the statement you now produce, and which is filed as (Exhibit WRD 2,) be approximately the proceeds of the two amounts mentioned in the statement (WRD 1)?—A. That would depend a good deal on the time these notes ran, but I have no doubt myself that they are the proceeds.

Q. What was the cash balance to the credit of Mr. Beemer on the 1st of June, 1887?—A. On the 31st of May it was \$17,882.46.

Q. You did not take down the cash balances at any other period than at the end of the month?—A. Yes, we took them down almost every transaction.

Q. You have not mentioned all the discount items, have you?—A. Yes, between these dates.

Q. Now, on the statement, exhibit (WRD 2), deposit entries are marked C, and the others are marked discount?—A. Yes, I think there is one item which is marked differently, being a rebate; with that exception, I think they are all marked as you say.

Q. What was the cash balance at the end of June?—A. \$20,278.87.

Q. What were the discounts during the month of July?—A. On the 19th of July, \$74,366.80.

Q. Do you see that referred to on the statement exhibit (WRD 1)?—A. I see a note for \$75,145.00.

Q. You have no doubt that the credit item that you have mentioned on exhibit (WRD 2) is the proceeds of that note?—A. I have no doubt.

Q. What was the cash balance at the end of July?—A. \$9,002.42.

Q. What was the cash balance at the end of August?—A. \$1,869.36.

Q. What discounts were added to the account in September?—A. On the 19th of September, \$56,350.71.

Q. Do you see that referred to in exhibit (WRD 1)?—A. I see a note for \$57,216.00.

Q. You have no doubt that that is the proceeds of that note which you have mentioned?—A. No.

Q. I wonder if you could tell me, Mr. Dean, what the balance was to Mr. Beemer's credit on the 19th of September?—A. I cannot tell you here.

Q. What was the cash balance at the end of September?—A. The balance to Mr. Beemer's credit on the 30th of September was \$13,713.77.

Q. During the month of October, 1887, what discounts went to his credit?—A. On the 10th of October \$21,812.06, on the 20th \$51,883.20.

Q. No other during October?—A. No.

Q. Do you see either of these referred to on statement WRD 1?—A. On the 20th of October I see a bill for \$52,846.00, the proceeds of which are, no doubt, the amount mentioned as credited on the 20th of October.

Q. What was the cash balance on the end of October?—A. \$18,895.72.

Q. What was the cash balance in September?—A. \$9,514.68.

Q. What discounts went to Beemer's credit during January, 1888?—A. On the 4th of January, 1888, \$18,336.90.

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Q. Anything else?—A. No, that was all.

Q. Is there any corresponding item in exhibit WRD 1?—A. No.

Q. At the end of April, 1888, what was the cash balance?—A. \$6,441.05.

Q. Were there any discounts during May, 1888?—A. On the 15th of May \$27,052.83.

Q. Do you see that item or a corresponding item in exhibit WRD 1?—A. On the 15th of May there is an item for \$27,625.00 which, I have no doubt, is a corresponding item.

Q. Between the 15th and the 21st of May there is a deposit entry of \$524.51?—A. Yes.

Q. And that is all?—A. That is all between these days.

Q. Will you please produce a statement showing the credit balances of Mr. Beemer in his current account in your bank at the close of the day on the 26th of June, 1887, on the 18th of July, 1887, on the 18th of September, 1887, on the 19th of October, 1887, on the 17th of January, 1887, and on the 20th and on the 14th of May, 1888?—A. I now produce that statement and file it as exhibit (WRD 3).

Q. Mr. Dean, will you please look at the cheques now shown you and marked from exhibit HJB 8 to HJB 13 inclusive, and say whether these cheques were paid by your bank?—A. They were.

Q. Would these cheques be charged against Beemer in the current account to which the statement WRD 2 refers?—A. Yes.

*Cross-examined by Mr. Fitzpatrick, Counsel for Sir Adolphe Caron :*

Q. How long have you been engaged in the bank?—A. About eight and a half years.

Q. You have been assistant cashier?—A. Inspector.

Q. In the account referred to, exhibits (WRD 1 and WRD 2), are they kept by the teller of the bank?—A. No.

Q. Is the account and exhibit (WRD 1) kept?—A. This account is written out by Mr. Petrie, but that does not show necessarily that the book from which they were taken is kept by Mr. Petrie.

Q. I want to know who did keep it, I don't want to know what it necessarily shows. Who is the official in the bank that is supposed to keep that?—A. Sometimes it is one and sometimes it is another.

Q. What is the name of the official who keeps it?—A. Liability Ledger Keeper.

Q. Who is the official of the bank who keeps that account WRD 2?—A. The deposit ledger keeper.

Q. You have, during your period of time, occupied either of these positions?—A. No.

*By Mr. Archibald, Q.C.:*

Q. These documents are extracted from the regular books of the bank?—A. They are.

And further, for the present, deponent saith not.

I, Thomas P. Owens, one of the official stenographers for the House of Commons of Canada, sworn stenographer in this cause, do declare, on the oath I have taken, that the above is a faithful transcript of the evidence of the above named witness, taken by me by means of stenography.

QUEBEC, 22nd October, 1892.

The examination of WILLIAM RODGER DEAN, inspector of the Quebec Bank, was further resumed.

*Examined by Mr. Archibald, Q.C.:*

Q. What is your position in the Quebec Bank?—A. Inspector.

Q. As such you are acquainted with the accounts of the bank?—A. Yes.

Q. Did Sir Adolphe Caron have an account in the Quebec Bank, Quebec, during the period from 1882 to 1891?—A. No regular account, there may have been a transaction or two in that time.

Q. Was there a transaction?—A. There was.

Q. When?—A. In February, 1891.

Q. Was it a deposit to the credit of Sir Adolphe Caron?—A. It was an amount that was advised by the Ottawa Branch of the Quebec Bank to be paid to Sir Adolphe Caron; we placed it to his credit and he drew it out in three cheques.

Q. In what periods?—A. One cheque for \$100 drawn on 24th February, 1891; one cheque for \$500 on 26th February, 1891, and one cheque for \$1,400 on the 3rd of March, 1891.

Q. That closed the account?—A. That closed the account.

Q. That is the only transaction that appears from the books of your bank that Sir Adolphe Caron had during the period I have named?—A. Yes.

Q. Do you know to whom these cheques were granted?—A. I do not.

Q. Do the books of the bank show that?—A. No, the books would not.

Q. Do you know whether these cheques were presented by Sir Adolphe Caron himself, or by some one else?—A. I cannot say, I do not know.

*By Mr. Pentland, Counsel for Sir Adolphe Caron:*

Q. That is the only deposit account Sir Adolphe Caron appears to have had in your bank from 1882 to 1891, inclusive?—A. That is all.

And further deponent saith not.

And I, Thomas P. Owens, sworn stenographer, do declare under the oath I have already taken that the above is a true and faithful transcript of the shorthand notes of the evidence of the above named witness.

QUEBEC, 13th September, 1892.

The Royal Commission to enquire as to the truth or falsity of certain charges made against the Honourable Sir Adolphe P. Caron, resumes its sitting at the city of Quebec, this morning, for the taking of evidence in reference to such charges.

PRESENT:

The Honourable Adolphe Basile Routhier,

“ “ Melbourne Tait,

*Commissioners.*

*By the Honourable George Irvine, Q.C.:*

I appear before your Honours as counsel for Mr. Beemer, the witness who is under examination. At the last sitting of the Commission, in obedience to an order of the Court, he has brought the books referred to in his examination

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of yesterday, and has them ready to be submitted. As this matter was only brought to my notice this morning, I should like, if it does not otherwise delay the business of the Commission, and if some other business can be taken for a short time, that I should have an opportunity to examine the books first with Mr. Beemer.

*By Mr. Justice Routhier, Commissioner:*

There is no objection to that.

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The HONOURABLE THOMAS MCGREEVY, of the city of Quebec, being duly sworn, deposed as follows :

*Examined by Mr. Archibald, Q.C., Counsel for the Crown :*

Q. Mr. McGreevy, you have been summoned to produce all books, bank books, cheque books, cheque stubs, receipts, letters, orders, papers and vouchers referring to the receipt and payment of the election expenditures, while you acted as political treasurer to the conservative party in the district of Quebec?—A. I have not got any books or papers or anything but the receipts. I gave them over at Ottawa during the investigations, and they remain there. I have not got any of them back since. There are simply the receipts which I have got in my possession now. I have those in some of my boxes. I have been moving lately, and they are packed away somewhere and I do not know what box they are in just now. It is only the receipts that I have.

*By Mr. Fitzpatrick, Q. C. :*

Your Honours, before this matter is gone into, I would like to know are we going to have the whole of Mr. McGreevy's records as treasurer of the conservative party from 1882 to 1891 brought out for our delectation. It may be interesting to the outside world, and I submit that it is not very practical in this inquiry.

*Mr. Justice Tait :*

Mr. Archibald has put the question that the witness is subpoenaed to bring his books, and it is hardly time to raise this objection yet.

*Examined by Mr. Archibald, Q. C., Counsel for the Crown :*

Q. As a matter of fact, did you act for the political party of Sir A. P. Caron in connection with elections in the district of Quebec?—A. I had something to do with the elections.

Q. What was it that you had to do with these elections?—A. I had the payment of money that was collected for election purposes—to be paid according to orders given to me.

Q. How long did you act in that capacity?—A. I think from about 1882.

Q. Up to what date?—A. Up to 1887.

Q. Including 1887?—A. Including 1887.

Q. There were some general elections during that period, were there not?—A. There was a general election in 1882 and one in 1887.

Q. What month in 1882, do you remember?—A. I think it was some time in June or July, some time in the summer of 1882.

Q. And in 1887?—A. In February, I think.

Q. That is in the first part of 1887?—A. Yes, in the beginning.

Q. Your office might be called then the political treasurer?—A. There were certain moneys put in my hands and orders given to pay them out—I was not the political treasurer—I think there was a treasurer generally named for it. I was simply in possession of some moneys that I paid out.

Q. You, I suppose, kept these moneys deposited in the bank?—A. No, very seldom. There may have been some in the bank, but I generally paid out bills, I never gave any cheques.

Q. And were the moneys handed to you in the shape of bills?—A. The money came to me generally, I think, in bills.

Q. And were handed out in bills?—A. They were given to me in bills.

Q. And paid by you in bills?—A. Paid by me in bills.

Q. Were you in any way instructed or controlled as to the payment of these moneys by any person?—A. Well, there were certain arrangements made that a certain amount was to go to each party, which I paid according to the orders given to me.

Q. You say there were arrangements made; I want to know how these arrangements were made and who made them?—A. I do not know any particular arrangements that were made. It was arranged that there was a certain amount of money, and it was to be paid according to orders.

Q. I want to know who it was that directed and controlled these arrangements?—A. At what time?

Q. We will say during the elections of 1887?—A. I think it was Sir Hector Langevin and Sir A. P. Caron; they consulted about them.

Q. You say Sir Hector Langevin and Sir A. P. Caron; were there any others?—A. I am not aware of any others.

Q. Did you pay out any moneys from that fund without an order from one of these gentlemen?—A. I might have paid without an order; it might have been intimated to me to give money and I have paid without written orders; some, but the bulk of it was upon written orders.

Q. Upon written orders?—A. Yes.

Q. I suppose you have those written orders?—A. I think so, most of them.

Q. You did not bring them with you, did you?—A. No, I cannot get them for some days; I have been moving out of the house I was in and they are in different boxes; there are some in the boxes and some in the safe. I may in a day or two get access to them.

Q. But have you not had time to make search for these?—A. No, the subpoena was left in Rivière du Loup and I was in Montreal at the time; I had to go up there and consequently I could not get here before yesterday. I will look them up, and I think I can get them in a few days.

Q. You say a few days; I want something more definite than that?—A. I cannot say where my boxes are just now; some are in Lower Town and some in the house I am living in now. I cannot find them just now, and some of the things are missing and I had to break open some of the boxes. But they are in my possession somewhere in some of these trunks and I will get them.

Q. You have spoken of two general elections, one in 1882, and the other in 1887; did you act in the same capacity in both elections?—A. Not quite the same. There were no written orders given at all in 1882, it was paid out according to some arrangement, a verbal understanding. There were no records kept of it.

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Q. But were the same individuals directing you in 1882?—A. I cannot say that. I would not say they were. I do not think Sir A. P. Caron had anything to do with 1882. I do not think he had.

Q. Were there any by-elections between these dates?—A. Oh, yes, there were quite a number of by-elections, I think.

Q. Did you act as treasurer in these by-elections?—A. Sometimes I did.

Q. Were these also directed by Sir Hector Lanvevin and Sir A. P. Caron?—A. I cannot give particulars of it, because there were no accounts kept. There was some money collected and was sent to me or I was asked to send some money, and it was made up afterwards. There were a few by-elections, I cannot state which they were particularly, because I kept no record of them.

Q. You cannot say that Sir A. P. Caron had anything to do with giving you any orders in connection with these by-elections?—A. I cannot say he did, I would not like to swear he did.

Q. It is only concerning the general elections of 1887?—A. Principally 1887.

Q. Then, did you keep an account of the various sums of money which you paid out in that election?—A. In which election?

Q. In the election of 1887?—A. I had an account for the receipts and the amounts paid out.

Q. Have you got that account?—A. That is the same thing; they are the vouchers I alluded to now; they are the receipts for the money I paid out.

Q. Now, I suppose you did not pay out money without having received it first?—A. Sometimes I did pay money without receiving it. I paid my own money out and had to trust to get it afterwards.

Q. You had to trust to get it back again?—A. Yes.

Q. But in this election of 1887 you received certain moneys for that fund?—A. Yes.

Q. Did you receive any by the hands of Sir A. P. Caron himself?—A. I think I did.

Q. Can you state to what amount?—A. I think it was twenty-five thousand dollars (\$25,000.00) or about that amount, it perhaps may be a little less?

Q. Through cheque, was it not?—A. It came to me in bank bills.

Q. You do not know the bills of what bank?—A. Well it is pretty hard to recollect now.

Q. I suppose it would be, unless you noticed it particularly. Was it the Quebec Bank?—A. I do not know. There might be some of the Quebec Bank, but I would not swear yes or no.

Q. You are sure it was not a cheque you received?—A. I am quite convinced it was in paper bills.

Q. Did you receive any from Mr. H. J. Beemer?—A. No, I got no money from Mr. Beemer.

Q. You got no money from Mr. Beemer?—A. No.

Q. Or any document representing money?—A. No.

Q. Any cheque?—A. Nothing at all.

Q. No note or anything of that sort?—A. Nothing at all, I had no transaction with Mr. Beemer concerning elections that I can remember.

Q. Did you receive any money from the Quebec and Lake St. John Railway Company?—A. No, sir.

Q. Not a cent?—A. Not a cent, none whatever.

Q. Neither cheque or bills?—A. Neither cheque nor bills nor notes nor anything else.

Q. Did you receive any from Lake St. John Railway Trading and Lumbering Company?—A. No.

Q. Not a cent?—A. Not a cent, no.

Q. During the whole period?—A. Not during the whole period; I never got a cent or a cheque or a subscription or anything like that.

Q. During the whole period, from 1882 to 1891?—A. Not a dollar.

Q. Neither in money nor cheques nor otherwise?—A. Neither in money nor cheques nor promissory notes.

Q. Did you receive any from James G. Ross, president of the Quebec and Lake St. John Railway Construction Company?—A. None whatever, not for the purpose of elections.

Q. Not for the purpose of elections?—A. None at all, not a cent.

Q. None from Ross Brothers?—A. None from Ross Brothers, either.

Q. Did you receive any from the Directors of the Construction Company?—A. None, neither directly or indirectly.

Q. Did you receive anything from either the Construction Company or the Quebec and Lake St. John Railway Company or Mr. Beemer, either directly or indirectly?—A. No.

Q. Did you know if you were the only person acting for the disbursement of money in these elections in this district?—A. I do not know of any other except myself for Federal elections.

Q. Do you think that if there had been anyone else acting you would have known it?—A. I think there was none, I did not know that there was. To my knowledge, there was none, that I have any knowledge of. I think I would have known it if there was.

Q. Mr. McGreevy, do you know whether any of the other sums which you received as part of that fund came to you either directly or indirectly from Mr. H. J. Beemer?—A. They did not.

Q. They did not?—A. No.

Q. Nor from the two companies which I have mentioned?—A. No. Neither from the Construction Company, nor the Lake St. John Railway Company, nor from Mr. Beemer.

Q. Had you any dealings other than those which you have mentioned in any way, with either Mr. Beemer or the railway company or the Construction Company?—A. No transactions whatever.

Q. Did you, Mr. McGreevy, have any conversation with Sir A. P. Caron, with regard to the electoral fund or its disposal?—A. Well, it is pretty far back now; you see it is four or five years ago, and there might have been a conversation, but I would not like to swear what particular conversation took place at the time. It is five or six years ago. There are many transactions took place that I would not like to swear to. I could not swear to any conversation.

Q. But there may be something that you might remember, Mr. McGreevy?—A. I do not know of anything particular.

Q. Were the subscriptions which you received sent in to you without solicitation on your part?—A. I got some of them myself, but what Sir A. P. Caron gave me it was not by my request at all, he handed it in to me.

Q. Did Sir A. P. Caron direct you with regard to the persons from whom you were to ask subscriptions?—A. No.

Q. Did Sir A. P. Caron tell you where he received the \$25,000 which he gave you?—A. Well it is pretty hard to state positively what transpired then, it being verbal. He gave it to me in bank bills, which I gave him receipts for.



## Edgar versus Caron.

Q. But did he tell you where he got it?—A. He might have at the time, but I am not certain. I would not like to say yes or no as to whether he told me where he got the money at the time.

Q. Did you know where he got it?—A. Well, if I knew I must only have known from what he told me, because I knew nothing about it otherwise.

Q. Did you know?—A. I cannot swear positively.

Q. Whether you knew or not?—A. I would not like to swear to that.

Q. Well, you must have had an impression about it?—A. Well, of course I had impressions, but I do not know whether they might be correct or not.

Q. Have you any letters or writings of any kind which would inform you, to know where this money came from?—A. Oh, no, none whatever. There are no letters.

Q. Have you any correspondence, save these receipts you have mentioned with Sir A. P. Caron?—A. None at all.

Q. Have you any other books or documents which refer to these matters, with the exception of the receipts?—A. None, except the receipts. All other books, documents and cheques are up at Ottawa. I had them there during the investigation, and they have never been returned to me yet. I have never seen one of them since.

Q. They are now up at Ottawa?—A. Yes.

Q. And the only things you have are these receipts?—A. These receipts, that is, for my own protection.

Q. Did you communicate these receipts to any person?—A. I have communicated them to my counsel and others interested in the suit that was going on.

Q. Have you seen any of them made public?—A. I have seen them made public, but not with my authority or consent, but against it.

*By Mr. Justice Tait :*

Q. Do you know whether any of the money you received for election purposes, and have spoken of, came out of the subsidies that were voted by the Dominion Parliament to the Quebec and Lake St. John Railway Company?—A. I have no personal knowledge of that.

Q. Have you any reason to believe that any portion of these moneys did belong to the subsidies?—A. I would not like to swear to anything of the sort because I do not know.

*By Mr. Justice Routhier :*

Q. Sir Adolphe Caron never told you?—A. I do not think he did.

Mr. Archibald, counsel for the Crown, asked that there should be an order by the court that the witness produce the receipts before the Commissioners?—A. (Mr. McGreevy.) I promise, later, to bring them as soon as I can get them. I had sixteen cart loads of papers. I could not get hold of the particular trunks they are in, but I promise to produce them in court as soon as I can get them. I believe I will be able to produce them by Tuesday next.

Counsel for Sir A. P. Caron does not bring any cross-examination. And further, for the present, deponent saith not.

QUEBEC, 4th October, 1892.

On this fourth day of October, 1892, Honourable THOMAS MCGREEVY, after being duly sworn, was recalled and deposed as follows :—

I have not found these papers yet ; I have been searching for them, but there are several boxes yet to go through.

*Examined by Mr. Archibald, Counsel for the Crown :*

Q. Are you in a position to say that you have searched thoroughly for them ?—A. I have searched so far and have not completed my search yet, because there are a great deal of cases and boxes to go through. But I know they are in my possession somewhere ; I saw them last winter. I have been moving and packing up my things and they got mixed. I thought they were in the safe, and I went to the safe this morning and they are not there ; that is in the house I lived in on the Esplanade.

Q. You are not now in a position to say that these documents cannot be found ?—A. Cannot say that. I would not say that. I think I can find them in the course of time.

Q. How much time do you require to continue your search ?—A. It may be a couple of days yet before I can find them.

MR. ARCHIBALD, Counsel for the Crown.—I ask for an order of the court in the matter, that the search be continued and that the witness be ordered to produce them when found.

MR. FERGUSON, Q.C.—What papers are they ?

MR. ARCHIBALD, Q.C.—The orders on which the money was paid out.

MR. FERGUSON, Q.C.—Is that material ? It has been shown that the money was received for election purposes and the instructions of the Commission do not direct as to how it was applied.

*By Mr. Justice Tait, Commissioner :*

As I understand it, that is merely to shew that Sir A. P. Caron drew on these moneys in the hands of Mr. McGreevy ; of course, it is only as regards Sir A. P. Caron that the documents will be required. If Mr. McGreevy has any orders from Sir A. P. Caron in reference to this \$25,000, it might be considered relevant.

MR. FERGUSON, Q.C.—It strikes me that the object of the inquiry is to find out if these moneys were received for election purposes, and that has already been disposed of.

*By Mr. Justice Routher, Commissioner :*

The best way to show that, would be to produce these papers.

MR. FERGUSON, Q.C.—Mr. McGreevy has shown that. We do not need to inquire whether Mr. McGreevy has told it as he ought.

MR. ARCHIBALD, Q.C.—I do not propose to go any further than to connect Sir A. P. Caron with the distribution of it.

Order of the Court applied for, granted.

*Examined by Mr. Archibald, Q.C., for the Crown :*

Q. As Mr. McGreevy is now in the box, I wish to ask him if he has received any money from the Témiscouata Railway Company ?—A. None whatever.

## Edgar versus Caron.

Q. You say you received no money whatever for political purposes from the Témiscouata Railway Company?—A. No, nor for any other purpose.

Q. Now, you received none from the directors?—A. None from the directors, neither.

Q. Nor from J. J. McDonald?—A. No.

Q. Nor from A. R. McDonald?—A. No.

Q. Nor from Doctor Grandbois?—A. No, nothing from any of them at all.

Q. From none of them at all?—A. None of them at all.

And further, for the present, deponent saith not.

I, Thomas P. Owens, sworn stenographer, of the House of Commons, do hereby certify the foregoing depositions to be a true and faithful reproduction of my stenographic notes.

QUEBEC, 26th October, 1892.

Honourable THOMAS MCGREEVY, of the city of Quebec.

The examination of the above named witness was resumed.

*Examined by Mr. Bisillon, Q. C., of Counsel for the Crown :*

Q. You have been ordered by the Commissioners to bring with you the orders for money from Sir A. P. Caron. Have you brought them?—A. I have got some ; yes, I brought them.

Q. Will you file them?—A. Well, I would rather not. I have no objection to give copies of them. I would rather keep the originals.

Q. Will you give copies of them?—A. If you wish to take copies of them I have no objection, but I would rather not file them. I gave up papers and documents in Ottawa last year and never got one of them back.

Q. Please read the papers and documents that you have now in your hands to the official stenographer?—A. The first is as follows :—

\$1000.

Please pay to Mr. Larose for legal expenses, Megantic, one thousand dollars, 8-2-87.

ADOLPHE P. CARON.

HONOURABLE T. MCGREEVY,

Quebec,

Received the amount.

D. L. LAROSE.

(Second)

3rd February, 1878.

Private

DEAR MR. MCGREEVY,

Will you oblige me by giving Mr. Tarte what he will explain to you is required ?

Yours,

A. P. C.

Paid \$150 Tarte & Huot.

Q. Is that Mr. Tarte's signature?—A. No, it is not, I put that on myself.

(Third)

Received from Mr. McGreevy five hundred dollars, legal expenses, election of the county of Quebec.

ADOLPHE P. CARON.

*By Mr. Archibald, Q. C. :*

Q. Is there a date on that?—A. There is no date on this.

*By Mr. Pentland, Q. C. :*

Q. Has this any relation to the election of 1887?—A. I think so, I put it amongst the papers of 1887. I found it amongst those papers. I cannot swear positively whether it was 1887 or not, but that is my opinion, that is all.

(No. )

Please give Mr. H. B. Smith one hundred and fifty dollars for legal expenses for the county of Quebec.

HONOURABLE T. MCGREEVY,  
Quebec.

Quebec 9, 2, 87,

ADOLPHE P. CARON.

Q. There is no date on that?—Yes, and there is a small note on it marked "paid" by myself.

Q. That was marked by yourself?—A. Yes, and is in my own hand writing.

*By Mr. Justice Routhier :*

Q. Was it paid?—A. It must have been paid when I marked it paid.  
(No. 5.)

Received from Hon'ble Mr. McGreevy, two thousand dollars.  
Quebec, 19-2-87.

ADOLPHE P. CARON.

(No. 6.)

\$200.

Received from Hon'ble T. McGreevy, two hundred dollars for legal expenses for the county of Quebec.

ADOLPHE P. CARON.

Q. Is there any date on that?—A. There is no date signed on that by him.

Q. What have you got to say about that one?—A. Just the same as I said in the other cases. I found it among my papers.

*By Mr. Ferguson :*

Q. That is all you know about the date of it?—A. That is all I know about the date of it.

(No. 7.)

\$400.

Please pay four hundred dollars, legal expenses. County of Quebec.  
Quebec, 17 Feb., 89.

ADOLPHE P. CARON.

Q. This order does not state to whom the amount was paid. Do you know to whom it was paid?—A. No.

*By Mr. Ferguson :*

Q. Do you know if it was paid at all?—A. It must have been paid.

## Edgar versus Caron.

*By Mr. Bisailton, Q.C. :*

Q. Do you know whether it has been paid ?—A. It was paid, but I am not going to swear to particulars because it is too long ago.

(No. 8.)

Received from Hon. T. McGreevy one hundred dollars for legal expenses, county of Quebec.

ADOLPHE P. CARON.

Q. There is no date to that ?—A. No.

*By Mr. Ferguson :*

Q. Have you any idea when you got that ?—A. I am under the same impression as before. It was mixed up with my papers of 1887.

(No. 9.)

Please pay to Mr. Desjardins, two hundred and fifty dollars, for legal expenses in the county of Montmorency.

19-2-87.

ADOLPHE P. CARON.

Received the above amount,

L. H. DESJARDINS.

(No. 10.)

Hon'ble T. McGREEVY,  
Quebec.

Please give bearer two hundred dollars for legal expenses for the county of Lévis.

ADOLPHE P. CARON.

Received two hundred dollars.

CHS. DARVEAU.

Q. Is there a date on that ?—A. No.

Q. Did you find this among the other papers of 1887 ?—A. Yes.

*By Mr. Ferguson :*

Q. And that is the only reason you think it is of that date ?—A. Yes.

(No. 11.)

Honourable T. McGREEVY,  
Quebec.

Please give bearer two hundred dollars for legal expenses, election of Bellechasse.

Quebec, 5-2-78.

ADOLPHE P. CARON.

Received the amount,

I. R. BELLEAU.

(No. 12.)

\$1,500.

Please give to Mr. Santerre, for legal expenses in the election of Bellechasse, five hundred dollars.

Quebec, 8-2-78.

Honourable T. McGREEVY,  
Quebec.

ADOLPHE P. CARON.

Received amount,

ADELARD SANTERRE.

(No. 13.)

Honourable T. McGREEVY,  
Quebec.

Please give to bearer, Mr. Santerre, three hundred dollars, legal expenses for the county of Bellechase. 4-2-87.

ADOLPHE P. CARON.

Received the within amount,  
ADELARD SANTERRE.

(No. 14.)

Please give bearer, Mr. Belleau, four hundred dollars for legal expenses for the election of Bellechase.

Quebec, 12-2-87.

ADOLPHE P. CARON.

Honourable T. McGREEVY,  
Quebec.

Received the amount,  
EUS. BELLEAU.

(No. 15.)

\$100.

Please give bearer, Mr. Fradette, one hundred dollars for legal expenses in the Bellechasse election.

Quebec, 9-2-87.

ADOLPHE P. CARON.

Received amount,  
PIERRE FRADETTE.

(No. 16.)

Received from Honourable T. McGreevy, one thousand dollars for legal expenses in election of Berthier.

Quebec, 7-2-78.

JOS. ROBILLARD.

Q. Who is Joseph Robillard?—A. I think he was a candidate for the county of Berthier.

Q. For the Local election or the Federal?—A. I think it is the Federal. I think you will find a receipt for this somewhere else.

(No. 17.)

Pay to W. Larue balance of amount assigned to the county of Portneuf. Quebec, 17 Feb., 87.

ADOLPHE P. CARON.

(No. 18.)

\$800.

Please give eight hundred dollars to Mr. Santerre, eight hundred dollars legal expenses in the Bellechasse election.

Quebec, 14th Feb., '87.

ADOLPHE P. CARON.

MR. T. McGREEVY,  
Quebec.

Q. There is no receipt on this order?—A. I do not see any.

Q. Do you know if it was paid to Mr. Santerre?—A. It must have been paid.

Edgar versus Caron.

(No. 19)

To the Honourable T. McGREEVY,  
Quebec.

Please give to bearer under cover to P. Landry, Esq., one thousand dollars for legal expenses in election of Montmagny.

Quebec, 10th February 1887.

ADOLPHE P. CARON.

Received one parcel said to contain above amount.

H. HEBERT.

(No. 20)

Dear Mr. McGreevy,—Please give Mr. Desaulniers five hundred dollars for which he will give you his note. This has been agreed to by him and myself.

ADOLPHE P. CARON.

Quebec, 4th February, 1887.

(No. 21.)

Six months after date, I promise to pay to my order, at the Union Bank, here, the sum of five hundred dollars, for value received.

F. L. DESAULNIERS.

Paid 8th August, 1889.

No. 69.

Quebec, P. Q.

6-7th August

H. M

710.

7-8th August.

A. That last is a note that Mr. Desaulniers gave me that he never paid.

Q. Had that anything to do with the election of 1887?—A. Yes, it had all to do with it, because it is amongst those papers and the note was given to him in the beginning for election purposes; I think so; that is my opinion.

*By Mr. Ferguson :*

Q. There is no date on it and you cannot say?—A. There is no date on the order.

(No. 22.)

\$200. Please pay Mr. Julien Chabot, two hundred dollars, legal expenses for the election of Lévis.

Honourable T. McGREEVY,  
Quebec.

Quebec, 14th February, 1887.

ADOLPHE P. CARON.

Q. Was this amount paid to Mr. Chabot?—A. Yes, I have a receipt for it.

(No. 23.)

Hon'ble T. McGREEVY.

Please pay bearer Mr. V. W. Larue, N. P., Quebec, five hundred dollars (\$500) for legal expenses for the county of Quebec.

QUEBEC, 25-1-87.

ADOLPHE P. CARON.

That last is endorsed on the back as follows :—

(No. 24.)

Please pay to J. E. Prince, Esq., the legal agent of Mr. Ed. J. Duchesnay, the Conservative candidate in Portneuf Co.

Quebec, 25-1-87.

V. W. LARUE.

Received the above amount this 31st Jan., 1887.

J. E. PRINCE.

Q. Have you any doubt that the amount paid to Mr. Prince is the same amount ordered by Sir A. P. Caron?—A. I believe it is.

Q. According to this, the order was in favour of Mr. Larue and he ordered it to be paid to Prince?—A. That is how it turns out.

(No. 25.)

DEAR MR. MCGREEVY,—Please give Mr. Tarte five hundred dollars. I shall explain.

ADOLPHE P. CARON.

Received the amount.

J. I. TARTE.

Q. Have you any doubt about this amount having been paid during the election of 1887?—A. I have no doubt about the amount having been paid.

*By Mr. Ferguson :*

Q. Had it anything to do with the election?—A. I believe so, I found it amongst the papers of the election of 1887.

(No. 26.)

Please give bearer, Mr. Chassé, two hundred (200) dollars for expenses to Gaspé and back.

Quebec, 4, 3, 87.

ADOLPHE P. CARON.

To Honourable THOMAS MCGREEVY,  
Quebec.

Received the amount of \$200, 4th March, 1887.

H. CHASSÉ.

(No. 27.)

Please pay four hundred dollars for Gaspé election.

Quebec, 8-3-87.

ADOLPHE P. CARON.

(No. 28.)

\$300.

Give V. W. Larue, Esq., three hundred dollars for legal expenses for county of Portneuf.

A. P. CARON.

Honourable THOMAS MCGREEVY,  
Quebec.

Received the amount of three hundred dollars as mentioned in order on Mr. McGreevy.

V. W. LARUE.



Edgar versus Caron.

(No. 29.)

\$800.

Please pay to Mr. W. Larue for legal expenses in the election of Portneuf.  
Quebec, 12, 2, 87.

ADOLPHE P. CARON.

The Honourable Thomas McGreevy, Quebec.  
Received eight hundred dollars.

12, 2, 87.

V. W. LARUE.

(No. 30.)

\$1,000.

Please pay one thousand dollars to Mr. Robillard, for legal expenses of  
Berthier.

A. P. CARON.

Q. There is no date on that?—A. No, there is no date.  
MR. FERGUSON objects to the filing of documents without dates.

*By Mr. Bisailon :*

Q. Will you please state whether the receipt dated the 7, 2, 87 related to  
this order that you have just read?—A. I take it as such. I put them  
together for that purpose. I put the receipt with the order together for that  
purpose. That is the reason I brought it here.

(No. 31.)

\$200.

Please pay to the bearer J. A. Morency, Esq., two hundred dollars, being  
for legal expenses in the county of Beauce.  
Quebec, 31, 1887.

A. P. CARON.

Received the amount.

J. A. MORENCY.

Q. Have you any doubt that this was paid during the election of 1887?—  
A. There is no doubt about the payment being made.

Q. During the election of 1887?—A. I won't swear more than I believe.

(No. 32.)

Please give Mr. Tarte three hundred dollars for legal expenses in the  
county of Charlevoix.

Quebec, 25-1-87.

ADOLPHE P. CARON.

Received the amount.

J. I. TARTE.

(No. 33.)

\$800.

Please pay eight hundred dollars, legal expenses for the election of  
Charlevoix.

Quebec, 7-2-87.

ADOLPHE P. CARON.

Q. Has that been paid?—A. There are more of them there that have not  
been paid. All the orders have been paid.

Q. You cannot say to whom it has been paid for the county of Charle-  
voix?—A. No; but when there was no money paid I gave the money back.

Q. Was it paid to Mr. Tarte?—A. It may have been paid to him or somebody else.

(No. 34.)

MY DEAR MR. MCGREEVY,

Please give, for me, two hundred dollars to Tarte and Casgrain, for me, on account of Beauport.

Yours very truly,

(13-6-82.)

ADOLPHE P. CARON.

*By Mr. Bisailon, Q.C.:*

Q. I notice that nearly all these receipts are endorsed. Were they endorsed by yourself or by your clerk?—A. Some of them are by myself and some by my clerk. Gaspé, \$400, that is myself; Megantic, \$1,000, that is myself; Quebec county, \$150, that is not mine. It is in young Power's handwriting, my clerk, who is dead. Quebec county, \$500, that is my writing; Quebec county, \$150, that is not mine; Quebec county, \$2,000, that is not mine; Quebec county, \$400, that is mine; Montmorency, \$250, that is my handwriting; Quebec county, \$1,000, that is mine; Lévis, \$200, that is my clerk's handwriting; Bellechasse, \$500, \$100 and \$400, that is by me; Quebec county, \$400, that is by me; Montmagny, \$1,000, that is by me; Lévis, \$200, that is by me; Berthier, \$1,000, that is by me; Charlevoix, that is by my clerk, I think.

Q. Now, Mr. McGreevy, the endorsement was taken; was it your habit to put the papers away in certain places?—A. Yes, I generally put them together.

Q. The documents of one year would not be mixed up with the documents of another year?—A. I do not say that they might not happen to get in. I do not swear to that.

Q. But it would be the exception?—A. I found them mixed up in some cases, but I separated all these as far as I could.

Q. Did you keep a book of account of the payment made of any orders from Sir A. P. Caron?—A. I kept no account at all. I simply kept a memorandum, but no books.

Q. Could you say by the memorandum, the dates of the different payments that have been made?—I cannot swear whether I have got that memorandum or not. I brought everything that I could discover in the name of Sir Adolphe Caron, or in his hand-writing.

Q. You did not find any memorandum?—A. No, there is no memorandum separately for that.

Q. Are you sure of that?—A. I am quite sure of it.

Q. Were the amounts paid in cash or in cheques?—A. I paid no cheques at all. Everything was paid in bank bills.

Q. Will you state whether the different amounts that you have paid according to these orders have been charged to the amount deposited in your hands for the election of 1887?—A. Of course, charged to the expenditure of 1887.

Q. That is out of the \$25,000 that you received from Sir A. P. Caron?—A. I do not say exactly that. There were other funds besides that, it might have been taken out of other funds.

*By Mr. Justice Routhier:*

Q. Well, out of the general fund?—A. Yes, out of the general fund.

## Edgar versus Caron.

*By Mr. Archibald :*

Q. And that \$25,000 formed part of the general fund?—A. Yes, it formed part.

*By Mr. Bisailon :*

Q. Have you got any means of becoming positive that the amount of the orders or receipts that were produced were paid during the election of 1887?—A. It is my impression, and that is why I brought them, yet there may be a mistake and I cannot swear to it.

Q. You have no other means to recollect?—A. No.

Q. These documents that you have filled were in your possession, bearing the signature of Sir A. P. Caron, and referred to the elections of 1887?—A. I have put everything in that I got, either in his hand writing or signed by him.

Q. There is no other?—A. Not that I am aware of.

*Cross-examined by Mr. Pentland, Q.C., of Counsel for Sir A. P. Caron :*

Q. Under what circumstances did you get this note from Mr. Desaulniers?—A. It was for the election of 1887.

Q. Was it paid?—A. It never was paid. I would not have the note if it was paid.

Q. How do you know that this note was sent to you from Sir A. P. Caron?—A. Only by the letter that accompanied it.

Q. Was the letter annexed to it?—A. The letter must have come with it or I would not have taken his note and given him the money.

Q. Will you kindly look at the letter and state whether it bears any date?—A. There is no date on the letter.

Q. Does the letter appear to have been annexed to the note in question?—A. Not that I am aware of; I got his note and gave him the money for it and he never paid it.

Q. What did you do with these two papers; the note and the paper which you call a letter?—A. I found them amongst the other papers. I found them amongst the payments for 1887.

Q. They were not attached when you found them, they were separate as they are now?—A. I cannot tell that. In looking over the papers, I found the note there, and I remember taking the note from him and giving him the money for it previous to the election of 1887, and I found this order to give it to him amongst the others.

Q. In looking over the papers to produce before this Commission you found them separate?—A. I found them altogether in a parcel.

Q. They were separate?—A. I am not going to swear positively that it was given in 1887. I assumed it was in it.

Q. You only assumed that this paper or letter was given in connection with the election of 1887?—A. Yes.

Q. You will not swear it was?—A. No.

Q. You were not in the habit of instituting proceedings upon any unpaid notes that were given in connection with the elections to force the makers to pay them by legal proceedings?—A. I do not think I ever sued anyone for an election.

Q. Do you remember threatening Mr. Desaulniers with proceedings on that note?—A. I might have done so, because he got more than the amount that was allotted to him.

Q. Did he get more than the amount mentioned in that note?—A. He got a great deal more in connection with the elections.

Q. I want to know whether or not you did not threaten him with legal proceedings in connection with that note?—A. No; I think that was not the legal proceedings note. It was in connection with an order for another \$500, which Sir Adolphe had nothing to do with. He gave an order on the paymaster of the House of Commons and he dishonoured it.

Q. It was a private matter?—A. It was not a private matter, it was in connection with the elections.

Q. It was not this matter?—A. No.

Q. You swear you did not threaten Mr. Desaulniers to compel him to pay this note?—A. I might have done so, but he did not pay the note. I threatened him about the other \$500, that he got me to give an order on the paymaster of the House of Commons for, which he dishonoured and would not pay.

Q. I find, Mr. McGreevy, among the orders filed by you in your examination in chief, a number of them with no dates attached thereto; can you swear positively that these orders were given in connection with the election of 1887?—A. I am not going to swear positively.

Q. You cannot swear positively?—A. No.

Q. In point of fact, they were not all paid out of the \$25,000 deposited, you were the general treasurer, if I mistake not, for this district?—A. I cannot state what was paid out of the \$25,000.

Q. You were treasurer for the general fund?—A. Yes, for the district of Quebec.

Q. And this fund received money from different sources and quarters?—  
—A. There were other amounts besides that.

And further deponent saith not.

And I, Thomas P. Owens, sworn stenographer, do declare, under oath I have taken, that the above is a true and faithful transcript of the shorthand notes of the evidence of the above named witness.

QUEBEC, 1st October, 1892.

The Royal Commission appointed to inquire as to the truth or falsity of the charges preferred against the Honourable Sir Adolphe P. Caron, met at the Court-house in the city of Quebec, this morning.

PRESENT :

The Honourable Adolphe Basile Routhier,

“ Melbourne M. Tait,

*Commissioners.*

JAMES GEGGIE, of the city of Quebec, accountant for the firm of Ross & Company, being duly sworn, deposeth as follows:—

*Examined by Mr. Archibald, Q.C., Counsel for the Crown :*

Q. Mr. Geggie, you are, I think, in the employment of Messrs. Ross & Company?—A. I am.

Q. In what capacity?—A. I have been for many years confidential clerk.

## Edgar versus Caron.

Q. And in that capacity you are well acquainted with the transactions of that firm?—A. Yes.

Q. And with the entries in their books?—A. Yes.

Q. Particularly with the transaction between the firm and H. J. Beemer?—A. Yes.

Q. Will you please look at the memorandum HJB 2, purporting to shew certain notes granted by H. J. Beemer, in favour of Messrs. Ross & Company, of the dates mentioned in the memorandum, and say if you have knowledge of the transactions referred to in that memorandum?—A. I have knowledge.

Q. Are those transactions entered in the books of Ross & Company?—A. They are.

Q. Will you please explain the consideration given by Ross & Company for the notes mentioned in that memorandum, if any?—A. There are none.

Q. There was none?—A. There was no consideration.

Q. Then why were the notes given?—A. Mr. Ross discounted them for Mr. Beemer.

Q. Did he give Mr. Beemer the proceeds?—A. I think so, we charged Beemer with the cheques that were given for these notes.

Q. You charged Beemer with the cheques Mr. Ross gave for these notes?—A. Yes.

Q. To what purpose were the cheques given for these notes applied?—A. I do not know.

Q. You do not know?—A. No.

Q. Have you in your possession the cheques that were given for these notes?—A. I have.

Q. Do you now produce them?—A. Yes. I now produce five (5) cheques signed, drawn by Ross & Company payable to H. J. Beemer or bearer. The first marked exhibit JG 1, being for five thousand dollars (\$5,000) and of date fourth of February, 1887, the second being for the sum of four thousand seven hundred and fifty dollars (\$4,750) date ninth February, 1887, exhibit JG 2, the third exhibit JG 3, of date ninth February, 1887, for the sum of \$5,250, the fourth, marked JG 4, of date the 18th February, 1887, for the sum of \$5,000 and the fifth, JG 5, of date the 19th February, 1887, for the sum of \$4,406.49. These cheques represent the proceeds of the five notes mentioned in the memo. exhibit HJB 2.

Q. Are you not aware that Mr. Beemer never handled these cheques nor never saw the actual cash proceeds of the cheques?—A. I am not aware.

Q. Are you not aware that the proceeds of the cheques were credited in your books to Mr. Beemer to recoup a certain charge that has been made against him for election purposes?—A. I am not.

Q. Are you aware that the proceeds of these cheques went into the general election fund of 1887?—A. I am not.

Q. Is there any entry in the books of Ross & Company which indicates that any money had been contributed to the general election fund of 1887?—A. There is not.

Q. Are you aware that any sum of money or have you reason to believe that any sum of money was contributed either through Ross & Company or through Beemer to the general election fund of 1887?—A. I am not aware of any such matter.

Q. I ask you, have you any reason to believe that any sum was so contributed?—A. I have no reason to believe it. I do not see what I have to do with Beemer anywhere in that connection.

Q. You have to answer the question that I put to you, that is all?—A. Certainly, I am aware of that, sir.

Q. You say that you have no reason to believe; now, have you been informed by the Honourable James G. Ross or by any other person that such was the case?—A. No.

Q. Do you know by whom these cheques were presented at the bank?—A. No.

Q. Were they presented by you?—A. I think not.

Q. In whose handwriting are they drawn?—A. There is one in mine; I think exhibit JG 5 is altogether in my handwriting, exhibit JG 4 is by Mr. Ross, himself, JG 1 is by Mr. Ross, himself, with the exception of the date and number, which is in my handwriting, exhibits JG 2 and JG 3 are written by me but signed by Mr. Ross.

Q. Now, were those cheques sent to the bank by some person in the employment of Ross & Company?—A. I cannot say.

Q. Have you any reason to believe they were?—A. I have not.

Q. Mr. Geggie, I presume you made stubs of these cheques?—A. Yes.

Q. Have you got them here?—A. I have not.

Q. Well, you must bring them here if you do not know any more about them than that. Do you know whether the name of any politician is on the stubs of these cheques?—A. On two of the cheques; the one for \$4,750.00 and the one for \$5,250.00. The letters A. P. C. are on the stubs of these two cheques.

Q. What do the letters A. P. C. mean?—A. I presume they mean A. P. Caron.

Q. Yet you swear you have no reason to believe they went to the election fund?—A. I do not think I swore that; I swear that I could not tell from the initials. If Mr. Ross put A.P.C. as he did on these cheques, that is not to tell me that they went to a political fund at all.

Q. Mr. Geggie, you say that on two of these stubs the letters A. P. C. appeared?—A. Yes.

Q. The stubs of which cheques were these?—A. The stubs corresponding with exhibit JG 2 and JG 3.

Q. Now, do you swear positively that the letters A. P.C. did not appear on any of the other stubs?—A. I do.

Q. What did appear on the stubs?—A. Nothing at all, just H. J. Beemer for notes.

Q. You are acquainted intimately with the account of Ross & Company with Beemer?—A. Yes.

Q. Ross & Company made advances to Beemer on progress estimates?—A. Yes.

Q. Are you able to say whether the notes in question are advances upon the notes, were in connection with the progress estimates for the railway?—A. They were not.

Q. Was the sole account between Ross and H. J. Beemer, I mean the account as entered in your books, an account to advances on subsidies?—A. No, it is not.

Q. Well, what other account was there?—A. Well, we gave him advances when he constructed the waterworks in Quebec. We gave him advances on that.

Q. I do not want to go into that; I mean were there any private accounts?—A. No. We gave him advances on locomotives, cars, steam shovels, and

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things of that kind, but there was no private account aside from the construction account.

Q. To what account of Mr. Beemer did you charge the cheques you now produce?—A. To the account then called No. 2 account.

Q. What account was that?—A. The account for the construction of a portion of the railway. I cannot tell you now because I did not look to see how it connected. We had a No. 2 account and we began in January, 1887, a No. 3 account for another portion of the railway and as the No. 2 account was being worked out by subsidies, these cheques were charged in that No. 2 account.

*By Mr. Justice Tait :*

Q. When you speak of the railway, do you mean the Lake St. John Railway?—A. I mean the Lake St. John Railway, sir.

*By Mr. Archibald :*

Q. And these cheques were not given as advances upon progress estimates?—A. They were not.

Q. Then, unless Mr. Beemer actually got the proceeds of these cheques in cash, there was no consideration for his notes given to him?—A. There was no consideration given to him if he did not get the cash.

Q. That is to say, you got his promissory notes for a matter outside of progress estimates?—A. Yes.

Q. And outside of your contract for advances to him?—A. Yes.

Q. And you granted the cheques which you have produced as the proceeds of these promissory notes?—A. Yes.

Q. Then, if Mr. Beemer did not get the actual proceeds of these notes, you must have used them for some other purpose?—A. We must.

Q. Not if he did not get the actual proceeds; there was no consideration for them on his part?—A. To him, no.

Q. Now, have you any doubt in your mind that the proceeds of these cheques went to the election fund of 1887?—A. I may have gone that way.

Q. It may have?—A. It may have gone that way.

Q. Have you not a moral certainty that it did go that way?—A. My knowledge regarding these notes is this: Mr. Ross gave me the notes and said, "I have agreed to discount these notes for Beemer, and when he comes you can give him the money." Mr. Beemer came over, or he sent over, I cannot remember which now, but the cheques were given at different times, and I understood then that it was simply a discount that we were making for Beemer. Everybody knew that there were elections going on, but I did not know that Mr. Ross was consenting to give Beemer any money to the extent of \$25,000 for that. I did not know at all.

*By Mr. Justice Tait :*

Q. From your personal knowledge of the transaction, have you any reason to believe that the money did go to an election fund?—A. No.

*By Mr. Fitzpatrick, Q.C. :*

Q. You may be aware from knowledge you may have acquired within the last few days?—A. That is just it.

*By Mr. Archibald, Q.C. :*

Q. Having examined the books and heard all about these transactions, are you in a position now to state where the money represented by these cheques

went?—A. Since I have heard the evidence that has been given here, I think it did go in that way.

*By Mr. Pentland, Q. C.:*

Q. But not from anything you find in your books?—A. So far as the books are concerned, it appears to be a discount transaction for Beemer; that is the way our books appear.

*By Mr. Justice Tait:*

Q. Can you in any way, from your books, account for the application of that money otherwise than that it did go towards the general election fund?—

A. No, I cannot; there is nothing in the books.

*By Mr. Archibald, Q. C.:*

Q. Have you heard the evidence of Mr. Beemer, or have you seen it?—  
A. I have.

Q. Taking the two in connection, is there any doubt remaining in your mind that this is the same money to which he referred yesterday as given for election purposes?—A. It may be the same money. He may have got money from other parties, I cannot tell you.

Q. What section of railway did account No. 2 refer to?—A. I do not know.

Q. Did it refer to a certain section of the Quebec and Lake St John Railway?—A. Yes.

Q. Concerning which subsidies have been transferred to Ross & Company?—A. Yes.

*By Mr. Justice Tait:*

Q. It is the same in regard to No. 3 account?—A. Yes, the same with regard to that. The account was a very large account with Beemer and it was as much for our own convenience as anything else that we divided it into Nos. 1, 2 and 3.

*By Mr. Archibald, Q. C.:*

Q. Then, are there no entries whatever in the books of account of Ross & Company that can give any further explanation of what was done with the proceeds of these cheques that you have produced?—A. There is not.

Q. Mr. Geggie, as transferee of the subsidies granted to the Quebec and Lake St. John Railway, how did the different subsidies come into your possession?—A. The money from the Dominion subsidies was usually paid to the Quebec Bank in Ottawa, and the Quebec Bank here transferred it to Ross & Company's account. I think it was invariably that way.

Q. Simply transferred?—A. Simply transferred. We got the notarial transfers and we would send it to Mr. Noel, of the Quebec Bank, Ottawa, and, as the subsidies became due, he collected the amount and transferred it from the Quebec Bank there to the Quebec Bank here, so that we actually never saw the money.

*By Mr. Justice Tait:*

Q. It was to the credit of Ross & Company's account?—A. Yes, in Ottawa first and then transferred here.

*By Mr. Archibald, Q. C.:*

Q. What was to be done with the notes of Beemer which he had given you in anticipation of these subsidies?—A. Beemer, as a rule, did not give us notes, but Ross & Company gave him notes. The monthly estimates would be



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brought in for \$40,000 or \$50,000 as the case might be. If we had the money at the time we would get a cheque, but if not, he would get a note. When that note became due we paid the note and we have the note.

Q. Now, with respect to these particular notes mentioned on memorandum exhibit HJB 2, how were they paid?—A. They were paid by Beemer.

Q. By Beemer's own cheques?—A. Yes.

Q. Not be credit on subsidies you had received?—A. No, sir.

Q. You are sure of that?—A. I am quite sure. We can trace out the payment of these notes through our No. 2 account. The notes were renewed several times, as he could not pay them on maturity, and we can trace out the payment of each individual note.

*Cross-examined by Mr. Fitzpatrick, of Counsel for Sir Adolphe P. Caron:*

Q. Referring to the last part of your examination first, are you in a position to say absolutely that all of Beemer's notes that were given to Mr. Ross, three on the third of February, 1887, and two on the 18th of the same month, were paid directly by Beemer, out of his own moneys, without reference to the subsidies which had been transferred to you at all?—A. I am prepared to say that they were paid by Beemer out of his money.

Q. Now, were they paid in any way by Ross & Company out of the subsidies that were transferred to Ross & Company by the Federal Government?—A. They were not.

Q. Does this memorandum, exhibit HJB 2, show how each of these notes were disposed of at maturity?—A. It shows how they were paid by Beemer.

Q. Without reference to your subsidy account at all?—A. Without reference to the subsidies at all.

Q. Mr. Ross, of whom you have spoken, was a very wealthy man, was he not?—A. He was.

Q. He was a Senator of the Dominion of Canada?—A. Yes.

Q. He was a strong and you may say a violent conservative?—A. I would not say that, but he was a strong conservative.

Q. He was very active in his tory tendencies?—A. Yes.

Q. He was a candidate in Quebec Centre on two different occasions?—A.

Yes.

Q. Would you mind telling us what his political experience cost him as a conservative candidate?

COUNSEL FOR THE CROWN objects to the question as irrelevant.

MR. FITZPATRICK states that he wishes to show that Mr. Ross was ever ready with his money to serve his political party and he could show that he spent \$40,000 on one election; he would, however, withdraw the question.

Question withdrawn.

Q. Do you know that, as a candidate or as a partisan of the Government, a large amount of money has been expended by Mr. Ross?—A. As a candidate, he expended a very large amount.

*By Mr. Bisailon, Q.C.:*

Q. But as a conservative?—A. As a conservative he always helped the party.

*By Mr. Fitzpatrick, Q.C.:*

Q. Both with influence and money?—A. Yes.

Q. As far as your knowledge goes, when did Mr. Ross begin to take an active interest in politics as a conservative?—A. He has taken an active interest ever since I can remember. I know when the National Policy was brought up he was very active in getting it in force.

Q. Now, in 1874, he was a candidate in Quebec Centre as a conservative?—A. He was a candidate against Cauchon.

Q. He then ran as a conservative, did he not?—A. He did.

Q. You said he was a strong supporter of the National Policy. Did he show interest in the National Policy by showing himself, by offering himself as a candidate again in 1878 for Quebec Centre?—A. Yes.

Q. He was also a strong personal friend of Sir Adolphe Caron?—A. He was.

Q. And they had been friends for a great many years?—A. Yes, and a friend of his father, too, Governor Caron.

Q. And on many and many occasions Sir Adolphe Caron has had financial relations with Mr. Ross?—A. He has had on some occasions.

Q. They were of a commercial character?—A. Yes.

Q. As far as your knowledge of these transactions goes you find that the notes mentioned in exhibit HJB 2 were discounted by Messrs. Ross & Company and that when the notes matured they were paid to Ross & Company directly by Beemer without reference to the subsidies at all?—A. Yes.

Q. And that in connection with these notes the cheques which you produce this morning were given?—A. Yes.

Q. How the proceeds of these notes went you know nothing personally except so far as you have been able to gather from the information taken from the books or what you have heard from the different witnesses examined here?—A. No.

Q. This transaction, as far as Mr. Ross giving the cheques is concerned, was given personally, and you do not know anything of the matter at all?—A. I do not know anything of the matter.

Q. You spoke of the initials APC being put on the stubs of two of these cheques; these initials were put on by Mr. Ross?—A. Yes.

Q. It is a surmise on your part as to what the initials APC mean?—A. Yes.

Q. Do you know of any bargain or agreement that has ever existed that these cheques or any portion of them were to be charged to any subsidy account?—A. No, I do not.

Q. You do not know that, so far as your knowledge goes and the knowledge of Mr. Ross's affairs are concerned, that these cheques were ever given with the expectation of obtaining any increased subsidies for the Lake St. John Railway?—A. No.

Q. The account in which you say these cheques are charged shows the payment of the money to Beemer and the receipt of the money from Beemer?—A. It does.

Q. It is an entry complete in itself, the payment out of \$25,000 and the receipt from Beemer of \$25,000?—A. Yes.

Q. The accounts were kept in the form you have indicated: Nos. 1, 2, and 3 simply for convenience?—A. Yes.

Q. You kept no separate account for the construction of the Lake St. John Railway, as different from any other advances which you made to Beemer?—A. No, I did not.

Q. The whole account, as far as Beemer is concerned, is a general account for the transactions which Ross & Company had with him?—A. Yes.

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Q. Beemer has received advances from Ross & Company for the construction of the Quebec, Montmorency & Charlevoix Railway?—A. Yes.

Q. He has also received advances in connection with the Roberval Mill and Limits?—A. Yes.

Q. All these advances are in the same accounts?—A. There are separate accounts for that.

Q. But in these Nos. 1, 2 and 3 accounts?—A. Not at all. One, two and three accounts were the Lake St. John Railway accounts.

Q. Has Beemer, to your knowledge, different sources of revenue; do you know that he is interested in the Quebec, Montmorency & Charlevoix?—A. Yes.

Q. And the Roberval Mill?—A. Yes.

Q. And the Roberval Hotel?—A. Yes.

Q. And necessarily he must have been receiving money from these sources in 1887 and following years?—A. He must have.

Q. The subsidies which, so far as your books are concerned and so far as your knowledge of the transactions with Beemer and Ross & Company are concerned, were all applied to the progress estimates for which you made advances for the construction of the railway?—A. The subsidies were applied to pay all the advances we gave Beemer on any of the progress estimates.

*By Mr. Archibald, Q.C. :*

Q. You did not keep any separate account relating to different classes of subsidies, did you?—A. We did not.

Q. They are all together?—A. All together.

And further deponent saith not.

I, Thomas P. Owens, one of the official stenographers for the House of Commons of Canada, sworn stenographer in this cause, do declare, on the oath I have taken, that the above is a faithful transcript of the evidence of the above named witness, taken by me by means of stenography.

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QUEBEC, 4th October, 1892.

ERNEST FREDERICK WURTELE, Book-keeper for H. J. Beemer, being duly sworn, deposed :—

*Examined by Mr. Archibald, Q.C., Counsel for the Crown :*

Q. Mr. Wurtele, will you please look at the cheques, exhibits JG 1, JG 2, JG 3, JG 4 and JG 5, and say whether the proceeds of these cheques ever went to Mr. Beemer?—A. I do not know, sir, I never saw the cheques before.

Q. You never saw the cheques before?—A. No, sir, I never saw these cheques.

Q. What position do you occupy in the employ of Mr. Beemer?—A. I have occupied two or three different positions, I have been accountant since 1885 or 1886.

Q. What position did you occupy at the date of the cheques?—A. I was in Mr. Beemer's employ as accountant.

Q. Then, as accountant, you would know what entries were made in the books?—A. Yes, sir, in Quebec.

Q. Are there any entries in the books showing payment of these cheques?—A. Not in my books.

Q. That is, the books of Mr. Beemer which you keep?—A. Yes, sir.

Q. That is, all the books that are in Quebec?—A. Yes.

Q. Referring to the business in Quebec?—A. Yes, sir.

Q. Among other things, referring to the business of the construction of the Lake St. John Railway?—A. Yes, sir.

Q. So you are able to say that the cash proceeds of these cheques did not go through your books?—A. They did not, sir.

Q. You are aware that these cheques represent the proceeds of the notes of which Mr. Beemer spoke in his examination?—A. Well, from the evidence I have seen, I believe they are the proceeds of the notes which I was advised had been issued, but that they are so, I am not positive.

Q. Have you any doubt that the proceeds of these cheques constitute the sum which the Honourable Mr. McGreevy spoke of as having been paid by Sir A. P. Caron?—A. I am not aware that they were.

Q. Have you any doubts about it?—A. I do not know anything about it at all, I do not know whether they are or are not.

Q. All you know is, that they did not go through your books or into Mr. Beemer's account?—A. No, sir, they did not.

The witness was not cross-examined.

And further deponent saith not.

I, Thomas P. Owens, sworn stenographer, of the House of Commons, do hereby certify the foregoing deposition to be a true and faithful reproduction of my stenographic notes.

QUEBEC, 4th October, 1892.

A. R. McDONALD, Superintendent of the Intercolonial Railway, being duly sworn, deposed as follows :—

*Examined by Mr. Bisailon, Counsel for the Crown :*

Q. Mr. McDonald, you were one of the promoters of the Temiscouata Railway Company, were you not?—A. I was.

Q. You were the first promoter?—A. Yes, sir.

Q. You organized the company yourself, did you not?—A. Yes, sir.

Q. Will you state when this company was organized by you?—A. I think it was in December, 1885, or January, 1886, I am not quite sure.

Q. Who were the first directors of this company?—A. P. E. Grandbois, member of parliament for the county of Temiscouata, in the House of Commons; George H. Dechesne, ex-member for the county of Temiscouata, in the Quebec Legislature; D. Rossignol, M.D., Fraserville; Charles Bertrand, Islevert; William McCarthy and Rodger Ryan, both of Ottawa; J. Israel Tarte and Hector Cameron.

Q. Was J. J. McDonald not a director?—A. No. J. J. McDonald was not a director.

Q. How was this company incorporated, was it by act of parliament, or by letters patent?—A. Letters patent.

Q. Before the company got its letters patent, was there any subsidies voted in favour of the railway between River du Loup and Edmundston?—A. Yes, there was.

Q. What was this subsidy?—A. If I recollect well, it was \$6,000 per mile; however, I am not sure. I know the first subsidy was \$8,200 per mile.

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and there was a subsequent subsidy voted of \$2,800 ; I am not sure if it was voted before we were incorporated or not, but my impression is, the subsidy was voted.

Q. It was in favour of the company to be organized ?—A. Yes, to build the railway between Edmundston and Fraserville.

Q. And subsequent to this there was another subsidy voted by parliament ?—A. Of \$498,000 ; that is \$6,000 per mile. That is the one I have referred to.

Q. And by the same act that granted these subsidies, power was given to organize a company that would be incorporated by letters patent ?—A. Yes.

Q. And it is according to this act that your company was so incorporated by letters patent ?—A. There was an act passed subsequent to this in 1887, incorporating us and granting powers to the Temiscouata Railway.

Q. That is confirming the powers given by letters patent ?—A. Yes.

Q. The company was organized by you, under this act of 1887, was it not ?—A. No, it was organized before that.

Q. What was the capital of the company ?—A. Five hundred thousand dollars, but it was raised afterwards to one million dollars. (\$1,000,000.)

Q. When ?—A. I do not recollect, but I think it was in 1887 or 1888.

Q. You were not authorized by the act of parliament of 1887, to raise it to that ?—A. Well, it was in 1888 ; I am not sure. I know we were authorized to increase our capital.

Q. By subsequent act ?—A. Yes.

Q. What were the shares of the company ?—A. One hundred dollars.

Q. Were all the shares subscribed, to the amount, \$500,000, when the act of 1887 was passed ?—A. No, there were only \$125,000 subscribed ; that was the amount required by the act.

Q. Well, Mr. McDonald, you were ordered by subpoena to bring with you all agreements, correspondence, papers, vouchers or documents of any kind relating to the sale to J. J. McDonald of the interest in the Temiscouata Railway, or to the payments for construction thereof, and the contributions, by any person financially interested in the subsidies to said railway, for election purposes, to aid in the election to the House of Commons of Sir A. P. Caron, or other members or supporters of the Government of which he was a member ; have you got any of the books or papers herein mentioned ?—A. No. Not being president of the company now, I have nothing to do with it.

Q. You are not president now ?—A. No.

Q. Who is now the president ?—A. J. J. McDonald.

Q. Have you anything at present to do with this company ?—A. Yes.

Q. What is your relation to the company ?—A. Shareholder.

Q. You are not a director of it now ?—A. No, sir.

Q. You have been president of this company ?—A. Yes, for three or four years.

Q. During what dates ?—A. From December, 1885, or January, 1886, until December, 1889, or January, 1890, I am not sure.

Q. Is it during this period that the stock of the company was subscribed ?—A. One hundred and twenty-five thousand dollars were subscribed in January, 1886.

Q. And none afterwards ?—A. There may be some after I left as president.

Q. Were calls made for the payment of the stock ?—A. No.

Q. Not any?—A. No.

Q. Do you mean to say that the stock was never paid?—A. I do not mean to say that. It may have been done after I left.

Q. But while you were there?—A. I do not remember when any call was made.

Q. Can you state who were the shareholders of the company at the time you left the presidency?—A. The same parties that I have mentioned already.

Q. All the shares were centered in the hands of these people?—A. Yes.

Q. Will you take communication of exhibit L J 103, and state whether the letter contained in this exhibit dated, 17th March, 1888, has been signed by you?—A. Yes, that is my signature.

Q. Accompanying this letter there is a list of original shareholders, and present shareholders, 17th March, 1888; will you state whether this list is a true list of the shareholders at the date mentioned in that document?—A. Yes, sir.

Q. Is there any name mentioned in this list that you have not referred to in your previous statement?—A. No.

Q. Mr. Hamel was one of the original shareholders?—A. Yes, and J. J. McDonald, they were previously directors.

Q. Will you explain why the original shareholders, that are originally mentioned in this list, have not continued as shareholders afterwards?—A. J. J. McDonald intended to get the contract for the construction of the Temiscouata Railway; that was the reason he would not go on the Board. I do not remember the reason why Mr. Hamel transferred his shares, though I think it was to put in Mr. Thériault, if he is a director.

Q. There was no set reason, except what you just mentioned?—A. Not at all; there was no reason, except that J. J. McDonald intended to contract, and the fact is, I had been in communication with him at the time.

Q. Has Mr. J. J. McDonald become contractor of the road?—A. Yes, sir.

Q. When?—A. On the 21st of September, 1886.

Q. Have you got with you the contract that was passed between the company and J. J. McDonald?—A. Yes, sir.

Q. Did Mr. McDonald undertake the contract of this road alone?—A. No, it was McDonald & Boswell.

Q. Who was Boswell, a contractor?—A. He was in a Brewery, I think, in Toronto. He was a clerk in a brewery.

Q. And what was Mr. J. J. McDonald doing at that time?—A. He was not doing anything at that time, I think, but he was a railway contractor.

Q. Did he contract for any railway before?—A. Oh, yes, on the Intercolonial Railway and Canadian Pacific Railway.

Q. Will you file the contract between J. J. McDonald and the Temiscouata Railway?—A. Yes.

Contract filed as exhibit ARM 1.

Q. Is this Mr. E. D. Boswell, mentioned here, the present secretary of the company?—A. Yes, sir.

Q. According to this contract, exhibit ARM 1, the company transferred to Messrs. McDonald & Boswell all the subsidies obtained up to that date, and the future subsidies that would be granted by the Dominion Government, the Provincial Government of Quebec, the Provincial Government of New Brunswick and the Municipalities?—A. Yes, sir.

Q. Was there any list of prices accompanying this contract, in order to establish the progress estimates of the road, in view of obtaining the subsidies?

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—A. You have the contract there and if it does not tell it there was not. There was nothing else but what was mentioned in that contract.

Q. After this contract was passed, did Messrs. McDonald & Boswell, through the company, get any subsidies from the Dominion Government?—A. Of course, they got their subsidies.

Q. Will you state what was the amount?—A. I cannot say, I do not remember. They got all the subsidies that the company was entitled to.

Q. Were there any further subsidies voted after 21st September, 1886?—A. Yes, there was.

Q. Was it for a new line, or for the line in question in this contract?—A. No, for a branch.

Q. What branch was it?—A. The St. Francis branch.

Q. What was the length of this branch?—A. 20 miles.

Q. And what was the subsidy?—A. Well, I am not sure; I had nothing to do with it.

Q. It was the subsidy voted by 51 Victoria, of \$100,000 for 20 miles of a branch of railway from Edmundston towards the river St. Francis in the year 1888?—A. It must be that.

Q. Did you go with any deputation to Ottawa for the purpose of getting this subsidy?—A. No, sir.

Q. Can you state how it was granted or on what representations?—A. Well, on the representations of the contractors, I suppose, and Mr. Hector Cameron, their agent, who was also a director of the company.

Q. Did you make any request yourself?—A. I do not remember at all having made any request.

Q. You do not remember whether you wrote to any of the ministers, principally to Sir A. P. Caron?—A. I might have written as president, but not otherwise.

Q. Can you recollect whether you had written to Sir A. P. Caron?—A. I never wrote to him.

Q. You never saw him about it?—A. I never saw him about it.

Q. You had never cause to go and see him?—A. Never.

Q. Nor to send any one?—A. Well, Dr. Grandbois, who is a member for the county of Temiscouata, must have been one of those who made representations and who was interested in this matter.

Q. Did you urge Dr. Grandbois to work on Sir A. P. Caron for the obtaining of the subsidy?—A. Oh, not specially Sir A. P. Caron. If I asked him to work to that effect, it was not to see Sir A. P. Caron, but to see the Government.

Q. Do you know who was the minister or the ministers for the province of Quebec who were the most interested in this road; that is, the one who seemed to show the greatest interest for the company?—A. Well, Sir John Macdonald and Sir Hector Langevin seemed to. I think specially Sir John Macdonald.

Q. Are you aware that any deputation was organized and sent to Ottawa in the interest of the company?—A. I do not remember.

Q. Now, there was another subsidy granted by 58 Victoria, 1890; that is to say, for \$51,200, for a further distance of 16 miles. Had you anything to do with this subsidy?—A. Nothing at all.

Q. You did not take any interest in it?—A. No interest at all.

Q. You did not see any one in connection with it?—A. No one whatever.

Q. Was this subsidy granted at the request and solicitation of Mr. J. J. McDonald and Mr. Boswell?—A. I presume so, but I am not sure.

Q. I see by the contract above mentioned, exhibit A R M I, that McDonald and Boswell were authorized to assign these subsidies or part of them; is it to your knowledge whether they have assigned any part of these subsidies to any person?—A. No. I do not recollect.

Q. It is further stated in the contract that the directors of the said company will, from time to time, make and issue to the said contractors, as paid up stock in the said company for which said contractors so subscribed for, when said company shall permit to be assigned to the said contractors, or their assigns, shares of stock in the said company to the amount of \$491,000, and which shall be laid aside or transferred to the said contractors, as shares or capital stock paid in full, from time to time, as the work progressed, and in the same proportion as the subsidy of the Dominion Government is payable to the contractors as hereinbefore provided. Will you explain what is the meaning of this clause; it is not quite clear?—A. It explains itself.

Q. Do you mean to say that the company was bound to transfer stock that had been paid for?—A. Yes.

Q. I understood from you that there was no stock paid up by any of the shareholders?—A. No, I did not say that. The stock was to be all paid up and transferred to the contractors, but I do not believe that the stock was transferred; I do not remember; it may have been done after my time.

Q. You do not know whether that has been done?—A. I am not sure; part of the stock may have been done while I was there, but I do not remember.

Q. Was there any part of the stock transferred while you were there?—A. I am not sure. There may be.

Q. Can you not recollect?—A. No; I could if I had the books.

Q. This transfer appears in the books?—A. You can find that out from the president of the road if he brings the books.

Q. Well, if such stock has been transferred, are you ready to say that the stock had been paid up?—A. No, I am not.

Q. Do you know it?—A. No.

Q. You yourself are a shareholder; did you pay for any stock since you were in this company?—A. Yes; I paid ten per cent. on the first stock that I subscribed for.

Q. You never paid anything since?—A. No, but some others may have paid for me.

Q. Are you aware that a call has been made?—A. No; no call has been made.

Q. You are sure of that?—A. Well, while I was there there was none made; there may have been since.

Q. But you were still a shareholder?—A. Yes.

Q. You did not receive any notice calling for payments?—A. No.

Q. According to the charter, the directors of the company were authorized to issue bonds?—A. Yes, sir.

Q. Will you state to what amount?—A. Well, at first, they were authorized to issue \$5,000 per mile, and, after, it was altered, and we were authorized to issue \$20,000 per mile. No; I am mistaken there. According to the charter, we could issue \$20,000 a mile, but we only issued \$5,000 a mile at first, and afterwards we changed that and issued \$20,000 a mile.

Q. Over the \$5,000?—A. No, including the \$5,000.



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Q. You did not negotiate the first bonds?—A. No, they were withdrawn, and we issued \$20,000 a mile.

Q. These bonds were transferred to the contractors?—A. Yes, sir.

Q. Do you know whether they were negotiated?—A. I suppose they were.

Q. That is the \$20,000 a mile?—A. Yes, sir.

Q. Can you state what was the total assets of the company?—A. There was \$6,000 a mile voted by the Dominion Government for 88 miles, there was \$3,500 voted by the Quebec Government for 69 miles, and there was \$3,000 per mile voted by the New Brunswick Government for 12 miles; there was ten thousand acres of land, converted into 70 cents an acre, of which 35 cents were to be paid cash. That has not been settled yet. There were \$25,000 voted by Fraserville town, and the capital stock was increased to a million dollars.

Q. Did the whole of this go to the contractors?—A. Yes, sir.

Q. Don't you think they are making an error about the subsidies from the Government of New Brunswick; I have here a letter filed before the Commission as exhibit LJ 91, purporting to be a letter from J. J. McDonald and stating that the subsidy from the Provincial Government of New Brunswick was \$3,200 per mile?—A. Well, he is mistaken in the matter. My recollection of the matter is that it was only \$3,000 per mile.

Q. Now, Mr. McDonald, you have said that you had no dealings with Sir A. P. Caron in this matter?—A. No, sir.

Q. Not in the interest of the railway?—A. No, sir.

Q. To your knowledge, did the Temiscouata subscribe any amount for the election of Sir A. P. Caron or any other supporters of the Dominion Government in this district?—A. I am positive that the company never did such a thing, at least when I was president.

Q. Are you ready to swear that any of the past members or directors did not subscribe anything?—A. Well, they will answer for themselves about that.

Q. But you do not know, yourself?—A. No.

Q. Are you aware that the company, directly or indirectly, has been asked, while you were the manager of it, to contribute for election purposes in 1887?—A. I am not.

Q. Was there to your knowledge any understanding between the company or any of its members and the contractors, that they would be obliged or invited to subscribe for election purposes in the event of obtaining any of the federal subsidies?—A. There was no such thing.

Q. There was no conversation between you, or to your knowledge, with any of the contractors to that effect?—A. No, sir.

Q. You are positive of that?—A. I am.

Q. After the passing of the contract of 21st September, 1886, had the company any financial dealings of any kind?—A. No, sir.

Q. Has the company kept any books?—A. No, sir.

Q. Did you deposit with the Government any money when you got your letters patent?—A. Yes, we subscribed the stock. We had to deposit ten per cent. of the stock that was subscribed, and we deposited \$12,500.00.

Q. Is that the only financial dealings you had?—A. Yes, sir.

Q. Did you get back this \$12,500?—A. It went back to those who supplied the money.

Q. Who supplied the money, do you know?—A. Is there any necessity of saying.

Q. Yes, there is?—A. The contractors, Messrs. McDonald & Boswell, furnished the money.

Q. And are you sure that they got their money back?—A. Yes.

Q. So the company never had a dollar and never spent a dollar?—A. No.

*By Mr. Archibald, Q. C.:*

Q. That money was raised on promissory notes or something of that sort, was it?—A. I do not know.

*By Mr. Justice Tait:*

Q. You do not know how the contractors raised the money?—A. I cannot say that I remember. I think on a cheque from the directors for \$12,500.

*Examined by Mr. Bisailon, Q. C.:*

Q. The company merely made this deposit to comply with the act, to get incorporated?—A. Yes, sir.

Q. And all the finances of the company are in the hands of the contractors?—A. Yes, everything was transferred to them.

Q. Is it not a fact that McDonald & Boswell were really the only parties interested before the company was incorporated?—A. No, sir it is not. I did not know Boswell then.

Q. Do you mean to say that all these persons you have mentioned as the first directors were interested?—A. Yes.

Q. They were so only for the transfer of everything to the contractors—they have no more interest, have they?—A. Some of them are still directors, they have got \$1,000, which qualifies them as directors.

*Examined by Mr. Archibald, Q. C., Counsel for the Crown:*

Q. Was the company formed for the express purposes of contracting with McDonald & Boswell?—A. No; I intended to contract with them, but it was sure that I would, but at least the company did nothing—the fact is, I was in communication with some others.

Q. With whom?—Well, Mr. Beemer and Mr. Shanly, and some others in Montreal.

The examination of the witness was suspended for the present.

QUEBEC, 27th October, 1892.

A. R. McDONALD, Superintendent of the Intercolonial Railway.

The examination of the above named witness was resumed.

*Examined by Mr. Bisailon, Counsel for the Crown:*

Q. Mr. McDonald, you have already been examined on this commission?—A. Yes, sir.

Q. Mr. J. J. McDonald was examined yesterday, and referred to a certain agreement between you and himself, in addition to the contract between the Temiscouata Company and the contractors, which you have already filed in this case. Will you explain the nature of this agreement?—A. Well, it is a private agreement. Am I obliged to state what it is? It has nothing to do with Sir Adolphe Caron or this investigation.

Q. Was there any political interest in this agreement?—A. No, sir.

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Q. Will you explain what is the nature of this agreement?—A. It related to the construction of the Temiscouata Railway.

Q. Was Sir Adolphe Caron aware of any of the conditions of this agreement?—A. No, sir.

Q. Was there in this agreement any political interest for Sir Adolphe Caron or any members supporting the Government of which he was a member?—A. No, sir.

Q. Will you tell me, Mr. McDonald, whether at the time of the contract between the Temiscouata Company and Messrs McDonald & Boswell it was stipulated that any sum of money or valuable consideration should be given by Mr. McDonald and Boswell to promote the election of Sir Adolphe Caron or any other members, supporters of the Government of which he was a member?—A. No, sir.

Q. There was no mention of it at the time?—A. No, sir.

Q. Were the negotiations for the contract made chiefly by you with Mr. J. J. McDonald?—A. Yes, sir.

Q. Will you say whether, when this contract was passed, it was understood in any way by you and Messrs. McDonald & Boswell that any of the considerations mentioned in this contract should go for political purposes to promote the election of Sir Adolphe Caron or any other members supporting the Government of which he was a member?—A. No.

Q. There was no mention of it?—A. No.

Q. There was no discussion about that when the contract was passed?—A. No, sir, no such thing was mentioned.

Q. Have you any explanation to offer, Mr. McDonald, in reference to that private agreement with Mr. J. J. McDonald that you have mentioned?—A. I see by the newspapers that Mr. J. J. McDonald said that I wanted to get the whole amount of the \$25,000 from the Fraserville municipality. I must say that I do not know what he has done with it. He said he used it for political purposes. I must say that I do not know if he kept it or used it, as I would never get any statement of account from him. I just mentioned this because I supposed there was no necessity for him to say what he did. He was not asked for it and that is the reason I mention this.

And further deponent saith not.

And I, Thomas P. Owens, sworn stenographer in this case, do depose and say, under the oath I have already taken, that the above is a true and faithful transcript of the shorthand notes of the evidence of the above named witness.

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PAUL ETIENNE GRANDBOIS, Esq., member of Parliament for the County of Temiscouata, being duly sworn, deposed as follows:—

*Examined by Mr. Bissaillon, Q.C.:*

Q. You are at present a member of Parliament for the County of Temiscouata—for how long have you represented that constituency?—A. Since 1878.

Q. Have you taken an interest in the railway, in the Temiscouata Railway running between Riviere du Loup and Edmundston, and have you done anything in connection with that railway?—A. Yes, sir.

Q. You are one of the promoters of the company organized for the construction of such railway?—A. Yes, I was one.

Q. Are you a member of the company?—A. Yes, sir.

Q. Are you a shareholder?—A. Yes, sir.

Q. Are you a director of it?—A. Yes, sir.

Q. Are you still a director of the company?—A. Yes, sir.

Q. You have been a director, I presume, since the formation of the company?—A. Yes.

Q. The Temiscouata Railway Company made a contract with Messrs. McDonald & Boswell for the construction of that road?—A. Yes.

Q. And by that contract they transferred all subsidies and bonds and assets generally, to Messrs. McDonald & Boswell?—A. Yes.

Q. Since this contract was passed between the company and Messrs. McDonald & Boswell, has your company had any meeting?—A. Yes, the company has annual meetings.

Q. Annual meetings, that is all?—A. Yes.

Q. Merely annual meetings?—A. Yes.

Q. For the purpose of electing directors, I suppose?—A. Electing directors and rendering accounts.

Q. As a matter of fact, has the company any account?—A. Well, I think they have.

Q. What are those accounts composed of?—A. At the annual meetings they generally declare what is done during the year, if they have constructed any new branch, or progressed any branch they set for, they have bought, or what they have paid for, and if they dispose of their bonds, they reported.

Q. But the company has had no financial dealings since this contract was made with McDonald & Boswell?—A. The company had no other financial dealings than what the directors had.

Q. In your political capacity as a member for the county of Temiscouata, did you have any relation with any minister of the crown for the purpose of getting subsidies in favour of the company?—A. Certainly.

Q. Did you organize or head any deputation to see ministers?—A. Well, as far as deputations go, I think we might have organized one; but I frequently saw the ministers, particularly those of the province of Quebec, and the Prime Minister at the time, and I did what I could to impress them with the great advantage it would be to the country in general to have this railway built.

Q. From whom did you receive your instructions to act in this way?—A. Well, I was representing the county through which the greater portion of the railway traversed, and I thought it was my duty to do that.

Q. Did you have any conversation with Messrs. McDonald & Boswell, for the purpose of getting subsidies from the Federal Government?—A. I think at the time that the subsidies were first granted it was not a question of Messrs. McDonald & Boswell more than anybody else. The company was organized by ourselves, Mr. A. R. McDonald, Mr. Dechesne, the local member, and the leading citizens of Rivière du Loup and in the county, were working that scheme; at that time it was not a question of any contractor in particular; the first question was to get subsidies at all, and the main point was to get a railway to Rivière du Loup, instead of to Rivière Ouelle, that is, to have the terminus at Rivière du Loup instead of Rivière Ouelle.

Q. Had the company its charter at the time?—A. Yes, I think the charter was granted to any company that would undertake the construction of the railway—that is, the subsidies were granted; and in the same statute or perhaps in a session later, it was provided by letters patent that such parties

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would form a provisional board of directors. Of course, it is a long time now, and I do not remember these facts very well.

Q. The company, in 1888, got a subsidy from the Federal Government of \$100,000 for 20 miles, for a branch railway between Edmundston and River St. Francis?—A. Yes.

Q. Had you anything to do with the granting of this subsidy?—A. Well, of course, I helped to a certain extent, as it was necessary, but I was not the first party or the main party to get that subsidy, because the main road was then built, and that branch was across another county—that is, the adjoining county to mine, the county of Victoria, and naturally the member for Victoria impressed upon the Government the necessity of the subsidy for that branch. Naturally, I did all I could to help the subsidy being granted.

Q. You state that the main line was built at that time?—A. I think so.

Q. Did you urge upon the Government, did you get the subsidy previously?—A. Certainly.

Q. After Messrs. McDonald & Boswell had their contract?—A. Yes.

Q. What minister did you see in reference to these subsidies?—A. Well, I think I saw several ministers that I tried, and I insisted more naturally upon the Prime Minister, he was then Sir John A. Macdonald, and then upon all the ministers of our province, upon Sir A. P. Caron and Sir Hector Langevin, and Mr. Pope, who was then Minister of Railways.

Q. Will you state what were your dealings with Sir A. P. Caron in reference to the subsidies, or in connection with the road generally?—A. Well, as Sir John A. Macdonald was a resident, in summer, of Rivière du Loup, and, in that capacity, as an elector of mine, I supposed he would be favourable to our scheme; then he was the minister for our province; naturally, I would go to these ministers before going to other ministers; it was in that capacity I saw them.

Q. Did Sir A. P. Caron head any deputation that obtained such subsidies from the Minister of Railways or from the First Minister?—A. No; I do not think so.

Q. Has he been with you to see the Minister of Railways and the Prime Minister, in order to get subsidies?—A. I do not think so; I think, on one occasion, if I remember well, we went to see Mr. Pope with Sir A. P. Caron, and I think another member from the province, who I do not remember exactly now; on that occasion, Sir George Stephen, I remember it was, that brought Mr. Pope in the room. Mr. Pope was sick, and we went in to discuss on the subsidies, but principally the merits of Rivière du Loup as the main terminus as against Rivière Ouelle; that is the main occasion on which I saw Sir A. P. Caron in reference to the railway.

Q. Was there any questions between you and Sir A. P. Caron about the interest there would be to the party in getting subsidies for this railway?—A. No, sir.

Q. Did you take part in the negotiations that took place with Messrs. J. J. McDonald and Boswell previously to entering into the contract of 21st September, 1886?—A. Well, I do not think in that sense I was a party to the contract. I was one of the promoters of the road, and being a member for the county, I took as much interest as I could in the question, but as to the particulars of the details of the work, I did not pay much attention to them; that was mainly left to Mr. A. R. McDonald, whom I considered to be a man of good experience in railway matters, and all the details went through him. Of course, I knew that there were two or three parties anxious to take the contract, but all the details were left to Mr. A. R. McDonald.

Q. Were there other parties who wanted to get the contract?—A. Yes, sir.

Q. Do you know whether Messrs. McDonald & Boswell paid any consideration to the company or to Sir A. P. Caron, or to any political organization, by getting the contract?—A. I am certain they did not.

Q. You are sure of this?—A. I am sure of that.

Q. There was no conversation to this effect?—A. No, sir.

Q. No understanding in that way, neither?—A. Not that I know of.

Q. Did you have any correspondence with Messrs. McDonald & Boswell?—A. No, sir.

Q. None before the contract nor after?—A. No, sir.

Q. Now, Mr. Grandbois, you say that you have met Sir A. P. Caron very often in the interest of your company. Did you ever mention to Sir A. P. Caron, or to any other minister, the interest that there would be for the political party to give subsidies to this company?—A. No, sir.

Q. Did you ever mention to Sir A. P. Caron that it would be in the interest of the party for the election of the members to the House of Commons, that such subsidy should be voted?—A. No, sir.

Q. Are you aware, Mr. Grandbois, that the company ever subscribed any money for the election of Sir A. P. Caron?—A. No, sir.

Q. Or for any election fund or organization?—A. No, sir.

Q. Did you subscribe personally any money out of the moneys belonging to the company for the election of Sir A. P. Caron?—A. No, sir.

Q. Are you aware that any director or member or members of such company did subscribe anything for the election of Sir Adolphe P. Caron?—A. No, sir.

Q. Did you subscribe or pay over to an election fund or pay over to Sir A. P. Caron or to any election fund any money?—A. No, sir.

Q. Are you aware that Messrs. McDonald & Boswell have subscribed any money to Sir A. P. Caron or to any person for him for election purposes?—A. No, sir.

MR. FERGUSON, Q.C., objects to this question as not coming within the reference of the Commission. He contends that the ground on what a somewhat similar question was allowed in the Lake St. John Railway case was that the moneys were obtained out of the subsidies or money raised on the strength of these subsidies by Sir A. P. Caron from the construction company or from Beemer. The Commission had allowed the question that Beemer had subscribed money to the election, because he was specifically named as one of the sources from which the money was obtained. In this case there was no allegation that the directors had personally subscribed money.

MR. JUSTICE TAIT.—I mentioned the fact of Beemer's name being specifically mentioned as an additional reason why the question referred to by counsel should be allowed, but the main reason in my mind for allowing the question was that Beemer had received a transfer of the subsidies. Now, Messrs. McDonald & Boswell are in the same position in that respect as Beemer. They were the transferees of all the assets of the Temiscouata Railway Company, receiving all the subsidies. Looking at clause 9 of Mr. Edgar's charges, and clause 5 and following of amended charges, I think the question should be allowed.

MR. JUSTICE ROUTHIER, Commissioner.—I consider that Messrs. McDonald & Boswell are in the same position in this matter as Mr. Beemer was. It is true they are not mentioned in the Commission, but still it appears from the

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evidence that they were actually the constructing company. They were really the company.

MR. FERGUSON, Q.C.—I did not know they were the contractors of the company.

MR. JUSTICE ROUTHIER, Commissioner.—It is proved this morning by the evidence of Mr. A. R. McDonald that they were the contractors, and that all the subsidies and stock were transferred to them. They were in a somewhat similar position, if not in the same position as Mr. Beemer was.

MR. FERGUSON, Q.C.—Even admitting that, there is no charge made here to that effect; and I submit that within the terms of this reference, the question now put by counsel is not relevant. There is no allegation made that McDonald & Boswell gave these moneys, or that Sir A. P. Caron got these moneys from McDonald & Boswell. Unless we throw aside the reference altogether and permit evidence outside the reference, I submit that the question is irrelevant. It is not pertaining to the charge that the company subscribed money.

MR. JUSTICE ROUTHIER, Commissioner.—We have learned from the evidence that the subsidies were transferred to the contractors, and that the contractors to all intents and purposes took the place of the company. I should think that evidence that can be brought against the company can, under the circumstances, be brought against the contractors.

MR. JUSTICE TAIT, Commissioner.—Of course, we have to trace the subsidies and to find out who received the subsidies; Messrs. McDonald & Boswell were, under their contract, to receive the subsidies. I think it is our duty to find out whether they used these subsidies for election purposes.

MR. FERGUSON, Q.C.—If your honour rules that, it is simply adding something to clause 5, outside of the reference.

MR. JUSTICE ROUTHIER, Commissioner.—There is a clause in the Commission which goes further than that. Take for instance the 9th. It refers to "persons interested in the appropriations," because they were to receive them.

MR. FERGUSON, Q.C.—I think that is a very broad construction. Under that interpretation there would be no necessity for this particular clause at all. Surely the previous clauses, referring particularly to matters stated, must cover the latter one.

MR. ARCHIBALD, Q.C., Counsel for the Crown.—I contend that clauses 9 and 10 referring to the Lake St. John Railway and the Temiscouata Railway should cover all these points; but not only were the subsidies conveyed to McDonald & Boswell, but the whole assets of the road as well. They became actually the company, and it seems to me that we have to inquire into their affairs in connection with this matter, because McDonald & Boswell were the company.

Objection overruled, and answer allowed to remain in the record.

*Examination by Mr. Bisillon continued:*

Q. Did Messrs. McDonald & Boswell subscribe for your own election?

—A. I do not think so, sir.

Q. You were one of the supporters of Sir A. P. Caron?—A. Yes.

Q. When you say you do not think so, are you sure of it?—A. I am sure they did not subscribe in my hands, anyway. I do not think they did.

Q. Did you know whether Messrs. McDonald & Boswell gave up any of the bonds transferred to them for election purposes?—A. I do not think so.

Q. You do not think so?—A. No.

Q. The shares of the company were also transferred to Messrs. McDonald & Boswell?—A. I think the contract transferred to them all the interest of the company in the road, but of course they had an obligation to construct the road, instead of the company constructing it.

Q. Are you aware whether money was raised on the credit of any of the Federal subsidies and applied to election purposes?—A. No, sir.

Q. Do you know whether the company, directly or indirectly, or Messrs. McDonald & Boswell, subscribed any money in aid of the election of Sir A. P. Caron, in 1887?—A. No, sir.

Q. Do you know whether, directly or indirectly, if Messrs. McDonald & Boswell subscribed any money to any general election fund in the Province?—A. I am not aware of it.

Q. You had no conversation with Messrs. McDonald & Boswell on the matter?—A. No.

Q. Never?—A. No, sir.

Q. You had no conversation with Sir A. P. Caron, for the purpose of finding means of raising an election fund out of the company's assets?—A. Never.

Q. Did you not ask Messrs. McDonald & Boswell to subscribe to any election fund?—A. No, sir.

Q. Neither for yourself nor for the election of other members who are supporters of Sir A. P. Caron?—A. No, sir.

Q. Can you state how much stock is now held by the company outside of McDonald & Boswell?—A. No, sir.

Q. You cannot?—A. No.

Q. There is nothing in your books would show that?—A. I must confess that, so far as books are concerned, I did not look into them very frequently.

Q. Mr. Boswell is the present secretary of the company?—A. Yes.

Q. And who was the president?—A. Mr. J. J. McDonald.

Q. Is it not a fact, to your knowledge, that Messrs. McDonald & Boswell held nearly all the stock of the company?—A. Well, I think they did, and perhaps Mr. Armstrong with them.

Q. What is the name of Mr. Armstrong?—A. I cannot say.

Q. Who is he?—A. He is an English millionaire living in England.

Q. In 1890 there was a subsidy given by the Government of \$51,200, for a further distance of 16 miles. Do you know whether that has been paid to the company?—A. I think so, sir.

Q. Were all these subsidies paid directly into McDonald & Boswell or to the company?—A. I think they were paid to the contractors, McDonald & Boswell; I am satisfied they were.

Q. Are you satisfied that all the moneys that have been voted by the Federal Government have been employed in the road, to the best of your knowledge?—A. Well, if I believe the contractors, not only that money, but much of their own money has been.

*Examined by Mr. Archibald, Counsel for the Crown :*

Q. Who is the officer of the company having all the information referring to the subsidies and payment of the subsidies?—A. The secretary of the company and the president of the company, I should think.

Q. Do you know where they are at present?—A. I hear Mr. J. J. McDonald is in Montreal. His address, I believe, is at Dr. Gardner's, on Union avenue. Mr. Boswell is in Toronto, I hear.



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Q. Is he expected here soon?—A. I do not know ; I presume so.

Q. His domicile is in Rivière du Loup?—A. Yes.

Q. Where is the domicile of J. J. McDonald?—A. Rivière du Loup.

Q. Where are the books of the company?—A. In Rivière du Loup, in the office of the company.

Q. When you speak of the books being there, do you mean the contractors' books, or the books of the company?—A. All these books.

Q. These books, I suppose, would be, I suppose, in the possession of the secretary of the company, Mr. Boswell?—A. Yes, sir.

### CROSS-EXAMINED.

*Examined by Mr. Ferguson, Q.C. :*

Q. You say that you took an interest in this railway, as a member of one of the constituencies through which it ran?—A. Yes.

Q. That is why you became connected with the railway?—A. Yes, sir.

Q. I presume, for the purpose of getting the railway through that part of the country?—A. Yes, sir.

Q. And in your capacity as member, and being interested in that section of the country, you assisted in the granting of these subsidies from time to time, by the Federal and Local Governments?—A. Yes, sir.

Q. Had you any personal interest in the matter?—A. No, sir.

Q. You said that so far as the practical management of the company was concerned, you took little share in that?—A. Yes, sir, I took a little share.

Q. You left the dealing with the contractors and the entering into the contract with Mr. A. R. McDonald, because you said that he had more practical experience in the matter than you had?—A. Yes.

Q. Of course, you are aware that a contract was entered into by which the subsidies and bonuses and bonds were to be given to the contractors in consideration of building the road?—A. Yes.

Q. Were they so given?—A. They were.

Q. Were any portion of the subsidies from the Dominion Government, so far as you are aware, diverted or appropriated otherwise than for the purpose for which Parliament intended them?—A. I do not think so, sir.

Q. Were any moneys raised on the credit of these subsidies so diverted?—A. No, sir.

Q. Are you aware that any arrangement or understanding was entered into between the company and Sir A. P. Caron, whereby for the consideration of the giving of money for election purposes, he agreed to assist in the granting of these subsidies?—A. Well, I have always been in the company, and I am sure there is no such thing.

Q. Are you aware of Sir A. P. Caron having, directly or indirectly, in any way getting control or possession of any portion of the money raised from these subsidies, for any purpose whatever?—A. I am sure—no, sir.

Q. Are you aware whether any portion of these moneys, raised on the strength of the same, were diverted from the purpose for which they were intended, and appropriated by Parliament, and applied for election purposes?—A. I am not aware of that, sir.

Q. You said something about the road having cost more than all the subsidies and bonds put together?—A. I said that if I am to believe the contractors, not only had they not enough money in that, but they had to put their own money in building the road.

Q. Besides what they got from the subsidies and the proceeds of the bonds?—A. Yes.

And further deponent saith not.

I, Thomas P. Owens, sworn stenographer, of the House of Commons, do hereby certify the foregoing depositions to be a true and faithful reproduction of my stenographic notes.

QUEBEC, 26th October, 1892.

JOHN J. McDONALD, Railway Contractor, Rivière du, Loup, being duly sworn, deposed as follows:—

*Examined by Mr. Archibald, Q. C., of Counsel for the Crown,*

Q. I think you are a member of the firm of McDonald & Boswell, are you not?—A. Yes, sir.

Q. You are a railway contractor?—A. Yes, sir.

Q. You are acquainted, I presume, with the Temiscouata Railway Company and with its road?—A. Yes, sir.

Q. When was that company incorporated?—A. I think it was in 1885, but I am not positive.

Q. When did you first begin to take an interest in the road?—A. I think it was in the fall or summer of 1885.

Q. Was the company then incorporated?—A. I am not aware; I cannot say positively whether it was or not when I was first spoken to about it; I do not think it was, but I am not positive.

Q. Had there been any subsidies voted for it at the time you interested yourself in it?—A. A subsidy of \$6,000 per mile for the main line was voted.

Q. There is in 1882 a subsidy of \$240,000—is that the subsidy you refer to?—A. I do not know what the date of it was.

Q. There is a total subsidy of \$498,000 voted, was that it?—A. That would be it.

Q. These subsidies would be granted before you were interested in it at all?—A. That is what I understood.

Q. Were these subsidies granted to the Temiscouata Railway Company by name?—A. I cannot say; I think the charter was by Order in Council.

Q. As a matter of fact, the charter was granted by Order in Council of the 7th October, 1885, after the subsidies were granted?—A. Yes, sir.

Q. Now, what persons were promoting the building of that road at the time you first interested yourself in it?—A. I cannot say who they all were.

Q. Well, name some of them?—A. Mr. A. R. McDonald, Superintendent of the Intercolonial Railway, was the first party who spoke to me about it.

Q. Anybody else?—A. I think he was the principal one that spoke to me when we were arranging. There was afterwards Dr. Grandbois and Mr. Tarte and some others. I understood there was an old company that had a charter before that, and the company had fallen through. They had done some work clearing, or something that did not amount to a great deal. I understood that before this new company was organized.

Q. But before the new company was organized, these gentlemen you have mentioned were speaking to you concerning it?—A. Mr. A. R. McDonald did, but I cannot say that the others did before we began to organize.

## Edgar versus Caron.

Q. What was the first thing you did when you began to interest yourself in the road?—A. The first thing, as far as I can remember, was to see Mr. Hector Cameron, our solicitor.

Q. But with reference to the road, what did you do first; did you survey it?—A. We surveyed it in the summer of 1886, after the company was organized.

Q. It was after the company was organized?—A. Yes; that is, as far as I can remember now.

Q. Was there any sum of money necessary to be put up, in order to get this charter of incorporation?—A. Not that I am aware of. Oh, yes, there was, if you mean when the company was organized, but there was not so far as getting the charter from the Government is concerned.

Q. It was when the company was organized?—A. When the stock was taken, ten per cent had to be paid before we could be legally organized.

Q. The charter had been obtained before?—A. Yes, the act shows that itself.

Q. Who was it that put up the ten per cent. for the purpose of organizing the company?—A. McDonald & Boswell.

Q. Was that previous to your contract with the company?—A. Yes, sir; the stock was taken and the ten per cent. paid, and the company organized.

Q. McDonald & Boswell paid ten per cent. for the stockholders?—A. Yes, on the amount subscribed, which I think was \$125,000. Ten per cent on that would be \$12,500, and I think that was the amount we paid.

Q. At that time, you must have had some idea of entering into the contract with the company, hadn't you?—A. Yes, sir, I think the arrangements were made with A. R. McDonald, and I think Mr. Tarte and Dr. Grandbois and Mr. Bertrand of Ile Verte. There might be an arrangement between us, but I cannot say. If there is, Mr. Hector Cameron has got it. We were to make the surveys. I went over the road myself in November, 1885, and examined it, and made a rough estimate of what could be done. Well, we had surveys made, and I think the arrangement was that, if we found, after the surveys were made, that the work could not be done for a certain amount, that the company could give the contract to other parties, after reimbursing us for our expense and, I think, ten per cent. added. I think there was some arrangement of that kind. We made a survey before we decided to take the contract.

Q. Then, previous to the organization of the company, you went over the road and made a rough estimate?—A. Yes, I drove over it and examined the different points, as I would do with any other piece of work that I would take.

Q. At the time the company was organized, it was organized with every expectation of contracting with McDonald & Boswell?—A. Yes, that is the way I understood it to be. If we were satisfied that the work would not cost over a certain amount, we were to have it.

Q. That is, if you were satisfied to take the contract and build the road with the assets they transferred to you, you could have it?—A. Yes, sir.

Q. But in the Temiscouata Railway Company no one except McDonald & Boswell ever paid any amount whatever in respect of their stock?—A. Not that I am aware of—no. I do not think they have.

Q. Everything that was done was done by McDonald & Boswell?—A. I have no idea of any stock being paid; I do not think there has.

Q. So that that company, as a company, never had a dollar of capital or revenue or anything else?—A. No. When we took the contract, everything was transferred to us and we assumed everything.

Q. Then, so far as the company exists, that company is really McDonald & Boswell?—A. Well, I do not know that I would say that. There is a company organized, and the stock is in other people's hands besides ourselves.

Q. But none of it has ever been paid?—A. Well, the stock is all paid except \$9,000. I think that the law requires each of the directors to have a thousand dollars' worth of stock to qualify him for a director, with ten per cent paid up. That \$9,000 has never been paid, but the balance is all paid up. We took it in our contract; we took bonds and subsidies and the stock of the company as paid up stock for doing the work.

Q. But the persons who subscribed never actually paid it?—A. The \$125,000 is all that was subscribed, and, with the exception of about \$9,000, I think it was transferred in trust to Hector Cameron, to be paid to us when the work was done, according to the estimates of the Government engineers.

Q. When the work was done?—A. Yes; we were to get a certain percentage in proportion, on the certificates of the Government engineers when the work was done.

Q. But McDonald & Boswell, by the transfer of that stock, never got any money which had been paid in by the other stockholders, did they?—A. There are no others paid that I know of. The \$12,500 that we paid was, I think, by resolution of the board, paid back to us on account of surveys, and I think our contract provided that.

Q. As to the \$9,000 to qualify directors, has there been anything paid on that?—A. I do not know.

Q. Not even the ten per cent?—A. We paid the ten per cent on the \$9,000.

Q. So that the directors at present in office have been qualified by McDonald & Boswell?—A. That is the way I understand it.

Q. There does not seem to be much railway company except McDonald & Boswell?—A. Yes, there is. We sold our bonds in England, and we gave a certain amount of paid-up stock to the parties in England; they hold a large amount of the stock.

Q. I suppose they wanted to control the railway?—A. No; they have not got the control of it.

Q. Now, after you contracted with the Temiscouata Railway Company to build the road, were any further subsidies obtained for the road?—A. There was a branch built about 32 miles, and we got a subsidy for that.

Q. No further subsidies were obtained for the main line?—A. No, sir, not from the Dominion Government.

Q. You say that, later, subsidies were obtained from the Dominion Government for the extension of the road?—A. For a branch, the St. Francis branch, but there were no further Dominion subsidies for the main line.

Q. What was the length of the main line that was subsidized at the time you obtained the contract?—A. I think it was supposed to be 83 miles, but it is I think only 81 miles and a few hundred feet. I think it was 83 miles the first subsidy was voted for, but I think that when it was built it was found to be about 81 miles.

Q. You say that a subsidy was granted for a branch subsequently; you refer perhaps to the subsidy of \$100,000 granted for 20 miles of the branch from Edmundston towards the River St. Francis in the year 1888?—A. That is a portion of it; that is the same branch I refer to. The distance then asked for was 86 miles.

## Edgar versus Caron.

Q. Then, was there afterwards another subsidy granted for an extension to that branch?—A. Yes, for about 12 miles—not quite 12 miles.

Q. I notice by the railway report a further distance of 16 miles mentioned?—A. Well, we only went about 12 miles, we got \$5,000 a mile for about 82 miles, or not quite 82 miles.

Q. Has that road been built?—A. Yes.

Q. And open to traffic at present?—A. Yes, sir, we are running it regularly.

Q. Are those the whole subsidies granted for that road, namely, the \$498,000 for the main line, \$100,000 for the first 20 miles and the \$51,000 granted in 1891?—A. I do not think we received the \$51,000. That \$51,000 was applied to the 16 miles and we only built 12.

Q. So you only received a part of that \$51,000?—A. Yes, until last session. We got \$6,000 per mile on 81 miles and some fraction. We did not get paid for the 83 miles.

Q. Now, Mr. McDonald, I presume the Government did not grant these subsidies to this branch without some representations having been made to them concerning it?—A. Yes, sir; we made representations. When we took the contract it was not settled whether the road should go from Rivière du Loup or Rivière Ouelle, and there was a very strong feeling for both locations. Mr. Costigan was determined to have it go through Rivière Ouelle and Dr. Grandbois was just as determined for Rivière du Loup.

Q. Then, did you have a good deal of negotiations with members of the Government with reference to that?—A. Not much. It was settled that it was to go by Rivière du Loup, and after that this branch was brought up and we made application for a subsidy for it.

Q. What members of the Government did you see?—A. I saw Sir John A. Macdonald.

Q. Did you see Sir A. P. Caron?—A. No, sir.

Q. Not at all?—A. No, sir.

Q. You never conversed with him concerning it?—A. I have not the slightest recollection of any word I ever said to him about subsidies.

Q. Did you ever go to Ottawa regarding subsidies?—A. I have been in Ottawa a good deal during the session.

Q. And in Ottawa, did you not go to Sir A. P. Caron to press your views?—A. Not with reference to the subsidies. I know Sir A. P. Caron very intimately. It was however not in his department, and I went to the minister in whose department the matter was.

Q. Sir A. P. Caron never went with you to the minister?—A. No, sir.

Q. And you say that you never had any conversation with Sir A. P. Caron concerning subsidies?—A. I have not the slightest remembrance of ever discussing it one way or the other. I might have met him casually, but I have not the slightest recollection.

Q. Did you ever write to him about it?—A. No, sir.

Q. Did you ever ask any one to go for you to speak to him?—A. No. If I want to see a minister I generally go myself.

Q. Have you any reason to know that Sir A. P. Caron was aware of your application for subsidies for a branch of this road?—A. No more than the information he would have as a member of the Government; when it came up before the Council I presume he might know it.

Q. Did he ever speak to you concerning it?—A. I have not the slightest recollection of it; I do not think he has, and I am almost positive he has not.

I have not the slightest recollection of it, and I think I would remember that if he had.

Q. I think Mr. Tarte was a member of the House at the time, was he not?—A. No, sir.

Q. Had you any conversation with Mr. Tarte relating to the granting of these subsidies?—A. Not to the branch line, and the other was granted before we organized.

Q. Did you have any conversation with him with regard to the subsidies to the branch line?—A. He may have been a member of the House then, but I do not remember.

Q. Did you ever request Mr. Tarte to use his influence with the Government in order to get the subsidy for the branch?—A. I cannot say.

Q. Why cannot you say?—A. Because I have no remembrance. Mr. Tarte was a director of our road, and is still a director.

Q. Did the company have frequent meetings?—A. No. First, when the company was organized, I think we had several meetings, but we do not meet generally now only once a year. If there is anything special of course we call a meeting.

Q. All of these matters were discussed in meetings of the company?—A. I will not say that they were; I do not remember; of course I was not a director of the company when I was a contractor.

Q. Although you are proprietor of the greater part of the stock?—A. I got the greater part of this stock on being the contractor. It is a common thing for contractors to take stock in a contract. When we put our money into a concern we want to be able to control it.

Q. Did you attend the meetings of the company when called?—A. I may have been present at some of them.

Q. Were you not present at all?—A. The probability is that I might sit there with them, but I do not remember.

Q. When application was made for a subsidy, would that be made by McDonald & Boswell, or by the company?—A. I became the president of the company later on, and whether the application was made after I became president or while I was contractor for the main line I am not prepared to say.

Q. When did you become president?—A. I think it was in 1883.

Q. What part of 1883?—A. December, I think.

Q. Will you look at the exhibit L J 103 and say if that is the list of the shareholders of the Temiscouata Railway Company as it existed at that time?—A. I think so.

Q. I see you were one of the original shareholders?—A. Yes, sir, I signed it with others.

Q. Will you look at the document exhibit L J 88, and state whether that is signed by yourself among others?—A. Yes.

Q. Will you look over the document, and state whether the circumstances existing at the time are truly stated in it?—A. Yes, with reference to that portion of it. There was only ourselves that I know of that were responsible—that is an application to the Government.

Q. It is an application to the Government to be allowed to contract under the Subsidy Act?—A. Yes, sir.

Q. And is signed by you?—A. I think I was one of the provisional directors then.

Q. And is also signed by Dr. Grandbois and A. R. McDonald?—A. Yes.

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Q. You were at the time one of the provisional directors?—A. Not when that was written, because the company was organized in the same month, but some time before.

Q. Now, in this exhibit (LJ 88) it is stated that "Proposals from responsible contractors have been received by the directors for the construction of the road within the available assets of the company"—what responsible contractors were referred to in that statement?—A. I consider myself and my partner with our resources as responsible.

Q. That is McDonald & Boswell, who afterwards did actually enter into a contract with the company?—A. Yes, sir.

Q. From this document, are you able to say that all the business referring to the construction of the road, so far as it concerned the Government, was transacted through the company, and not through McDonald & Boswell?—A. Well, if any application was made, when it was necessary to have the president's name, of course it had to be done through the company. Afterwards, when we went into the contract, and the subsidies were transferred to us, we had the necessary power of attorney, and I did the business with Mr. Hector Cameron, our solicitor.

Q. Did you deal directly with the Government?—A. I think so; if it was necessary to get the signature of the president we applied to him for it.

Q. Was any subsidy paid to the company and not to McDonald & Boswell?—A. They were paid first to Molsons Bank, where McDonald & Boswell did business, and afterwards to the Bank of Montreal. It was paid on a power of attorney from the company to the Molsons Bank or to ourselves, it may have gone direct to the bank.

Q. These subsidies were all paid to McDonald & Boswell, were they?—A. Yes, sir, they were put to our credit.

Q. In what manner?—A. In Molsons Bank, Toronto, and afterwards in the Bank of Montreal, Montreal.

Q. Then, the Temiscouata Railway Company authorized the bank to put the amounts which they would receive as subsidies from the Government to the credit of McDonald & Boswell?—A. I presume so.

Q. Did the company give to the bank any written authorization?—A. If the bank required it it was done.

Q. How was the bank authorized to put the amounts received on behalf of the Temiscouata Railway Company to the credit of McDonald and Boswell?—I presume they must have had authority to do it.

Q. Do you know what authority they had?—A. They could get it if it was necessary.

Q. Of course; but I want to know whether they have any writing?—A. I think the contract covers what was to be done.

Q. Perhaps the contract was filed in the bank?—A. It may have been; Mr. Cameron did what he thought was necessary.

Q. As a matter of fact, McDonald & Boswell got the subsidies put to their credit in the Molsons Bank?—A. Yes, and afterwards in the Bank of Montreal.

Q. Now, that account to which the subsidies were placed, was that an ordinary current account of McDonald & Boswell?—A. That is the only account we had in the bank.

Q. You kept your account first in the Molsons Bank and afterwards in the Bank of Montreal?—A. Yes, it was kept in Toronto first and afterwards transferred to the Bank of Montreal, in Montreal. When it was in the Mol-

sons Bank it was kept in the Molsons Bank, Toronto, and then it was transferred to the Bank of Montreal.

Q. During the time that the account was in the Molsons Bank, Toronto, was that the only bank account kept by McDonald & Boswell?—A. We kept one in the Jacques Cartier Bank, at Rivière du Loup, because it was convenient there, for small amounts—we drew upon Molsons, however, for whatever amount we wanted.

Q. You would draw on the Molsons Bank in order to put to your credit in the Jacques Cartier Bank, at Rivière du Loup, a certain amount for petty expenses?—A. Yes; Mr. Boswell had charge of the office and signed the cheques, and he will be able to explain that more fully than I can.

Q. Did you have an engineer responsible to you connected with the construction of the Temiscouata Railway?—A. Yes, sir.

Q. Did he report to you, from time to time, the progress of the work?—A. I was over the work myself all the time.

Q. But I want to know if the engineer gave you progress estimates?—A. He did for the contracts for earth and rock; I do not know that he did for the ties. The iron was bought outside of him altogether. I presume the fencing would be in his estimate.

Q. So that any progress estimates you received from your engineer would not indicate the value of the work done?—A. No, sir; I think that his measurements only covered where classification was required; I do not think there was anything else in the estimates.

Q. Did you keep an account in your books against the road, showing its cost to you?—A. I presume I did. We did all the ballasting ourselves and bought the iron; we let the rock work, the earth excavations and fencings.

Q. Would not all this be charged against the construction account?—A. Yes; it would not show in the engineer's estimates, because we did so much day work ourselves.

Q. But there would be an account in your books which would show the cost of the road to you, including everything?—A. Well, I suppose there would be. I think there was a balance sheet made up at the end.

Q. That is after the road was completed?—A. Yes.

Q. Showing the total cost?—A. Yes, I think so; there was one, I believe, but I do not know where it is now, but I think I have seen one.

Q. You have stated in "exhibit LJ 88" that the assets of the road consisted of the capital stock, and the Dominion and provincial subsidies. Are you in a position to state what amount of subsidies you received from the Provincial Government?—A. I do not know that I have any right to answer what the road cost us; it has nothing to do with this investigation and I object to it.

Q. Are you prepared to say that all the assets of the road, consisting of the subsidies from the Dominion and Provincial Governments have been expended in the construction of the road?—A. Yes, sir; and we put our own money into it, over and above our subsidies. We have never been paid the amount we have put into it ourselves.

Q. Have you sold the bonds?—A. Yes.

Q. Are the proceeds of these bonds gone into the road?—A. I do not propose to go into the details as to what we have done in our own private business, but if there is anything in connection with this investigation that you wish to know I am prepared to answer it.



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Q. I do not want to go into anything about your private business?—A. Well, if you go into the cost of the road and the money we put in it ourselves, you would go into our private business, and that was the objection that I made when I was examined before in a similar matter. I think it would be going into our private business to ask me any such questions. I am anxious to give you all the information I can in relation to this investigation.

Q. Were there two different sets of bonds issued in connection with this road?—A. Yes; the bonds of the main line and the bonds of the branch.

Q. Were there any bonds issued on the road for \$5,000 per mile originally?—A. I believe there were, but they were never put upon the market.

Q. But afterwards bonds were issued to the extent of \$20,000?—A. Yes, that is what the act allowed us.

Q. Did McDonald & Boswell obtain by their contract with the Temiscouata Railway Company any assets other than the Dominion and provincial subsidies granted to the company?—A. They got a subsidy from the corporation of Fraserville.

Q. But was there anything mentioned to that effect?—A. Yes.

Q. Did they have any other assets which were transferred to you, besides these subsidies?—A. None but the stock.

Q. But as you stated before, the stock was not paid up?—A. But we took a certain amount of paid up stock, and the subsidies, and the right of issuing the bonds.

Q. But that stock did not put any money in your pockets?—A. Well, I do not know; it is a question yet whether it will or not. We put a value on it.

Q. For what purpose do you put a value on it?—A. Well, we control the road, and if we ever dispose of the road, we consider the stock will be worth something by the handling of it.

Q. What I want to know is this, whether the stock put any actual cash in your pockets?—A. We have not derived any value from it yet.

Q. And the only value you hope to derive from it, is by means of controlling the road?—A. I am not prepared to say. We hope more than that from it eventually.

Q. Now, Mr. McDonald, when you were the contractor for the Temiscouata Railway, with whom were your negotiations conducted?—A. They were principally with A. R. McDonald, Mr. Tarte, and the other directors after the company was formed, but these were the principal men, and I think Mr. Bertrand was also one of the committee appointed by the board to make a contract, and see that everything was attended to properly.

Q. With whom were the special items of the contract principally discussed?—A. Well, by Mr. Hector Cameron, my solicitor, representing McDonald & Boswell, and by myself, with a committee of the board—I presume that is what it would be.

Q. Is it not a fact that Mr. A. R. McDonald represented the Temiscouata Railway Company in negotiations with you?—A. He was the man that I had done the principal business with.

Q. And you treated with him as representing the company?—A. Well, not exactly the company. There was the old organization, or the company that had lapsed, that had claims—I think there were two companies, one on the New Brunswick end and one at the Quebec end—I think there was a local charter, and he claimed that they had certain rights that should be res-

pected, and in making our arrangements we proposed that there should be only one person that we should deal with, and Mr. McDonald was the man that was put forward by the others to represent them all.

Q. Did Mr. McDonald produce any letter or writing to show that he was authorized to deal on behalf of the others?—A. Well, the directors were the only ones that came in afterwards.

Q. Did they pass a resolution of the board to authorize him to act for them?—A. I am not prepared to say whether they did or not; you will have to look at the minutes of the board for that.

Q. At any rate, you thought he was sufficiently authorized to deal with him?—A. We dealt with him more than with others.

Q. And you fixed the term of the contract with him?—A. I think that the terms of the contract were fixed with a committee of the board, comprising Mr. Bertrand, Mr. Grandbois, and Mr. A. R. McDonald, and perhaps Tarte, but I can not say. I think there were three of a committee appointed by the board to approve of the contract and report to the board, but I presume the minutes will show the whole thing.

Q. Now, you stated in your evidence that you required to make a further investigation into the cost of building the road, in order to be prepared to enter into that contract. That is an investigation beyond what you had made at the date of the incorporation of the company?—A. We made a survey of the road on the first preliminary arrangements; and if, after the making of this survey, we felt that the road cost too much, they had the option of paying us back what we expended, and give the contract to some other company if they thought proper.

Q. And after the survey was made, you entered into the contract?—A. Yes, I think the survey was made when we entered into that. I am not sure whether it was finished completely, but I think it was finished enough to satisfy us.

Q. Was there any consideration stipulated to be given by McDonald & Boswell for political purposes, to be used for the purpose of securing the election of members of Parliament favourable to the Government, in addition to the consideration mentioned in the contract between you and the Temiscouata Railway Company?—A. Well, not so far as Sir A. P. Caron was concerned, or anything connected with this investigation.

Q. You say not so far as Sir A. P. Caron was concerned. Do I understand you to say that there was any consideration to be used for political purposes?—A. I am not prepared to answer that any more than just as I have already answered. There is an agreement between myself and one of the board that might be construed in that way, but I am not prepared to say that it is so, and I have not got the agreement to see it, and I have not read it for years. It has nothing to do with this present investigation, nor is there any mention of it, or anything in reference to it.

Q. I think you are summoned to produce all papers in your possession relating to the matter, are you not?—A. I do not know that I have got that; I have not got any papers myself. As far as I am aware at present, I believe that any agreement that was made at that time is in the possession of Mr. Cameron, who was acting as solicitor. I know he has got a lot of our papers. I have not seen the document I allude to since it was made. I do not know that you would consider it a political thing, but at the same time, your question is put in such a way that I cannot say straight that it is not.

Q. At the time of the stipulation between McDonald & Boswell and Mr. A. R. McDonald, on behalf of the Temiscouata Railway Company, was it

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agreed that McDonald & Boswell should give or subscribe any sum of money or valuable consideration to be used to promote the election of Sir A. P. Caron, or other supporters of the Government of which he was a member?—A. As far as Sir A. P. Caron is concerned, there was none—not the slightest.

Q. Is that your whole answer?—A. That is all I can answer without seeing this agreement, and I believe that Hector Cameron has the agreement. At least, I am not aware of where it is; he is the man who has done all my business and was the solicitor of McDonald & Boswell.

Q. I must insist on an answer to the question as to whether there was any stipulation of either money or value to be paid for political purposes to promote the election of Sir A. P. Caron or other members favourable to the Government of which Sir A. P. Caron is a member?—A. I suppose I can repeat the words I used at the time of this agreement. The agreement referred to certain things, and I objected; I said that there is no doubt that during the carrying out of this work I would have to do something for our friends, and I am willing to leave it in that position. That is all that transpired, if you can put any political construction on it, one way or the other. These are the words I used at the time.

Q. When you speak of friends, you mean political friends?—A. Well, I have been twenty years assisting my friends when they were in opposition and when they were in power. I have done so right along.

Q. You mean political friends?—A. Yes, sir; that agreement does not exactly say so, but that is really what I mean myself.

Q. And in assisting friends, you mean subscribing to elections?—A. Well, I suppose that would be about it.

Q. And your friends, I suppose, we need not ask, are Sir A. P. Caron, and other members of the conservative party?—A. I never heard his name mentioned in this matter. I had nothing to say about him one way or the other. This matter that I refer to had nothing to do with Dominion subsidies, either directly or indirectly.

Q. Where is the agreement you refer to—is it within your power?—A. I believe Mr. Cameron has got it.

Q. Where is Mr. Cameron?—A. In England, as far as I know. I believe him to be in London.

Q. Have you searched for it since you received your subpoena?—A. No, I have not. I have been detained in Montreal, and I have not got any papers. I believe Mr. Cameron has got it, and I doubt very much if I could get it if I went to Rivière du Loup. He has a lot of our papers, and I believe they are all locked up. He is the solicitor for McDonald & Boswell.

Q. Was the agreement which you mentioned signed by you?—A. I presume it was signed by McDonald & Boswell; I signed it, I presume.

Q. Did it mention any particular sum of money to be paid for political purposes?

MR. FERGUSON, Q. C., objects to the question, on the ground that the witness has already stated that neither Sir A. P. Caron, nor any of his political friends, had anything to do with this agreement, and that his name was in no way connected with it.

Objection overruled.

Q. Was the agreement of which you speak part of the consideration of the contract of McDonald & Boswell with the Temiscouata Railway Company?—A. I cannot say that it was. I cannot say positively.

Q. Well, was it or was it not, Mr. McDonald?—A. I do not think it was, because we would have got the contract anyway. For that reason, I do not think it was.

Q. You say you would have got the contract anyway?—A. Yes, sir; without any reference to this thing I refer to.

Q. Did the firm of McDonald & Boswell assume obligations under said agreement, in addition to those which are mentioned in their contract with the Temiscouata Railway?—A. Well, I am not prepared to answer that. That is going into a thing that may come up hereafter, somewhere else, and I am not going to commit myself. It has nothing to do with this investigation in any way; that I am satisfied of. I do not propose to go into it, because there may be other investigations or another lawsuit in the matter, and I might commit myself here. I do not propose to give any information in reference to this agreement any more than I have given.

Q. Did the firm of McDonald & Boswell, by said agreement, or otherwise, undertake to pay for political purposes, to promote the election of Sir A. P. Caron, or other members or supporters of the Government of which he was a member, any sum of money, or any property of value?—A. Well, no. There is nothing more than what I said there, that a party wanted this sum of money for himself, and I refused it, and I said that we would like to help our friends during the progress of the work. It was just that way.

Q. I repeat the question. That is not an answer. Did the firm of McDonald & Boswell by said agreement, or otherwise, undertake to pay for election purposes, to promote the election of Sir A. P. Caron, or other members or supporters of the Government of which he was a member, any sum of money, or any property of value?—A. As I said before, I never heard Sir A. P. Caron mentioned in any way, directly or indirectly, in connection with the Temiscouata Railway at all. The party I refer to wanted a certain amount for himself, and I refused it, and I said that we had to help our friends during the progress of the work. I proposed that that amount should be left for that purpose, and if there was anything left after we got through, that he could have it. That is as far as I remember the transaction. I think the agreement will show that, but I am not prepared to say, because I have not seen it since it was made.

Q. In the agreement of which you have spoken, was it stipulated that McDonald & Boswell should pay any sum of money or valuable consideration for political purposes, to secure the election to the House of Commons of persons friendly to the Government of which Sir A. P. Caron was a member?—A. I cannot give any answer than the one I have given.

Q. I do not understand, Mr. McDonald, whether you meant to say that there was anything in the agreement, or that you simply said verbally to the person with whom you were dealing, "We will have to contribute for political purposes, to help our friends." Will you please state whether that was in the agreement or not?—A. I tell you that I have not seen the agreement since it was made—I do not remember of having seen it since, and I am not prepared to say exactly the words of it.

MR. JUSTICE ROUTHIER :—Was there anything like that in the agreement?—A. I may tell you that the party wanted the money for himself.

Q. What party?—A. I am not going to name him—I do not think I have a right to give the name; I do not know if you would call him a politician; I do not think he is; he is not a member of the House, nor never was. He wanted the money for himself, independent of politics altogether.

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*Examined by Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Did you pledge yourself to pay an amount to that person?—A. I cannot say exactly the wording of the agreement, but I give you the purport of it. I made the remark that I had to help our friends, and if there was anything left on the completion of the work out of this amount, that this party should have it.

Q. That is in the agreement, is it?—A. I think so; I do not know that these are the exact words, but as far as I remember, it is the meaning of it.

Q. A certain amount is mentioned in the agreement?—A. The amount he wanted is in the agreement.

Q. What was the amount?—A. I do not know. I have any right to give it; it is between myself and a person who is not in the House, and who was not a politician, and no member of Parliament or member of the Government knew anything about it. It is a matter between myself and a private individual, and I do not think I have a right to refer to it.

Q. Who was the party with whom this agreement was made?—A. That is what I refuse to answer, because it has nothing to do with this investigation.

*By Mr. Ferguson, Q.C., of Counsel for Sir A. P. Caron :*

Q. Was it fixed to come out of the Federal subsidies or any part of them?—A. No.

*By Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Was it fixed to come out of any property of the road?—A. I suppose everything we got was the property of the road before it was assigned to us.

Q. Was it fixed to come out of any part of the consideration which was conveyed to you by the Temiscouata Railway Company, under your contract with that company?—A. Not so far as the Dominion is concerned.

Q. That is not a full answer?—A. That is the only answer I can give you.

MR. IRVINE, Q.C.—Following my advice; I have been consulting with Mr. McDonald. He is willing to give the name of the person, and to give an explanation of what is in the agreement referred to.

*By Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Mr. McDonald, will you please state what explanation you wish to give with regard to the purport of this agreement?—A. On the advice of my solicitor, I propose to give you the name and the transaction, as far as I can. The agreement was made with Mr. A. R. McDonald. The amount I refer to was a subsidy from the municipality of Fraserville of \$25,000. There is an agreement existing between us. He wanted to get that amount for himself. I refused point blank to give it to him, and after some time, when Mr. Cameron was present, I agreed that this amount should be left aside for any purpose that might arise during the progress of the work, without saying political or anything else. As I said a little while ago, I said that we would have to help our friends, and if there was anything left out of that sum of money after we got through, that he could have the balance. That is the whole story of it.

Q. Did Sir A. P. Caron have any knowledge of this agreement?—A. No, sir.

Q. You never spoke to him about it?—A. No, sir.

Q. He never spoke to you?—A. No, sir; I have not the slightest recollection of discussing it with him.

Q. Have you any intimation, in any way, that he was aware of that agreement?—A. I have not.

Q. Did you, during the election of 1887, subscribe to promote the election of Sir A. P. Caron to the House of Commons?—A. No, sir.

Q. You did not?—A. No, sir.

Q. Nothing at all?—A. No, sir.

Q. Did you, during the election of 1887, subscribe any money to promote the election of persons supporting the Government of which Sir A. P. Caron was a member?—A. I subscribed to the election, but not to Sir A. P. Caron's.

Q. How much?—A. I decline to say what it was. It has nothing to do with Sir A. P. Caron at all.

Q. I think you must answer?—A. I cannot say what the amount was, because I subscribed in two or three small amounts and one large amount, and if you ask me the amount I subscribed, I do not think I can tell you.

Q. Can you not give it approximately?—A. I do not give figures like this approximately.

Q. How much was this large amount?—A. I do not think I have any right to answer that; I decline to answer.

MR. JUSTICE ROUTHIER—I think you are obliged to answer.—A. I am not clear enough as to what the amount was, it has happened so far back—I am not clear as to whether it was \$7,000 or \$8,000, but I believe it is one of these amounts.

Q. Did that amount go into the general fund of which the Honourable Mr. McGreevy was treasurer?—A. I am not aware of it; I do not know anything about it—I never heard of that general fund until the investigation.

Q. Was the money given either to Sir A. P. Caron, or to any person for him, or that you supposed was for him?—A. No, sir.

Q. To the best of your knowledge, had Sir A. P. Caron any knowledge whatever of it?—A. No, sir; to the best of my knowledge, I do not suppose he had the slightest knowledge of it.

Q. Do you know, or have you any reason to know, that Sir A. P. Caron had any hand in the distribution of it?—A. I have not the slightest idea that he had—I have no means of knowing.

Q. With regard to the small subscription that you have mentioned, had Sir A. P. Caron anything to do with it?—A. No, sir.

Q. Now, coming down to the election of 1891, did you have any conversation with Sir A. P. Caron with regard to that election?—A. Sir A. P. Caron met me casually in the town here, and asked me if I could assist him in any way. I said I could not do much, but I would see what I could do.

Q. What came of that?—A. That is all I had to say with Sir A. P. Caron about it.

Q. Did you assist him afterwards?—A. There was a party drew upon me.

Q. A person that you knew to be a politician?—A. Yes; I understood him to be one of the committee, I think in Quebec here.

Q. Did you honour the draft?—A. Yes, sir.

Q. What was the amount of the draft?—A. \$2,000. I had nothing to say to Sir A. P. Caron about it. I do not know whether he knew I honoured the draft or not.

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Q. Did you at the time suppose that the draft was the result of your conversation with Sir A. P. Caron?—A. Well, I do not know it was, and I am not prepared to say it was either.

Q. Now, is that the only conversation that you had with Sir A. P. Caron relating to the election of 1891?—A. That is all, so far as money is concerned, I may have talked about how they were getting on, and meeting him casually, but in so far as finances are concerned, I never discussed that with him.

Q. Now, Mr. McDonald, one final question. Did you have any conversation with Sir A. P. Caron afterwards about the draft for the election of 1891?—A. No, sir—no. I had not.

Q. There was no mention of it?—A. No.

Q. I believe that you have been in the habit of subscribing for elections for some time, have you not, Mr. McDonald?—A. Yes, sir; for over twenty years.

Q. Every election that comes along?—A. I think pretty near all; I help my friends in the general elections.

Q. You have been a pretty loyal conservative right through?—A. Yes.

Q. Now, apart from what you have mentioned, relating to your agreement with Mr. A. R. McDonald, and your subscription, was there any contract or understanding, or agreement, that you should give one dollar besides that for election purposes?—A. I never had any agreement outside of that one I had with A. R. McDonald, which I have explained here to-day. I am not prepared exactly to say what the wording of that agreement is; so far as I can remember it, I have told you.

*Cross-examined by Mr. Ferguson, Q.C., of Counsel for Sir A. P. Caron:*

Q. When was it in 1891 that you refer to, when you say Sir A. P. Caron spoke to you?—A. Well, I am not sure now; I cannot give the period; I cannot give the date now.

Q. Where was it you met him?—A. Well, I just met him accidentally.

Q. You met him casually in travelling?—A. I met him casually in Quebec here, I think. I am not prepared to say at present; it was not by appointment, or anything.

Q. And what he said to you was——?—A. If I could assist them in any way.

Q. He suggested to you or asked you if you could assist them in any way in the general election?—A. Yes, I do not know if he said the general election, but I knew the general election was coming on.

Q. It was not in consequence of that request that you subscribed?—A. I am not prepared to say whether it was or not. I do not think it was.

Q. You were in the habit of subscribing to general elections?—I am in the habit of subscribing.

Q. You would have subscribed, anyway, to the election, whether you met Sir A. P. Caron at that time or not?—A. I am sure I would have subscribed, whether or not.

Q. You always have subscribed?—A. For general elections?

Q. Yes?—A. For twenty years, I may say.

Q. You never saw Sir A. P. Caron again on the subject, and never spoke to him of it?—A. No, sir.

Q. You never gave Sir A. P. Caron any money?—A. I never gave him a dollar.

Q. You do not know whether he knew anything about your having subscribed, as a matter of fact?—A. I do not know.

And further deponent saith not.

I, Thomas P. Owens, sworn stenographer, do hereby certify the foregoing deposition to be a true and faithful reproduction of my stenographic notes.

QUEBEC, 27th October, 1892.

EDWARD D. BOSWELL, Railway Contractor, being duly sworn, deposed as follows :—

*Examined by Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Mr. Boswell, you are one of the partners of the firm of McDonald & Boswell?—A. Yes, sir.

Q. You are a partner with Mr. J. J. McDonald who was examined yesterday?—A. Yes.

Q. Did you associate yourself together as McDonald & Boswell, for the purpose of building the Temiscouata Railway, or had you a previous partnership?—A. No ; we became partners just on that contract.

Q. I think you were summoned to produce the books, Mr. Boswell?—A. I have got the books of the Temiscouata Railway Company.

Q. You are secretary of that company?—A. Yes.

Q. What books of that company have you got?—A. I have got the only books in my possession—that is, the minute books and the stock book.

Q. Did the Temiscouata Railway Company have any financial transactions at all itself? Did it have any revenue or resources, apart from what it conveyed to McDonald & Boswell?—A. No ; I think not.

Q. Did it ever have a bank account?—A. Not until they commenced operating the road.

Q. That was not the bank account of McDonald & Boswell?—A. We always carried on the business of contractors under the name "McDonald & Boswell."

Q. You considered McDonald & Boswell as the railway company after they took the building of the road?—A. No ; we were contractors.

Q. What I mean is this : Did the railway company itself, apart from McDonald & Boswell, have any revenue or resources of any kind during the period from its incorporation up to the commencement of the running of the road?—A. I am not aware of it.

Q. So that they never paid money to any one at all?—A. Except that all the subsidies that were granted were transferred to McDonald & Boswell.

Q. That was under the contract between the company and McDonald & Boswell?—A. Yes.

Q. Have you the minute book of the company?—A. Yes.

Q. Does it contain any entries relative to the contract between the company and McDonald & Boswell?—A. Well, I have never read the minutes. I have only been secretary of the company since December, 1888, and I have not read the back minutes.

Q. Are you not aware, without having read them, whether there are minutes relating to the passing of a contract with McDonald & Boswell?—A. I suppose there would be, but I really have not read it.



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Q. Is the book which you produce, Mr. Boswell, the first minute book of the company?—A. I think so. It is the only one I have ever seen. It was handed over to me by the former secretary. I perceive that the first meeting appears to have been held on Tuesday, the 19th of January, 1886.

Q. Is that not the case?—A. Apparently so.

Q. That was for the organization of the company?—A. Yes.

Q. Does that mention the names of the provisional directors who were present?—A. Yes: A. R. McDonald, Dr. Grandbois, Dr. Rossignol, G. H. Deschesne, M.P.P., J. J. McDonald, A. Hamel, J. I. Tarte, and C. Bertrand.

Q. Mr. Deschesne is since dead, is he not?—A. Yes.

Q. At that meeting Mr. A. R. McDonald was appointed president?—A. Yes; apparently so.

Q. And you, Mr. Boswell, were, I see, appointed treasurer?—A. Yes.

Q. I perceive that by a resolution of that meeting, the president, A. R. McDonald, Dr. Grandbois, J. I. Tarte and John J. McDonald were appointed a committee to enter into contracts on behalf of the company with the Dominion and Provincial Governments for the subsidies granted or to be granted to the company. Is that the case?—A. Yes, if it says so in the minutes.

Q. Was anything done at that meeting with regard to getting somebody to contract for the road?—A. The president was authorized to receive proposals for the construction of the road and to make arrangements therefore, subject to the approval of the permanent board when elected; and also the president was authorized to open subscriptions for the one hundred and twenty-five thousand dollars necessary, and to call another meeting as soon as subscriptions should be obtained.

Q. I find here, that on the 8rd of March, 1886, the first meeting was held after the stock subscription had been obtained, and the election of permanent directors took place, where Messrs. A. R. McDonald, Dr. Grandbois, Dr. Rossignol, J. I. Tarte, G. H. Deschene, Charles Bertrand and Levi Terriault, Hector Cameron, William McCarthy, were elected directors. At a subsequent meeting of the directors held on the 21st of September following, A. R. McDonald was elected president and managing director. The president, A. R. McDonald, and Messrs. Grandbois and Bertrand, were elected a committee with authority to make and enter into a contract with responsible contractors for the building of the line. Now, Mr. Boswell, who were the responsible contractors referred to in these minutes?—A. I don't understand you.

Q. What persons did the company deal with?—A. I do not know. I do not know anything about anybody but ourselves.

Q. Who were they negotiating with? Was it McDonald & Boswell?—A. I think so.

Q. Were you aware that any other contractors than McDonald & Boswell had been approached on the matter?—A. I don't know.

Q. Will you look at the minutes of meeting of directors of the Temiscouata Railway Company, dated October, 1886, and see were they authorized to contract between the company and McDonald & Boswell?—A. The following is an extract from the minutes: "The committee of directors named by the board to consider for the construction of the line of the Temiscouata Railway met, when there were present A. R. McDonald, president; Dr. Grandbois and Charles Bertrand. The contract between the company, the Messrs. McDonald & Boswell, read, considered and approved, and the president was

authorized to sign the same and to affix the seal of the company thereto." It is signed A. R. McDonald.

Q. Under that authority the contract was executed with McDonald & Boswell?—A. I suppose so.

Q. And McDonald & Boswell proceeded to construct the work?—A. Yes.

Q. Mr. Boswell, you were in court yesterday, and heard Mr. McDonald speak concerning the manner in which the account of the company was kept?—A. Yes.

Q. Your account was first kept in Molson's Bank, Toronto, and afterwards in the Bank of Montreal, in Montreal?—A. Yes.

Q. Did you open a bank account immediately after you commenced the construction?—A. I suppose so; we had to have a bank account.

Q. What were the sources of the moneys which were placed in the bank account of McDonald & Boswell? Were they anything except the subsidies and other valuable considerations which came from the Temiscouata Company?—A. Oh, yes.

Q. McDonald & Boswell opened an account by placing money to the credit outside of that, did they?—A. Yes.

Q. With regard to the payments which were made, and which were mentioned by Mr. J. J. McDonald in his evidence, namely, \$7,000 or \$8,000, and \$2,000, were these payments made simply out of a bank account, or how were they made?—A. I cannot say anything about that. I do not know anything about it.

Q. Did you have access to the books of McDonald & Boswell?—A. These amounts were paid to Mr. McDonald, and he did what he liked with them.

Q. Were they paid by cheque?—A. He took the money, and I do not know what became of it afterwards.

Q. Was the money obtained on the cheque of the company, McDonald & Boswell?—A. I suppose so.

Q. And the cheque was drawn on the bank account of McDonald & Boswell?—A. Certainly.

Q. That bank account was composed of the various subsidies and other values which came from the contract with the Temiscouata Railway Company?—A. Well, whatever money we received from the different Governments, and our own money.

Q. You really started the account?—A. Yes.

Q. So the whole were mixed together?—A. Yes.

Q. Are you acquainted with Sir Adolphe Caron?—A. Slightly.

Q. Have you seen him and conversed with him in connection with the affairs of the Temiscouata Railway Company?—A. No, never.

Q. Not upon any subject?—A. Not upon any business; never in my life.

Q. Have you been present when anybody else was so conversing with him?—A. No.

Q. Have you ever visited Ottawa in connection with the affairs of the company?—A. Once or twice, but only to meet Mr. McDonald or Mr. Cameron.

Q. What Mr. Cameron is that?—A. Mr. Hector Cameron.

Q. Where is he now?—A. He is in England.

Q. Is he residing in England, or do you expect him to return?—A. I do not know, he has been there for over a year.

Q. What relation has he to your company?—A. He was solicitor.

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Q. Was he also a director of your company?—A. Yes.

Q. Was it through him that any proposals for increased subsidies were made?—A. I do not know anything about that.

Q. When you went to Ottawa to meet Mr. J. J. McDonald and Mr. Hector Cameron, did you meet any one else there connected with the company?—A. I met A. R. McDonald on one occasion there.

Q. What was the cause of your visit to Ottawa on that occasion? What business connected with the company took you there?—A. I have really forgotten, it is so long ago. I remember it was on the 24th of May.

Q. Was it in connection with the negotiations to obtain the contract that you went to Ottawa?—A. I think not; I am under the impression we had the contract then. I really don't remember.

Q. Now, don't you remember hearing something discussed there that seemed as if the contract had not then been completed, something about a sum of money that was to be laid aside by McDonald & Boswell?—A. No; there was something about this Fraserville bonus, but that is a matter entirely between A. R. McDonald and John J. I heard of it, but I did not hear the discussion at the time.

Q. You knew there was something about that?—A. They had some words about it, but I did not hear it all.

Q. Where was it that they had the words?—A. In Ottawa.

Q. That relates to the evidence that was given by Mr. J. J. McDonald yesterday?—A. Yes.

Q. Have you any reason to believe that Sir Adolphe Caron had any knowledge whatever of the contracts between A. R. McDonald or the agreements between A. R. McDonald and John J. in that respect?—A. No; I never heard his name mentioned.

Q. To your knowledge, does any act of Sir Adolphe Caron imply that he had any knowledge of that contract?—A. I only repeat that I never heard his name mentioned in connection with the railroad in any manner at all in any way.

Q. Now, Mr. Boswell, as secretary treasurer of the Temiscouata Railway Company, are you in a position to say whether that company ever paid any money or value of any kind to Sir Adolphe Caron or to any election fund for the purpose of promoting the election to the House of Commons of Sir Adolphe Caron, or other members or supporters of the Government of which he was a member?—A. I thought Mr. J. J. McDonald answered that question yesterday.

Q. I am asking you the question concerning the Temiscouata Railway Company?—A. As a company?

Q. Yes?—A. No.

Q. Nothing at all?—A. Never.

Q. I presume it has never had anything to pay?—A. That is a fact.

Q. Now, did McDonald & Boswell, as a consideration of the contract passed between them and the Temiscouata Railway Company, contract or agreed to pay any sum of money or valuable consideration to be used for political purposes to secure the election to the House of Commons of Sir Adolphe Caron or other members or supporters of the Government of which he was a member?—A. Not that I am aware of. I had nothing to do with the political part of the transaction at all.

Q. You had nothing to do with them?—A. No; anything that was ever given Mr. McDonald did; I don't know anything about it.

Q. Were you present at the discussions between Mr. J. J. McDonald and Mr. A. R. McDonald, and Mr. Tarte, and others?—A. I do not think I have ever been, particularly.

Q. Were you present at any discussion where any stipulation was made that money was to be paid for the purposes mentioned in the previous question?—A. No.

Q. Mr. Boswell, I see that at a meeting of the directors of the Temiscouata Railway Company on the 22nd of March, 1888, a question was raised concerning modifications in the contract of McDonald & Boswell with the Temiscouata Railway Company. Will you state whether any modification of that contract was made?—A. I really cannot tell you; Mr. McDonald looked after all these matters. I really don't know anything about it.

Q. Do you know that bonds were first issued at the rate of \$5,000 per mile?—A. Yes.

Q. Don't you know that that was subsequently increased?—A. I am told so. They were increased to \$20,000, but I was not there then. The negotiations were all carried on through Mr. Cameron and Mr. McDonald.

Q. Don't you know that the stock of the company was increased from \$500,000 to \$1,000,000?—A. Yes.

Q. Was there an amended contract passed?—A. I do not know, but I imagine there would be.

Q. Do you see in the minutes a report of the president of the company concerning that matter, an extract of which is as follows: "They have asked from the board for their consent, without which no alteration could be made to cancel the present issue of bonds which are still in the hands of the trustees, and none of which have been delivered to the contractors on their order, and to make a new issue of bonds to the limit authorized by the charter of the company; and they have also proposed assent to the increase of the capital stock of the company, provided for by the said act, provided that they shall receive \$791,000 as paid up stock, instead of \$491,000 stipulated for by their contract, and that \$200,000 will be reserved to be issued in aid of the future construction of the branch as authorized." Now, these are the changes which were referred to in the contract with McDonald & Boswell?—

A. I suppose so; I never saw the contract. This change was confirmed at a meeting of the shareholders of the company on the 22nd of March, 1888, a copy of which minute is produced, and will be attached to my deposition as exhibit EDB J. I am in possession of the original subscription list of the Temiscouata Railway, bearing date the 19th January, 1886. The subscribers upon the original list were A. R. McDonald, 10 shares; Dr. Grandbois, 10 shares; Demase Rossignol, 10 shares; E. Hamel, 10 shares; C. H. Deschene, 10 shares; J. J. McDonald, 10 shares; J. I. Tarte, 10 shares; Charles Bertrand, 10 shares; William McCarthy, 250 shares; and A. R. McDonald, 920 shares.

Counsel for Sir Adolphe Caron did not cross-examine the witness.

And further deponent saith not.

And I, Thomas P. Owens, sworn stenographer, do declare, under the oath I have taken, that the above is a true and faithful transcript of the shorthand notes of the evidence of the above-named witness.

## Edgar versus Caron.

(Translation.)

SITTING OF 27th OCTOBER, 1892.

MR. P. B. DUMOULIN, Manager of La Banque du Peuple, Quebec.

*By Mr. Bisaillon :*

Q. You know Sir A. P. Caron ?—A. Yes.

Q. Would you state whether Sir A. P. Caron has an account at the Banque du Peuple at Quebec ?—A. He has no account.

Q. Has he had an account open at that bank since 1882 ?—A. The Banque du Peuple has been established at Quebec only since 1885. I entered the lower town branch only in 1888, and since I have been there Sir A. P. Caron has not had an account. I do not believe he had any before, but I cannot say that I have examined all the books since 1885.

Q. Can you ascertain it by examining the books ?—A. Without referring to the books, before leaving the bank just now, I asked the accountant whether Sir A. P. Caron had had an account open at the bank. He answered me that he never had had an account ; he told me that officially.

Q. Between 1888 and 1891 Sir A. P. Caron had no account at La Banque du Peuple at Quebec. You are certain of that ?—A. Not to my personal knowledge.

Q. And your accountant ?—A. Yes, for the accountant told me that Sir A. P. Caron had not had any account since 1885, since the opening of La Banque du Peuple at Quebec.

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FRANK ROSS, of the city of Quebec, being duly sworn, deposeth as follows :—

*Examined by Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Mr. Ross, I think you are the successor to the business of the late Honourable James Gibb Ross ?—A. Yes.

Q. Are you acquainted with Sir Adolphe Caron ?—A. I am.

Q. And have been for many years ?—A. Yes, for several years.

Q. Were you acquainted with the transactions of the Honourable J. G. Ross with H. J. Beemer, relating to the Quebec and Lake St. John Railway Company ?—A. Why, of course, prior to Mr. James Ross's death I had nothing to do with it.

Q. Were you acquainted with it ?—A. No.

Q. Are you aware of the payment of a sum of \$25,000 raised upon the notes of Mr. H. J. Beemer to the election fund of 1887 ?—A. No.

Q. You have no knowledge whatever of that payment ?—A. No knowledge whatever.

Q. Have you any knowledge of any payments of money or valuable consideration made out of subsidies granted to the Quebec and Lake St. John Railway, or out of any valuable security or money raised on the credit of these subsidies for election purposes during the period of the construction of that railway ?—A. No.

Q. Have you ever had any conversation with Sir Adolphe Caron relating to any such payment ?—A. No.

Q. Have you ever had any conversation relating to the granting of any subsidies to the Quebec and Lake St. John Railway Company?—A. No; never.

Q. Have you ever had any conversation with him relating to the subscriptions by the said railways, or by the firm of Ross & Company, for election purposes?—A. Never.

Q. You are, I suppose, in possession of the books of the late Honourable J. G. Ross?—A. I am.

Q. To your knowledge, do those books contain any entries relating to the subject of my previous question?—A. None whatever; not a trace.

Counsel for Sir Adolphe Caron does not cross-examine the witness.

And further deponent saith not.

And I, Thomas P. Owens, sworn stenographer, do declare, under the oath I have taken, that the above is a true and faithful transcript of the shorthand notes of the evidence of the above named witness.

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JOSEPH ISRAEL TARTE, Journalist, having been duly sworn, doth depose and say:—

*By Mr. Bisailon, Q.C.:*

Q. Were you one of the shareholders of the Temiscouata Railway?—A. Yes.

Q. You were also a director of that company?—A. I am so still.

Q. You have been one ever since the first existence of the company?—A. If my memory serves me, I have been a director since 1884 or 1885; at all events, I have been a director of the company for a very long period of time.

Q. That is to say, since the company was incorporated; you were one of the directors since it was a mere project?—A. Yes.

Q. Before it had received its act of incorporation, did you get subsidies from the Dominion Government?—A. I think that general subsidies had been voted; I do not know whether those subsidies came from the Quebec or from the Dominion Government; the subsidies belonged to companies who would fulfil certain conditions, and we were in that position.

Q. After the incorporation of the Temiscouata Railway Company, did you personally, in the interest of that company, take steps to secure subsidies?—A. It is very difficult to tell you in a company such as that what things in detail I did. I worked in a general way to promote the general interests of our company.

Q. Do you say that you did not take steps, either by writing to ministers or by speaking to them?—A. I cannot now say what I did; I worked in the interests of the company.

Q. Did you write to Sir A. P. Caron?—A. I do not think so.

Q. Did you write to the other ministers?—A. I think I wrote to Mr. Pope. I worked in a general way at everything of a nature to interest such a company. I did what any man does who takes part in an affair of the kind.

Q. You wrote in the press?—A. Yes, I wrote articles.

Q. Did you speak about the subsidies to Sir A. P. Caron?—A. I may have spoken to him about them as I spoke to Sir John Macdonald and Mr.

## Edgar versus Caron.

Pope. The fact is, I had been instructed by the Quebec Board of Trade to take the matter in hand. I did all I could.

Q. The Temiscouata Railway Company contracted with Messrs. McDonald & Boswell for the construction of the railway?—A. Yes.

Q. You were one of the directors of the company at that date?—A. Yes.

Q. By the contract made by the company with Messrs. McDonald & Boswell, the company transferred to those gentlemen all interests or all assets, present and future?—A. Yes.

Q. Had you an interview or interviews with Messrs. McDonald & Boswell during the negotiations held in relation to the said contract?—A. Oh, yes; the contract was discussed for quite a time.

Q. Are you aware that between the company and Messrs. McDonald & Boswell there was an agreement in relation to political purposes?—A. Oh, no; never.

Q. To your knowledge, was there between you or any of the directors of the Temiscouata Railway Company any understanding, promise or agreement with a view to obtaining out of the Dominion subsidies any sum of money in the interest of the election of Sir A. P. Caron, or of the election of any of his political friends?—A. The thing was never mooted—never.

Q. Did the Temiscouata Railway Company, to your knowledge, directly or indirectly, itself or through any of its directors, contractors or other persons, as intermediaries, promise or agree to give, advance or subscribe, any sum of money in the interest of Sir A. P. Caron, to promote his election or the election of any other member supporting the Dominion Government of which Sir A. P. Caron was and is a member?—A. The company never subscribed for Sir A. P. Caron nor any of the ministers.

Q. The directors or the contractors of the company never gave a subscription?—A. Of course, you do not want to ask me what I did with my own money; that is a horse of another colour.

Q. I speak of subsidy money?—A. No.

Q. To your knowledge, did McDonald & Boswell, out of the subsidies, or out of the credit of the subsidies, give any money for electoral purposes?—A. Never; not to my knowledge. Thank God, the subsidy granted went to build the railway.

Q. Did they undertake to subscribe, on the signing of the contract, any sum of money for the election of Sir A. P. Caron, or any other person?—A. Not to my knowledge.

Q. Do you know, as director, whether McDonald & Boswell used all the subsidies for the building of the railway?—A. Here is how I know it: I was in communication with their London banker, to whom they had given all their subsidies to aid in the negotiation of the bonds. I took some share in the negotiations in order to assist them.

Q. You have taken part in election matters?—A. Very actively.

Q. You were one of the conservative leaders. As such, did you get any sums of money for electoral purposes?—A. I did not receive a cent from them.

Q. Did any person, to your knowledge, receive from McDonald & Boswell any part of the subsidies voted for the Temiscouata Railway?—A. No; I have just told you; they were absolutely applied to the construction of the road. That is all I can say on that point.

Q. Did Sir A. P. Caron take steps to secure money from the directors or from the contractors, for the elections?—A. I know what occurred in the party; nothing of the kind was done.

Q. Can you state whether Sir A. P. Caron was *au courant* of the negotiations had between the company or the directors and Messrs. McDonald & Boswell?—A. To my knowledge, Sir A. P. Caron was not consulted. I, myself, did not consult him.

Q. You do not know whether he had knowledge thereof?—A. No.

Q. Did you speak to him on the subject?—A. I may have spoken to him about it. To tell the truth, I was not in favour of Messrs. McDonald & Boswell. I wanted that the company itself should build the road.

Q. Were the Dominion ministers, or Sir A. P. Caron, in favour of the passing of the contract between the Temiscouata Railway Company and McDonald & Boswell?—A. I do not remember that; we discussed the question as it affected the interests of the city and district of Quebec. We considered the road to be the true short line. As to the negotiations, we conducted them alone.

Q. Are you aware of, or rather, was there, between the Temiscouata Railway Company, or any of its directors, and McDonald & Boswell, any understanding to the effect that a part of the consideration mentioned in the contract was to go to Sir A. P. Caron, or to any person who was a candidate for the House of Commons of Canada?—A. The subject was not broached; I have already said so repeatedly.

Q. Did you ever take steps, as a politician, to get money from those contractors?—A. Those gentlemen must have subscribed, but the subject never was discussed.

Q. Did you know them to have subscribed for Sir A. P. Caron?—A. All I know about it is what I have been told this morning.

Q. Personally you have no knowledge of any understanding as to money or subscription?—A. No.

Q. Can you say whether any sum of money derived from the subsidies, or being the result of credit resulting from the subsidies, was diverted, whether directly or indirectly, in aid of the election of Sir A. P. Caron, or of those supporting the Government of which he was a member?—A. No, never.

Q. Or to help members supporting Sir A. P. Caron, or the Government of which he is a member?—A. No, not to my knowledge.

Q. Have you any paper, writing or document of a nature to show that engagements and promises were made on the part of McDonald & Boswell to subscribe for political purposes?—A. I have not a sheet of paper—nothing of the kind.

Q. Do you mean to say that, so far as you know, from and out of those subsidies or other assets of the company, which, in pursuance of the contract, were transferred to McDonald & Boswell, no part whatever of the said consideration was to go to Sir A. P. Caron, or be used for his election, or the election of any of the members supporting the Government of which he forms part?—A. Nothing of the kind was ever mentioned, and nothing of the kind was done; I am sure of it.

SIR ADOLPHE CARON, Postmaster-General of the Dominion of Canada, being duly sworn, deposeseth as follows:—

*Examined by Mr. Ferguson, Q.C., of Counsel for Sir A. P. Caron:*

Q. Sir Adolphe, you are the Sir Adolphe Caron mentioned and referred to in the Commission which is now being proceeded with?—A. I am.



## Edgar versus Caron.

Q. You are a member of the Dominion Government?—A. I am a member of the Privy Council and Postmaster-General in the Cabinet.

Q. How long have you been a member of the Government?—A. I have been a member of the Government since November, 1880.

Q. What portfolios did you hold?—A. Up to the one which I now hold, I was Minister of Militia and Defence.

Q. Up to what time?—A. Up to last January or February, I think.

Q. For what constituency did you sit when you first went into Parliament?—A. I was first elected in 1873, for the county of Quebec, which I represented up to the last general election in 1891, when I was elected for the county of Rimouski, which I now represent.

Q. You resided, I believe, in the city of Quebec, up to the time you became a member of the Government?—A. Yes. I removed shortly after I was sworn in as a member of the Privy Council. I removed from Quebec to Ottawa, where I now reside.

Q. And you have resided there ever since?—A. Yes.

Q. How long before you removed to Ottawa had you resided in Quebec?—A. I was born in Quebec, and resided in Quebec up to the time I had removed from Quebec to Ottawa.

Q. You had lived in Quebec practically all your life?—A. Yes.

Q. You are a barrister, I believe?—A. I am a barrister.

Q. And you are still connected with the bar?—A. Yes.

Q. You practised law actively up to the time that you went into the Government?—A. Yes.

Q. What was your firm at the time you went into the Government?—A. Andrews, Caron & Andrews.

Q. Of which you were a member?—A. Yes.

Q. Before you became elected to the House of Commons, had you taken any active interest in politics?—A. Yes, ever since 1872.

Q. You had, I believe, run in an election before that?—A. I was defeated in the county of Bellechasse at the general election in 1872, by Judge Fournier, now a member of the Supreme Court.

Q. I believe you were always a member of the conservative party?—A. Yes, and my father before me.

Q. You were, I believe, from the evidence, a director of the company known as the construction company, for the construction of the Lake St. John Railway?—A. I was.

Q. For how long before you became a member of the Government were you a director?—A. I think I must have been a director from the time that the company was organized, and in fact nominally I am still a director of that company.

Q. How did you come to be a director of that company?—A. I became a member of the company from the interest which I took in the enterprise, and from my connection more particularly with the county of Quebec, which I represented.

Q. How are you qualified as a director?—A. I represented my firm of Andrews, Caron & Andrews as a director of that company.

Q. You say that you represented them as a director. You were not an individual shareholder?—A. No.

Q. The firm of which you are a member were the shareholders?—A. Yes; the stock which I represented was the stock of Andrews, Caron & Andrews.

Q. I think the amount of that stock was given in evidence as \$25,000?—A. Yes.

Q. Up to the time you became a member of the Government, did you take any particular interest in the affairs of the company?—A. Yes; I used to attend the meetings like the other directors.

Q. After you became a member of the Government, did you take any active part in the affairs of the company?—A. From the moment that I removed to Ottawa I ceased to take any active part in the company—what I would call any business interests in the doings of the company.

Q. Were you familiar at all, or in fact were you aware really of the business that was being conducted from time to time at the meetings of the company?—A. No; I knew nothing about what was going on in the company. The only opportunities which I had of attending meetings were when I happened to be in Quebec and I might happen to drop in. It was more to shake hands with my co-directors than to take any possible interest in the proceedings of the company. I knew too little about it to be able to be of any use to them.

Q. You were present at two or three meetings, according to the evidence of the secretary of the company—one meeting of shareholders and two of directors. Have you any recollection of what took place at these meetings?—A. No possible recollection. My recollection is, that I merely dropped in and exchanged a few words with the directors and walked out. I took no interest in what was going on. In fact, I knew too little about it to be able to say anything about it.

Q. Have you any recollection of the terms of the contract between Beemer and the construction company being discussed when you were present?—A. I have no recollection whatever.

Q. Were you ever aware of the contents of that contract until this investigation took place?—A. No.

Q. Were you ever aware, up to the time this investigation took place, that there was any obligation on the part of the company to obtain or endeavour to obtain further subsidies for the railway company?—A. Not from the contract, but I should imagine the company would endeavour.

Q. You were not aware of any undertaking or contract on the part of the company with Mr. Beemer to that effect?—A. No, I was not.

Q. You were aware, of course, as a member of the Government, as well as a member of the constituency in the district affected, that the company did make application from time to time for further subsidies?—A. Certainly.

Q. What position did you take with reference to these applications?—A. As a public man, representing a Quebec constituency, and as a Quebecer, I helped as much as I could to obtain the subsidies for the purpose of building the road.

Q. Why did you think yourself entitled to do so?—A. I considered that it was of vital importance to the city of Quebec and to the county of Quebec to secure the building of that road. We required for commercial purposes and for the prosperity of Quebec, a back country, which we had not until that road was built up.

Q. And through that reason you considered it your duty, in the interests of this part of the country, as well as the country at large, to support reasonable applications for subsidies?—A. Yes; I did all I could for the building of the road.

Q. You knew, I believe, the late Honourable J. G. Ross?—A. I knew him intimately.

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Q. He was a member of the firm—or was, I believe—really the firm of Ross & Company?—A. Yes; the only member.

Q. How long had you known him before his death?—A. I knew him as far back as my memory goes, but I knew him more intimately after I became a member of the bar, and our offices being in lower town, where his offices were, I had more opportunities of seeing him and knowing him than I had before.

Q. I believe he was a client or an occasional client of your firm?—A. Yes; he consulted us occasionally as counsel.

Q. What were your relations with Mr. Ross, apart from his being an occasional client?—A. Well, I looked upon him as the best friend, almost, I had from a business stand-point, and from the intimacy which existed between us.

Q. Had you resorted to him as a friend in business matters?—A. Yes, on several occasions.

Q. And private matters?—A. Yes; private matters and political matters.

Q. What was his position politically?—A. Politically, he was a strong believer in the policy advocated by the conservative party. He was a strong believer in the National Policy, and took a prominent part in political matters down in our section of the country.

Q. How far back had he taken an active part and special interest in political matters, as a member of the conservative party?—A. Well, the first opportunity I had of knowing of his taking a prominent part in politics was when I fought my first fight in the county of Quebec, against the Honourable Mr. Fabre, in 1873. He was a strong supporter of mine, and exercised his influence, which was considerable in the county of Quebec, to secure my return as a member of the House of Commons.

Q. Did he ever take a personally active part in politics as a candidate?—A. Yes; he ran for Quebec Centre, against the late Honourable Mr. Cauchon, in 1872, and I gave him my support. He also ran, I believe, in 1874.

Q. You know of his running more than once?—A. I am quite sure he ran in 1872, and I think once afterwards.

Q. You speak of him being strongly in sympathy with the conservative party and the policy advocated by that party?—A. He was.

Q. Had you ever, as a conservative—and as I suppose I might say, a leading conservative, as you were in the district—had you ever applied to him for assistance for political purposes?—A. I did on several occasions. He was, in fact, the man who, from my intimacy with him and his great wealth, I used to go to whenever I required help for the party he supported.

Q. And you have gone on several occasions?—A. On several occasions.

Q. And you have gone to him and got financial assistance from him for expenses in connection with elections?—A. I have on several occasions.

Q. That you have done on several occasions prior to 1887?—A. On several occasions.

Q. Now, in February or March, a general election took place for the House of Commons of Canada?—A. Yes.

Q. Did you apply to Mr. Ross, on the occasion of that election, for a subscription to the election fund?—A. I did.

Q. And what took place?—A. I had in 1887 more particularly charge of the district of Quebec. I called on Mr. Ross, as I have already stated I had already done very frequently; I laid before him what I considered to be the position of the party in the district of Quebec. I pointed to him the importance of the fight which we had to meet, and I told him that I had come

to him to ask him to help in providing the funds which I considered to be necessary for the legal and legitimate expenses of the campaign.

Q. What was the result?—A. We discussed the question together, and the result of it was that he told me he would give me \$25,000.

Q. What did he do?—A. The conversation took place one day, and the following day I had occasion to require some funds for the campaign, and I called on Mr. Ross. I got from him personally an amount which I would not be absolutely precise about, but it was between \$5,000 and \$10,000 on the first day. From his office I drove up to the office of the Honourable Thomas McGreevy, a witness examined in this investigation. He was one of a committee composed of three—the Honourable Sir Hector Langevin and myself being two of the three and Mr. McGreevy being the third, and the treasurer for the purposes of that campaign. I took the money, which I had received from Mr. Ross, and handed it over personally to Mr. McGreevy, who received it from me. He gave me a receipt for the amount, and in a period of time extending, probably, over seven or eight days—or ten days, possibly—I drew it out at different periods. The different amounts up to the \$25,000 which had been promised by Mr. Ross through me, and these different amounts I placed in the hands of Mr. McGreevy, as I had done the first instalment, and got receipts from him. These amounts were distributed after a discussion between the three members of that committee, Sir Hector Langevin, myself and Mr. McGreevy. They were distributed for what we considered to be legitimate and indispensable expenses of the various counties which we were looking after in the district of Quebec.

Q. You say you got these different sums of money, amounting in all to \$25,000, from the Honourable Mr. Ross himself?—A. I did.

Q. Personally?—A. Personally.

Q. In what form?—A. In bank bills.

Q. And you took it in that form to Mr. McGreevy?—A. Yes; I drove from his office to Mr. McGreevy's. The amount never left my hands until it was deposited into the hands of Mr. McGreevy.

Q. Were you ever informed that this money was to be reimbursed to Mr. Ross by any person?—A. I never was. He never mentioned it, and I had no reason to imagine that it was not his personal contribution. I knew nothing at all about anything connected with that amount until the time that I heard the evidence that was adduced here.

Q. He never led you to believe it, or stated it to you?—A. Never, directly or indirectly.

Q. He never informed you otherwise than that this was his personal contribution to this fund?—A. No, he never did, never in any way.

Q. Was anything discussed at that interview at all between you and him about this being given on any other account than simply as his personal, individual subscription to the election?—A. Never. He never led me to believe, directly or indirectly, by anything that he said or did, that it was not his personal contribution.

Q. Had you any reason to believe differently up to the time the evidence was given here?—A. Never. I never had any reason to think that it was other than his private subscription. In fact, in the House of Commons I denied having knowledge of anything else except what I stated here.

Q. Had you any conversation with H. J. Beemer with reference to this subscription of \$25,000?—A. Never, directly or indirectly.

Q. Did you ever make application to him for it?—A. I never did.

## Edgar versus Caron.

Q. Did he ever tell you he had to pay it?—A. He never mentioned a word of it to me, and I never spoke to him about it. The only conversations which took place were between Mr. Ross and myself. I knew nothing more about it.

Q. You are aware since the evidence was given here of certain entries which appear in a certain account in one of the books kept by Mr. H. J. Beemer, with reference to the payment of this subscription of \$25,000. You are aware that certain entries are in evidence of that kind?—A. I am aware of what was stated here, but I know nothing else about it.

Q. Were you ever aware, up to the time you heard that evidence given, that there were any such entries in any books of Mr. Beemer's?—A. No; I never had any reason to believe it.

Q. Were you ever aware that there were any notes given by Mr. Beemer or by anybody else to reimburse Mr. Ross for that subscription?—A. I certainly never knew anything about it until I heard it here. I do not even know now that notes were given, except from what I have heard.

Q. Did you ever, Sir Adolphe Caron, in the elections of 1882, 1887, or 1891, apply to the Quebec and Lake St. John Railway Company, or to the company called the Construction Company, or to Horace J. Beemer, for any subscriptions to any of these general elections?—A. I never did.

Q. Did you ever receive any such subscriptions from any of these parties?—A. I never did.

Q. Now, Sir Adolphe, you have, I have no doubt, read more than once the charges which are the subject of this investigation against you?—A. I have.

Q. Referring to charge three (3) on page 5 of the Commission, are you aware that any portion of any of the subsidies which were granted by Parliament to the Quebec and Lake St. John Railway Company were diverted from the purposes for which they were granted by Parliament for election purposes?—A. I have no reason to believe that they were diverted, and I have every reason to believe that every subsidy granted for the building of the road went into the building of the road.

Q. You have no knowledge of any portion of any of these subsidies having been diverted in any such way?—A. I have not.

Q. Therefore, I need scarcely ask you if you aided or participated in diverting them?—A. I never did.

Q. Have you any knowledge of any portion of these subsidies or of any moneys raised upon the strength of these subsidies, while they were under the control in the hands either of the railway company, the construction company, or Horace J. Beemer, being diverted from the purpose for which they were granted to election purposes?—A. I have not. As I have already stated, I think the subsidies all went into the building of the road.

Q. Did you ever obtain or assist in obtaining from either of these companies, or from Mr. Beemer, the payment of moneys out of them for the purpose of assisting in your own election or in the election of other members or supporters of your Government?—A. Never.

Q. Are you aware of any understanding or agreement whereby, in consideration of the application or diversion of any of these subsidies to political purposes, it was agreed that further subsidies should be given to that company?—A. I am not aware.

Q. With reference to charge 5, are you aware of any portion of the subsidies granted by the Federal Parliament to the Temiscouata Railway

Company being diverted from the purpose for which they were voted, or of any moneys raised on the strength of these subsidies to aid in your election or the election of any of your colleagues or supporters?—A. I am not aware, and never heard of it.

Q. Did you ever apply to or receive from the Temiscouata Railway Company, or any of the directors of that company, or from McDonald & Boswell, contractors, any money for the purpose of assisting or aiding in your election, or the election of members and supporters of your Government out of the subsidies voted to that company, or raised upon the strength of the subsidies voted to that company?—A. No; I never applied or never got any from the company, or any of the directors, or others connected with the company.

Q. You are not aware of any having been so obtained for the purposes I mentioned?—A. No.

Q. Are you aware of any understanding or agreement whereby any consideration or because of moneys having been so diverted from the subsidies of the Temiscouata Railway Company, further subsidies were promised or given to them?—A. No; I have no knowledge of any such thing.

Q. Are you aware of, or did you take part in the misappropriation of any of the subsidies to any of these two companies, or of any moneys raised upon the strength of these in any way, otherwise than for the purpose for which they were granted?—A. I am not aware, and I never took part in any diversion of any money granted by Parliament for the building of any road.

Q. Were any moneys out of the said subsidies, or moneys raised on the strength of these subsidies, in so far as you are aware, ever placed in your hands for the purpose of corrupting the electorate of Canada?—A. Never.

Q. Have you any understanding, when any of the subsidies to which I have referred were granted or recommended, with either of these companies or with any person or persons interested in these companies or in these appropriations, that the moneys granted by Parliament in the shape of these subsidies, were to go to you for any purpose whatever?—A. No.

Q. Have the moneys granted by Parliament, in the shape of subsidies to these railway companies, so far as you are aware, been applied to the purpose for which they were granted by Parliament?—A. Yes, as far as my knowledge goes, they have been.

Q. There was something said by Mr. Dean with reference to a special account, which he said appeared in the books of the Quebec Bank at Quebec, in your name, in the year 1891, for \$2,000?—A. Yes; I heard what Mr. Dean said about that account.

Q. Do you know what the deposit he refers to represents?—A. Do you mean where it came from?

Q. Yes?—A. Yes; I do certainly.

Q. Has it any connection directly, or indirectly, with either of the two railway companies mentioned in these charges, or with any of the contractors, directors or other persons named in this matter?—A. It was a personal contribution from a personal friend of mine sent to me from Ottawa. It has no connection whatever with any of the railways mentioned in this investigation, nor with the directors, nor any of the persons whose names have appeared during the investigation that is going on now.

Q. And from a person who had no connection, directly or indirectly, with these matters?—A. From a person who has no possible connection with any of the companies mentioned, or in fact any of the people mentioned in this, so far as my knowledge goes.

## Edgar versus Caron.

Q. A person whose name you never heard mentioned in any way, in connection with either of these companies?—A. No; never.

*Cross-examined by Mr. Archibald, Q.C., of Counsel for the Crown :*

Q. Sir Adolphe Caron, when you applied to the Honourable James G. Ross for a subscription, you knew he was the president of the Lake St. John Railway Construction Company?—A. I did, sir.

Q. Did you know that at the time Mr. H. J. Beemer was obtaining advances from Mr. Ross?—A. I must have known it. I should imagine I knew at the time. I cannot precisely say the nature of the agreement or understanding.

Q. Of course, you knew that Mr. Beemer was actually constructing the road?—A. I knew that.

Q. Under a contract with the Construction Company.—A. Yes; I knew that.

Q. Had you any previous experience of any such liberal contribution from Mr. Ross as \$25,000?—A. No, not that amount, but I had experience of very large contributions from him for election purposes.

Q. For his own elections?—A. And friends of the party.

Q. Had he been a large contributor to friends in the party before that?—A. Yes; I always applied to him.

Q. You never got a sum so large as that before?—A. That was in the general election of 1887, and it was for the whole district.

Q. Now, with regard to the Temiscouata Railway, had you any knowledge of the negotiations between the company and McDonald & Boswell which have been referred to in evidence?—A. Not the slightest knowledge. I never heard of it until I heard of it in this room, and I do not know what the negotiation is even now, except what was said.

Q. You know, of course, that McDonald & Boswell were constructing that road?—A. Certainly.

Q. Under contract with the Temiscouata Railway Company?—A. I had occasion to know it as a public man, and as one of the members of the Railway Committee of the Privy Council.

Q. Had the contract between that company and McDonald & Boswell ever been submitted to the Railway Committee?—A. Not to my knowledge.

Q. Would it not, as a matter of course, go before the Railway Committee?—A. If required to be submitted at all, the ordinary procedure would be to submit it to the Minister of Railways. It would not come before us.

Q. And you do not remember to have seen the contract for the building of the road?—A. I never saw it.

Q. Then it is scarcely necessary to ask you whether you were aware of any subsidiary contract?—A. I am not aware of any.

Q. You heard the witness state that \$25,000 of the consideration of the contract was laid aside for political purposes?—A. I knew nothing at all about it.

Q. You never heard of it?—A. I never heard of it until I heard of it here.

Q. Did you ever receive any money that you had reason to believe was part of the consideration of that contract, for political purposes?—A. Never.

Q. You have heard what Mr. J. J. McDonald said about the election of 1891, that you asked him for a subscription on that occasion?—A. I have tried to recollect it. It is more than probable that I may have met him, as he said, casually, and asked him to help the general election fund. I never got from him anything that I recollect. If he contributed, he contributed to the general fund, I should imagine.

Q. Do you remember asking any one to draw on him?—A. Never.

Q. You have seen the orders which were produced by the Honourable Thomas McGreevy, concerning that election fund of 1887?—A. I have.

Q. Do these constitute the only orders, so far as you remember, that you gave to Mr. McGreevy concerning that election fund of 1887?—A. I cannot be positive. I had charge of the campaign. I was speaking in eight or ten constituencies; my time was fully taken up, and I cannot recollect whether the ones that I saw produced here constitute all the orders that I gave, but all the orders which I did give bear my signature.

Q. Did you take any part in the distribution of any money for political purposes after it left the hands of Mr. McGreevy?—A. Oh, yes; very frequently, the candidates who were supporting the party, who had applied to me, very often would receive the money from me personally. At other times, if I was busy in the constituencies close to Quebec, or in my own constituency—I was fighting a very severe battle then in the county of Quebec—I would give an order, and these gentlemen or some of their friends, bearers of these orders, would go to Mr. McGreevy and receive from the fund, and sometimes give receipts, I suppose.

Q. What I mean, Sir Adolphe, is this: did you take any part in the distribution of the money in its use in the counties?—A. I never did. After an application was made by the candidate we discussed it, and very often a larger amount was asked than was granted. The three members of the committee discussed together, and we decided that such-and-such a county would receive so much. That amount was given to the candidate himself. Sometimes indifferent amounts before nomination day, or for the purposes of the campaign fund, and these amounts were given to the candidate or to some friends of his sent by him to receive it. Directly or indirectly, I had nothing to do with the distribution, outside of giving these amounts to the candidates who applied to me.

Q. And these amounts were given after discussion by the three members of the committee of which you speak?—A. Yes; no amount to my knowledge was ever given out until we three agreed that that amount should be given.

Q. Did you have anything to do, or did you take part in the distribution of any money in your own county?—A. Well, I very likely have treated my case as I treated the cases of the others. The amount of money which we considered should be allotted to the county of Quebec would be distributed in the same way. Personally, I had not the time to distribute the money.

Q. You did not take any part in looking after election expenses and paying the expenses as they came in?—A. No; what we used to do in my experience of elections is, that we had a committee, and the committee was the channel through which the money was distributed.

Q. And all the funds raised for election purposes went into the hands of Mr. McGreevy, as treasurer?—A. For the district of Quebec. I have been speaking merely in so far as the district of Quebec is concerned.

Q. There were no other funds, except these, which were treated in the way you have described?—A. No other funds that I am aware of.

Q. Have you any bank book which shows any entries relating to the reception of any money or value from either of the companies mentioned in the Commission?—A. I have not. The only bank book that I have is my private bank book. There is nothing in it connected with any entry or anything that could lead to any information in reference to the two companies in ques-



## Edgar versus Caron.

tion. The only documents I have are the receipts from Mr. McGreevy for the amounts I paid him.

Q. Have you got a cheque book or book of cheque stubs which would show anything in relation to the matters concerned in this investigation?—A. I have not.

Q. No book of account, in which any account is kept relating to moneys received for political purposes from the sources mentioned in the Commission?—A. No book of account of any kind.

Q. Have you with you the receipts which you received from Mr. McGreevy for the amount to which you refer?—A. I think I have.

Q. Have you any objection to produce that?—A. No objection whatever. I now produce a photographic copy of the receipts obtained by me from the Honourable Mr. McGreevy, for the money handed by me to him as already mentioned in my evidence. Exhibit APC 1.

Q. That is the only paper you have relating to the subject matter of investigation?—A. That is all.

And I, Thomas P. Owens, sworn stenographer, do declare, under the oath I have taken, that the above is a true and faithful transcript of the shorthand notes of the evidence of the above-named witness.

# EXHIBITS.

Exhibit "D" 1, for the Crown; filed 20th September, 1892.

G. H. HAMEL,  
*Clerk, R. C.*

2083½

AUDITOR-GENERAL'S OFFICE,

OTTAWA, 17th November, 1888.

Certified that the undermentioned entry be made. Dr.

Subsidy to Quebec and Lake St. John Railway....\$7,644 45

Customs revenue—

For customs duties deducted.....\$7,644 45

From Est. 1, paid by cert. 2088.

J. L. McDOUGALL.  
J. M. COURTNEY.

No. 9928.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 17th November, 1888.

To the Bank of Montreal,  
Ottawa.

\$24,855.55.

Pay to the order of the Quebec and Lake St. John Railway Co., twenty-four thousand three hundred and fifty-five  $\frac{11}{16}$  dollars—subsidy.

Countersigned,  
J. L. McDOUGALL,  
Auditor-General.

R. W. BAXTER,  
For *Deputy-Minister of Finance.*

Endorsed on back :—

JAS. G. SCOTT,  
Secty. and Treas.  
Quebec and Lake St. John Ry. Co.  
For credit Quebec Bank.

J. STEVENSON,  
*Cashier.*

No. 2083. Cheque 9928.

BANK OF MONTREAL,

OTTAWA, 17th November, 1888.

Auditor-General's Office.

Subsidy for ten miles at \$8,200 per mile.....\$82,000 00

Less amount to be credited to customs revenue 7,644 45

R. & C. cert. 285.

R.W.B.

\$24,855 55

Received cheque for \$24,855.55.

J. G. SCOTT, Secy.

## Edgar versus Caron.

Q. and Lake St. John Ry.

Certified that a cheque may issue in the favour of the Quebec and Lake St. John Railway Co. for \$24,855.55, twenty-four thousand three hundred and fifty-five <sup>10</sup>/<sub>100</sub> dollars.

Charge to

Quebec and Lake St. John Railway Subsidy, 46 Vic., ch. 25.

J. L. McDOUGALL,

Auditor-General.

Let a cheque issue.

J. M. COURTNEY,

Deputy-Minister of Finance.

Exhibit "D" 2, for the Crown ; filed 20th September, 1892.

G. H. HAMEL,

Clerk, R. C.

No. 14813.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 5th May, 1885.

\$87,027.

To the Bank of Montreal,  
Ottawa.

Pay to the order of yourselves, Quebec and Lake St. John Railway Co.,  
thirty-seven thousand and twenty-seven dollars.

R. W. BAXTER,

Deputy-Minister of Finance.

Countersigned,

J. PATTERSON,

Asst. Auditor-General.

No. 4446. Cheque 14813.

BANK OF MONTREAL,

OTTAWA, 5th May, 1885.

Auditor-General's Office.  
On account of subsidy per report  
of Chief Engineer, dated 8th  
April. O. C. 22 April.

Received cheque for \$87,027.

J. M. GREATA,

Pro manager.

J. R. & C. Cert. 388

Certified that a cheque may issue  
in favour of Quebec and Lake  
St. John Railway Co.

\$87,027. Thirty-seven thousand and twenty-seven dollars.

Charge to subsidies to railways. Quebec and Lake St. John  
Railway, 46 Vic., chap. 25.

J. L. McDOUGALL, Auditor-General.

Let a cheque issue.

FRED. TOLLER,

Acting Deputy-Minister of Finance.

R. of M.

Duplicate.

FOR CHARTERED BANKS.

I, The Quebec and Lake St. John Railway Company, Quebec, do hereby appoint the manager of the Bank of Montreal, Ottawa, their lawful attorney to receive from the Receiver-General of the Dominion

of Canada, or other person authorized to pay the same, all such sum or sums of money as are now due, or may hereafter become due, and payable to them by the Government of the Dominion of Canada, and to give a receipt or receipts for the same.

For the subsidy payable to this company upon 10 miles of the road from station 2186 to station 2714 near the Rivière à Rioux at the rate of three thousand two hundred dollars per mile.

Witness our hands at Quebec, this 15th }  
day of August, one thousand eight }  
hundred and eighty-four. }

Signed in presence of

A. VALLERAND.

L. R., J. G. S.

T. LEDROIT, *President*.  
J. G. SCOTT, *Secretary*.

Exhibit "D" 3, for the Crown; filed 20th September, 1892.

G. H. HAMEL,  
*Clerk, R. C.*

QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY  
TO QUEBEC BANK.

No. 2484.

C. 2220.

FINANCE DEPARTMENT, CANADA,

\$38,378.

OTTAWA, 22nd September, 1885.

Merchants Bank, Ottawa.

Pay to the order of the Quebec Bank for the Quebec and Lake St. John Railway Co. thirty-eight thousand three hundred and seventy-three dollars.

Countersigned,  
J. PATTERSON,  
Asst. Auditor-General.

Endorsed on back :—

R. W. BAXTER,  
For *Deputy-Minister of Finance*.

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,

Pro Manager,  
Quebec Bank, Ottawa.

Pay Merchants Bank of Canada or  
order.

H. A. SLOANE,  
Pro Manager.

No. 896. Cheque 2484.

Auditor-General's Office.

MERCHANTS BANK,

OTTAWA, 22nd September, 1885.

For amount of subsidy received cheque for \$38,378 earned, per letter from Chief Engineer, 12th inst.

O. C. 15th inst.  
R. W. B.

C. W. V. NOEL,  
*Teller*.

## Edgar versus Caron.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co. for \$38,373 (thirty-eight thousand three hundred and seventy-three dollars).

Charge to Subsidies and Railways.  
Quebec and Lake St. John Railway.

Let a cheque issue.

FRED. TOLLER,  
Acting Deputy-Minister of Finance.

J. PATTERSON,  
*Asst. Auditor-General.*

Ent. 716.  
O.P.

Quebec Sept.  
12/9 No.  
No. 186.

### FOR CHARTERED BANKS.

The Quebec and Lake St. John Railway Company, hereby appoint the manager of the Quebec Bank at Ottawa their lawful attorney, to receive from the Receiver-General of the Dominion of Canada, or other person authorized to pay the same, all such sum or sums of money as are now due, or may hereafter become due, and payable to them by the Government of the Dominion of Canada, and give a receipt or receipts for the same.

Witness my hand, at Quebec, this 12th }  
day of September, one thousand }  
eight hundred and eighty-five. }

T. LEDROIT, *President.*  
J. G. SCOTT, *Secretary.*

Signed in presence of  
ALEX. HARDY.

N.B.—No addition to the printed terms of this authority will be permitted.

Exhibit "D" 4, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk. R. C.*  
C. 16.

No. 16621.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 19th November, 1885.

\$27,840.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank, twenty-seven thousand eight hundred and forty dollars, for Quebec and Lake St. John Railway Co.

Countersigned,  
J. PATTERSON,  
*Asst. Auditor-General.*

R. W. BAXTER,  
*For Deputy-Minister of Finance.*

Endorsed on back :—

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
*Pro Manager,*  
Quebec Bank, Ottawa.

Credit Montreal Branch.  
Cert. No. 1707.  
Auditor-General's Office.

H. A. SLOAN,  
*Pro Manager.*  
No. 896.

QUEBEC BANK, 22-9-85.

Amount, \$27,840.

Certified that a cheque may issue in favour of the Quebec and Lake St. John Railway Co.

Subsidy due on 4th 10 mile sect. O. C., 16th inst.

the sum of twenty-seven thousand eight hundred and forty  $\frac{1}{100}$  dollars.

Chargeable to subsidies to Railways.

Quebec and Lake St. John Railway.

R. W. B.

B. of M.

Finance  
Ledger Folio  
71 b. C. P.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	16621	Montreal.	\$27,840 00	C. W. V. Noel, <i>Teller.</i>
Let a cheque issue.				
M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "D" 5, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*  
C. 1801.

No. 17338.

FINANCE DEPARTMENT, CANADA,

\$24,532.

OTTAWA, 20th January, 1886.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank, twenty-four thousand five hundred and thirty-two dollars, for Quebec and Lake St. John Railway Company.

Countersigned,

J. PATTERSON,  
*Asst. Auditor-General.*

R. W. BAXTER,  
*Deputy-Minister of Finance.*

Endorsed on back :—

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
Pro Manager,  
Quebec Bank, Ottawa.

G. W. SLOANE,  
Pro Manager.

Credit Montreal Branch.

# Edgar versus Canon.

No. 896.

Cert. No. 2524.

Amount \$24,532.

AUDITOR-GENERAL'S OFFICE,  
QUEBEC, September 22nd, 1885.

Certified that a cheque may issue in favour of the Quebec and Lake St. John Railway Co., on account of subsidy, 46 Vic., chap. 25, 48 and 49 Vic., chap. 59. O.C. 18th inst. (Between 40th and 50th mile.) The sum of twenty-four thousand five hundred and thirty-two dollars.

R.W.B.

J.P.

Chargeable to Quebec and Lake St. John Railway subsidy.

J. L. McDougall,

*Auditor-General.*

Let a cheque issue.

W. FITZGERALD,

*Asst. Deputy-Minister of Finance.*

Finance  
Ledger Folio.  
716.  
J.P.

	Cheque.	Bank.	Amount.	Receipt.
	17388	Montreal.	\$24,532.	S. PIDDINGTON.

Exhibit "D" 6, for the Crown; filed 20th September, 1892.

G. H. HAMEL,  
*Clerk, R. C.*

No. 17589.

C. 259.

FINANCE DEPARTMENT, CANADA,

\$96,000.

OTTAWA, 22nd February, 1886.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank for the Quebec and Lake St. John Railway Company, ninety-six thousand dollars.

R. W. BAXTER,  
*For Deputy-Minister of Finance.*

Countersigned,

J. PATTERSON,

*Asst. Auditor-General.*

Endorsed on back:—

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
Pro Manager.  
Quebec Bank, Ottawa.  
G. W. SLOANE,  
Pro Manager.

Credit Montreal Branch.

56 Victoria.

Sessional Papers (No. 27.)

A. 1893

No. 896.

Cert. No. 2903.

Amount \$96,000.

AUDITOR GENERAL'S OFFICE,

QUEBEC BANK, 22-9-85.

Certified that a cheque may issue in favour of the Quebec and Lake St. John Railway Co.

On account of subsidy, O. C., 17th February,  
the sum of ninety-six thousand  $\frac{00}{100}$  dollars.

J. P.

Chargeable to subsidies to railways, Quebec and Lake St. John Railway.

R. W. B.

Finance,  
Ledger Folio  
716.  
O.C.

	Cheque	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	17589.	Montreal.	\$96,000 00	C.W.V. NOEL
Let a cheque issue.				
J. M. COURTNEY, <i>Deputy-Minister of Finance.</i>				

Exhibit " D " 7, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 1779.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 22nd July, 1886.

\$6,000.

Quebec Bank, Ottawa.

Pay to the order of yourselves, for Quebec and Lake St. John Railway Company, six thousand dollars.

Countersigned,

J. PATTERSON,  
*Asst. Auditor-General.*

R. W. BAXTER,  
*For Deputy-Minister of Finance.*



# Edgar versus Caron.

Cert. No. 199.

Amount, \$6,000.

QUEBEC BANK, 17-7-86.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co.

On acct. of subsidy, O. C. 18th July, the sum of six thousand dollars.

R. W. B.

J. P.

Chargeable to Subsidies to Railways.

Quebec and Lake St. John Railway.

J. PATTERSON,

Asst. Auditor-General.

Finance  
Ledger Folio  
428.

Let a cheque issue.

W. FITZGERALD,

Asst. Deputy-Minister of Finance.

C. P.

Cheque.	Bank.	Amount.	Receipt.
1779	Quebec.	\$6,000	D. HOSSACK.

Quebec and Lake St. John Railway Co. }  
to } Power of Attorney.  
Quebec Bank.

July 17th, 1886.

## FOR CHARTERED BANKS.

The Quebec and Lake St. John Railway Company, of Quebec, hereby appoints the manager of the Quebec Bank, at Ottawa, its lawful attorney, to receive from the Receiver-General of the Dominion of Canada, or other person authorized to pay the same, all such sum or sums of money as are now due or may hereafter become due and payable to it by the Government of the Dominion of Canada and to give a receipt or receipts for the same.

Witness our hands at Quebec, this } T. LEDROIT, *President*.  
17th day of July, one thousand } J. G. SCOTT, *Secretary*.  
eight hundred and eighty-six.

Signed in presence of } ALEX. HARDY.  
A. VALLERAND.

N.B.—No addition to the printed terms of this authority will be permitted.

56 Victoria.

Sessional Papers (No. 27.)

A. 1893

Exhibit "D" 8, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 0803.

C. 884.

FINANCE DEPARTMENT, CANADA,

\$83,688.

OTTAWA, 9th October, 1886.

To the Bank of Montreal, Ottawa.

Pay to the order of the Quebec Bank, for the Quebec and Lake St. John Railway, eighty-three thousand six hundred and eighty-eight dollars.

Countersigned,  
J. PATTERSON,  
*Asst. Auditor-General.*

R. W. BAXTER,  
*For Deputy-Minister of Finance.*

Endorsed on back:—

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
*Pro Manager,*  
Quebec Bank, Ottawa.  
WALKER,  
*Pro Manager.*

Credit Montreal Branch.

No. 199.

Cert. No. 1148.

Amount \$83,688.

Auditor-General's Office.

QUEBEC BANK, 22-7-86.

Certified that a cheque may issue in favour of the Quebec and Lake St. John Railway Co.

On account of subsidy, O. C. 29th Sept.  
the sum of eighty-three thousand six hundred and eighty-eight  $\frac{00}{100}$  dollars.

J. P.

R.W.B. Chargeable to Subsidies to Railways.  
Quebec and Lake St. John Railway.

Finance.  
Ledger Folio.  
428.

J. L. McDougall,  
*Auditor-General.*

Cheque.

Bank.

Amount.

Receipt.

803.

Montreal.

\$83,688.

C.W.V. NOEL.

Let a cheque issue.

W. FITZGERALD,  
*Asst. Dep.-Min. of Finance.*

## Edgar versus Caron.

Exhibit "D" 9, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 1836.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 18th December, 1886.

\$3,310.

Quebec Bank, Ottawa.

Pay to the order of yourselves, for Quebec and Lake St. John Railway Co.,  
three thousand three hundred and ten  $\frac{00}{100}$  dollars.

R. W. BAXTER,  
For *Deputy-Minister of Finance.*

Countersigned,

J. PATTERSON,  
*Asst. Auditor-General.*

No. 199.

Cert. No. 1941.

Amount \$3,310.

QUEBEC BANK, 17-7-86, 22-7-86.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John  
Railway Co.

On account of subsidy, O. C. 7th inst.

the sum of thirty-three thousand and ten  $\frac{00}{100}$  dollars.

R. W. B.

Chargeable to Subsidies to Railways.  
Quebec and Lake St. John Railway.

Finance  
Ledger Folio,  
428.

	Cheque	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	3310.	Quebec.	\$3,310.	D. HOSSACK.
Let a cheque issue.	1836.			
W. FITZGERALD, <i>Asst. Dep.-Min. of Finance.</i>	C.S.S.			

56 Victoria.

Sessional Papers (No. 27.)

A. 1893

Exhibit "D" 10, for the Crown ; filed 20th September, 1892.

G. H. HAMEL,  
Clerk, R. C.

No. 1457.

C. 11207.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 23rd December, 1886.

\$48,747.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank, for Quebec and Lake St. John Railway Co., forty-eight thousand seven hundred and forty-seven  $\frac{1}{100}$  dollars.

Countersigned,  
J. PATTERSON,  
Asst. Auditor-General.

R. W. BAXTER,  
For Deputy-Minister of Finance.

Endorsed on back :—

Pay to the Quebec Bank,  
Montreal Branch.  
S. PIDDINGTON,  
Pro Manager,  
Quebec Bank.  
The Quebec Bank,  
Credit Montreal Branch.  
Per Manager.  
Amount, \$48,747.

Cert. No. 2085.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co.

On account of Subsidy, O. C. 17th inst.

the sum of forty-eight thousand seven hundred and forty-seven  $\frac{1}{100}$  dollars.

Chargeable to Subsidies to Railways.

Quebec and Lake St. John Railway.

J. P.  
Immediate.  
Finance.  
Ledger Folio,  
428.

R. W. B.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, Auditor-General.	1457	Montreal.	\$48,747	S. PIDDINGTON.
Let a cheque issue.				
J. M. COURTNEY, Deputy-Minister of Finance.				

# Edgar versus Caron.

Exhibit "D" 11, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 2085.

C. 94.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 15th February, 1887.

\$60,474.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank, for Quebec and Lake St. John Railway,  
sixty thousand four hundred and seventy-four  $\frac{00}{100}$  dollars.

R. W. BAXTER,  
Deputy-Minister of Finance.

Countersigned,

J. PATTERSON,  
Asst. Auditor-General.

Endorsed on back:—

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
Pro Manager,  
Quebec Bank, Ottawa.

G. H. WOOD.

For collection and credit of Bank  
of Montreal, Montreal.

E. S. CLOUSTON,  
Manager.

No. 199.

Cert. No. 2772.

Amount, \$60,474.

QUEBEC BANK, 17-7-86, 22-7-86.

Auditor General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John  
Railway Co.

On account of subsidy, O. C. 8th February.

for the sum of sixty thousand four hundred and seventy-four  $\frac{00}{100}$  dollars.

R.W.B.

J.P.

Chargeable to Subsidies to Railways,  
Quebec and Lake St. John Railway.

Immediate.

Finance.  
Ledger Folio,  
428.

J. L. McDougall,  
Auditor-General.

Cheque	Bank.	Amount.	Receipt.
2085.	Bk. of M.	\$60,474.	C.W.V. NOEL.

Let a cheque issue.

J. M. COURTNEY,  
Deputy-Minister of Finance.

Exhibit "D" 12, for the Crown; filed 20th September, 1892.

G. HAMEL,  
*Clerk, R.C.*

No. 4757.

C. 792.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 31st August, 1887.

\$103,479.

To the Bank of Montreal, Ottawa.

Pay to the order of the Quebec Bank for the Quebec and Lake St. John Railway Co., one hundred and three thousand four hundred and seventy-nine dollars.

Countersigned,

J. PATTERSON,  
*Asst. Auditor-General.*

V. FITZGERALD,  
*Asst. Deputy-Minister of Finance.*

Endorsed on back :—

Pay to the order of the Quebec Bank,  
Montreal Branch,

S. PIDDINGTON,  
Pro Manager.  
The Quebec Bank,  
per S.W.

No. 199.

Cert. No. 505.

Amount \$103,479.

QUEBEC BANK, 17-7-86, 22-7-86.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co., on account of subsidy, O.C. 25th August, for the sum of one hundred and three thousand four hundred and seventy-nine dollars.

Chargeable to Subsidies to Railways.

Quebec and Lake St. John Railway.

J.P.

Finance  
Ledger Folio,  
428.

R.W.B.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	4757.	Montreal.	\$103,479.	MICHAEL—
Let a cheque issue.				for Quebec Bank.
W. FITZGERALD, <i>Asst. Dep.-Min. of Finance.</i>				

# Edgar versus Caron.

Exhibit "D" 13, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 5337.

C. 957.

FINANCE DEPARTMENT, CANADA,

\$85,814.

OTTAWA, 22nd October, 1887.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank for Quebec and Lake St. John Railway Co.

eighty-five thousand eight hundred and fourteen dollars.

W. FITZGERALD,  
Asst. Deputy Minister of Finance.

Countersigned,

J. PATTERSON,  
Asst. Auditor-General.

Endorsed on back :—

Pay to the order of Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
Pro Manager.  
Quebec Bank, Ottawa.  
The Quebec Bank,  
Per S.W.

No. 199.

Cert. No. 1044.

Amount \$85,814.

QUEBEC BANK, 17-7-86, 22-7-86.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Company, on account of Subsidy, O. C., 11th October, inst.

for the sum of eighty-five thousand eight hundred and fourteen dollars.

R.W.B.

J. P.

Chargeable to Subsidies to Railways,  
Quebec and Lake St. John Railway.

Finance.  
Ledger Folio.  
428.

	Cheque	Bank	Amount.	Receipt.
J. L. McDougall, Auditor-General.	5337.	Montreal.	\$85,814.	J. H. PINHEY.
Let a cheque issue.				
J. M. COURTNEY, Deputy-Minister of Finance.				

Exhibit "D" 14, for the Crown ; filed 20th September, 1892.

G. H. HAMEL,  
Clerk, R.C.

No. 6858.

C. 325.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 9th April, 1888.

\$42,720.

To the Bank of Montreal, Ottawa.

Pay to the order of the Quebec Bank, for the Quebec and Lake St. John Railway Co., forty-two thousand seven hundred and twenty dollars.

W. FITZGERALD,  
Asst. Deputy-Minister of Finance.

Countersigned,

J. PATERSON,  
Asst. Auditor-General.

Endorsed on back :

Pay to the order of the Quebec Bank,  
Montreal Branch,

S. PIDDINGTON,  
Pro Manager,  
Quebec Bank, Ottawa.  
The Quebec Bank,  
per S.W.

No. 197.

Cert. No. 2754.

Amount \$42,720.

QUEBEC BANK, 17-7-86, 22-7-86.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co., on account of subsidy, O.C. 30th March, for the sum of forty-two thousand seven hundred and twenty dollars.

Chargeable to Subsidies to Railways,  
Quebec and Lake St. John Railway.

J.P.  
Immediate.

R.W.B.

Finance,  
Ledger Folio,  
428.

J. L. McDOUGALL,  
Auditor-General.

Cheque.  
6858.

Bank.  
Montreal.

Amount.  
\$42,720.

Receipt.  
C.W.V.NOEL

Let a cheque issue.

J. M. COURTNEY,  
Deputy-Minister of Finance.



# Edgar versus Caron.

Exhibit "D" 15, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

C. 1519.

No. 9444.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 27th February, 1889.

\$19,911.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank, for Quebec and Lake St. John Railway Co.,

nineteen thousand nine hundred and eleven dollars.

W. FITZGERALD,  
*Asst. Deputy-Minister of Finance.*

Countersigned,  
J. PATTERSON,  
*Asst. Auditor-General.*

Endorsed on back :—

Pay to the order of the Quebec Bank,  
Montreal Branch.

S. PIDDINGTON,  
P. Manager.  
Bank Ottawa.  
The Quebec Bank.  
Per B. S.

Amount \$19,911.

Cert. No. 2424.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co., on account of subsidy, O. C., 16th inst.  
for the sum of nineteen thousand nine hundred and eleven dollars.

N. J.

J. P.

Chargeable to Subsidies to Railways,  
Quebec and Lake St. John Railway.

Finance,  
Ledger Folio,  
471.

	Cheque	Bank	Amount	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	9443.	Montreal.	\$19,911.	C.W.V. Noel.
Let a cheque issue.				
J. M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "D" 16, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 11755.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 25th October, 1889.

\$38,440.

To the Bank of Montreal, Ottawa.

Pay to the order of Quebec Bank, for the Quebec and Lake St. John Railway Co., thirty-eight thousand four hundred and forty  $\frac{1}{100}$  dollars.

Countersigned,

J. L. McDougall,  
Auditor-General.

R. W. BAXTER,  
For Deputy-Minister of Finance.

Endorsed on back :—

C. W. V. NOEL,  
Teller.

QUEBEC BANK, October 25th, 1889.

OTTAWA, ONT.

Cert. No. 958.

Amount, \$38,440.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Quebec and Lake St. John Railway Co., on account subsidy, O. C. 12th October.

Main line.....	\$28,480
Chicoutimi branch.....	14,960
	<hr/>
	\$38,440

for the sum of

thirty-eight thousand four hundred and forty  $\frac{1}{100}$  dollars.

R. W. B. Chargeable to Railway Subsidies,  
Quebec and Lake St. John Railway.

Finance.  
Ledger Folio,  
441.

J. L. McD.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, Auditor-General.	11755	Quebec.	\$38,440	S. PIDDINGTON.
Let a cheque issue.				
J. M. COURTNEY, Deputy-Minister of Finance.				

# Edgar versus Caron.

Exhibit "D" 17, for the Crown; filed 20th September, 1892.

G. HAMEL,  
Clerk, R.C.

C. 4955.

No. 16581.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 16th January, 1891.

\$20,800.

To the Bank of Montreal, Ottawa.

Pay to the order of Frank Ross, for Quebec and Lake St. John Railway Co., twenty thousand eight hundred dollars.

R. W. BAXTER,  
For Deputy-Minister of Finance.

Countersigned,

E. D. SUTHERLAND,  
For Auditor-General.

Endorsed on back :—

Pay to the order of Ross & Co., in Leg.  
FRANK ROSS,  
for Quebec and Lake St. John Railway Co.  
Ross & Co., in Leg.  
per FRANK ROSS.

Pay to the order of Quebec Bank, Montreal,  
for collection on account of the Quebec  
Bank, Quebec.

JAMES STEVENSON,  
General Manager.  
For the Quebec Bank,  
THOMAS McDUGALL, Mgr.  
per W.S.

Amount \$20,800.

Cert. No. 1593.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co. on account of subsidy, O.C. 9th January, for the sum of twenty thousand eight hundred dollars.

Chargeable to Railway Subsidies,  
Quebec and Lake St. John Railway, 50-51 Vic., chap. 34.

Finance,  
Ledger Folio,  
538.

	Cheque.	Bank	Amount.	Receipt.
J. L. McDUGALL, Auditor-General.	16581.	Montreal.	\$20,800.	
Let a cheque issue.				
J. M. COURTNEY, Deputy-Minister of Finance.				

The Quebec and Lake St. John Railway Company. Quebec, do hereby appoint Frank Ross, Esquire, of Quebec, their lawful attorney, to receive from the Receiver-General of the Dominion of Canada, or other person authorized to pay the same, all such sum or sums of money as are now due or may hereafter become due and payable to the company by the Government of the Dominion of Canada, and to give a receipt or receipts for the same, for the subsidies granted to the new line into the city, from Lorette *via* Charlesbourg, and to the bridge over the River St. Charles, amounting in all to sixty-eight thousand four hundred dollars. (\$68,400.)

Witness our hand at Quebec, this 10th day of June, one thousand eight hundred and ninety.

E. BAUDET, *Vice-President.*

J. G. SCOTT, *Secretary.*

Signed in presence of

A. VALLERAND.

J. PIDDINGTON.

N.B.—No addition to the printed terms of this authority will be permitted.

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Exhibit "D" 18, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,

*Clerk, R. C.*

No. 16797.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 13th February, 1891.

\$1,400.

To the Bank of Montreal, Ottawa.

Pay to the order of Frank Ross, for Quebec and Lake St. John Railway Co., one thousand four hundred  $\frac{00}{100}$  dollars.

R. W. BAXTER,

*For Deputy-Minister of Finance.*

Countersigned,

E. D. SUTHERLAND,

*For Auditor-General.*

Endorsed on back :—

FRANK ROSS,

for Quebec and Lake St. John Railway,  
per ROSS in Liq.

JAMES GEGGIE.

For credit Quebec Bank.

J. STEVENSON,

Cashier.

# Edgar versus Caron.

Cert. No. 1812.

Amount, \$1,400.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co., subsidy O. C., 2nd February, for the sum of fourteen hundred <sup>00</sup>/<sub>100</sub> dollars.

R. W. B. Chargeable to Railway Subsidies.  
S. Quebec and Lake St. John Railway.  
E. D. 51 Vic., cap. 3, and 52 Vic. cap. 3.  
E. C. A. G.

Finance  
Ledger Folio  
533.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	16797	Montreal.	\$1,400	
Let a cheque issue.				
J. M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "D" 19, for the Crown; filed 20th September, 1892.

G. HAMEL,  
*Clerk, R.C.*

No. 16956.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 20th February, 1891.

\$15,150.

To the Bank of Montreal, Ottawa.

Pay to order of Frank Ross, for Quebec and Lake St. John Railway Co.  
fifteen thousand one hundred and fifty dollars.

R. W. BAXTER,  
*Deputy-Minister of Finance.*

Countersigned,

E. D. SUTHERLAND,  
*For Auditor-General.*

Endorsed on back :—

FRANK ROSS,  
For Quebec and Lake St. John Railway.

JOHN ROSS & Co.,  
in Liq.  
For credit Québec Bank.

J. STEVENSON,  
Cashier.

Auditor-General's Office.

Cert. No. 1892.

Amount, \$15,150.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Company, subsidy on bridge across St. Charles River at Quebec, O.C. 17th February, for the sum of fifteen thousand one hundred and fifty dollars.

Chargeable to Railway Subsidies.

R. W. B.

Quebec and Lake St. John Railway, 53 Vic., chap. 7.

Finance,  
Ledger Folio,  
533.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	16956.	Montreal.	\$15,150.	
Let a cheque issue.				
J. M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "D" 20, for the Crown; filed 20th September, 1892.

G. HAMEL,  
*Clerk, R. C.*

No. 17001.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 27th February, 1891.

\$26,300.

To the Bank of Montreal, Ottawa.

Pay to the order of Frank Ross, for Quebec and Lake St. John Railway Co., twenty-six thousand three hundred dollars.

W. FITZGERALD,  
*Asst. Deputy-Minister of Finance.*

Countersigned,

E. D. SUTHERLAND,  
*For Auditor-General*

Endorsed on back:—

FRANK ROSS,  
*For Quebec and Lake St. John Railway.*

JOHN ROSS, in Liq.  
*For Credit Quebec Bank.*

J. STEVENSON,  
*Cashier.*

# Edgar versus Caron.

Cert. No. 1946.

Amount, \$26,800.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Company, subsidy, O. C., 2nd February (Lorette and Quebec), for the sum of twenty-six thousand three hundred dollars.

Chargeable to Railway Subsidies.

Quebec and Lake St. John Railway.

W. F.  
E. D. S.

C. A. G.

Finance,  
Ledger Folio,  
538.

	Cheque	Bank	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	17001.	Montreal.	\$26,800.	
Let a cheque issue.				
J. M. COURTNEY, <i>Deputy-Minister of Finance.</i>				

Exhibit "D" 21, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 17718.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 30th April, 1891.

\$6,700.

To the Bank of Montreal, Ottawa.

Pay to the order of Frank Ross for Quebec and Lake St. John Railway Co., six thousand seven hundred dollars.

M. G. DICKIESON,  
*For Deputy-Minister of Finance.*

Countersigned,

E. D. SUTHERLAND,  
*For Auditor-General.*

Endorsed on back:—

Per FRANK ROSS,  
JAMES GEGGIE.  
For the Quebec Bank.  
THOS. W. JONES.

Endorsation guaranteed.

Acct.

Cert. No. 2463.

Amount \$6,700.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co., on account of subsidy, O. C., 18th April, 1891, for the sum of sixty-seven hundred dollars.

Chargeable to Railway Subsidies.

Quebec and Lake St. John Railway.

51 Vic., cap 3.

M. G. D.

E. D. S.

C. A. G.

Finance,  
Ledger Folio,  
533.

	Cheque	Bank	Amount	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	17718.	Montreal.	\$6,700.	
Let a cheque issue.				
J. M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "D" 22, for the Crown; filed 20th September, 1892.

G. HAMEL,  
*Clerk, R.C.*

No. 19555.

FINANCE DEPARTMENT, CANADA,

OTTAWA, 17th October, 1891.

\$9,600.

To the Bank of Montreal, Ottawa.

Pay to the order of Frank Ross, for Quebec and Lake St. John Railway Co., nine thousand six hundred dollars.

Countersigned,

E. D. SUTHERLAND,  
For Auditor-General.

W. FITZGERALD,  
*Asst. Deputy-Minister of Finance.*

Endorsed on back :—

FRANK ROSS,  
For Quebec and Lake St. John Railway Co.

JOHN ROSS & Co.  
in Liq.

For deposit to credit of Quebec Bank, Quebec.

J. STEVENSON,  
Gen. Manager.



# Edgar versus Caron.

Certificate No.-723.

Amount \$9,600.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Quebec and Lake St. John Railway Company, on subsidy, bridge over St. Charles River, O.C. 11th October, for the sum of ninety-six hundred dollars.

Chargeable to Railway Subsidies.

Quebec and Lake St. John Railway, 33 Vic., chap. 7.

W.F.  
E.D.S.

C.A.G.

Finance  
Ledger Folio,  
586.

	Cheque.	Bank.	Amount.	Receipt.
E. D. SUTHERLAND, For Auditor-General.	19555.	Montreal.	\$9,600.	
Let a cheque issue.				
J. M. COURTNEY, Deputy-Minister of Finance.				

Exhibit "D" 23, for the Crown; filed 20th September, 1892.

G. HAMEL,  
Clerk, R. C.

No. 19855.

FINANCE DEPARTMENT, CANADA,

\$4,522.73.

OTTAWA, 18th November, 1891.

To the Bank of Montreal, Ottawa.

Pay to the order of Frank Ross, for the Quebec and Lake St. John Railway Co., four thousand five hundred and twenty-two  $\frac{3}{10}$  dollars.

W. G. DICKIESON,  
For Deputy-Minister of Finance.

Countersigned,

E. D. SUTHERLAND,  
For Auditor-General.

Endorsed on back :—

FRANK ROSS,  
For Quebec and Lake St. John Railway.  
For deposit to credit of Quebec Bank,  
Quebec.

J. STEVENSON,  
Gen. Manager.

Certificate No. 994.

Amount, \$4,522.73.

Auditor-General's Office.

Certified that a cheque may issue in favour of Quebec and Lake St. John Railway Co., on acct. of subsidy, St. Charles River Bridge, O. C., 15th October, for the sum of forty-five hundred and twenty-two <sup>73</sup>/<sub>100</sub> dollars.

Chargeable to Railway Subsidies,

Quebec and Lake St. John Railway, 53 Vic., cap. 2.

C. A. G.

Finance  
Ledger Folio,  
536.

	Cheque	Bank	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	19855.	Montreal.	\$4,522 73	

Let a cheque issue.

M. G. D.

J. M. COURTNEY,  
*Deputy-Minister of Finance.*

E. D. S.

Exhibit "D" 24, for the Crown; filed 20th September, 1892.

G. HAMEL,

Clerk, R. C.

## QUEBEC AND LAKE ST. JOHN RAILWAY.

STATEMENTS of Warrants and Cheques taken to Quebec by M. G. Dickieson, under subpoena from the Royal Commission, on the charges against Sir A. P. Caron.

No. of Warrant.	Warrant signed by, for.		No. of Cheque.	Bank.	Check signed by, for.		Amount of Cheque.
	Finance.	Audit.			Finance.	Audit.	
2083	J. M. Courtney.	J. L. McDougall	9928	Montreal.	R. W. Baxter.	J. L. McDougall	24,355 55
2083	do	do			Transfer warrant		7,644 45
4446	F. Toller.	do	14813	Montreal.	R. W. Baxter.	J. Patterson.	37,027 00
896	do	J. Patterson.	2484	Merchants	do	do	38,373 00
199	W. Fitzgerald.	do	1779	Quebec.	do	do	6,000 00
1707	J. M. Courtney.	J. L. McDougall	16621	Montreal.	do	do	27,840 00
2524	W. Fitzgerald.	do	17338	do	do	do	24,532 00
2903	J. M. Courtney.	do	17589	do	do	do	96,000 00
1148	W. Fitzgerald.	do	9303	do	do	do	83,638 00
1941	do	do	1836	Quebec.	do	do	3,310 00
2085	J. M. Courtney.	do	1457	Montreal.	do	do	48,747 00
2772	do	do	2085	do	do	do	60,474 00
505	W. Fitzgerald.	do	4757	do	W. Fitzgerald.	do	103,479 00
1044	J. M. Courtney.	do	5337	do	do	do	85,814 00
2764	do	do	6858	do	do	do	42,720 00
958	do	do	11755	do	R. W. Baxter.	J. L. McDougall	38,440 00
2124	do	do	9444	do	W. Fitzgerald.	J. Patterson	19,911 00
2403	do	do	17718	do	M. G. Dickieson.	E. D. Sutherland	6,700 00
1946	do	do	17001	do	W. Fitzgerald.	do	26,300 00
1892	do	do	16956	do	R. W. Baxter.	do	15,150 00
1812	do	do	16797	do	do	do	1,400 00
1593	do	do	16581	do	do	do	20,800 00
723	do	E. D. Sutherland	19555	do	W. Fitzgerald.	do	9,600 00
994	do	J. L. McDougall	19855	do	M. G. Dickieson.	do	4,522 73
1577	W. Fitzgerald.	do	20510	do	do	do	832,827 73

## Edgar versus Caron.

Exhibit "DT" 1, for the Crown; filed 20th September, 1892.

Temiscouata Railway Co., in favour Chas. H. Pipon, Manager of the Molson's Bank, Toronto.

GUSTAVE HAMEL,  
*Clerk, R.C.*

No. 4905.

FINANCE DEPARTMENT, CANADA,

\$45,946.

OTTAWA, 14th September, 1887.

To the Bank of Montreal, Ottawa.

Pay to the order of Charles A. Pipon, Manager Molson's Bank, Toronto, for Temiscouata Railway Co., forty-five thousand nine hundred and forty-six dollars.

Countersigned,  
R. W. BAXTER,  
*For Deputy-Minister of Finance.*

J. L. McDougall,  
*Auditor-General.*

Marked on face: C. 5354. Credit Montreal Branch. Paid, Sept. 20th, 1887, Ottawa.

Marked on the back: Chas. A. Pipon, Manager. For collection and credit of the Molson's Bank, Toronto, C. A. Pipon, Manager. For the Molson's Bank, Jas. Elliot, Manager. Per H.W.

No. 1087.

FINANCE DEPARTMENT, CANADA,

\$10,000.

OTTAWA, 14th September, 1887.

Molson's Bank, Montreal.

Pay to the order of Charles A. Pipon, Manager Molson's Bank, Toronto, for Temiscouata Railway Co., ten thousand dollars.

Countersigned,  
R. W. BAXTER,  
*For Deputy-Minister of Finance.*

J. L. McDougall,  
*Auditor-General.*

Marked on the face: C. 5353. The Molson's Bank, Montreal. Paid.

Marked on the back: Charles A. Pipon, Manager. For collection and credit of the Molson's Bank, Toronto. C. A. Pipon, Manager.

No. 669.

Cert. No. 669.

Amount, \$55,946.

CHAS. A. PIPON, Manager,

MOLSON'S BANK, TORONTO, 4-8-87, 14-9-87.

Auditor-General's Office.

Certified that a cheque may issue in favour of Temiscouata Railway Co., on account of subsidy, O.C. 9th September inst., for the sum of fifty-five thousand nine hundred and forty-six dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.

Finance Dept., 14th Sept., 1887.

Auditor-General's Office, 14th Sept., 1887. J.L.McD.

Finance,  
Ledger Folio,  
486.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	1087	Molsons,	\$10,000	
Let a cheque issue.	4905	Montreal.	45,946	
W. FITZGERALD, <i>Asst. Dep.-Min. of Finance.</i>			\$55,946	

(Duplicate.)

## FOR CHARTERED BANKS.

We, the Temiscouata Railway Company, Rivière du Loup, hereby appoint Charles A. Pipon, Manager of the branch of the Molsons Bank in the city of Toronto, our lawful attorney, to receive from the Receiver-General of the Dominion of Canada, or other person authorized to pay the same, all such sum or sums of money as are now due or may hereafter become due and payable to us by the Government of the Dominion of Canada, and to give a receipt or receipts for the same.

Our corporate seal and the signature of the president.

Witness my hand at Rivière du Loup, this }  
fourth day of August, one thousand } A. R. McDONALD,  
eight hundred and eighty-seven. } *President, Temiscouata Ry. Co.*

Signed in presence of E. H. CREAU, *Secretary, Temiscouata Ry. Co.*

N.B.—No addition to the printed terms of this authority will be permitted.

Exhibit "DT" 2, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 5110.

FINANCE DEPARTMENT OF CANADA,

\$54,248.

OTTAWA, 5th October, 1887.

To the Bank of Montreal, Ottawa.

Pay to the order of Molsons Bank, Toronto, for Temiscouata Railway Co., fifty-four thousand two hundred and forty-eight dollars.

R. W. BAXTER,

Countersigned,

Per *Deputy-Minister of Finance.*

J. L. McDougall,  
*Auditor-General,*

Marked on face: C. 6349. For collection and credit of Bank of Montreal, Toronto. Paid 10th October, 1887. C. Brough, manager, Bank of Montreal.

Marked on the back: Chas. A. Pipon, manager. For collection and credit of the Molsons Bank, Toronto, C. A. Pipon, manager. The Molsons Bank, Toronto, 6th October, 1887.

# Edgar versus Caron.

No. 669.                      Cert. No. 863.                      Amount, \$54,248.

MOLSONS BANK, TORONTO, 4-8-87, 14-9-87.

Auditor-General's Office.

Certified that a cheque may issue in favour of Temiscouata Railway Co., on account of subsidy, O. C. 1st October inst., for the sum of fifty-four thousand two hundred and forty-eight dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.

R.W.B.

J. L. McD.

Finance,  
Ledger Folio,  
436.

	Cheque	Bank	Amount.	Receipt.
J. L. McDougall, Auditor-General.	5110.	Montreal.	\$54,248 00	
Let a cheque issue.				
W. FITZGERALD, Asst. Dep.-Min. of Finance.				

Exhibit "DT" 3, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 5676.

FINANCE DEPARTMENT, CANADA,

\$44,806.

OTTAWA, 29th November, 1887.

To the Bank of Montreal, Ottawa.

Pay to the order of Charles A. Pilon, manager of Molsons Bank, Toronto, for the Temiscouata Railway Co., forty-four thousand eight hundred and six dollars.

W. FITZGERALD,  
Asst. Deputy-Minister of Finance.

Countersigned,

J. PATTERSON,  
Per Auditor-General.

Marked on face: Bank of Montreal, Ottawa. Paid December 2, 1887.

Marked on the back: Chas. A. Pilon, manager. The Molsons Bank, Toronto, 30th November, 1887. For collection and credit of Bank of Montreal, Toronto, C. Brough, manager.

No. 669.                      Cert. No. 1499.

Amount, \$44,806.

CHARLES A. PIPON, Manager,

MOLSONS BANK, TORONTO, 17-9-87.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account of subsidy, O. C. 28th November, inst., for the sum of forty-four thousand eight hundred and six dollars.

Chargeable to Subsidies to Railways.

56 Victoria.                      Sessional Papers (No. 27.)  
Finance Department, Canada, 28th Nov., 1887.  
Auditor-General, Canada, 29th Nov., 1887.

A. 1893

J.P.

Finance,  
Ledger Folio,  
436.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	5676.	Montreal.	\$44,806.	A. CRAWLEY, Dept. of Rys. and Canals.
Let a cheque issue.				
W. FITZGERALD, <i>Asst. Dep.-Min. of Finance.</i>				

Exhibit "DT" 4, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 5995.

FINANCE DEPARTMENT, CANADA,

\$11,184.

OTTAWA, 31st December, 1887.

To the Bank of Montreal, Ottawa.

Pay to the order of Charles A. Pilon, manager Molsons Bank, Toronto, for the Temiscouata Railway Company, eleven thousand one hundred and eighty-four dollars.

R. W. BAXTER,  
*For Deputy-Minister of Finance.*

Countersigned,

J. PATTERSON,  
*Asst. Auditor-General.*

Marked on face: Bank of Montreal, Ottawa. Paid 5th January, 1888.

Marked on the back: Chas. A. Pilon, manager the Molsons Bank, Toronto, Ont., 31st December. For collection and credit of Bank of Montreal, Toronto, C. Brough, manager.

No. 669.

Cert. No. 1806.

Amount, \$11,184.

CHAS. A. PIPON, Manager,

MOLSONS BANK, TORONTO, 14-9-87.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Company, on account of subsidy, O. C. 17th December inst., for the sum of eleven thousand one hundred and eighty-four dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.

## Edgar versus Caron.

Finance Department, Canada, 30th Dec., 1887.  
Auditor-General, Canada, 30th Dec., 1887.  
R. W. B.

Finance,  
Ledger Folio,  
436.

J. L. McDougall, <i>Auditor-General.</i>	Cheque.	Bank.	Amount.	Receipt.
Let a cheque issue.	5995.	Montreal.	\$11,184.	A. P. B. 30 Dec., 1887.
J. M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "DT" 5, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 6422.

FINANCE DEPARTMENT, CANADA,

\$50,500.

OTTAWA, 13th February, 1888.

To the Bank of Montreal, Ottawa.

Pay to the order of Chas. A. Pison, Manager Molsons Bank, Toronto,  
for Temiscouata Railway Co., fifty thousand five hundred dollars.

W. FITZGERALD,  
*Asst. Deputy-Minister of Finance.*

Countersigned,

J. PATTERSON,  
*For Auditor-General.*

Marked on the face: Paid. Bank of Montreal, February 17th, 1888.  
Ottawa.

Marked on the back: A. B. Proderick, pro manager. Molsons Bank,  
February, 1888, Toronto. For collection and credit of Bank of Montreal,  
Toronto.

No. 669.

Cert. No. 2276.

Amount, \$70,500.

CHAS. A. PIPON, Manager,

MOLSONS BANK, TORONTO, 4-8-87, 14-9-87.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temis-	
couata Ry. Co., on account of subsidy, O.C. 8th inst...	\$50,500
J. D. Silcox & Co., on account drawback.....	20,000
for the sum of seventy thousand five hundred dollars.	\$70,500

## Chargeable to Subsidies to Railways.

Temiscouata Railway.....	\$50,500
Murray Canal—Capital.....	20,000

J.P.

Marked on face : Finance Department, February 13th, 1888. Exd., C.C.G.

Finance,  
Ledger Folio,  
486-175.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	6422	Montreal.	\$50,500	J.W. de C. O'GRADY.
Let a cheque issue.	6423	do	20,000	
J. M. COURTNEY, <i>Dep.-Min. of Finance.</i>			\$70,500	

Auditor-General, February 13th, 1888, Canada.

Exhibit "DT" 6 ; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R.C.*

No. 7291.

FINANCE DEPARTMENT, CANADA,

\$33,000.

OTTAWA, 6th June, 1888.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for Temiscouata Railway Co., thirty-three thousand dollars.

Countersigned,

J. M. COURTNEY,  
*Deputy-Minister of Finance.*J. PATTERSON,  
*Pro Auditor-General.*

Marked on the face : Bank of Montreal. Paid. June 6th, 1888. Ottawa.

Cert. No. 3287.

Amount, \$33,000.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account of subsidy, O.C. 6th inst., for the sum of thirty-three thousand dollars.

J.M.C.

J.P.

J. W. de C. O'GRADY.

Auditor-General, June 6th, 1888. .

Finance  
Ledger Folio,  
486.



# Edgar versus Caron.

	Cheque.	Bank.	Amount.	Receipt.
J. PATTERSON, <i>Asst. Auditor-General.</i>	7291	Montreal.	\$33,000	
Let a cheque issue.				
J. M. COURTNEY, <i>Dep.-Min. of Finance.</i>				

We, the Temiscouata Railway Company, hereby appoint the manager of the Bank of Montreal, in Ottawa, our lawful attorney, to receive from the Receiver-General of the Dominion of Canada, or other person authorized to pay the same, all such sum or sums of money as are now due, or may hereafter become due and payable to us by the Government of the Dominion of Canada, and to give a receipt or receipts for the same.

Witness, the hand of our president, at Rivière du Loup, this third day of March, one thousand eight hundred and eighty-eight, and the corporate seal of the company.

Signed in presence of  
A. R. McDONALD,  
*President, Temiscouata Railway Co.*

E. W. CREAU, *Secretary, Temiscouata Railway Co.*

N.B.—No addition to the printed terms of this authority will be permitted.

Exhibit "DT" 7, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 7822.  
\$21,000.

FINANCE DEPARTMENT, CANADA,  
OTTAWA, 27th July, 1888.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for Temiscouata Railway Co., twenty-one thousand dollars

Countersigned,

R. W. BAXTER,  
*Acting Deputy-Minister of Finance.*

J. PATTERSON,  
*Asst. Auditor-General.*

Marked on the face: Bank of Montreal. Paid. July 27, 1888. Ottawa.

Cert. No. 176.

Amount, \$21,000.

Auditor-General's Office.

Certified that a cheque may issue in favour of Temiscouata Railway Co., on account of subsidy, O.C. 25th inst., for the sum of twenty-one thousand dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.

Finance Department, Canada, 27th July, 1888.  
Auditor-General's Office, 27th July, 1888.

R.W.B.

J. P.

Finance  
Ledger Folio,  
486.

	Cheque.	Bank.	Amount.	Receipt.
J. PATTERSON, For Auditor-General.	7822.	Montreal.	\$21,000	C. A. ELIOT, pro Mgr. 27-7-88.
Let a cheque issue.				
R. W. BAXTER, Actg. Dep.-Min. of Finance.				

Exhibit "DT" 8, for the Crown ; filed 20th December, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 8139.

FINANCE DEPARTMENT, CANADA,

\$61,464.

OTTAWA, 8th September, 1888.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for the Temiscouata Railway Co., sixty-one thousand four hundred and sixty-four dollars.

Countersigned, R. W. BAXTER,  
For Deputy-Minister of Finance.

J. L. McDougall,  
Auditor-General.

Marked on face : Bank of Montreal, Ottawa. Paid 8th September, 1888.

Cert. No. 549.

Amount, \$61,464.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., work done, O. C. 5th inst., for the sum of sixty-one thousand four hundred and sixty-four dollars.

Chargeable to Temiscouata Railway Subsidy,  
Subsidies to Railways.

Finance Department, Canada 8th Sept., 1888.

Auditor-General, Canada, 8th Sept., 1888.

R. W. B.

Finance,  
Ledger Folio,  
486.

	Cheque	Bank	Amount	Receipt.
J. L. McDougall, Auditor-General.	8139.	Montreal.	\$61,464.	J. W. de C. O'Grady.
Let a cheque issue.				
J. M. COURTNEY, Deputy-Minister of Finance.				

# Edgar versus Caron.

Exhibit "DT" 9, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 8346.

FINANCE DEPARTMENT, CANADA,

\$10,000.

OTTAWA, 6th October, 1888.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for Temiscouata Railway Co., ten thousand dollars.

R. W. BAXTER,  
For Deputy-Minister of Finance.

Countersigned,

J. PATTERSON,  
Actg. Auditor-General.

Marked on face : Bank of Montreal, Ottawa. Paid. October 6th, 1888.

Cert. No. 776.

Amount, \$10,000.

Auditor-General's Office.

Certified that a cheque may issue in favour of Temiscouata Railway Co., on account of subsidy, O. C. 25th September last, for the sum of ten thousand dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.

Finance Department, Canada, 6th October, 1888.

Auditor-General, Canada, 5th October, 1888.

R.W.B.

J. W.

Finance,  
Ledger Folio,  
435.

J. L. McDougall,

Auditor-General.

Cheque

Bank

Amount

Receipt.

8346.

Montreal.

\$10,000.

J. W. de C.

O'GRADY.

Let a cheque issue.

J. M. COURTNEY.

Deputy-Minister of Finance.

Exhibit "DT" 10, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 8741.

FINANCE DEPARTMENT, CANADA,

\$59,006.

OTTAWA, 27th November, 1888.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for the Temiscouata Railway Co., fifty-nine thousand and six dollars.

R. W. BAXTER,  
For Deputy-Minister of Finance.

Countersigned,

J. PATTERSON,  
Actg. Auditor-General.

Marked on the face : Bank of Montreal. Paid. Ottawa, 27th Nov., 1888.

56 Victoria.

## Sessional Papers (No. 27.)

A. 1893

Cert. No. 1252.

Amount, \$59,006.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account of subsidy, O.C. 23rd inst., for the sum of fifty-nine thousand and six dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.

Finance Department, Canada, 27th November, 1888.

Auditor-General, Canada, 27th November, 1888 J.P.

R.W.B.

Finance  
Ledger Folio,  
435.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	8741	Montreal.	\$59,006.	C. A. Eliot, pro Mgr. 27-11-88.
Let a cheque issue.				
J. M. Courtney, <i>Deputy-Minister of Finance.</i>				

Exhibit "DT" 11, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 9250.

FINANCE DEPARTMENT, CANADA,

\$11,746.

OTTAWA, 1st February, 1889.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for the Temiscouata Railway Co., eleven thousand seven hundred and forty-six dollars.

Countersigned, *W. FITZGERALD,*  
*Actg. Deputy-Minister of Finance.*

J. PATTERSON,  
*Actg. Auditor-General.*

Marked on face: Paid. Bank of Montreal, Ottawa.

Cert. No. 1874.

Amount, \$11,746.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account of subsidy, O.C. 22nd inst., for the sum of eleven thousand seven hundred and forty-six dollars.

Chargeable to Subsidies to Railways.

Finance Department, Canada, 1st February, 1889.

Auditor-General, Ottawa, 31st January, 1889.

Finance,  
Ledger Folio,  
436.

# Edgar versus Caron.

	Cheque	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	9250.	Montreal.	\$11,746.	J. W. de C. O'GRADY.
Let a cheque issue.				
J. M. COURTNEY, <i>Deputy-Minister of Finance.</i>				

Exhibit "DT" 12, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 1061. FINANCE DEPARTMENT, CANADA, C. 3953.  
OTTAWA, 23rd January, 1890.

Bank of Toronto, Toronto.

Pay to the order of Bank of Montreal, for the Temiscouata Railway Co., four thousand three hundred dollars.

R. W. BAXTER,  
*For Deputy-Minister of Finance.*

Countersigned,  
J. L. McDougall,  
*Auditor-General.*

Marked on face: 1047. Paid. No. 20. Paid.

Marked on back: Bank of Montreal, Toronto. 24th January, 1890.  
For collection and credit of Bank of Montreal, Toronto. C. Brough, manager.  
For collection and credit of Bank of Montreal, Ottawa. F. Gundry, manager.

No. 12667. FINANCE DEPARTMENT, CANADA,  
\$70,000. OTTAWA, 23rd January, 1890.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for the Temiscouata Railway Co., seventy thousand dollars.

R. W. BAXTER,  
*Acting Deputy-Minister of Finance.*

Countersigned,  
J. L. McDougall,  
*Auditor-General.*

Marked on face: Paid. Bank of Montreal, Ottawa. 23rd January, 1890.

Cert. No. 1743. Amount, \$74,300.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., balance of subsidy, O. C. 15th January, for the sum of seventy-four thousand three hundred dollars.

Chargeable to Railway Subsidies,  
Temiscouata Railway, 48-9 Vic., cap. 58.

56 Victoria.

Sessional Papers (No. 27.)

A. 1893

Finance Department, Canada, 23rd January, 1890.  
Auditor-General's Office, Canada, 22nd January, 1890.  
J. L. McD.

Finance,  
Ledger Folio,  
557.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	1061.	Toronto.	\$4,300.	J. M. de C. O'GRADY.
Let a cheque issue.	12667.	B. of M.	70,000.	
J. M. COURTNEY, <i>Deputy-Minister of Finance.</i>			<u>\$74,300.</u>	

Exhibit "DT" 13, for the Crown; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R.C.*

No. 162.1.

FINANCE DEPARTMENT, CANADA,

\$48,520.

OTTAWA, 17th December, 1890.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for the Temiscouata Railway Co., forty-eight thousand five hundred and twenty dollars.

Countersigned,  
E. D. SUTHERLAND,  
*For Auditor-General.*

R. W. BAXTER,  
*Actg. Deputy-Minister of Finance.*

Marked on the face: Bank of Montreal. December 17th, 1890. Paid.  
Ottawa.

Cert. No. 1336.

Amount, \$48,520.

Auditor-General's Office,

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account of subsidy, St. Francis Branch, O.C. 5th inst., for the sum of forty-eight thousand five hundred and twenty dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway, 51 Vic., cap. 3.

Finance Department, December 17th, 1890.

R.W.B.

E.D.S.

Finance,  
Ledger Folio,  
532.

# Edgar versus Caron.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	16221	Montreal.	\$48,520	J. W. de C. O'Grady.

Let a cheque issue.

W. FITZGERALD,  
*Asst. Dep.-Min. of Finance.*

Auditor-General's Office, Canada, December 16th, 1890.

Exhibit "DT" 14, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

No. 16614.

\$34,250.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for the Temiscouata Railway Company, thirty-four thousand two hundred and fifty dollars.

Countersigned,  
E. D. SUTHERLAND,  
*For Auditor-General.*

R. W. BAXTER,  
*For Deputy-Minister of Finance.*

Marked on face : Paid. Bank of Montreal, Ottawa, 26th Jan., 1891. 2nd Teller.

Cert. No. 1621.

Amount, \$34,250.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account subsidy, O. C. 16th inst., St. Francis Branch, for the sum of thirty-four thousand two hundred and fifty dollars.

Chargeable to Railway Subsidies,  
Temiscouata Railway, 51 Vic., cap. 3.

Finance Department, Canada, 20th January, 1891.  
Auditor-General's Office, Canada, 20th January, 1891.

R.W.B. per E.D.S.

Finance,  
Ledger Folio,  
532.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	16614.	Montreal.	\$34,250.	J. W. de C. O'Grady.

Let a cheque issue.

J. M. COURTNEY,  
*Deputy-Minister of Finance.*

Exhibit "DT" 15, for the Crown ; filed 20th, September, 1892.

GUSTAVE HAMEL,  
*Clerk, R.C.*

No. 19441.

FINANCE DEPARTMENT, CANADA,

\$13,395.

OTTAWA, 9th October, 1891.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for Temiscouata Railway Co., thirteen thousand three hundred and ninety-five dollars.

W. FITZGERALD,  
*Asst. Deputy-Minister of Finance.*

Countersigned,

E. D. SUTHERLAND,  
*For Auditor-General.*

Marked on the face : No. 20.

Cert. No. 614.

Amount, \$13,395.

Auditor-General's Office.

Certified that a cheque may issue in favour of Temiscouata Railway Co., on account of subsidy, O.C. 2nd October, for the sum of thirteen thousand three hundred and ninety-five dollars.

Chargeable to Railway Subsidies,  
Temiscouata Railway, 51 Vic., cap. 3.  
Finance Department, Canada, 9th October, 1891.

Finance,  
Ledger Folio,  
535.

C.A.G.

	Cheque.	Bank.	Amount.	Receipt.
J. L. McDougall, <i>Auditor-General.</i>	19441.	Montreal.	\$13,395	J. W. de C. O'GRADY.

Let a cheque issue.

J. M. COURTNEY,  
*Deputy-Minister of Finance.*

Auditor-General's Office, Canada, 8th October, 1891.



# Edgar versus Caron.

Exhibit "DT" 16, for the Crown ; filed 20th September, 1892.

GUSTAVE HAMEL,  
Clerk, R. C.

No. 20203.

FINANCE DEPARTMENT, CANADA,

\$41,435.

OTTAWA, 23rd December, 1891.

To the Bank of Montreal, Ottawa.

Pay to the order of yourselves, for Temiscouata Railway Co., forty-one thousand four hundred and thirty-five dollars.

Countersigned,

M. G. DICKIESON,

E. A. SUTHERLAND,  
For Auditor-General.

For Deputy-Minister of Finance.

Marked on face: Bank of Montreal, Ottawa. Paid, 23rd December, 1891,

Cert. No. 1306.

Amount, \$41,435.

Auditor-General's Office.

Certified that a cheque may issue in favour of the Temiscouata Railway Co., on account of subsidy, O.C. 19th December, for the sum of forty-one thousand four hundred and thirty-five dollars.

Chargeable to Subsidies to Railways,  
Temiscouata Railway.  
Finance Department, Canada, 28th December, 1891.

C. A. G. Finance,  
Ledger Folio,  
535.

E. D. SUTHERLAND,  
For Auditor-General.

Cheque.

Bank.

Amount.

Receipt.

20203.

Montreal.

\$41,435.

J. W. de C.  
O'GRADY.

Let a cheque issue.

M. G. DICKIESON,  
For Dep.-Min. of Finance.  
E. D. S.

Exhibit "DT" 17, for the Crown; filed 20th December, 1892.

GUSTAVE HAMEL,  
*Clerk, R. C.*

## TEMISCOUATA RAILWAY.

STATEMENT of Warrants and Cheques taken to Quebec by Mr. Dickieson, under subpoena from the Royal Commission, on the charges against Sir. A. P. Caron.

No. of Warrant.	Warrant signed by,		No. of Cheque.	Bank.	Check signed by,		Amount of Cheque.	Date of Cheque.
	Finance.	Audit.			Finance.	Audit.		
669	W. Fitzgerald	J. L. McDougall	1087	Molson's	R. W. Baxter	J. L. McDougall	10,000 00	14 Sept., 1887.
669	do	do	4355	do	do	do	45,946 00	do
863	do	do	5110	do	do	do	54,248 00	5 Oct., 1887.
1490	do	do	5676	do	W. Fitzgerald	J. Patterson	44,806 00	29 Nov., 1887.
1806	J. M. Courtney	do	5965	do	R. W. Baxter	do	11,184 00	31 Dec., 1887.
2276	do	do	6422	do	W. Fitzgerald	do	50,500 00	13 Feb., 1888.
3287	do	J. Patterson	7251	do	J. M. Courtney	do	33,000 00	6 June, 1888.
176	R. W. Baxter	do	7822	do	R. W. Baxter	do	21,000 00	27 July, 1888.
549	J. M. Courtney	J. L. McDougall	8139	do	do	J. L. McDougall	61,464 00	8 Sept., 1888.
776	do	do	8346	do	do	J. Patterson	10,000 00	6 Oct., 1888.
1253	do	do	8741	do	do	do	59,006 00	27 Nov., 1888.
1874	do	do	9250	do	W. Fitzgerald	do	11,746 00	1 Feb., 1889.
1743	do	do	12467	do	R. W. Baxter	J. L. McDougall	70,000 00	23 Jan., 1890.
1743	do	do	1061	Toronto	do	do	4,300 00	do
1336	W. Fitzgerald	do	16221	Montreal	do	E. D. Sutherland	48,520 00	17 Dec., 1890.
1621	J. M. Courtney	do	16614	do	do	do	34,250 00	20 Jan., 1891.
614	do	do	19441	do	W. Fitzgerald	do	13,336 00	9 Oct., 1891.
1306	M. G. Dickieson	E. D. Sutherland	29263	do	M. G. Dickieson	do	41,435 00	23 Dec., 1891.

## Edgar versus Caron.

Exhibit "LJ" 1, for the Crown; filed 21st September, 1892.

GUSTAVE HAMEL.

OTTAWA, 30th April, 1883.

Honourable Sir CHARLES TUPPER,  
Minister of Canals and Railways,  
Ottawa.

SIR,—Inclosed the petition of E. Beaudet, Esq., Vice-President of Lake St. John Railway, which I pray you will take into your favourable consideration.

I remain, sir, yours, &c., &c.,

SIMON X. CIMON.

(Translation.)

To Sir CHARLES TUPPER,  
Minister of Railways.

The petition of the Lake St. John Railway Company respectfully sheweth :

That in pursuance of the Act 45 Victoria, chapter 14, there was granted to petitioner a subsidy of \$384,000, being at the rate of \$3,200 per mile of petitioner's railway, calculated on an estimated length of 120 miles, being the length of the line from St. Raymond to Lake St. John ;

That your petitioner is informed that the intention of the Executive was to grant the said subsidy of \$3,200 per mile on the whole extent of the said road from the said place, St. Raymond, to Lake St. John, and that the figure of 120 miles was inserted in the estimates as being the real distance between the said two points to be traversed by the said road ;

That in reality the exact length of the said road between St. Raymond and Lake St. John is 145 miles, and that by reason of the error afore-said, petitioner would be placed in the position of receiving the said subsidy for only a part of the said road, that is to say, 25 miles less than its real length ;

That petitioner is anxious to complete the whole of the said line of railway within a short period, but that the said error is an obstacle of serious import to the completion of the negotiations necessary thereto ;

That, moreover, circumstances which have lately arisen, and the nature of the ground, render almost indispensable the construction of a line of the said railway from St. Ambroise to the city of Quebec, independent of every other line, and that in case the said subsidy were made uniform for the whole extent of the railway, namely, for the distance from St. Raymond to Quebec, some thirty miles, petitioner would be enabled to build the said independent line from St. Ambroise to Quebec, and would bind himself to construct it with grades of 80 feet to the mile, in place of 132 feet to the mile, as on the present road ;

That this improvement would render the said road a first class road and independent of other roads ;

That the two sections form a total of 55 miles, and require a total subsidy of \$176,000, wherefore, your petitioner, in view of the facts above set forth, respectfully asks a grant ;

And will ever pray.

E. BEAUDET,  
Vice-President.

QUEBEC, 25th April, 1888.

OTTAWA, 26th April, 1883.

We, the undersigned, having considered the aforesaid petition, hereby approve of the same in all points, commend it to the favourable attention of the Executive, and respectfully request that its prayer be granted.

C. A. LESAGE,  
SIMON X. CIMON,  
J. A. GAGNE,  
A. C. P. R. LANDRY,  
J. DUVAL,

L. L. L. DESAULNIERS,  
JOS. P. BORIE,  
L. H. MASSUE,  
G. A. GIROUARD, and 29 others.

Sir LEONARD L. TILLEY,  
Minister of Finance,  
Ottawa.

SIR,—Inclosed the petition of E. Beaudet, Esq., Vice-President of Lake St. John Railway, which I pray you will take into your favourable consideration.

I remain, sir, yours, &c., &c.,

SIMON X. CIMON.

OTTAWA, 1st May, 1883.

A. P. BRADLEY, Esq.,  
Secretary, Department of Railways and Canals,  
Ottawa.

SIR,—I have the honour, by direction of Sir Leonard Tilley, to enclose herewith the petition of E. Beaudet, Esq., Vice-President of the Lake St. John Railway, praying that the Act of last session, 45 Vic., c. 14, granting a subsidy to the railway, may be amended by granting the additional amount of \$176,000, on the grounds that the line will be on completion 25 miles more than was estimated, and it is necessary to build a branch of 30 miles more.

Sir Leonard wishes the Minister of Railways to take the matter into consideration.

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

J. M. COURTNEY.

Exhibit "LJ" 2, for the Crown; filed 21st September, 1892.

G. HAMEL,  
Clerk, R.C.

QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 4th May, 1883.

A. P. BRADLEY, Esq.,  
Secretary Railway Department, Ottawa.

SIR,—I beg to inclose a specification of the railway being constructed by this company, together with a certificate from the chief engineer, to the effect that the section for the subsidy upon which payment is now asked is a fair average as to quantity of work and cost of the whole road. I also send you by express a tracing of plan of location of the line, from St. Raymond to Lake St. John, and also a tracing of the profile of the same, both approved by the

## Edgar versus Caron.

chief engineer of the Province of Quebec, under whose instructions the survey was made. Mr. W. W. Baby will call upon you to sign the necessary agreement.

I am, sir, your obedient servant,

J. G. SCOTT,  
*Secretary.*

"A."

### QUEBEC AND LAKE SAINT JOHN RAILWAY—SPECIFICATIONS AND DESCRIPTIONS.

1st. The railway shall be a single track line, with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments and gradients and curvature shall be the best the physical features of the country will admit of. The maximum grade of the trunk line not to exceed one hundred and six feet to the mile, with two exceptions, at about the 12th mile from St. Raymond and near Lake St. John, where gradient of 118 ft. per mile may be used, and the minimum curvature not to be less in radius than 717 ft., or  $8^{\circ}$ , with the exception of two short curves of 600 ft. radius, at about the 86th mile.

3rd. In all wooded sections the land must be cleared to the width of not less than thirty-three feet on each side of centre of line, all trash and logs must be completely burnt up, and none thrown on to the adjacent lands.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in depth.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. Through settlements, the railway must be inclosed with substantially-built legal fences.

7th. Road crossings with cattle-guards and sign boards shall be provided wherever required.

8th. The width of cuttings at formation shall be twenty feet; embankments fifteen feet.

9th. Efficient drainage must be provided, either by open ditch or under drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of large bridges and culverts must be of massive stone masonry or iron, made of durable and suitable materials, thoroughly permanent in character and in every essential particular equal to the best description of like work employed in similar railway work in the Dominion.

11th. The rails shall be of steel, weight fifty-six pounds per lineal yard, of approved pattern, and with the most approved fish or scabbard joint.

12th. The roadway must be well ballasted with clear gravel or other suitable material.

13th. Sufficient siding accommodation shall be provided by the company, as may be necessary to meet the requirements of the traffic.

14th. Sufficient rolling stock necessary to accommodate the business of the line shall be provided by the company, with stations and terminal accommodations, including engine sheds, turntables, shops, machinery, &c.

J. G. SCOTT,  
*Secretary.*

QUEBEC AND LAKE ST. JOHN RAILWAY,  
QUEBEC, 30th April, 1888.

## QUEBEC AND LAKE ST. JOHN RAILWAY.

Quebec, 30th April, 1883.

I hereby certify that the section of ten miles of railway now under construction, north of St. Raymond, is a fair average of the whole line between St. Raymond and Lake St. John.

Also that the survey was made under the instruction and advice of A. L. Light, Esq., Government engineer of railways for the province of Quebec.

JAMES CADMAN,  
*Engineer.*

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Exhibit "L. J. 3," for the Crown; filed 21st September, 1892.

G. HAMEL,  
*Clerk, R. C.*

*CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 7th June, 1883.*

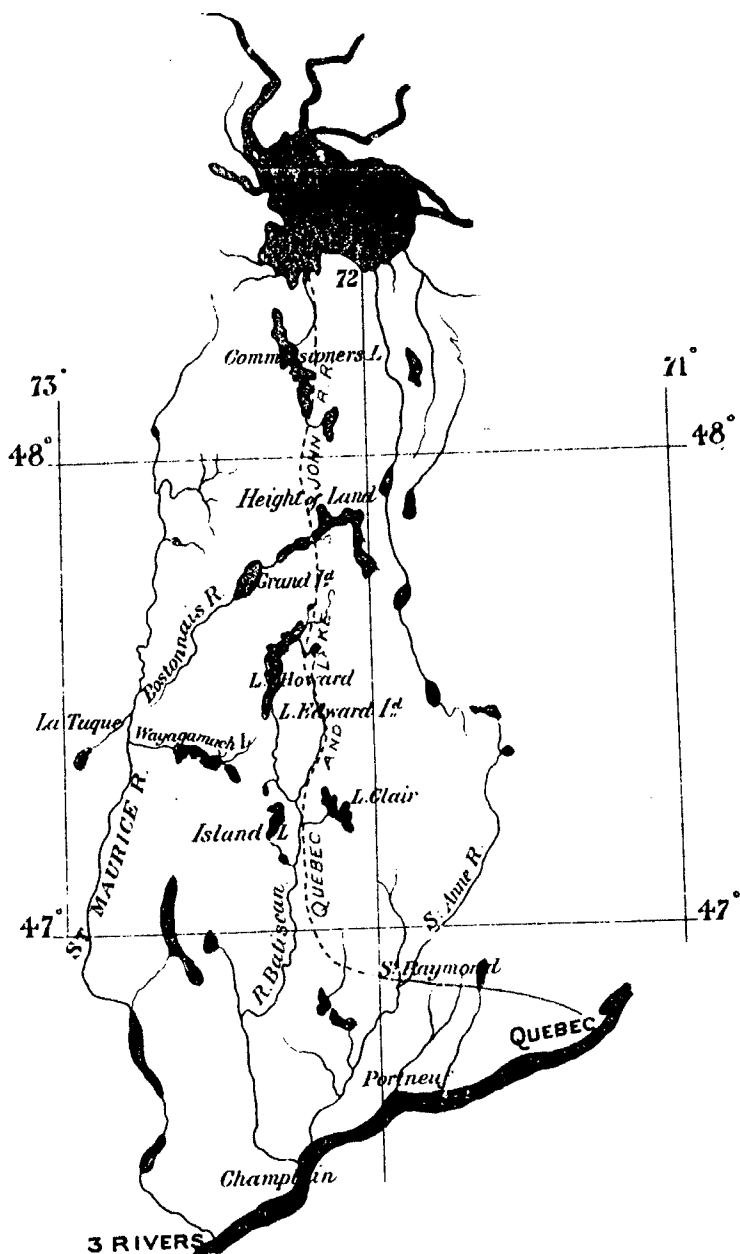
On a report dated 17th May, 1883, from the Minister of Railways and Canals, submitting that by an Act passed last session, 45 Vic., chap. 14, authority was given for the grant of a subsidy towards the construction of a line of railway from St. Raymond to Lake St. John, in the province of Quebec, such subsidy not to exceed \$3,200 a mile, nor in the whole \$34,000.

The Minister represents that under an Order in Council dated the 23rd of March last, authority has been given for entering into contract with the Quebec and Lake St. John Railway Company, with a view to its subsidy under the said Act. No contract has, however, yet been signed. The Minister further represents that under date the 25th April, ult., the Quebec and Lake St. John Railway Company have made representations to the effect that while the aforesaid Act duly provided for the terminal points of the subsidized line, the estimate as formed upon the distance which their proposed road would traverse is erroneous, and the amount insufficient, such distance being, they state, 145 miles, in place of 120 miles, the distance contemplated in the Act. They ask accordingly that such additional subsidy may be granted as will cover the difference.

The Minister recognizing the intention of the Act to have been the grant of a subsidy over the whole distance, recommends that the approval of Parliament be sought to the grant of a further subsidy to this company over and above that provided for by the Act 45 Vic., chap. 14, such further subsidy to be \$3,200 a mile, for an additional distance of 25 miles, not exceeding the sum of eighty thousand dollars (\$80,000). The committee submit the foregoing recommendation for your Excellency's approval.

JOHN J. MCGEE,  
*Clerk, Privy Council.*

# EXHIBIT L.J.3.



SKETCH SHEWING APPROXIMATE ROUTE OF  
QUEBEC AND LAKE ST. JOHN RY

## Edgar versus Caron.

Exhibit "LJ" 4, for the Crown ; filed 21st September, 1892.

G. HAMEL,  
Clerk, R. C.

*CERTIFIED Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 18th August, 1888.*

On a memorandum dated 13th August, 1888, from the acting Minister of Railways and Canals, representing that under date the 23rd of March last an Order in Council was passed, giving authority to the Minister of Railways and Canals, in the event of a certain Bill then before the Legislature of the Province of Quebec becoming law, which Bill contemplated the amendment and consolidation of various Acts respecting the Quebec and Lake St. John Railway Company, to enter into an agreement with that company in respect of the construction of that portion of their line between St. Raymond and Lake St. John, and the grant of the subsidy therefor sanctioned by the Act of the Dominion Government, passed the previous session, and that with one or two minor changes the Bill in question did become law, as the provincial Act 46 Vic., cap. 88.

The Minister now recommends that approval be given to the descriptions and specifications annexed, with the accompanying draft of an agreement which it is proposed to make with the said company, and to the dates for completion proposed as follows, namely : For completion to a point near the southern extremity of the island of Lake Edward by the 31st December, 1885, and for completion to Lake St. John by the 25th May, 1887, being the extreme limit allowed by the Dominion Act 46 Vic., ch. 25 ; and furthermore, that he be authorized on behalf of the Government to enter into an agreement with the company for the execution of the work and the payment of the subsidies severally approved by the Acts 45 Vic., cap. 14, and 46 Vic. cap. 25, in accordance with the aforesaid accompanying draft form.

The committee concur in the foregoing recommendations, and submit the same for your Excellency's approval.

JOHN J. MCGEE,  
Clerk, Privy Council.

### QUEBEC AND LAKE ST. JOHN RAILWAY.

#### SPECIFICATION AND DESCRIPTION.

1. The railway shall be a single track line, with gauge four feet eight and one-half inches, with necessary sidings.

2. The alignment and gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade of the trunk line not to exceed one hundred and six feet to the mile, with two exceptions, at about the 12th mile from St. Raymond and near Lake St. John, when gradients of 118 feet per mile may be used, and the minimum curvature not to be of less radius than 717 feet with the exception of two short curves of 600 ft. radius at about the 86th mile.

3. In all wooded sections the land must be cleared to the width of not less than thirty-three feet on each side of centre of line, all bush and logs must be completely burnt and none thrown on the adjacent land.

4. All stumps must be grubbed out within the limits of cuttings under three feet in depth, on embankments less than two feet in depth.

5. All stumps must be close cut where embankments are less than four feet and more than two feet in height.



6. Through settlements, the railway must be inclosed with substantially built legal fences.

7. Road crossings, with cattle guards and sign boards shall be provided wherever required.

8. The width of cuttings at formation shall be twenty feet ; embankments fifteen feet.

9. Efficient drainage must be provided, either by open ditches or under drains.

10. All bridge culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of large bridges and culverts must be of massive stone, masonry or iron, made of durable and suitable materials thoroughly permanent in character and in every essential particular equal to the best description of like work employed in similar railway work in the Dominion.

11. The rails shall be of steel, weight fifty-six pounds per lineal yard, of approved pattern, and with the most approved fish or scabbard joint.

12. The roadway must be well ballasted with either gravel or other suitable materials.

13. Sufficient siding accommodation shall be provided by the company as may be necessary to meet the requirements of the traffic.

14. Sufficient rolling stock, necessary to accommodate the business of the line, shall be provided by the company, with stations and terminal accommodations, including engine sheds, turntables, shops, machinery, &c., &c.

J. G. SCOTT,

*Secretary.*

Quebec and Lake St. John Railway.

Quebec, 30th April, 1883.

ARTICLES OF AGREEMENT made and entered into this                      day of  
in the year of our Lord one thousand eight hundred and eighty-three.

Between "The Quebec and Lake St. John Railway Company" of the first part, and Her Majesty Queen Victoria, represented herein by the acting Minister of Railways and Canals, of the second part :

Witnesseth, that whereas it is, in and by an Act passed in the session of the Parliament of Canada, held in the forty-fifth year of Her Majesty's reign, chaptered fourteen, and intituled : " An Act to provide for the granting of subsidies for the construction of certain lines of railway therein mentioned," and amongst other things in effect enacted, that " it shall be lawful for the Governor in Council to grant for the construction of a railway from St. Raymond to Lake St John, both in the province of Quebec, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole three hundred and eighty-four thousand dollars, the said subsidy to be granted to such company as shall be approved of by the Governor in Council as having established to his satisfaction its ability to complete the said railway within a reasonable time to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, such subsidy to be payable by instalments on the completion of each ten miles of railway proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister of Railways and Canals, provided always that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable

## Edgar versus Caron.

facilities and equal mileage rates to all railways connecting therewith as the Governor in Council may determine."

And whereas "the Quebec and Lake St. John Railway Company" has been duly approved by the Governor in Council, and has established to his satisfaction its ability to complete the said railway within a reasonable time to be fixed by Order in Council.

And whereas the Governor in Council has duly approved of the descriptions and specifications hereto annexed, marked "A."

And whereas by an Act passed in the session of the Parliament of Canada held in the forty-sixth year of Her Majesty's reign, and intituled: "An Act for authorizing subsidies for the construction of the lines of railway therein mentioned," it is amongst other things in effect enacted that it shall be lawful for the Governor in Council to grant to the Quebec and Lake St. John Railway Company for twenty-five miles of their railway from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole eighty thousand dollars, in addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen (hereinbefore referred to), the said railway to be commenced within two years from the first of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to the descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, the said subsidy to be payable out of the consolidated revenue fund of Canada, by instalments on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed, in comparison with the whole work undertaken, to be established by the report of the said Minister. Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the line of railway so subsidized as aforesaid as the Governor in Council may determine.

Now, this agreement witnesseth, that in consideration of the said subsidies to be paid in the manner aforesaid, "The Quebec and Lake St. John Railway Company" covenants and agrees to and with Her Majesty, Her heirs and successors, in manner following, that is to say:—

1st. That the company shall and will well, truly and faithfully make, build, construct and complete a line of railway from St. Raymond to Lake St. John, the points and approximate routes and course being shown on the map hereunto annexed, marked "B," and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, bridges, culverts, works and all the engineering services, whether in the field or in preparing plans or doing other office work, to the entire satisfaction of the Governor in Council.

2nd. That the company shall and will locate and construct the said line of railway on as straight a course as practicable between St. Raymond and Lake St. John, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles and as shall be allowed by the Governor in Council.

3rd. That the gradients and alignments shall be the best that the physical features of the country will admit of, in conformity with the aforesaid specification hereto annexed, marked "A."

4th. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section, such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the work executed with that remaining to be done.

5th. That the said company shall commence the works embraced in this agreement within three months from the date hereof, and shall complete the same, to wit:—From some point on their existing line to a point near the southern extremity of the island of Lake Edward by the thirty-first day of December, A.D. one thousand eight hundred and eighty-five, and thence to a point near Lake St. John by the twenty-fifth day of May, A.D. one thousand eight hundred and eighty-seven, time being declared to be material and of the essence of this contract.

6th. That the company will, upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep and maintain the same and the rolling stock required therefor in good sufficient working and running order, and shall continuously and faithfully operate the same.

7th. That the company will build, construct and complete the said line of railway and works appertaining thereto in all respects in accordance with the specification hereto annexed marked "A," and upon a line of location to be approved of by the Governor in Council.

8th. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway, as the Governor in Council may determine.

9th. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real, of every character, shall, upon completion of the said line of railway and works appertaining thereto, be the property of the company.

10th. And it is hereby specially agreed and understood that the debt due to Her Majesty's Customs Department by "The Quebec and Lake St. John Railway Company" shall be repaid to Her said Majesty out of the amount of the subsidy hereinbefore mentioned.

In witness whereof, "The Quebec and Lake St. John Railway Company" have caused their corporate seal to be affixed hereto and these presents to be signed by the President of the said company, and the acting Minister of Railways and Canals hath hereunto set his hand and caused the seal of the Department of Railways and Canals to be hereto affixed, and these presents to be countersigned by the secretary of the said department.

Signed by the President of the said  
company, the corporate seal of  
the company having been hereto  
affixed in the presence of

Signed and sealed by the acting  
Minister and by the Secretary of  
the Department of Railways and  
Canals, in the presence of

*Acting Minister of Railways & Canals.*

## Edgar versus Caron.

Exhibit "L.J. 5," filed 21st September, 1892.

G. HAMEL,  
*Clerk, R. C.*

### PETITION.

To the Honourable A. P. CARON,  
Minister of Militia and Defence,  
M. P. for County of Quebec.

The undersigned inhabitants of the parish of St. Gabriel West, in the county of Quebec, respectfully represent :—That by change of location of the Quebec and Lake St. John Railway, north of the River Jacques Cartier, by which ten miles of the old road from that river to Gosford has been abandoned, in order to get a shorter line to St. Raymond, a very large population living along the route of the old line, consisting of about 1,000 persons, is deprived of the advantages which they would have enjoyed if the old location had been preserved, namely : easy means of communication with the city of Quebec, and a means of utilizing the rich forests of hard wood which exist on the said ten miles from that river to Gosford, and which, with the railway, would afford employment to a large number of persons.

The road-bed of the old railway is still in good order, and your petitioners understand that if the rails could be obtained the railway company would be prepared to lay them and open the ten miles for traffic.

Your petitioners therefore pray that you will be pleased to lay their petition before the Government, and request that a subsidy may be voted to the said branch ; or failing in that, that the Government will be pleased to give or lend to the company ten miles of the old rails no longer in use on the Intercolonial Railway.

J. ISRAEL TARTE,  
NAP. TARTE,  
ULRIC GAUVREAU, J.P.  
PAT HAYES, and 31 others.

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Exhibit "L J" 6, for the Crown ; filed 21st September, 1892.

G. HAMEL,  
*Clerk, R. C.*

OTTAWA, 10th November, 1888.

A. P. BRADLEY, Esq.,  
Secretary Department of Railways and Canals.

SIR,—In my report of the 8th ult. on the work performed on the first 10 miles section of the Quebec and Lake St. John Railway it was stated that I was then unable to give an opinion with regard to the proportionate value of the work on this section in comparison with that on the whole line.

Since then the company has furnished, by letters of 2nd November, No. 32648, and 8th November, No. 32691, sufficient information as to the quantities of this section and those of the whole line between St. Raymond and Lake St. John to justify me in saying that I consider the work on the first 10 miles section is a fair average of the whole work undertaken. And I therefore beg to recommend the payment of the subsidy of \$3,200 per mile on this section, No. 1, amounting to the sum of \$32,000.

Your obedient servant,  
THOMAS RIDOUT.

Exhibit "L J" 7, for the Crown ; filed 21st September, 1892.

G: HAMEL,  
*Clerk, R.C.*

CUSTOMS DEPARTMENT, CANADA,  
OTTAWA, 16th November, 1883.

A. P. BRADLEY, Esq.,  
Secretary Department of Railways and Canals,  
Ottawa.

SIR,—Referring to the matter of the subsidy to the Lake St. John Railway, and the claim of this department against Messrs. Withal & Ross, the understanding arrived at was that the amount due to this Department should be deducted from the first payment made on account of such subsidy. The details are as follows :—

Note dated 4th December, 1880, for.....	\$5,707 30	
Interest on same to date.....	1,009 47	
		\$6,716 77
Note dated 29th May, 1882, for.....	\$975 00	
Interest on same to date .....	85 75	
		1,060 75
		<u>\$7,777 52</u>

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

J. JOHNSON,  
*Commissioner.*

Exhibit "L J" 8, for the Crown ; filed 21st September, 1892.

GUS. HAMEL,  
*Clerk, H.C.*

CUSTOMS DEPARTMENT, CANADA,  
OTTAWA, 17th November, 1883.

A. P. BRADLEY, Esq.,  
Secretary Department of Railways and Canals,  
Ottawa, Ont.

SIR,—Adverting to my communication of yesterday's date, presenting the claim of this department against Messrs. Withal & Ross, I beg to withdraw the same as being incorrect, the figures of the first not being correctly stated.

## Edgar versus Caron.

The following will be found to be the corrected claim, namely:—

Note dated 4th December, 1883, for.....	\$5,593 30	
Interest on same to 16th instant.....	990 25	
		\$6,583 55
Note dated 29th May, 1882, for.....	\$975 00	
Interest on same to 16th instant.....	85 90	
		1,060 90
		\$7,644 45

I have the honour to be, sir,

Your obedient servant,

J. JOHNSON,

*Commissioner.*

Exhibit "L. J. 9," for the Crown; filed 21st September, 1892.

G. HAMEL,

*Clerk, R. C.*

*CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 15th November, 1883.*

On a memorandum dated 12th November, 1883, from the acting Minister of Railways and Canals, submitting that by an agreement made with the Quebec and Lake St. John Railway Company under date the 4th of September last, previously sanctioned by an Order in Council of the 18th of August, provision has been made for the payment of a subsidy of \$3,200 a mile towards the construction of their line between St. Raymond and Lake St. John, authorized by the Acts 46 Vic., chap. 25, and 45 Vic., chap. 14, and that under a clause of the said agreement payment is to be made by instalments on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the value of the whole work undertaken, to be established by the report of the Minister of Railways and Canals.

The Minister represents that upon application from the company inspection has been made of the first ten miles of the road of said subsidized line by the proper officers of this department, whose report, dated the 8th ultimo, shows the work to have been satisfactorily executed and to be fully up to the standard required by the agreement between the company and the Government.

That the inspecting engineer was not at that date in possession of the information necessary to estimate the proportionate value of this section.

The company, however, have now, under date the 5th instant, furnished such information, and on the 10th instant the engineer has reported that the data supplied as to the quantities on this section and as to those on the whole line between St. Raymond and Lake St. John are sufficient to justify him in considering the work on the first ten miles section to be a fair average of the whole work undertaken. The chief engineer has thereupon advised payment of the subsidy of \$3,200 a mile on this section.

The Minister accordingly recommends that authority be given for payment of the subsidy of \$3,200 a mile for this distance of ten miles, or a total of \$32,000

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Exhibit "L. J." 10, for the Crown; filed 21st September, 1892.

GUS. HAMEL,  
*Clerk, R. C.*

CUSTOMS DEPARTMENT,

OTTAWA, 21st November, 1883.

A. P. BRADLEY, Esq.,  
Secretary, Department of Railways and Canals,  
Ottawa.

SIR,—I am directed to acknowledge receipt of your letter of yesterday's date, respecting deduction of \$7,644.45 from the first estimate on the Lake St. John Railway, and to ask that you will cause a cheque to issue in favour of this department for the amount named.

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

W. G. PARMALEE,  
*Accountant.*

Exhibit "L J" 11; filed 21st September, 1892.

G. HAMEL,  
*R.C.*

### QUEBEC AND LAKE ST. JOHN RAILWAY.

QUEBEC, 26th January, 1884.

The Honourable

Sir CHARLES TUPPER, K.C.M.G., C.B.,  
Minister of Railways and Canals.

SIR,—I am directed, on behalf of the Quebec and Lake St. John Railway Company, respectfully to request that the Government will be pleased to take the necessary means to complete the subsidy granted to this railway by the legislation of 1882 and 1883, so that it may cover the whole mileage proposed to be built.

The amount required for this purpose will be as follows:—

1. To cover the first section of the road, 32 miles, from St. Raymond to the junction of the North Shore Railway, now completed, and 4 miles from the junction into the city of Quebec, still to be built—say 36 miles, at \$3,200.. \$115,200
2. For a branch line to be built from the island of Lake Edward to La Tuque, the head of navigation of the River St. Maurice—say 30 miles, at \$3,200..... 96,000

## Edgar versus Caron.

3. For a branch line from the vicinity of Lake St. John to Chicoutimi, or St. Alphonse, at the head of navigation of the River Saguenay—say 60 miles, at \$3,200 .....	192,000
Total.....126 miles.....	<u>\$403,200</u>

In support of this application, I would respectfully represent :—

*Firstly.*—The legislation of previous sessions omitted to provide a subsidy for the first section, then under construction. This section is still not by any means complete. A very large sum of money is still required to extend the line into the city of Quebec, and to purchase ground and build terminal station and buildings, workshops and wharf accommodation. These improvements and some additional work on that portion of the first section now in operation are immediately required, and are most essential to the success and satisfactory working of the road. The company find themselves in the position of having exhausted all the means at their disposal for this section, and these important works still undone. Hence the necessity, which the company would respectfully urge, that this portion of the line should be subsidized by the Federal Government, as it has been by the province and city of Quebec.

*Secondly.*—The building of a branch line to La Tuque will give railway communication to the headquarters of all the lumbering business of the St. Maurice territory ; will give connection with 60 miles of navigation on the St. Maurice River ; and will open to settlement the upper St. Maurice country and the fertile valley of the River Croche.

*Thirdly.* The branch to Chicoutimi is one of the most important features of the whole scheme. It will give communication with the head of steamboat and ocean navigation of the River Saguenay. It will give an outlet to the rapidly improving town of Chicoutimi, the chief town of the Saguenay territory, already an Episcopal See, and possessing a number of important industries. This place is nearly 200 miles from Quebec, and in winter time its inhabitants have at present no other means of communication but a rough cart road over the mountains. This branch will also give an outlet to a population of over 20,000 persons, now established in this portion of the territory.

The directors are aware that the above requirements may, at first glance, appear high, but for the future success of the enterprise it is necessary that this mileage should be built, or its beneficial results will be greatly curtailed. In order to obtain the capital required, it is necessary that the whole scheme, branches as well as main line, should be covered by subsidy legislation, so that one financial operation will secure the construction of the whole system. On the other hand, it must be remembered that if the mileage is large the territory to be opened up to colonization is also enormous. Only a limited portion of it is yet known, but even that portion, according to the latest official reports, contains an area of the very best of agricultural lands, sufficient to sustain a population of three-quarters of a million.

The directors feel satisfied that as the Government have achieved such marked success in securing, in so short a period, the means of rapidly settling the great North-West, they will not hesitate to meet the views of the



company, and thus create an important railway system which will quickly colonize a territory in the North-East second only to it in importance.

I have the honour to be, Sir Charles,

Your obedient servant,

J. G. SCOTT,

*Secretary.*

### LAKE ST. JOHN AND THE GREAT NORTH-EAST.

The following pages are intended to afford information with regard to a portion of the Dominion at present comparatively unknown, but which, owing to its fertile soil, rich forests and temperate climate, must without doubt become one of the most populous and progressive regions in Canada.

The territory in question extends from the head of navigation of the River Saguenay, at Chicoutimi, to the northern boundary of the province of Quebec, a distance of 220 miles, and from the sources of the waters flowing into Lake St. John from the east to the River St. Maurice, and embracing the valley of the River Batiscan, a distance of 200 miles, the whole forming an area of 44,000 square miles, or about 28,000,000 acres.

Comparatively little is known of this great country, with the exception of the valley of Lake St. John, which, within the last few years, has been colonized with great rapidity, and now contains a population of some 32,000. The value and extent of that portion of the territory which is known, can be appreciated from the annexed official report of the Assistant Commissioner of Crown Lands of the Province of Quebec, which goes to show that even this limited area contains 3,000,000 acres of the best of agricultural lands, a greater extent than all the cleared lands contained in the two provinces of Nova Scotia and New Brunswick, which sustain a population of three-quarters of a million.

Of that portion of the territory comprised in the St. Maurice region, Mr. Dumais, a Government land surveyor, says:—

“The soil in the valley of the River Croche is rich. Flat lands, so to speak, nearly half a mile wide, covered with a luxuriant vegetation, among which elm and ash predominate, stretch away on each side of the river for a distance of at least fifty miles. There are several settlements along these strips, at which abundant crops of hay and oats are raised.

“These rivers are all well timbered; pine is to be seen all the way from the township of Charlevoix, on Lake St. John, to La Tuque. The River Croche is rich in pine of the best quality. Mr. Hall makes 25,000 logs a year on it, and at the same rate there is a supply for many years to come.

“At present, taking into consideration the past explorations which we have made and that just completed, the contrast is re-assuring: I now perceive a gentle descent, with hardly any obstacle towards the St. Lawrence, passing by the side of those mountains and precipices which we used to regard as our only possible passage. We see also a territory but little broken, fit for cultivation, and covered with magnificent timber, with every facility for transport; a territory capable of receiving and settling a population of many thousand souls; numerous water powers placed here and there for the utility and industry of this population; a territory which will permit the location of a railway more than a thousand feet below the former location, and above all traversing a fertile region, which requires only arms to work it to become rich and prosperous.”

## Edgar versus Caron.

The Saguenay and St. Maurice regions are already the field of large lumbering operations, estimated at 60,000,000 feet, B.M., per annum, or equivalent to about one-fourth of the whole export of sawn lumber from the port of Quebec.

The settled portion of this immense territory, comprising a portion of the valley of Lake St. John, and its climate, soil and productions, are well described in the annexed letter from Mr. E. A. Panet, a gentleman who visited the country in 1883, and who attests to the magnificent crops of wheat and other cereals raised on its fertile lands, to the great value of its dairy products as proven by the recent establishment in the district of a number of butter and cheese factories, and to its excellent climate, equal, he says, to that of Montreal.

The only drawback from which this district now suffers is the absence of means of communication. This objection is in a fair way of being overcome by the construction of a railway—the Quebec and Lake St. John—(more especially described in the annexed report of Mr. A. L. Light, C. E., to Sir Charles Tupper), which is now being built from Quebec to Lake St. John, and which will be connected by branch lines with La Tuque, the head of steamboat navigation of the River St. Maurice, and with Chicoutimi, the head of ocean navigation on the River Saguenay.

The first section of this railway from Quebec to St. Raymond—36 miles—has been in operation since 1882, and has been successful in creating milling, lumbering and other industries, and in promoting colonization, to an extent far exceeding the expectations of its promoters, and auguring great results upon the completion of the whole scheme. A further section of 10 miles is now ready for traffic, work is progressing upon 10 miles beyond these, and the whole of the main line to lake St. John is under contract.

The entire mileage proposed to be built is as follows :—

Main line, Quebec to Lake St. John.....	175 miles.
Branch, Rivière Batiscan to La Tuque.....	30 “
Branch, Lake St. John to Chicoutimi.....	60 “
“ “ to St. Prime.....	20 “
	<hr/>
	285 miles.

The subsidies granted the enterprise are as follows :

Province of Quebec, \$5,000 per mile on 170 miles of main line.....	\$850,000
Province of Quebec, 5,000 acres of land per mile on 170 miles of main line.	
Dominion of Canada, \$3,200 per mile on main line north of St. Raymond.....	\$464,000
City of Quebec, \$2,500 per mile.....	450,000
County of Chicoutimi No. 2 (Lake St. John)...	100,000
	<hr/>
Total.....	\$1,864,000

and 850 acres of land.

It is hoped that these subsidies may be extended so as to cover the whole mileage intended to be built. A glance at the accompanying map will show the advantages and objects of building the branches. The branch from Lake St. John to Chicoutimi will give the means of communication with Quebec and the rest of the Dominion to a large population in that town (an Episcopal See

and the site of several important industries) and the surrounding district, and as it will reach the head of navigation of the River Saguenay will, no doubt, vastly increase the large tourist travel to that celebrated river, by adding the attraction of an all round route by rail and water.

The branch to La Tuque will also give communication with 60 miles of steamboat navigation on the River St. Maurice, likewise forming an all-round rail and water route from Quebec, *via* La Tuque and the Grandes Piles, to Three Rivers, and also opening up to settlement the fertile valley of the River Croche, a tributary of the St. Maurice, and giving economical access for lumbermen to La Tuque, the great centre of the lumbering operations of the St. Maurice territory.

In this way, not only will the valley of Lake St. John be opened to colonization, but also the Saguenay and the Upper St. Maurice by means of the branch lines. A railway system will thus be created which will serve to develop the great interior of the province of Quebec, and which will doubtless, at no distant day, extend its civilizing influences to the warm clay lands which form the basin of James Bay. Every year furnishes new proofs of the susceptibility of that great basin to become the abode of civilized men, as in similar latitudes in Europe, and teaches us that, whilst pursuing the laudable course of opening up the great North-West, we should not neglect to make similar efforts to develop an almost equally valuable region lying at our very doors—the "Great North-East."

No better evidence of the deserving nature of this project, or of its future utility to the Dominion, could be had than the earnest interest taken in it by one who has proved himself so sincere a friend to Canada and to all things Canadian, namely, the Right Honourable the Marquis of Lorne, our late Viceroy, who writes as follows:—

(Copy.)

OSBORNE, 27th December, 1883.

DEAR SIR,—I am printing now an account of Canada to form a popular illustrated book to aid emigration. I shall be happy to notice the Quebec and Lake St. John Railway, which is of the greatest interest to all who wish to see the back country well settled—a thing which can easily be done, and must be done as soon as there is quick communication established. I am glad to hear that your work is progressing.

I remain yours sincerely,

LORNE.

J. G. SCOTT, Esq.,  
Quebec & Lake St. John Ry., Quebec.

#### APPENDICES.

##### DEPARTMENT OF CROWN LANDS.

QUEBEC, 28th July, 1880.

JAMES G. SCOTT, Esq.,  
Secretary Quebec and Lake St. John Railway,  
Quebec.

SIR,—In answer to your letter of the 20th instant, requesting that certain information be furnished to the Quebec and Lake St. John Railway Company, relative to that section of country traversed by their proposed railroad, I have the honour to inform you that the territory to be thus opened comprises an area

## Edgar versus Caron.

of about 6,500,000 acres, which may be divided into two regions, having, with regard to soil, distinct physical features :

1st. The superficies of that part of Lake St. John and Chicoutimi basin formed of an extensive and almost continuous alluvial deposit, to be within a short period benefited by the construction of the contemplated railway may be set down at 3,500,000 acres.

2nd. That of the Batiscan region, cut up by large streams and lakes intermingling in their courses, and running in opposite directions, some in Lake St. John, others in the St. Maurice, and in the river St. Lawrence, with restricted areas of alluvial flats, covers an extent of about 2,800,000 acres, both sections of country being shown and distinguished by letters A and B on the map of the province of Quebec herewith accompanying.

Out of the first of these sections 2,200,000 acres can be counted on as well fitted for colonization and farming. Of the second, about 800,000 acres will be found arable, and that principally along the line of the projected railway.

Up to date 475,310 acres have been sold by the Crown for purposes of settlement ; 37,631 acres in the Lake St. John and Chicoutimi territory, and 87,679 acres in the county of Portneuf, at the southern extremity of the Batiscan region ; forming with the 174,000 acres of seigniorial grants included in the same county, a total of 649,310 acres alienated.

Up to the present, from the best data which can be obtained, about 180,000 acres of the 6,300,000 above stated have been cleared, more or less improved, and settled upon ; the remainder consists of forests or wild land, of which 3,000,000 acres are under license or permit to cut timber.

The predominating forest trees covering the greatest part of this extent of territory are the spruce, tamarack, white pine, cypress (a kind of pitch pine of a dwarfy species), white birch, black birch and cedar. As a rule, the spruce is found the most abundant, and other trees in accordance to the order in which they are now given.

Wheresoever settlements cannot, on account of the soil, extend over a whole country, as in the Batiscan region, these timbered lands, if judiciously managed, will be found an everlasting source of revenue, as it is well established in Canada that tracts of land covered with spruce, fit for saw logs, can be cut over every thirty or forty years.

I regret exceedingly that the records of this office do not contain information such as to enable you to form a correct idea of the amount of timber which, in the territory above described, has been and can be derived from a given area.

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

E. E. TACHE,  
*Assistant Commissioner.*

## MR. PANET'S LETTER.

### OPINIONS OF THE PEOPLE.

*To the Editor of the "Morning Chronicle" :*

DEAR SIR,—Having just returned from a lengthened tour over the valley of Lake St. John, in the county of Chicoutimi, begun in September last, I wish to avail myself, through the columns of your valuable paper, to give your readers my impressions of that vast and wonderful territory lying so far

north of Quebec, and so little known, but which is now beginning to attract so much attention. Tourists leaving Quebec by the St. Lawrence Navigation Company's steamers "Saguenay" or "Union," for Chicoutimi and way ports, admire the magnificent scenery which presents itself to the view of the traveller the whole distance down the River St. Lawrence to Tadoussac, and from thence up the River Saguenay to Chicoutimi; but had tourists the opportunity which railway communication would afford, of extending their trips to Lake St. John and view the lake from the rise of land overlooking the pretty little village of St. Jérôme, they would wish for no grander sight than that immense sheet of water, with shores of beautiful white sand, and would wonder how it was such a beautiful country had not been opened to civilization long years ago.

The settlement of the country around the lake is of comparatively recent date. The first beginning was made by that courageous pioneer whose *noces d'or* or fiftieth anniversary of his admission to the priesthood was celebrated only last month at Kamouraska. I allude to the Rev. M. Hébert, who, with a devoted little band of colons, cut the first tree in 1851 on the shores of Lake Kenogomahish, where now stands the thriving village of Hébertville, named after that worthy priest, about fifteen miles south of Lake St. John, the *chef-lieu* of the county, and the most populous parish of the lake district.

The settlement of the numerous other parishes which now dot the southern and western shores of Lake St. John is even more recent.

The date of their establishment, their extent and their population at last census will be seen as follows:—

	Ranges deep.	Begun.	Population.
Pointe Bleue.....	2	1856	1186
St. Jérôme.....	8	1862	1808
Pointe-aux-Trembles	8	1864	1067
St. Prime.....	7	1867	956
St. Félicien.....	7	1869	530
St. Gédéon.....	0	1875	654
St. Joseph d'Alma....	0	1877	710
Normandin.....	0	1880	400

The district has been settled by young farmers from all the eastern parts of the province, notably from Kamouraska, Murray Bay, Baie St. Paul, Chateau Richer, Beauport and Quebec. As a general rule, the only stock in trade which these new settlers took with them into that new and almost unknown country consisted of an axe and good strong arms, backed by great courage and perseverance.

The case of the first settler at St. Jérôme may be taken as a sample of what nearly all had to undergo. Charles Cauchon left Chateau Richer, near Quebec, in 1862, with \$10 in his pocket, accompanied by his wife and a family of five little children. By the time he reached Lake Kenogami his little stock of money was exhausted, and he had to give a week of his labour to pay the passage of his family in canoes—then the only means of communication—to the southern end of Lake St. John, where he established himself and founded the flourishing parish of St. Jérôme. It is unnecessary to rehearse all the hardships and privations endured by Cauchon; he reaped his award from the rich soil he has cultivated, and he now owns a good house, large barn, and an excellent farm, well fenced and drained, valued, even at the low rating of

## Edgar versus Caron.

municipal councils, at \$2,500. This year, although only one-fourth of his farm is under cultivation, he has raised 250 bushels of wheat, 200 bushels of oats, 150 bushels of peas and buckwheat, 240 bushels of potatoes, and other vegetables in abundance. His barn is full to repletion, and he speaks in the highest terms of the productive nature of the soil, which yield 25 bushels of wheat to the bushel sown, and 25 bushels of peas or 35 of oats per acre.

As a rule, the new settlers who have taken up land at Lake St. John are intelligent, adversity having sharpened their intellect and enterprise, and will form the nucleus of a very desirable population. It is no uncommon thing to meet farmers who have had collegiate educations.

### *Extent of the Territory.*

It is very difficult to estimate the extent of good land still to be opened up in the Lake St. John district. The nature of the soil cannot be judged in the usual manner, by the quality and size of the trees, as the best of the soil is to be found in localities where the trees are small and poor looking; consequently, portions of the territory which have been considered unfit for settlement are found to be quite the contrary. For instance, in rear of St. Jérôme, on the River Metabetchouan, it has been found by recent explorations that five or six parishes can be established on land which had hitherto been thought uncultivable.

The same thing is found to be the case in rear of Pointe-aux-Trembles, where new settlers have established themselves 30 miles in from the lake, near Commissioners Lake, on the projected line of the railway.

These new settlers have raised a large quantity of wheat this year, and they declare the soil to be quite as rich as that of Lake St. John.

The lands on the River Peribonca, on the north side of the lake, have heretofore been considered unfit for settlement. A Government surveyor has just completed a thorough survey of them, and, I am told, reports that fully ten parishes, if not more, can be established there, on the best of land. From the Peribonca to the Grande Décharge, the soil is also said to be good; in fact, the north side of the lake is said by some to be superior to that already settled on. The country is so flat that it is generally impossible to judge of its extent; but at one point, a hill overlooking the village of St. Prime, an excellent view can be had. From this point, looking west and north for probably 100 miles, or as far as the eye can reach, not a hill is to be seen, nothing but one vast wooded plain—watered by noble rivers, the Ashuapmouchouan and Mistassini—each of them from a half a mile to a mile in width, of the richest soil, only the fringe of which has been touched by the new settlements of St. Prime, St. Félicien and Normandin.

One cannot but be struck by the vastness of this grand territory, and everything goes to confirm the estimate made of its extent by Mr. Taché, the assistant commissioner of Crown lands, whose reports indicate that it contains 3,000,000 acres of arable land, an area greater than all the occupied land of the maritime provinces. Truly the district is a province in itself.

### *Climate.*

The climate of the Lake St. John region is said to be that of Montreal; there is no doubt of its being superior to that of Quebec. The snow fall is certainly less; protected from easterly snow storms by the great range of the Laurentides, which intervene between the Lake and the Gulf of St. Lawrence, the quantity of snow is said to be moderate. In fact, farmers complain that

they do not get good sleigh roads until late in the winter. On the 25th of September, this year, I remarked that the leaves of the trees were very little tinted, and potato stems were still green. Wheat and all grains ripen and produce luxuriously. I was assured by a number of farmers that wheat can be sown up to the 15th June, and some years even as late as the 20th June, with the certainty of its ripening in the fall.

#### *The Soil*

is almost universally composed of a rich gray clay, and in the few places where this is not exposed and where the surface appears sandy or of yellow loam, the clay is not more than three or four inches below. The land seems to be inexhaustible. At Point-aux-Trembles I was shown a field of wheat which had been producing that grain for the last 15 years without the application of any manure, and the grain I saw this year was as fine as any to be found in this district. Truly one is struck with wonder at the richness of the soil, for I believe there is none richer in Canada.

#### *The Lake.*

Lake St. John is a magnificent sheet of water, abounding in fish, such as the Quinaniche (land locked-salmon), pike, doré and other smaller kinds of fish, for which there will be a ready sale in Quebec when the railway reaches the shores of the lake.

Only on a very fine day can the other side of the lake be seen; at all other times it conveys the impression of an inland sea. On a calm day its bosom is like a mirror; but let a stiff north breeze blow for a couple of days and white caps will be seen everywhere, and breakers roll on its shores which would do credit to the Atlantic. Following up the west shore of the lake the scenery is very fine. A distant blue point, hardly visible at first, gradually resolves itself into a long coast line, dotted with farms, villages and churches, reminding one of the St. Lawrence below Montreal. The eye never tires of the beautiful landscape: on one side fields of wheat, rising gradually from the border of the lake; on the other the broad expanse of the lake. What a place for tourists when the railway is finished.

#### *Wheat.*

Another thing which impresses the stranger favourably as to the resources of the country is the large number of flour mills and the constant stream of vehicles carrying wheat to the mills and flour from them. There is no doubt that the farmers there produce more than they consume, and the Ontario miller need not look there for consumers, but may, in a few years, expect formidable rivals in the millers of Lake St. John, for in six or seven years, at the longest, the flour merchants at Quebec will be selling the flour from wheat raised at Lake St. John.

#### *Products.*

The census returns of 1881 show that the county of Chicoutimi raised then, compared with the years 1861 and 1871:—

	1861.	1871.	1881.
Wheat, bushels .....	10,912	136,099	154,589
Oats do .....	39,316	117,249	211,216
Barley do .....	39,922	71,210	47,025
	290		

## Edgar versus Caron.

	1861.	1871.	1881.
Other grains .....	.....	.....	108,188
Potatoes, bushels .....	101,882	156,996	287,288
Hay, tons.....	8,648	5,966	16,347
Butter, pounds.....	61,777	148,106	393,127
Head of live stock.....	18,746	44,772	59,795
Tobacco, pounds .....	.....	.....	67,437
Population .....	10,478	17,493	32,409

Potatoes, carrots and other vegetables yield abundantly and of immense size.

Wheat is of course the greatest test of the soil and climate of any agricultural country. Let us then compare its production at Lake St. John with the best districts of the province, viz., the eastern townships, and we find that the census shows that in 1881:—

County.	Population.	Bushels, Wheat	Bushels per 1000 of pop.
Chicoutimi .....	32,409	154,589	4,800
Compton .....	19,581	34,181	1,800
Stanstead .....	15,556	37,727	2,400
Huntington.....	15,495	24,378	1,600

The rapid increase in dairy products is very striking. Already there are in the county of Chicoutimi no less than four cheese factories, and one for the manufacture of butter, all turning out very superior articles, which should command the highest price. The district bids fair to outstrip any other part of the province in this important product.

Farming is carried on on a scale which would not a little surprise our farmers in the district of Quebec. One farmer in the neighbourhood of Chicoutimi has about 400 acres under cultivation, and raised this year some 4,000 bushels of grain alone, his enormous barns evidenced the confidence he has in the productiveness of his land. Quite a business is carried on in the raising of live stock, and the Saguenay steamers bring a full complement of excellent cattle to the Quebec market every trip.

### *Drawbacks.*

The great, in fact almost the only drawback to the country, is the want of means of communication. The cost of cartage from Chicoutimi, the head of navigation, to Lake St. John, is enormous. To St. Felicien, a distance of about 100 miles (and not the most distant point, for there are settlers 20 miles further in, and will be 100 miles still further), it costs from \$1.00 to \$1.50 per 100 lbs. for cartage. This is a terrible tax, especially upon heavy and bulky goods, and on all produce. For example: coarse salt, which is worth from 50 cents to 60 cents per bag, in Quebec, sells at Hebertville for \$1.60 to \$2.00, at St. Jerome for \$3.25, and at St. Prime and St. Felicien for \$3.50 per bag, and has even sold as high as \$6.00. Iron and molasses are similarly affected. Potatoes, when they can be sold at all, go for 20 cents per bushel, and the best butter can be bought there for 15 cents per lb., payable in store pay, on the encouraging basis of prices given above. In fact, if the soil were not so extremely rich as it is, it would not be possible for the people to live there without better means of communication.

The railway from Quebec will of course change all this, and it is eagerly looked for by the people. Its advent will give an impetus to the settlement



of this great country, which will exceed anything east of Manitoba, and will confer advantages upon the province of Quebec, the importance of which few can estimate to-day.

Yours truly,

E. A. PANET.

St. RAYMOND, 8th November, 1888.

### SUPPLEMENTARY RETURN

To an order of the House of Commons, dated 14th February, 1881 ;—For copy of the report of A. L. Light, Esquire, engineer in chief of the Province of Quebec, addressed by request to the Government of Canada, and relating to the railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company.

By command.

JOHN O'CONNOR,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
16th March, 1881.

#### REPORT ON THE QUEBEC AND LAKE ST. JOHN RAILWAY—ITS SURVEYS, CONSTRUCTION, GRADES, CURVES AND PROSPECTS OF TRAFFIC.

HON. SIR CHARLES TUPPER, K.C.M.G.,  
Minister of Railways and Canals, Ottawa.

SIR,—In compliance with your instructions, I have the honour to report as follows upon the Quebec and Lake St. John Railway :—

A wooden railroad had originally been built from Quebec to Gosford, a distance of twenty-miles, and was in use for two years.

In 1879 I was consulted as Government engineer of railways, with regard to the reconstruction and extension of the work to Lake St. John.

Finding the location *via* Gosford unsatisfactory, I recommended that surveys for a new location should be made, and by request prepared the necessary instructions for the guidance of the company's chief engineer.

#### *Surveys.*

The country between Quebec and Lake St. John has been surveyed instrumentally through the Metabetchouan and Batiscan valleys, the former in 1873, the latter in 1879, with minor studies, with the view of establishing the most favourable route.

A good line has been found running south of Lake St. Joseph, from the crossing of the River Jacques Cartier, direct to St. Raymond, and with practicable grades through to Lake St. John.

The gradients and curvature have been established with a due regard to the nature of the country to be traversed, combined with the considerations of costs of construction and efficiency of future working.

#### *Construction.*

The first division of the road, between Quebec and St. Raymond, has been under construction since 1879.

#### *Grading.*

The embankments are 15 feet in width at formation level, and the cuttings are 18 feet, although widened where special drainage is required ; these

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dimensions are sufficient. Where admissible, the formation has been raised above ground level, with a view to counteract the effects of snow, but where any inequalities of surface require deep cuttings, the maximum grades allowed have been retained, in order to reduce the quantities to a minimum.

### *Culverts.*

These structures, either "open" or "box," are of wood where the embankment is low; where heavy, they are built in stone. The wooden culverts are good and sufficiently strong, and can be replaced without stoppage to traffic.

### *Masonry.*

The first and second class masonry is built on the Q. M. O. & O. Railway specifications. It is the best of its kind, The first class is composed of granite and laid throughout in Portland hydraulic cement.

### *Bridges.*

These are six in number on this division. The Jacques Cartier and Portneuf rivers and the outlet of Lake St. Joseph are spanned with iron superstructures from the firm of Clark, Reeves & Co., Phoenixville, Pennsylvania, resting on stone piers and abutments; the former bridge is 500 ft. in length and the latter 60 and 80 ft. respectively. The bridges are all excellent structures, of first class materials and workmanship, and they have been arranged with a panel load and floor system per lineal foot, sufficient to carry the special traction engines which will be needed for the economical working of this road.

### *Ballasting.*

As the greater portion of this division passes through a gravelly soil, the average quantity has not been required to thoroughly bed the sleepers and give a dry and elastic road bed.

### *Rails.*

The track is being laid with a steel rail from the Barrow Company, England. It is of the latest pattern and of the very best material (Sandberg's specification and inspection). The fastenings are also of the most modern form, including a "flanged fish plate" of great strength and efficiency. The sleepers are laid 2 ft. centres, closer than is usual, but their cost not being great in this district, the arrangement is both efficient and economical.

### *Switches, Switch-frames, Frogs.*

These are of the latest and best description, being of the Q. M. O. & O. Railway pattern.

### *Fencing.*

The fencing is of patent barbed steel wire, fastened to tamarack posts, set 12 feet apart, and 3 ft. in the ground. This makes an excellent fence, specially adapted for a snowy region.

### *Stations.*

But one has, as yet, been built, viz., at the junction with the Q. M. O. & O. Railway, which, though small, is appropriate. Other stations of suitable size are being built at Lorette River, Jacques Cartier, St. Catherines and St. Raymond.

*Rolling Stock.*

The present rolling stock in use is only sufficient for construction purposes. It consists of three locomotives, some 50 platform cars of the latest pattern, and 2 small passenger cars. The locomotives and platform cars are the best of their respective kinds.

*Telegraph Line.*

The company have closed an arrangement with the Montreal Telegraph Company for a line along their railway. The wire is being laid in advance of the works, and the necessary offices will be opened according as the several sections of the road are ready for traffic.

*Remarks.*

Apart from the embankment and cut at Lorette—which are unusually heavy—and the bridging of the Jacques Cartier river, the works are not above the average.

This division is being constructed in a substantial and thorough manner, and except gradients, curvature and some wooden structures, will be found, when completed, to equal the Q.M.O. & O. Railway.

*Location from St. Raymond to Lake St. John.*

Lake St. John lies 278 feet above the sea. An instrumental survey made a few years ago shows an intervening summit of some 2,400 feet between the St. Lawrence and the lake, which has been reduced to 1,348 feet by carrying the line further west *via* River Batiscan and Lake Edward, passing through a good agricultural and finely timbered country.

The above summit is 123 miles from Quebec, and, with four exceptions, can be surmounted by maximum grades of 118 feet to the mile, ascending north (or against light traffic), and of 80 feet to the mile ascending south (or against heavy traffic). \* (See Appendix A for table of grades.)

\* Three of the four exceptions above mentioned occur ascending south; they amount to 3.8 miles collectively, and can doubtless be reduced by further explorations. The fourth—ascending north—is 132 feet to the mile for 2.5 miles, and occurs near Lorette, where the work is very heavy. To have reduced this grade to 118 feet per mile, would have doubled the quantity and trebled its cost. The original alignment was here exceedingly crooked, but was straightened at a comparatively trifling expense, and the grades laid on a tangent throughout. Further this grade will be found equivalent to the easier ones of 118 feet to the mile; the latter being combined with 8 curves, which virtually increase their steepness.

These grades are not continuous, the summit being gradually approached from either side by successive plateaus on an ascending scale, with slight intervening depressions at the river crossings. No grade exceeds two miles in length, thus affording the advantage of getting up a full supply of steam between each, and the fact that considerable stretches of level and undulating grades occur between maximum grades will greatly facilitate the working of the road. The grades are perfectly practicable, although unusual in Canada on trunk lines, but often found in the United States and Europe, where mountain ranges, similar to the one in question, have to be crossed. They are there quite successfully worked and carry an enormous traffic. (See Appendix B for example of steep grades.)

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### *Traction Engines.*

In establishing the above grades, I advised the use of special connected traction engines, with a view to the economical working of the traffic, recommending the "Consolidation" type for heavy, and the "Mogul" for mixed passengers and light freight traffic. The former of these engines will haul as much over the steepest grades of the Quebec and Lake St. John Railway as is hauled by the ordinary eight-wheeled engine in general use over the easier grades of the Grand Trunk and Great Western Railways, *i. e.*, over twenty loaded freight cars from Lake St. John to Quebec, and the same number returning, one-third loaded, such being about the estimated proportion of the balance of trade. The "Mogul" will haul three-fourths of such a load with reasonable speed.

Neither pattern will cause greater wear and tear to the road-bed and track than would arise from the use of the ordinary engine, and all the structures have been planned for the same.

The amount of fuel they consume is in direct proportion to the power exerted; but, as in this district wood abounds, the additional expense involved will not be serious. Fuller information regarding the capacity of these engines will be found in Appendix C.

### *Curves.*

The minimum radius of curvature from Quebec to Lake St. John is 600 feet, and this but in three instances, the average being far easier. (For table of curvature, see Appendix D.)

### *Estimate of Cost.*

Basing myself upon the quantities returned from the survey of the line to Lake St. John, I would estimate the cost of the road at about \$23,000 per mile; this includes a limited supply of rolling stock and buildings.

### *Length of the Road.*

The railway by the survey is set down at 179 miles. This final location will doubtless reduce this mileage, and likewise improve the grades. The first four miles pass over the Q.M. O. & O. Railway. Thirty-one miles from the junction to St. Raymond will be opened to traffic in July next; and twenty miles have been received by the Provincial Government.

### *Conclusion.*

As will be seen from Mr. Taché's letter, the Department of Crown Lands of the province of Quebec estimates that out of the 6,000,000 acres of land in the immediate vicinity of, and to be shortly opened up by this railway, over 3,000,000 are well adapted for settlement. Blocks A and B, shown on the map herewith annexed, constitute but a limited portion of this territory.

The total area of all lands taken up for settlement in the province of Quebec is set down in the last census at 5,700,000 acres; and Ontario contains only 7,000,000 or 8,000,000 acres all told.

The total area of cleared land in the two provinces of New Brunswick and Nova Scotia is about 2,800,000 acres.

The railway will, undoubtedly, develop a large trade in lumber, as it runs through a finely timbered district, and has its terminus in the principal lumber market of the Dominion, while the absence of other competing roads,

and of water competition, will doubtless have a beneficial effect upon its general prospects, which, viewed as a whole, may be considered to be very promising.

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

A. L. LIGHT.

QUEBEC, 9th March, 1881.

## APPENDIX A.

### QUEBEC AND LAKE ST. JOHN RAILWAY—ABSTRACT OF GRADIENTS FROM QUEBEC TO LAKE ST. JOHN.

Description.	Ascending North.	Ascending South.	Remarks.
	Length in miles.	Length in miles.	
20 to 30 per mile.....	11.4	5.1	
30 " 40 " .....	4.1	4.8	
40 " 50 " .....	1.6	0.8	
50 " 60 " .....	12.0	15.9	
60 " 70 " .....	1.0	2.0	
70 " 80 " .....	4.5	25.7	
80 " 90 " .....	7.1	0.0	
90 " 100 " .....	0.0	0.0	
100 " 110 " .....	10.8	2.5	
110 " 118 " .....	2.4	1.8	
118 " 132 " .....	2.5	0.0	
Totals.....	57.4	54.6	

#### RECAPITULATION.

Ascending north .....	57.4
" south .....	54.6
Level and under 20 per mile.. ..	67.0
Total.....	179.0

## APPENDIX B.

### EXAMPLES OF STEEP GRADES AND SHARP CURVES.

I have personally inspected most of the following :—

1st. The Portland and Ogdensburg Railway, U. S. This road, which traverses a district very similar in snowfall and climate to that traversed by the Quebec and Lake St. John Railway, passes over a summit 988 feet high, with continuous grades, 10 miles in length, of 107 and 116 feet to the mile, and curves of 637 feet radius. The late Mr. Latrobe, C. E., a man of high professional standing in the United States, was the consulting engineer.

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2nd. The "Baltimore and Ohio Railway," built by the same eminent engineer, passes over a summit of the Alleghanies, with continuous grades, against heavy traffic, 12 miles in length, and 116 feet to the mile; curves 600 feet radius.

3rd. The "Pennsylvania Central" passes over a summit 2,154 feet, and has one continuous grade, west of Altoona, of 95 feet to the mile,  $10\frac{1}{2}$  miles in length.

4th. "The Tyrone and Clearfield," a branch of the above, has continuous grades of 106 feet to the mile, 10 miles in length; and besides these, two others of 128 and 138 feet to the mile each, collectively, three miles in length.

5th. The "Lehigh Valley" Railway has grades of 133 to 143 feet to the mile.

The above railways, with the exception of the first mentioned, successfully use the "Consolidation" engine.

6th. In South America, the "Don Pedro Segundo" (the Imperial railway of Brazil) crosses a summit of the Orange Mountains 1,872 feet high, with a continuous grade, 16 miles long, of 117 feet to the mile; also successfully worked with "Consolidation" engines.

7th. In Europe, the "Brenner Railway" from Innsbruck to Verona, passes over a summit of the Alps upwards of 4,000 feet high, on an average grade of 114 feet per mile for 22 continuous miles, and for a considerable portion of this distance on a grade of 132 feet to the mile.

8th. The railway from Vienna to Gratz, over the Semering; also the line from Bologna to Florence, over the Appennines, have similar grades.

9th. The railway from Turin to Genoa has a continuous grade 6 miles in length of 146 feet to the mile. All the above are permanent railways between great centres of trade, and doing a large business, and are successfully worked with traction engines.

Besides the above, there are many examples of temporary tracks (with much steeper grades) being successfully used for many years with great advantage, while the permanent works were under construction, notably, the "Mountain top track," crossing the blue ridge on the "Virginia Central" Railway. This was successfully worked (while the tunnel underneath was being built) over grades of 297 feet per mile and curves of 275 feet radius, with a six-wheeled connected tank engine.

10th. On the "Baltimore and Ohio" temporary tracks were worked over mountains through which tunnels were in course of construction, having grades of 400 feet per mile, and over which a mixed traffic was regularly and safely carried for years.

11th. The "Mont Cenis" temporary railway was laid over the summit of the Alps, with grades ranging from 200 to 400 feet per mile, while the great tunnel was being constructed below. It was successfully worked by a special arrangement of both track and traction engine, and safely carried for years a considerable portion of the passenger traffic between France and Italy.

Lastly, an example is given in Appendix C, of a traction engine, built at the Baldwin Locomotive Works, which regularly hauled nine loaded freight cars, or about 180 gross tons of cars and lading over grades of 316 feet per mile and curves of 400 feet radius, over "Baton Rouge," on the "Southern Pacific" Railway.