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Various pagings.

In Sessional paper No. 13, Report of the Postmaster General ... 30<sup>th</sup> June, 1887, Part II, page 106 is incorrectly numbered page 06.

In Sessional paper No. 13, Report of the Postmaster General ... 30<sup>th</sup> June, 1887, Part III, page 54 is incorrectly numbered page 5.

In Sessional paper No. 14, Part II, Dominion lands surveys, page 42 is incorrectly numbered page 24.

SESSIONAL PAPERS.

13 - 14

VOLUME 12.

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SECOND SESSION OF THE SIXTH PARLIAMENT

OF THE

DOMINION OF CANADA.

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SESSION 1888.

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VOLUME XXI.



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OTTAWA :  
Printed by A. SENEAL, Superintendent of Printing.  
1888.

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890945

See also Numerical List, page 4.

ALPHABETICAL INDEX  
TO THE  
SESSIONAL PAPERS  
OF THE  
PARLIAMENT OF CANADA.

SECOND SESSION, SIXTH PARLIAMENT, 1888.

A	C
Adulteration of Food..... 16c	Chippawa Indians, Claim of..... 61
Agriculture, Annual Report..... 4	Civil Service List..... 18
Alberta, Leaseholders in..... 40f	Civil Service Promotions and Appointments. 35
Antwerp International Exhibition for 1885... 12e	Civil Service Superannuations..... 33
Archives, Canadian..... 4a	Clancy, Patrick ..... 58p
Arichat Post Office..... 43a	Collingwood Marine and General Hospital... 47
Articles Duty Free from United States..... 53	Colonial Conference..... 76
Auditor General, Annual Report..... 2	Colonization Companies..... 40h
	Colonization Inspectors..... 40c, 40d
<b>B</b>	Consolidated Fund..... 32
Banks, Shareholders in..... 17	Commission as to Rebellion losses ..... 40
Baptisms, Marriages and Burials..... 74	Commissioner, Dominion Police..... 24
Bedford, Caretaker..... 62a	Commissioner, North-West Mounted Police. 28
Board of Examiners, Civil Service, Report of..... 19	Commissions to Public Officers..... 38
Boisvert, Louis..... 26	Criminal Statistics..... 4b
Bonds and Securities..... 37	Culbertson, Archibald..... 64a
Boot Island, N.S..... 34b	
Breakwater at Bay Fortune..... 34c	<b>D</b>
Breakwater at L'Ardoise..... 34a	Derby Branch Railway...58c, 58h, 58i, 58n, 58o, 58p
Breakwater at Pointe aux Pères..... 34	Detroit River Lands..... 64
British Canadian Loan and Investment Co.. 48	Disallowance of British Columbia Act..... 68
British Columbia Acts, Disallowance of..... 68	Disallowance of Manitoba Railway Acts..... 58b
British Vessels, Seizure of..... 65a, 65b, 65c	Dominion Land Agents..... 40i
Bryanton, Albert..... 58i	Dominion Notes, Printing of..... 60
Bryanton, Allan..... 58h	Dominion Police Force..... 24a
	Dominion Police Commissioner..... 24
<b>C</b>	Dominion Statutes..... 44
Canadian Pacific Railway :	Dorchester Penitentiary..... 42
Lands sold..... 25	Dredging of Pictou Harbor..... 69b
Correspondence between Interior Depart- ment and C. P. R..... 25a	Duffy, D. A., Contract with..... 42
Supplementary Return..... 25b	Dundas Post Office..... 41
Canal Statistics..... 16a	
Cape Traverse Mails..... 50	<b>E</b>
Captains in charge of Government Steamers. 55a	Eastern Extension Railway..... 58g
Caughnawaga Indians..... 64d	Estimates, 1888-89..... 1
	Exchequer Court of Canada..... 46
	Expenditure and Receipts..... 32

<b>E</b>	<b>L</b>
Experimental Farm in North-West..... 71	Lachine Canal, Leasing of water-power..... 30
Experimental Farms, Annual Report..... 4 <i>d</i>	Lake Erie Lands..... 64
Exports and Imports ..... 45	Lands sold by C. P. R..... 25
<b>F</b>	L'Ardoise Breakwater..... 34 <i>a</i>
Fisheries, Annual Report..... 6	Leaseholders in Alberta..... 40 <i>f</i>
Fisheries Protection Service..... 6 <i>b</i>	Lefavivre, Adolphe..... 31
Fisheries Question :	Legislation in the North-West..... 40 <i>b</i>
Fishery Treaty between Great Britain and	Lessees of Grazing Lands..... 40 <i>e</i>
the United States..... 36	Library of Parliament, Annual Report..... 20
Reciprocal Trade Relations between Can-	Liquor License Act..... 56
ada and the United States..... 36 <i>a</i>	Lobster and Oyster Fisheries..... 6 <i>a</i>
Letters of Hon. T. B. Bayard and Sir C.	<b>M</b>
Tupper..... 36 <i>b</i>	Mails at Cape Traverse..... 50
Despatches and Documents..... 36 <i>c</i>	Manitoba Railway Acts, Disallowance of.... 58 <i>b</i>
Food, Adulteration of..... 16 <i>c</i>	Manitoba, Railways in..... 66
Free Articles from United States..... 53	Marine and Immigrant Hospital..... 29
<b>G</b>	Marine, Annual Report..... 5
General Order, No. 83, Supreme Court..... 46 <i>a</i>	Mattawa River Improvements..... 63
Geological and Natural History Survey..... 39	Medicines, Cost of, Infantry Schools..... 62 <i>a</i>
Governor General's Office..... 78	Militia, Annual Report..... 10
Governor General's Warrants..... 22	Militia Clothing..... 62
Grazing Lands..... 40 <i>e</i>	Militia Pensions..... 62 <i>a</i>
Great North-West Central Railway Co..... 58 <i>k</i>	Miscellaneous Unforeseen Expenses ..... 23
Grondines Lighthouse Keeper ..... 26	Mississauga Indians..... 64 <i>b</i>
Guimond, Louis..... 49, 49 <i>a</i>	Montmagny Post Office..... 43
<b>H</b>	Montreal Harbor Commissioners..... 69 <i>a</i>
Harvey, John, Contracts with ..... 63	Mortuary Statistics..... 4 <i>c</i>
Homestead Inspectors..... 40 <i>c</i> , 40 <i>d</i>	Moulin, Rev. Father ..... 72
Horton Landing, N.S..... 31 <i>b</i>	Mounted Police, Report of Commissioner... 28
House of Commons Chamber..... 70	<b>Mc</b>
<b>I</b>	McDonald, George J..... 75
Indian Affairs, Annual Report..... 15	<b>N</b>
Inland Revenue, Annual Report..... 16	North $\frac{1}{2}$ , Section 16, Township 24, N.W.T.... 40 <i>g</i>
Insurance Companies, Abstract of State-	"Northern Light," Steamer..... 55, 55 <i>a</i> , 55 <i>b</i>
ments of..... 9	North-West Central Railway Co..... 58 <i>m</i>
Insurance, Report of Superintendent..... 9 <i>a</i>	North-West, Experimental Farm in..... 71
Intercolonial Railway :	North-West Territories, Legislation in the.. 40 <i>b</i>
Rolling Stock..... 59	<b>O</b>
Capital Expenditure..... 59 <i>a</i>	Ottawa Nation Indians, Claim of..... 64
Inquest on William L. Duncan ..... 59 <i>b</i>	Ottawa River, Works on the ..... 61, 61 <i>a</i>
Fencing..... 59 <i>c</i>	<b>P</b>
Correspondence with Noël Fortin..... 59 <i>d</i>	Patents for Land..... 77
Casualties to Trains..... 59 <i>e</i>	Penitentiary at Dorchester..... 42
Dismissal of Employés..... 59 <i>f</i>	Penitentiary, St. Vincent de Paul..... 31
Interior, Annual Report..... 14	Pictou Harbor, Dredging of... 69 <i>b</i>
<b>J</b>	Pictou Public Buildings..... 43 <i>d</i>
Justice, Annual Report..... 11	Pion & Co., A..... 58 <i>f</i>
<b>K</b>	Pointe aux Pères Breakwater..... 34
Kamloops..... 54	Postmaster General, Annual Report..... 13
Knight, Allan..... 58 <i>c</i>	Post Office, Arichat..... 43 <i>a</i>
Knight, John..... 58 <i>n</i>	Post Office, Dundas..... 41
	Post Office, Montmagny..... 43
	Printing of Dominion Notes..... 60
	Protection of Submarine Cables..... 73

<b>P</b>		<b>S</b>	
Provincial Legislation.....	21	St. Jérôme de Matane.....	57
Public Accounts, Annual Report.....	1	St. Vincent de Paul Penitentiary.....	31
Public Printing and Stationery, Annual Report.....	12a	Statutes of Canada.....	44
Public Works, Annual Report.....	7	Steamboat Inspection.....	5a
Public Works; Tables of Distances, &c.....	7a	Stills seized.....	27
<b>Q</b>		Straits of Northumberland.....	67
Quebec Harbor Commissioners.....	69	Strathroy Public Buildings.....	43b
<b>R</b>		Submarine Cables, Protection of.....	73
Railway Accidents.....	58	Subsidies to Railways.....	58a, 58j
Railway Statistics.....	8b	Subway between P.E.I. and N.B.....	67a
Railway Subsidies.....	58a, 58j	Superannuations, Civil Service.....	33
Railway Surveys in Cape Breton.....	58d	Supplementary Estimates.....	1
Railways and Canals, Annual Report.....	8	Supreme Court General Order No. 83.....	46a
Railways in Manitoba.....	66	Surveys in Cape Breton.....	58d
Rebellion Disbursements.....	40a	<b>T</b>	
Rebellion Losses, Commission as to.....	40	Tobacco seized.....	27
Receipts and Expenditure.....	32	Trade and Navigation, Annual Report.....	3
Registry of Trade Unions.....	52	Trade Unions, Registry of.....	52
Rescue of Wounded Priest.....	72	Trent Valley Canal.....	30a
Retired Judges.....	46b	Trottier, Charles N.....	26
Rideau River, Obstructions in.....	34d	<b>U</b>	
Royal Commission on Railways.....	8a	Unforeseen Expenses.....	23
Russell, Samuel.....	58c	<b>V</b>	
<b>S</b>		Ventilating House of Commons.....	70
Scott's Bay, N.S.....	34b	<b>W</b>	
Scrip Issued.....	77	Warrants, Governor General's.....	22
Secretary of State, Annual Report.....	12	Weights, Measures and Gas, Inspection of..	16b
Seizure of British Vessels.....	65a, 65b, 65c	Wharf at St. Jérôme de Matane.....	57
Shareholders in Banks.....	17	Wood, A. F.....	30b
Six Nation Indians.....	64c	Works on the Ottawa River.....	61, 61a
Souris and Rocky Mountain Railway Co. ....	58l	Wrecking Vessels.....	65
St. Charles Branch Railway.....	58e	<b>Y</b>	
St. Hyacinthe Public Buildings.....	43c	York-Simcoe Battalion.....	51

See also Alphabetical Index, page 1.

## LIST OF SESSIONAL PAPERS

*Arranged in Numerical Order, with their Titles at full length; the Dates when Ordered and when Presented to both Houses of Parliament; the Name of the Member who moved for each Sessional Paper, and whether it is Ordered to be Printed or Not Printed.*

### CONTENTS OF VOLUME No. 1.

1. Public Accounts of Canada, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper. Estimates for the fiscal year ending 30th June, 1889; presented 1st March, 1888. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1888; presented 23rd April, 1888. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1889; presented 14th May, 1888—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 2.

2. Report of the Auditor-General on Appropriation Accounts, for the year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 3.

3. Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Hon. M. Bowell—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 4.

4. Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1887. Presented to the House of Commons, 27th March, 1888, by Hon. J. Carling—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 5.

- 4a. Report on Canadian Archives, 1887.....*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 6.

- 4b. Criminal Statistics for the year 1886, being an Appendix to the Report of the Minister of Agriculture for the year 1886. Presented to the House of Commons, 18th May, 1888, by Hon. J. Carling.....*Printed for both Distribution and Sessional Papers.*
- 4c. Abstracts of the Returns of Mortuary Statistics for the year 1887—  
*Printed for both Distribution and Sessional Papers.*
- 4d. Experimental Farms. Reports of the Director, Entomologist and Botanist, Chemist, and Horticulturist, for 1887.....*Printed for both Distribution and Sessional Papers.*

---



---

 CONTENTS OF VOLUME No. 7.

5. Twentieth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 13th March, 1888, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 5a. Report of the Chairman of the Board of Steamboat Inspection, for calendar year ended 31st December, 1887.....*Printed for both Distribution and Sessional Papers.*

## CONTENTS OF VOLUME No. 8.

6. Annual Report of the Department of Fisheries, Dominion of Canada, for the year 1887—  
*Printed for both Distribution and Sessional Papers.*
- 6a. Report of the Commissioners appointed to enquire into and report upon the Lobster and Oyster Fisheries of Canada. Presented to the House of Commons, 16th March, 1888, by Hon. G. E. Foster.....*Printed for both Distribution and Sessional Papers.*
- 6b. Special Report of the Fisheries Protection Service of Canada, 1887—  
*Printed for both Distribution and Sessional Papers.*

## CONTENTS OF VOLUME No. 9.

7. Annual Report of the Minister of Public Works of Canada, for the fiscal year 1886-87 on the works under his control. Presented to the House of Commons, 27th February, 1888, by Sir Hector Langevin.....*Printed for both Distribution and Sessional Papers.*
- 7a. Tables showing the extent and progress of Public Works, Distances, &c., on the main routes of navigation; Railways, Telegraph Lines, &c. Inland Navigation of Canada, Ocean Rates thence to Foreign Countries, Canadian Land Routes to the seaboard. Government Railways and Telegraph Lines, &c., &c. Suez Canal and Panama Canal Routes—  
*Printed for both Distribution and Sessional Papers.*
8. Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1886, to the 30th June, 1887, on the works under his control. Presented to the House of Commons, 6th March, 1888, by Hon. J. H. Pope—  
*Printed for both Distribution and Sessional Papers.*
- 8a. Report of the Royal Commission on Railways, with Appendices, viz: 1st. Report of Committee visiting United States. 2nd. Supplementary Report of same. 3rd. Extracts, Hadley, &c. Presented to the House of Commons, 29th February, 1888, by Hon. J. H. Pope—  
*Printed for both Distribution and Sessional Papers.*
- 8b. Reports, Railway Statistics of Canada, and Capital, Traffic and Working Expenditure of the Railways of the Dominion, 1887. Presented to the House of Commons, 17th May, 1888, by Sir Charles Tupper.....*Printed for both Distribution and Sessional Papers.*

## CONTENTS OF VOLUME No. 10.

9. Abstract of Statements of Insurance Companies in Canada for year ending 31st December, 1887. Presented to the House of Commons, 4th May, 1888, by Sir Charles Tupper—  
*Printed for both Distribution and Sessional Papers.*
- 9a. Report of the Superintendent of Insurance, for the year ended 31st December, 1887—  
*Printed for both Distribution and Sessional Papers.*

## CONTENTS OF VOLUME No. 11.

10. Annual Report of the Department of Militia and Defence of the Dominion of Canada, for the year ended 31st December, 1887. Presented to the House of Commons, 27th February, 1888, by Sir Adolphe Caron .....*Printed for both Distribution and Sessional Papers.*
11. Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1887. Presented to the House of Commons, 27th February, 1888, by Hon. J. S. D. Thompson—  
*Printed for both Distribution and Sessional Papers.*
12. Report of the Secretary of State of Canada, for the year ended 31st December, 1887. Presented to the House of Commons, 28th February, 1888, by Hon. J. A. Chapleau—  
*Printed for both Distribution and Sessional Papers.*

- 12a.** Annual Report of the Department of Public Printing and Stationery for the Dominion of Canada, for year ending 30th June, 1887, with partial Report for services during six months ending 31st December, 1887. Presented to the House of Commons, 13th March, 1888, by Hon. J. A. Chapleau.....*Printed for both Distribution and Sessional Papers.*
- 12b.** Report of the Board of Examiners for the Civil Service in Canada, for the year ended 31st December, 1887.....*Printed for both Distribution and Sessional Papers.*
- 12c.** (1887.) Report of the Antwerp International Exhibition for 1885—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 12.

- 13.** Annual Report of the Postmaster General for the year ended 30th June, 1887. Presented to the House of Commons, 28th February, 1888, by Hon. A. W. McLellan—  
*Printed for both Distribution and Sessional Papers.*
- 14.** Annual Report of the Department of the Interior for the year ended 31st December, 1887. Presented to the House of Commons, 27th February, 1888, by Hon. Thos. White—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 13.

- 15.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1887. Presented to the House of Commons, 1st March, 1888, by Hon. Thos. White—  
*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 14.

- 16.** Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1887. Presented to the House of Commons, 24th February, 1888, by Hon. J. Costigan ..... *Printed for both Distribution and Sessional Papers.*
- 16a.** Canal Statistics for season of navigation, 1886, being Supplement No. 1 to the Inland Revenue Report, for the year ended 30th June, 1887—*Printed for both Distribution and Sessional Papers.*
- 16b.** Fourteenth Report on Inspection of Weights, Measures and Gas, being Supplement No. 2 to the Report of the Department of Inland Revenue—  
*Printed for both Distribution and Sessional Papers.*
- 16c.** Report on Adulteration of Food, being Supplement No. 3 to the Report of the Department of Inland Revenue .....*Printed for both Distribution and Sessional Papers.*

### CONTENTS OF VOLUME No. 15.

- 17.** List of Shareholders in the Chartered Banks of the Dominion of Canada, as on the 31st December, 1887. Presented to the House of Commons, 14th March, 1888, by the Hon. M. Bowell—  
*Printed for both Distribution and Sessional Papers.*
- 18.** The Civil Service List of Canada, on the 1st July, 1887, pursuant to section 59 of "The Civil Service Act." Presented to the House of Commons, 15th March, 1888, by Hon. J. A. Chapleau—  
*Printed for both Distribution and Sessional Papers.*
- 20.** Report of the Joint Librarians of Parliament on the state of the Library of Parliament. Presented to the House of Commons, 23rd February, 1888, by Hon. Mr. Speaker—  
*Printed for Sessional Papers only.*

### CONTENTS OF VOLUME No. 16.

- 21.** Correspondence, Reports of the Minister of Justice, and Orders in Council upon the subject of Provincial Legislation, 1884 to 1887.....*Printed for both Distribution and Sessional Papers.*
- 22.** Statement of Governor General's Warrants issued since last Session of Parliament, and Expenditure incurred on account of same, in accordance with the Consolidated Revenue and Audit Act, section 32, clause b. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper.....*Not printed.*

23. Statement of Expenditure on account of Miscellaneous Unforeseen Expenses for the fiscal year 1887-88. Presented to the House of Commons, 27th February, 1888, by Sir Charles Tupper—  
*Not printed.*
24. Report of the Commissioner, Dominion Police, under Revised Statutes of Canada, chapter 184, section 5. Presented to the House of Commons, 27th February, 1888, by Hon J. S. D. Thompson.....*Not printed.*
- 24a. Return of the average number of men employed on the Dominion Police Force during each month of the year 1887, and of their pay and travelling expenses (under Revised Statutes of Canada, chapter 184, section 5). Presented to the Senate, 27th February, 1888, by Hon. Mr. Abbott.....*Not printed.*
25. Return to an Order of the House of Commons, dated 6th May, 1887, for a Return of lands sold by the Canadian Pacific Railway Company up to 1st April, 1887, in the North-West Territories; when sold, and to whom. Presented to the House of Commons, 28th February, 1888 —  
*Mr. Perley (Assiniboia)*.....*Not printed.*
- 25a. Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 8th March, 1888, by Hon. Thos. White.....*Printed for Sessional Papers only.*
- 25b. Supplementary Return under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 19th March, 1888, by Hon. Thos. White—  
*Printed for Sessional Papers only.*
26. Return to an Address of the House of Commons to His Excellency the Governor General, dated 6th June, 1887, for copies of the Order in Council appointing Louis Boisvert lighthouse keeper at Grondines, in the place of E. Trottier; and copies of all correspondence recommending Charles N. Trottier for this position. Presented to the House of Commons, 28th February, 1888.—*Mr. De St. Georges*.....*Not printed.*
27. Return to an Order of the House of Commons, dated 27th April, 1887, for a statement setting forth the number of stills seized by the Department of Inland Revenue for the years 1878, '79, '80, '81, '82, '83, '84, '85 and '86, respectively, and the first three months of the year 1887; the names of the persons on whose premises the stills were seized; the names of the informers and the sums paid to each; also statement of the cost of effecting such seizures, and the receipts accruing from all sales of such stills. Also Return to an Order of the House of Commons, dated 27th April, 1887, for a statement showing all seizures effected in Canada for illegal sale of tobacco for each year since 1878 up to 1st March, 1887, inclusive; the names of the persons on whose premises the seizures were made, the amounts realized on such seizures by sale or otherwise, and the expense of making the seizures. Presented to the House of Commons, 28th February, 1888.—*Mr. Rinfret*.....*Not printed.*

## CONTENTS OF VOLUME No. 17.

28. Report of the Commissioner of the North-West Mounted Police Force, 1887. Presented to the House of Commons, 3rd April, 1888, by Sir John A. Macdonald.  
*Printed for both Distribution and Sessional Papers.*



- 29.** Return to an Order of the House of Commons, dated 6th June, 1887, for a Return giving the following details of the expenditure connected with the support of the Marine and Immigrant Hospital in the city of Quebec, during the term of years from the date of Confederation to June 30th, 1886, and showing: 1. The aggregate amount voted by Parliament for the maintenance of this hospital during the said term of years. 2. The amount actually expended. 3. The number of persons, other than sick mariners, who received hospital care there during the said term. 4. The aggregate number of days of hospital treatment accorded to them. 5. The number of sick mariners who received hospital care during the same term. 6. The number of days of hospital treatment accorded to them. 7. The average cost per patient per diem of both classes of patients during said term. 8. The price per patient per diem paid to the Montreal General Hospital for the care of sick seamen during the same years—1867-1886 9. The aggregate amount that has been charged during the said term of years to the fund for the relief of sick and distressed mariners, as for expenditure in connection with this Quebec Hospital, by virtue of the Act 31 Victoria, chapter 64, section 12 (now 40 Victoria, chapter 76, section 16). Presented to the House of Commons, 29th February, 1888.—*Mr. Hickey* ..... *Not printed.*
- 30.** Report of the Royal Commission on the Leasing of Water Power, Lachine Canal. Presented to the House of Commons, 2nd March, 1888, by Hon. J. H. Pope.....*Not printed.*
- 30a.** Return to an Address of the House of Commons, to His Excellency the Governor General, dated 5th March, 1888, for a Return of copies of all correspondence between the Government of Canada and the commissioners appointed by the Government to take evidence and acquire information relative to the Trent Valley Canal, and the further progress thereof; of copies of all instructions authorizing the commissioners to act in the premises, and defining their powers and authority and mode of procedure; and of a copy of any and all reports of the engineer or engineers in charge of the works of said canal, made to the Government since the last session of this Parliament. Presented to the House of Commons, 13th April, 1888.—*Mr. Barron*..... *Not printed.*
- 30b.** Return to an Address of the Senate, to His Excellency the Governor General, dated 22nd March, 1888, for a detailed statement of all moneys paid to A. F. Wood, Esq., of Madoc, for services and expenses in connection with his office as valuator or otherwise in connection with the Trent Valley Canal, from the date of his appointment down to the 1st January, 1888. Also a detailed statement of all moneys paid him for services and expenses in connection with his services on the Murray Canal, from 1st December, 1883, to 1st January, 1888, in order to complete the full return of moneys paid him for services in connection with the return asked for at last session. Presented to the Senate, 18th April, 1888.—*Hon. Mr. Flint*..... *Not printed.*
- 31.** Return to an Address of the Senate, to His Excellency the Governor General, dated 17th June, 1887, for copies of all complaints which have been made by the authorities of the St. Vincent de Paul Penitentiary, since the 24th April, 1886, against Adolphe Lefavre, formerly an employé of the penitentiary; as also of all reports which the Inspector may have made since the same date against the said Lefavre, together with copies of the decisions which the Honorable the Minister of Justice may have given upon these reports and complaints. Presented to the Senate, 29th February, 1888.—*Hon. Mr. Bellerose* ..... *Not printed.*
- 32.** Return to an Order of the House of Commons, dated 29th February, 1888, for a Statement of the Receipts and Expenditure, in detail, chargeable to the Consolidated Fund, from the 1st day of July, 1887, to the 1st day of March, 1888, and from the 1st day of July, 1886, to the 1st day of March, 1887. Presented to the House of Commons, 5th March, 1888.—*Sir Richard Cartwright*.—*Not printed.*
- 33.** Statement of all superannuations and retiring allowances in the Civil Service, giving the name and rank of each person superannuated, or retired, his salary, age and length of service, his allowance and cause of retirement, and whether the vacancy has been filled by promotion or new appointment, &c., for the year ended 31st December, 1887. Presented to the House of Commons, 5th March, 1888, by Sir Charles Tupper..... *Printed for Sessional Papers only.*
- 34.** Return to an Order of the House of Commons, dated 6th June, 1887, for copies of petitions presented from time to time and supported by the several transatlantic steamship companies and other persons, praying for the building of a breakwater at Pointe aux Pères. Presented to the House of Commons, 6th March, 1888.—*Mr. Fiset*..... *Not printed.*
- 34a.** Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all surveys, reports and correspondence in connection with the L'Ardoise Breakwater, in the county of Richmond, N.S. Presented to the House of Commons, 13th March, 1888.—*Mr. Flynn*—*Not printed.*

- 34b. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all correspondence and telegrams, since 31st December last, relating to the construction or repair of breakwaters or piers at Scott's Bay, Horton Landing and Boot Island, in King's County, Nova Scotia; and also of all instructions to an engineer of the Department of Public Works, who visited said localities during the months of January and February last, with his reports thereon. Presented to the House of Commons, 4th April, 1888.—*Mr. Borden*..... *Not printed.*
- 34c. Return to an Order of the House of Commons, dated 9th April, 1888, for copy of report of the Chief Engineer on the breakwater at Bay Fortune, King's County, Prince Edward Island, with a view to its extension; together with copies of all petitions, letters, &c., in relation thereto. Presented to the House of Commons, 30th April, 1888.—*Mr. McIntyre*..... *Not printed.*
- 34d. Return to an Address of the House of Commons to His Excellency the Governor General, dated 6th June, 1887, for copies of all Orders in Council, or other documents, granting a power to construct any bridge, dam, breakwater, or other obstructions in the Rideau River, from its mouth to its source. Presented to the House of Commons, 14th May, 1888.—*Mr. Robillard*—  
*Not printed.*
35. Return of the names and salaries of all persons appointed to or promoted in the Civil Service during the year 1887, specifying the office to which each has been appointed or promoted. Section 58, sub-section 2, "Civil Service Act." Presented to the House of Commons, 6th March, 1888, by Hon. J. A. Chapleau..... *Printed for Sessional Papers only.*
36. Copy of the Fishery Treaty between Great Britain and the United States, in relation to the fisheries of Canada and Newfoundland, signed at Washington on the fifteenth day of February, 1888; and the protocols of the various conferences, together with the protocols from the British plenipotentiaries offering to make a temporary arrangement for a period not exceeding two years in order to afford a *modus vivendi* pending the ratification of the treaty, and the protocol of the American plenipotentiaries expressing their satisfaction with the *modus vivendi* communicated by the British plenipotentiaries. Presented to the House of Commons, 7th March, 1888, by Sir Charles Tupper..... *Printed for Sessional Papers only.*
- 36a. Copy of the statement presented by the British plenipotentiaries to the Fisheries Commission at Washington, in relation to reciprocal trade relations between Canada and the United States, and the answer of the American plenipotentiaries thereto. Presented to the House of Commons, 7th March, 1888, by Sir Charles Tupper..... *Printed for Sessional Papers only.*
- 36b. Two communications in relation to the Fisheries Question—one, written "personally and unofficially," by the Hon. T. B. Bayard, Secretary of State, Washington, U.S., and dated the 31st May, 1887, and addressed to Sir Charles Tupper; and the other, the reply of Sir Charles to Mr. Bayard, also marked "personal and unofficial," and dated the 6th June, 1887. Presented to the House of Commons, 9th March, 1888, by Sir Charles Tupper—  
*Printed for both Distribution and Sessional Papers.*
- 36c. Despatches and Documents having reference to the Fisheries Question. Presented to the House of Commons, 12th April, 1888, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
37. Detailed statement of all Bonds and Securities registered in the Department of the Secretary of State of Canada, submitted to the Parliament of Canada under section 23, chapter 19, of the "Revised Statutes of Canada." Presented to the House of Commons, 7th March, 1888, by Hon. J. A. Chapleau..... *Not printed.*
38. List of Public Officers to whom Commissions have issued during the year 1887, under the provisions of chapter 19 of the "Revised Statutes of Canada," and submitted to the Parliament of Canada under section 2 of the said Act. Presented to the House of Commons, 7th March, 1888, by Hon. J. A. Chapleau..... *Not printed.*
39. Annual Report (new series) of the Geological and Natural History Survey of Canada, Volume II, 1886. Presented to the House of Commons, 23rd March, 1888, by Hon. Thos. White—  
*Printed for Distribution only.*
40. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 5th March, 1888, for copy of all reports of the commissioners appointed by Royal Commission to enquire into the losses sustained in the North-West Territories during the recent rebellion, and a statement of all payments made under the recommendation of such reports. Presented to the House of Commons, 8th March, 1888.—*Hon. Mr. Laurier*..... *Not printed.*

- 40a.** Return to an Order of the House of Commons, dated 28th March, 1888, for a Return showing the total amount of money disbursed by the Government in consequence of the North-West Rebellion. Presented to the House of Commons, 25th April, 1888.—*Mr. Mulock*.....*Not printed.*
- 40b.** Memorial of the Lieutenant-Governor of the North-West Territories in Council, to His Excellency the Governor General in Council, praying for the introduction of a new method of legislation in the North-West Territories. Presented to the House of Commons, 7th May, 1888, by Sir John A. Macdonald.....*Not printed.*
- 40c.** Return to an Order of the House of Commons, dated 5th March, 1888, for a Return showing the names and residences of each homestead inspector in Manitoba and the North-West; the number of inspections and reports made by each, in each month of the years 1882 '83, '84, '85, '86 and '87. 2. The name of each colonization inspector, his residence, the number of inspections and reports made by each, in each month of the years 1882, '83, '84, '85, '86 and '87, and copies of said reports. Presented to the House of Commons, 19th May, 1888.—*Mr. Watson*—*Not printed.*
- 40d.** Return to an Order of the House of Commons, dated 16th April, 1888, for a Return giving the names and dates of the appointment of each colonization inspector and homestead inspector in the North-West Territories, including Manitoba; the salary paid to each, also the travelling expenses per diem or month; the full amount for salary and travelling or other expenses paid to each from the date of his engagement up to the 1st of January, 1888. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*..... *Not printed.*
- 40e.** Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all lessees of grazing lands under old form of leases. 2. The number of these who have fully complied with the terms of the leases. 3. The number who have partially complied, showing to what extent. 4. The number in arrears for rent, showing to what extent. 5. The number of old leases now entirely unoccupied. Presented to the House of Commons, 19th May, 1888.—*Mr. Davis*.....*Not printed.*
- 40f.** Return to an Order of the House of Commons, dated 28th March, 1888, for a Return giving: 1. The names of all leaseholders in the district of Alberta, North-West Territories. The number of cattle each have on their lease. The date of each latest return, showing the number. 2. Showing whether any are in arrears for rent. 3. Whether the land under lease is good agricultural land. 4. What, if any, return has been made of the loss and suffering of cattle during the winter of 1886-87 in this district. Presented to the House of Commons, 19th May, 1888 —*Sir Richard Cartwright*.....*Not printed.*
- 40g.** Return to an Order of the House of Commons, dated 9th April, 1888, for a Return containing copies of all letters, correspondence, affidavits, &c., connected with the location and sale or settlement of N. ½, section 16, township 24, range 29, west, 4th meridian, North-West Territory. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*.....*Not printed.*
- 40h.** Return to an Order of the House of Commons, dated 28th March, 1888, for a Return showing the number of Colonization Companies now in existence in Manitoba and the North-West, the number of settlers they have put on their lands during the years 1885-86-87, the amount of money paid by the several companies on account of lands purchased from the Crown during the same period, the amount of money paid to the Crown on account of purchase of land from the Crown by all other parties during the same years. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*..... *Printed for Sessional Papers only.*
- 40i.** Return to an Order of the House of Commons, dated 1st March, 1888, to issue to the proper officer for a return giving copy of instructions to Dominion Land Agents in Manitoba and the North-West, regarding instructions furnished to intending settlers free of charge, and a copy of instructions as to information for which a fee is imposed; the amount of fees received at the several offices during the years 1885-86 and 1887, for such information; the amount of all fees collected from intending settlers during those years, and for which no credit was given in their purchase of Dominion lands. Presented to the House of Commons, 19th May, 1888.—*Mr. McMullen*.....*Not printed.*
- 41.** Return to an Order of the House of Commons, dated 25th April, 1887, for a Return of a copy of the lease from R. T. Wilson to the Dominion Government of the new public offices for the town of Dundas, in the county of Wentworth; report of the Post Office Inspector respecting the present and new post offices; also copies of petitions, correspondence and all other papers relating to the removal of the post office. Presented to the House of Commons, 8th March, 1888.—*Mr. Bain (Wentworth)*.....*Not printed.*

42. Return to an Order of the House of Commons, dated 6th June, 1887, for a copy of the contract with D. A. Duffy for the erection of the new wing of the penitentiary at Dorchester; also any claims or applications made for extras, and also any recommendations for allowance of such claims or any of them, and also all correspondence between the contractor and the Department of Public Works. Presented to the House of Commons, 8th March, 1888.—*Mr. Weldon (St. John)*—*Not printed.*
43. Return to an Order of the House of Commons, dated 27th April, 1887, for copies of all papers, documents, correspondence, &c., in relation to the building of a post office in the town of Montmagny, in the county of Montmagny. Presented to the House of Commons, 8th March, 1888.—*Mr. Choquette*..... *Not printed.*
- 43a. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all correspondence in connection with the purchase of a site for the erection of a post office and custom house in the town of Arichat. Presented to the House of Commons, 8th March, 1888.—*Mr. Flynn*—*Not printed.*
- 43b. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of all reports, correspondence, petitions or documents relating to the proposed permanent building of a post office and custom house at Strathroy, including any recommendations made respecting its location, character, cost, &c. Presented to the House of Commons, 20th April, 1888.—*Mr. McMullen*..... *Not printed.*
- 43c. Return to an Order of the House of Commons, dated 9th April, 1888, for copies of all letters, memoranda, and other documents, respecting the building of the public edifices at the city of St. Hyacinthe—such as the post office and the customs warehouse, &c. Presented to the House of Commons, 1st May, 1888.—*Mr. Dupont*..... *Not printed.*
- 43d. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all correspondence and petitions respecting the construction of building for post office, customs office and inland revenue office in the town of Picton. Presented to the House of Commons, 8th May, 1888.—*Mr. Platt*..... *Not printed.*
44. Return of statement of Dominion Statutes of Canada sold and officially distributed during the last two years, in terms of section 14 of chapter 2 of the Revised Statutes of Canada. Presented to the House of Commons, 13th March, 1888, by Hon. J. A. Chapleau..... *Not printed.*
45. Return to an Order of the House of Commons, dated 29th February, 1888, for a Return in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1887, to the 1st day of March, 1888, distinguishing the products of Canada and those of other countries. Presented to the House of Commons, 14th March, 1888.—*Sir Richard Cartwright*..... *Not printed.*
46. Return of new rules and procedure of "the Exchequer Court of Canada," in terms of sections 55 and 56 of chapter 16—50-51 Victoria. Presented to the House of Commons, 19th March, 1888, by Hon. J. A. Chapleau..... *Not printed.*
- 46a. Return in terms of section 109 of the Supreme and Exchequer Court Act, Revised Statutes of Canada, chapter 135, with reference to General Order No. 83 which has been made by the Judges of the Supreme Court of Canada during the past year. Presented to the House of Commons, 4th April, 1888, by Hon. J. A. Chapleau..... *Not printed.*
- 46b. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return showing the names of all retired judges of superior courts of law or equity in the Dominion of Canada, with the dates of their respective patents, and a copy of the last patent issued to a retired judge of the Superior Court. Presented to the House of Commons, 9th April, 1888.—*Mr. Small*... .. *Not printed.*
47. Return of the Collingwood Marine and General Hospital, for the year 1887. Presented to the House of Commons, 19th May, 1888, by Hon. Mr. Speaker..... *Not printed.*
48. Statement of the affairs of the British Canadian Loan and Investment Company, on 31st December, 1886. Presented to the House of Commons, 19th May, 1888, by Hon. Mr. Speaker—*Not printed.*
49. Return to an Address of the Senate to His Excellency the Governor General, dated 1st March, 1888, praying for a copy of letters signed Jos. H. Bellerose, addressed to the Minister of Justice on the 27th and 28th November, 1887, with the replies thereto in connection with the destruction by fire of the property of Mr. Louis Guimond, of St. Vincent de Paul; also a copy of the

- evidence taken in this matter and of the report made by the Inspector of Penitentiaries after inquiry made and the facts mentioned in the said letters. Presented to the Senate, 21st March, 1888.—*Hon. Mr. Bellerose*.....*Not printed.*
- 49a. Return to an Address of the Senate to His Excellency the Governor General, dated 18th April, 1888, for copy of a letter of the 31st March last from the Honorable Joseph Bellerose, *in re* the burning of Mr. Louis Guimond's property at St. Vincent de Paul; also copy of a letter of James Devlin, Engineer, on the same subject; also copy of the different solemn declarations accompanying the above mentioned letters, and all other documents in correspondence relating to the same subject. Presented to the Senate, 21st May, 1888.—*Hon. Mr. Bellerose*...*Not printed.*
50. Return to an Order of the House of Commons, dated 2nd May, 1887, for a Return showing the names of all the parties who tendered for carrying the mails to and from the board ice at Cape Traverse, Prince Edward Island; the amount of each tender, and to whom contract given. Presented to the House of Commons, 21st March, 1888.—*Mr. Perry*.....*Not printed.*
51. Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1888, for a Return showing copies of all applications, letters or other communications to the Government, or any department or minister, or any reports, in connection with the application on behalf of the York-Simcoe Battalion for kit allowance whilst on service in the North-West Territories, and of replies thereto. Presented to the House of Commons, 21st March, 1888.—*Mr. Mulock* .....*Not printed.*
52. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 1st March, 1888, for copies of regulations made by the Governor in Council respecting the registry of trade unions. Presented to the House of Commons, 28th March, 1888.—*Mr. Amyot*—*Not printed.*
53. Copies of despatches from Sir L. West to Lord Lansdowne; and from Sir L. West to Lord Salisbury; and also a certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, relative to the admission of certain articles free of duty when it appears to the satisfaction of the Governor in Council that similar articles from Canada may be imported into the United States free of duty. Presented to the House of Commons, 6th April, 1888, by Sir Charles Tupper...*Printed for Sessional Papers only.*
54. Return to an Order of the House of Commons, dated 28th March, 1888, for a copy of Mr. Parmelee's report to the Honorable Minister of Customs regarding the desirability of making Kamloops an outport of entry. Presented to the House of Commons, 9th April, 1888.—*Mr. Mara*...*Not printed.*
55. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return showing the date the steamer *Northern Light* commenced running between Prince Edward Island and Pictou, Nova Scotia; the number of trips made; the number of passengers crossed, and the date of last trip made up to date. Presented to the House of Commons, 10th April, 1888.—*Mr. Perry*—*Not printed.*
- 55a. Return to an Order of the House of Commons, dated 29th February, 1888, for a Return showing the names and salaries of all captains in charge of Government steamers, together with the salaries and allowances at present payable to and received by them, together with all petitions, correspondence, telegrams, &c., relative to the pay of the captain of the *Northern Light*, since 1st January, 1879; also for a Return showing the names and number of men employed in or about the *Northern Light* during last summer, from the time she ceased running in the spring of 1887, until she again resumed in the autumn of the same year. Presented to the House of Commons, 10th April, 1888.—*Mr. Welsh*.....*Not printed.*
- 55b. Supplementary Return to an Order of the House of Commons, dated 29th February, 1888, for a Return giving the names and number of men employed in or about the *Northern Light* during last summer, from the time she ceased running in the spring of 1887, until she again resumed in the autumn of same year. Presented to the House of Commons, 9th May, 1888.—*Mr. Welsh*.—*Not printed.*
56. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return showing the total amount of money paid out by the Government in connection with the Liquor License Act. Presented to the House of Commons, 10th April, 1888.—*Mr. Mulock* .....*Not printed.*
57. Return to an Order of the House of Commons, dated 6th June, 1887, for a statement showing the amount of the sums expended since 1867, for repairs and improvements on the wharf at St. Jérôme de Matane. Presented to the House of Commons, 10th April, 1888.—*Mr. Fiset*.....*Not printed.*

58. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return of the railway accidents which were reported to the Government during 1886, and in respect of which actions are not now pending. Presented to the House of Commons, 12th April, 1888.—*Mr. Denison*.—*Not printed.*
- 58a. Return to an Order of the House of Commons, dated 8th March, 1888, for a Return showing the amount voted each session since 1880 for subsidies to railways, also the amount to each province, and the amount that has been paid. Presented to the House of Commons, 13th April, 1888.—*Mr. Semple* .....*Not printed.*
- 58b. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 9th April, 1888, for copies of all correspondence exchanged with the Imperial Government concerning the disallowance of the Railways Acts of Manitoba. Presented to the House of Commons, 17th April, 1888.—*Mr. Laurier*.....*Printed for both Distribution and Sessional Papers.*
- 58c. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all correspondence, reports, &c., between Mr. Allan Knight and the Government; also the Railway Department and any of its officers, in relation to damages sustained by him in connection with the Derby Branch Railway, in the county of Northumberland, New Brunswick. Presented to the House of Commons, 2nd May, 1888.—*Mr. Jones (Halifax)* ..... *Not printed.*
- 58d. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 6th June, 1887, for copies of railway surveys from the Strait of Canso to Sydney *via* Grand Narrows, and from the Strait of Canso to Louisbourg *via* St. Peter's, during the summer of 1885, with the estimated cost of both lines. Also copies of surveys from Grand Narrows *via* Boisdale to North Sydney and Sydney. Also copies of surveys between East Bay and St. Peter's; copies of reports and surveys between Sydney and Loch Lomond *via* the Mira and Salmon River Valley, in the year 1886; copies of all telegrams to the Department of Railways during the time of the surveys. Also a copy of Minute of Council adopting the Grand Narrows route *via* Boisdale to North and South Sydney, with the engineer's report on the crossing of the Grand Narrows. Also a copy of all statements and arguments laid before the Government against the Grand Narrows route by the Cape Breton delegation in January last; and also a statement showing the particular route advocated by the said delegation. Presented to the House of Commons, 4th May, 1888.—*Mr. Flynn and Mr. McDougall (Cape Breton)*.....*Not printed.*
- 58e. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all claims presented to the Department of Railways for lands expropriated for the construction of the St. Charles Branch Railway in the county of Lévis; also a statement showing the amount of each claim, the names of those whose claims have been settled up to 1st April, 1887, and the amount awarded to them, and the names of those whose claims are still pending. Presented to the House of Commons, 11th May, 1888.—*Mr. Guay*..... *Not printed.*
- 58f. Return to an Order of the House of Commons, dated 30th April, 1888, for copies of all correspondence between the Department of Railways and Messrs. A. Pion & Co., of Quebec, in relation to a claim for goods damaged on the Intercolonial Railway. Presented to the House of Commons, 11th May, 1888.—*Mr. Langelier (Quebec Centre)*.....*Not printed.*
- 58g. Return to an Order of the House of Commons, dated 18th April, 1888, for copies of correspondence between the Government, or any member thereof, and the municipal councils of the counties of Pictou, Antigonish and Guysboro', Nova Scotia, and any other persons; together with copies of resolutions passed by the said municipal councils relative to the repayment by the Government of moneys paid by the said municipal counties for the right of way for the Eastern Extension Railway, now owned by and in possession of the Government. Presented to the House of Commons, 15th May, 1888.—*Mr. Kirk* .....*Not printed.*
- 58h. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all papers, writings and reports between Mr. Allan Bryanton and the Government of Canada, or anyone on his behalf, or between the officers of the Government and him or anyone on his behalf, or between the Government and their officers, in relation to the placing of a platform and switch near his place on the line of the Derby Branch Railway, in the county of Northumberland, N.B. Presented to the House of Commons, 15th May, 1888.—*Mr. Jones (Halifax)* ..... *Not printed.*
- 58i. Return to an Order of the House of Commons, dated 16th April, 1888, for all correspondence between Mr. Albert Bryanton and the Railway Department and any of its officers, and anyone on his behalf; also all reports and instructions between said Department and its officers in reference to the placing of a switch and platform at said Bryanton's, on the Derby Branch Railway, in the

- county of Northumberland, New Brunswick. Presented to the House of Commons, 15th May, 1888.—*Mr. Jones (Halifax)*.....*Not printed.*
- 58j.** Papers, correspondence, &c, respecting subsidies to certain railway companies, and towards the construction of certain railways as follow: Quebec Central Railway; Quebec and Lake St. John Railway; Pontiac and Pacific Junction Railway; Montreal and Champlain Junction Railway; Port Arthur, Duluth and Western Railway; and Témiscouata Railway Company. Presented to the House of Commons, 18th May, 1888, by Sir Charles Tupper ..... *Not printed.*
- 58k.** Return (in part) to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence as to the incorporation of the Great North-West Central Railway Company, or relating to any land grant thereto, or to the construction of the line of the said railway or any part thereof. Presented to the House of Commons, 19th May, 1888.—*Mr. Edgar*..... *Not printed.*
- 58l.** Return (in part) to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence in connection with the land grant to the Souris and Rocky Mountain Railway Company, or relating to the construction of said railway. Presented to the House of Commons, 19th May, 1888.—*Mr. Edgar*..... *Not printed.*
- 58m.** Return (in part) to an Order of the House of Commons, dated 9th April, 1888, for copies of all papers, documents, telegrams and correspondence in connection with the land grant to the North-West Central Railway Company, or relating to the construction of the said railway. Presented to the House of Commons, 19th May, 1888.—*Mr. Edgar*..... *Not printed.*
- 58n.** Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all correspondence, reports, &c., between Mr. John Knight and the Government; also with the Railway Department and any of its officers, in relation to damages sustained by him in connection with the Derby Branch Railway, in the county of Northumberland, New Brunswick. Presented to the House of Commons, 22nd May, 1888.—*Mr. Jones (Halifax)*..... *Not printed.*
- 58o.** Return to an Order of the House of Commons, dated 16th April, 1888, for all correspondence between Mr. Samuel Russell and the Government of the Dominion, or of any of its officers, with all communications and reports from such officer or officers, in reference to a claim for damages to his property in connection with the Derby Branch Railway, in the county of Northumberland, N.B. Presented to the House of Commons, 22nd May, 1888.—*Mr. Jones (Halifax)*... *Not printed.*
- 58p.** Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all correspondence, reports, &c., between Mr. Patrick Clancy and the Government or any of its officers; also with the Railway Department and any of its officers, in relation to damages sustained by him in connection with the Derby Branch Railway, in the county of Northumberland, New Brunswick. Presented to the House of Commons, 22nd May, 1888.—*Mr. Jones (Halifax)*..... *Not printed.*
- 59.** Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return showing the quantity of rolling stock purchased for the Intercolonial Railway during the last six months ending 31st December, 1887, giving each kind of rolling stock, and whether purchased under contract or otherwise, the parties from whom bought and the cost of each kind; also a statement of what has been built in Government workshops. Presented to the House of Commons, 13th April, 1888.—*Mr. Weldon (St. John)* ..... *Not printed.*
- 59a.** Return to an Order of the House of Commons, dated 8th March, 1888, for a Return giving details of the expenditure on the Intercolonial Railway charged to capital account for the years 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887. Presented to the House of Commons, 13th April, 1888.—*Mr. Jones (Halifax)*..... *Not printed.*
- 59b.** Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of the proceedings of the inquest held at Ste. Flavie, on 23rd September, 1887, on the body of William L. Duncan, killed on the Intercolonial Railway on the previous day, with the evidence taken at such inquest; also any report of any investigation of the accident made by the railway authorities, or any report in connection with such accident made to the Department of Railways and Canals; and also any correspondence had with said Department relating to this matter. Presented to the House of Commons, 18th April, 1888.—*Mr. Weldon (St. John)*..... *Not printed.*
- 59c.** Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all tenders received by the Government, in February last, for fencing the Eastern Extension Railway in Nova Scotia, and the Intercolonial Railway, from Pictou Landing to Windsor Junction; and also a statement showing the names of the party or parties to whom contracts have been awarded, if any have been awarded, and length of fence each has contracted for and amount to be paid for work. Presented to the House of Commons, 27th April, 1888.—*Mr. Kirk*..... *Not printed.*

- 59d. Return to an Order of the House of Commons, dated 18th April, 1888, for copies of all correspondence between J. C. Pottinger, Esq., Superintendent Intercolonial Railway, and Mr. Noël Fortin, of the parish of St. Fabien, respecting accident and damages caused to the latter. Presented to the House of Commons, 30th April, 1888.—*Mr. Fiset*..... *Not printed.*
- 59e. Return to an Order of the House of Commons, dated 2nd March, 1888, for a Return of all casualties to trains on the Intercolonial Railway arising from collisions, broken rails or any other cause from 1st April, 1887, to 1st March, 1888; the respective causes and dates; the names of the conductors, engine-drivers or other officials dismissed, suspended or fined for any such collisions or neglect of duty, the amount of damage (if any) to property in such cases, the amount of compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property unsettled (if any). Presented to the House of Commons, 27th April, 1888.—*Mr. Weldon (St. John)* ..... *Not printed.*
- 59f. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 20th April, 1887, for copies of all papers, documents, correspondence, &c., respecting the dismissal of Odias Corbonneau, Eudore Gaumont and Fidèle Pelletier, all three employed on the Intercolonial Railway; the first as telegraph operator at the Chaudière, county of Lévis, the second as section man at St. Thomas, county of Montmagny, and the third as station master at Cap St. Ignace, county of Montmagny. Presented to the House of Commons, 11th May, 1888.—*Mr. Choquette*..... *Not printed.*
60. Return to an Order of the House of Commons, dated 9th April, 1888, for a copy of the contract which now exists between the Government and the contractors for the printing of Dominion Notes, and copies of all correspondence relating to the awarding thereof. Presented to the House of Commons, 16th April, 1888.—*Mr. Edgar*..... *Not printed.*
61. Return to an Address of the Senate, to His Excellency the Governor General, dated 4th April, 1888, for a statement showing total cost of construction of various works for the descent of timber and sawlogs on the Ottawa River and its tributaries, up to the 30th June last; also statement showing the yearly expenditure for the maintenance of the said works for five years preceding the 30th June last, under the different heads of reconstruction, repairs and cost of management, at each of the stations, with the names of river or tributary where the same was expended; likewise copies of any or all applications, whether from individuals or chartered companies, to acquire by purchase or otherwise all or any portion of said works and improvements on the said Ottawa River and tributaries thereof. Presented to the Senate, 18th April, 1888.—*Hon. Mr. Clemow*.—*Not printed.*
- 61a. Return to an Order of the House of Commons, dated 16th April, 1888, for a statement showing total cost of construction of various works for the descent of timber and saw-logs on the Ottawa River and its tributaries, up to the 30th June last; also statement showing the yearly expenditure for the maintenance of the said works for five years preceding the 30th June last, under the different heads of reconstruction, repairs and cost of management, at each of the stations, with the names of river or tributary where the same was expended; likewise copies of any or all applications, whether from individuals or chartered companies, to acquire by purchase or otherwise all or any portion of said works and improvements on the said Ottawa River and tributaries thereof. Presented to the House of Commons, 26th April, 1888.—*Mr. Amyot*..... *Not printed.*
62. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all Tenders for Militia Clothing since the 1st of January, 1883, showing the name of each firm or party tendering, the amount of each tender, and the name of the person or firm to whom the contract or contracts were awarded. Presented to the House of Commons, 17th May, 1888.—*Mr. Mc Mullen*.—*Not printed.*
- 62a. Papers relating to the pensions to Gunner Ryan, Montreal Garrison Artillery, and Sergeant Valiquette, 65th Battalion; the salary of Caretaker Bedford, Rifle Range, Quebec; cost of medicines, Infantry Schools at Fredericton, N.B., St. John's, Quebec, and Toronto, Ontario, in 1886-87; and pensions granted to representatives of Capt. F. T. Brown and Lieut. Charles Swinford. Also statement of militia pensions payable on account of rebellion, North-West Territories, 1885, with copies of regulations regarding the issue of active service pensions. Presented to the House of Commons, 17th May, 1888, by Sir Adolphe Caron ..... *Not printed.*
63. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all contracts entered into between the Government and John Harvey for the construction of slides and other improvements on the Mattawa River; also copies of all advertisements asking for tenders for such



- work, copies of such tenders, and all other papers, letters and correspondence between the Government and Harvey relating to such contracts and works. Presented to the House of Commons, 25th April, 1888.—*Mr. Lister*..... *Not printed.*
64. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of all correspondence, petitions and reports respecting the Chippawa and Ottawa Nation Indians' claim to certain lands in Lake Erie and the Detroit River. Presented to the House of Commons, 25th April, 1888.—*Mr. Patterson (Essex)*..... *Not printed.*
- 64a. Return to an Address of the House of Commons, to His Excellency the Governor General, dated 25th April, 1888, for a Return of copies of all correspondence, charges, papers and orders touching or relating to the dismissal of Archibald Culbertson from the office of Indian Councillor of the Mohawk Band. Presented to the House of Commons, 7th May, 1887.—*Mr. Burdett*.—  
*Not printed.*
- 64b. Return to an Order of the House of Commons, dated 16th April, 1888, for copy of all correspondence between the Government and any person or persons relating to the claim of the Mississauga Indians, under the various treaties in reference to unsundered lands, together with any reports and plans in connection therewith. Presented to the House of Commons, 8th May, 1888.—*Mr. Madill*..... *Not printed.*
- 64c. Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th April, 1888, for copies of all correspondence between the Governments of the Dominion and Ontario, in reference to a claim of the Six Nation Indians for compensation for lands flooded by the construction of a dam across the Grand River, at Dunnville, by the Welland Canal Company, in or about the year 1833; also all Orders in Council and all Departmental Reports bearing upon such claim or the payment thereof. Presented to the House of Commons, 9th May, 1888.—*Mr. Somerville*..... *Not printed.*
- 64d. Return to an Order of the House of Commons, dated 18th April, 1888, for copies of all letters, telegrams and petitions forwarded by Indians of the Caughnawaga Reserve to the Minister of the Interior, asking for an election of chiefs, in accordance with the provisions of the Indian Act; also of all correspondence on the subject between the said Indians, the Minister of the Interior, and the Agent of the Reserve. Presented to the House of Commons, 9th May, 1888.—*Mr. Doyon*..... *Not printed.*
65. Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th April, 1888, for copies of all papers, correspondence, Orders in Council and Departmental Orders not already brought down with reference to: 1. The refusal of the United States authorities to allow Canadian wrecking vessels and machinery to assist Canadian vessels while in distress in United States waters. 2. The refusal of the Canadian authorities to allow United States wrecking vessels and machinery to assist United States vessels while in distress in Canadian waters. Presented to the House of Commons, 26th April, 1888.—*Mr. Edgar*—  
*Printed for both Distribution and Sessional Papers.*
- 65a. Correspondence relating to the seizure of British vessels in Behring's Sea. Presented to the House of Commons, 26th April, 1888, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 65b. Further correspondence relating to the seizure of British vessels in Behring's Sea. Presented to the House of Commons, 27th April, 1888, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
- 65c. Additional correspondence relating to the seizure of British vessels in Behring's Sea. Presented to the House of Commons, 18th May, 1888, by Hon. G. E. Foster—  
*Printed for both Distribution and Sessional Papers.*
66. Certified copy of a Report of a Committee of the Privy Council, on the subject of railways in Manitoba, the North-West Territories and British Columbia; together with the report of the Minister of Railways and Canals on the subject, including a copy of a proposed agreement and schedule. Presented to the House of Commons, 30th April, 1888, by Sir Charles Tupper—  
*Not printed.*
67. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all surveys, reports and correspondence in connection with the survey of the Straits of Northumberland with the view of building a subway across the Straits. Also the names of engineers employed, with detailed account of expenses incurred in said survey during the year 1886. Presented to the House of Commons, 4th May, 1888.—*Mr. Perry*..... *Printed for Sessional Papers only.*

- 67a. Return to an Address of the Senate to His Excellency the Governor General, dated 27th March, 1888, for a copy of the plans and reports of the last survey concerning the proposed subway between Cape Traverse, Prince Edward Island, and Cape Tormentine, New Brunswick. Presented to the Senate, 18th April, 1888.—*Hon. Mr. Howland*.....*Printed for Sessional Papers only.*
68. Certified copies of Reports of Committees of the Honorable the Privy Council and other papers, relative to the disallowance of certain Acts passed by the Legislature of the Province of British Columbia. Presented to the House of Commons, 4th May, 1888, by Sir Hector Langevin—  
*Printed for both Distribution and Sessional Papers.*
69. Report of the Quebec Harbor Commissioners, for the year 1887. Presented to the House of Commons, 7th May, 1888, by Sir Charles Tupper..... *Not printed.*
- 69a. Report of the Montreal Harbor Commissioners, for the year 1887. Presented to the House of Commons, 7th May, 1888, by Sir Charles Tupper..... *Not printed.*
- 69b. Return to an Order of the House of Commons, dated 16th April, 1888, for a Return of all correspondence, petitions, reports of engineers, and others, respecting the dredging of Picton Harbor, Bay of Quinté, not already brought down. Presented to the House of Commons, 14th May, 1888.—*Mr. Platt*..... *Not printed.*
70. Return to an Order of the House of Commons, dated 6th June, 1887, for copies of all papers and correspondence relating to any proposed change in the mode of ventilating the House of Commons Chamber. Presented to the House of Commons, 9th May, 1888.—*Mr. Charlton*—  
*Not printed.*
71. Return to an Order of the House of Commons, dated 28th March, 1888, for a Return of the report made by Professor Saunders on the question of location of the Experimental Farm in the North-West, with all letters, documents and papers referring to the several proposed locations and his recommendations in connection therewith. Presented to the House of Commons, 11th May, 1888.—*Mr. McMullen*..... *Not printed.*
72. Return to an Order of the House of Commons, dated 16th April, 1888, for a copy of all correspondence, reports and recommendations having reference to the claim of Captain George H. Young, of Winnipeg, that he and Stretchermen Bailey and King, of the 90th Battalion, rescued the wounded Priest, Rev. Father Moulin, at Batoche, on the 11th May, 1885; and that the said rescue was not effected by Doctor Gravely, of Cornwall, as stated in the report of the Surgeon General of Militia as presented to Parliament in May, 1886. Presented to the House of Commons, 14th May, 1888.—*Mr. Daly*..... *Not printed.*
73. A certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on 23rd July, 1887, on a Memorandum dated 19th July, 1887, from the Minister of Public Works, concurring in the recommendation contained in the annexed report of the Superintendent of Government Telegraphy, and recommending that the necessary steps be taken to enable the Dominion to enter into the convention for the protection of submarine cables. Presented to the Senate, 6th April, 1888, by Hon. Mr. Abbott..... *Not printed.*
74. General statements and returns of baptisms, marriages and burials in the districts of Arthabaska, Chicoutimi, Gaspé, Iberville, Joliette, Montmagny and Saguenay, for the year 1887. Presented to the House of Commons, 19th May, 1888, by Hon. Mr. Speaker..... *Not printed.*
75. Return to an Order of the House of Commons, dated 16th April, 1888, for copies of all papers concerning the application of George J. McDonald, in connection with the Centennial Exhibition of 1878. Presented to the House of Commons, 21st May, 1888.—*Mr. Landerkin*—  
*Not printed.*
76. Return to an Address of the Senate to His Excellency the Governor General, dated 27th March, 1888, praying that His Excellency will be pleased to cause to be laid before this House, a copy of the proceedings of the Colonial Conference at London, in 1887, so far as they relate to Imperial postal and telegraphic communications through Canada, together with any correspondence between the Imperial authorities and the Dominion Government or any of its Departments on that subject since the date of the Conference. Presented to the Senate, 18th May, 1888.—*Hon. Mr. Dickey*..... *Printed for both Distribution and Sessional Papers.*

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77. Return to an Address of the Senate to His Excellency the Governor General, dated 5th May, 1886, for copies of all applications for patents and a list of all patents issued, together with a list of persons who received such patents in: Township 8, ranges 1 and 2, east; township 8, ranges 1 and 2, west; township 9, range 1, east; township 9, ranges 1 and 2, west; township 10, ranges 1 and 2, east; township 10, ranges 1 and 2, west. Also sections 11 and 29 in township 10, range 2, west, and in all other lands comprised in the Goulet Rivière Salé survey. Also for copies of all applications for scrip, a list of scrip issued, and a schedule of the names of all persons receiving such scrip issued upon such applications for, in connection with, or in lieu of said lands. Presented to the Senate, 21st May, 1888.—*Hon. Mr. Schultz.....Not printed.*
78. Return to an Address of the Senate to His Excellency the Governor General, dated 10th April, 1888, showing the amount it has cost Canada to maintain the Governor General's office from Confederation to the first of January, 1888, for salaries, residence, travelling and all other incidental expenses, so made as to show the amount charged to each and every of them respectively. Presented to the Senate, 22nd May, 1888.—*Hon. Mr. O' Donohoe.....Not printed.*
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REPORT  
OF THE  
POSTMASTER GENERAL

FOR THE  
YEAR ENDED 30<sup>TH</sup> JUNE,

1887.

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*Printed by Order of Parliament.*

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OTTAWA:  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,  
1888.



## SCHEDULE.

Accompanying this Report are the following Documents therein referred to:—

	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	Manitoba and North-West Territories.	British Columbia.	Prince Edward Island.
	Page	Page	Page	Page	Page	Page	Page
<b>PART I.</b>							
No. 1.—Post Office Revenue and Expenditure of the Dominion for the year ending 30th June, 1887. See page 3.							
Post Office Revenue and Expenditure for the several Provinces of the Dominion during same period.....	4	5	6	7	8	9	10
No. 2.—Detail of all payments made and charges incurred for ordinary mail transportation during the year ending 30th June, 1887.....	11	66	95	118	136	148	155
Charges for conveyance of mails by water during same period.....	63	92	115	133	.....	152	.....
Charges for conveyance of mails by railway during same period.....	64	93	116	134	143	153	161
Charges for making and repairing mail bags during same period.....	65	94	117	135	147	154	161
<b>PART II.</b>							
No. 3.—(A.)—Salaries in Post Office Inspectors' Offices (including Railway Mail service).....	2	76	112	140	163	176	181
Salaries in City Post Offices organized by Department.....	11	80	114	142	165	177	181
Salaries of Ocean Mail Clerks.....	23	.....	.....	.....	.....	.....	.....
Revenue collected, and salaries and allowances paid at Post Offices generally throughout the Dominion.....	25	87	116	140	167	178	182
(D.)—Report of all charges for commission on Sale of Postage Stamps by vendors in cities for the said year.....	188	189	189	190	190	191	191
(E.)—Account of travelling expenses incurred in the service of the Post Office Department for the said year.....	192	193	194	194	195	195	196
(F.)—Account of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department for the said year.....	197	201	203	204	205	206	207
(G.)—Account of sums paid for Rents and Taxes on account of the Post Office Department for the said year.....	208	208	.....	.....	208	.....	.....
(H.)—Report, in detail, of the expenditure of the Department for Stationery, Printing and Advertising for the said year.....	209	211	212	213	214	215	216
(I.)—Account of sums paid for Fuel and Light for the use of the Post Office Department for the said year.....	217	.....	.....	217	.....	218	.....
(K.)—Account of sums paid for miscellaneous disbursements on account of the Post Office Department for the said year.....	219	222	224	225	227	228	229
<b>PART III.</b>							
No. 6.—Showing the Money Order Offices in operation, the number and amount of orders issued and paid.....	2	12	15	18	20	21	20

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SCHEDULE—*Concluded.*

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PART III— <i>Concluded.</i>	Page
No. 7.—Showing the annual cost of the Money Order System in the Dominion, specifying, in detail, the disbursements for Salaries, &c., during the year.....	22
No. 8.—Showing losses sustained in conducting the Money Order System during the year.....	23
Analysis of the Money Order business of the Dominion, &c.....	24
No. 5.—Report of all cases occurring within the year ended 30th June, 1887, of abstraction from, or loss of, letters containing money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.....	26
Recapitulation.....	57
No. 9.—Statement of Dead Letters :—	
Table I, showing the total number of letters of all kinds received, and the disposition made of them.....	58
Table II, showing the number of letters received containing money or other articles of value, and the disposition made of them.....	64
No. 10.—An account of all deposits received and paid under the authority of the Act 31st Vic., chap. 10, from the 1st July, 1886, to 30th June, 1887, and of the total amount due to all depositors at the latter date.....	69
Statement of expenses incurred from the 1st July, 1886, to 30th June, 1887.....	70

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REPORT  
OF THE  
POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1887,

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*To His Excellency the Most Honourable the Marquess of Lansdowne, Governor General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honour to present to Your Excellency, to be laid before Parliament, the Report of the Canada Post Office for the year ended the 30th June, 1887.

The measure of the continued expansion of the Postal service of the Dominion during this year will, in its most essential features, be found in the returns and statements constituting this Report, which show, amongst other particulars, that 239 new Post Offices were established in the several Provinces, increasing the total number of Post Offices in operation to 7,534, and that the mail service has been augmented by the organization of 1,920 miles of additional Post route, and of 514,467 miles of additional annual mail travel over the various Post routes of Canada.

The results of the Money Order and Savings Banks transactions of the year will appear from the statements embodied under those heads.

The number of letters passing through the mails is estimated to have increased to a yearly total of 74,300,000, and of Post Cards to 16,356,000.

The arrangements mentioned in the Report of last year for the organization of daily Postal car service over the whole of the newly opened line of the Canadian Pacific Railway from Montreal to Vancouver, have worked well, and the daily service thereon has been maintained with satisfactory regularity.

In connection with this line of communication with the Pacific Coast, facilities have been afforded for the direct transmission of correspondence between Canada and Japan and China by certain steamships plying between Vancouver and those countries with such frequency and at such dates as suited their traffic arrangements.



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The increase of Postal business in the western sections of Ontario made it necessary to improve the arrangements for local superintendence, by the formation of an additional Post Office Inspector's Division, comprising the Counties of Bruce, Huron, Perth, Waterloo and Wellington, with parts of Grey and Oxford, under the supervision of an Inspector stationed at Stratford. This measure went into effect on the 1st August last.

The arrangements under which Postage Stamps had for some years past been supplied to the public through stamp vendors other than Postmasters, have undergone modifications with a view to secure economical results without impairing efficiency.

It has been deemed expedient to discontinue the sortation of correspondence by marine mail officers on board the Canadian mail steamers conveying mails between Canada and the United Kingdom, and to provide otherwise for such sortation of the same as may from time to time be considered necessary on this side of the Atlantic. It is believed that this change will promote both economy and efficiency.

With the growth of population and settlement in the Dominion, a necessity had gradually been developed for affording to the public a greater latitude than had hitherto been provided by the Canadian Postal system, for the transmission by mail of small articles of ordinary goods and manufactures in packages, open to examination for verification of the contents, and frequently intended for destinations not readily accessible by any other means of conveyance or of delivery to address than that to be afforded by the Post Office.

To meet this necessity provision has been made for the transmission by mail between all places in Canada, from the 1st February, 1888, of matter of the nature adverted to, on prepayment of a postage charge of one cent per ounce under such limitations with respect to weight, dimensions, and fitness of contents for admission to the mails, as may be consistent with the capacity of the mails for the carriage of such articles, and with the security from damage of the correspondence and other matter passing therein.

Further it has been provided under a new convention with the United States Post Office concluded for this purpose, of which a copy is appended to this Report, that from the 1st of March next, the same class of matter will be admitted to pass in the mails between Canada and the United States under the like limitations as to weight, &c., and subject to such conditions as may be necessary on either side for the protection of Customs with respect to articles liable to duty.

The prepayment in the country wherein posted, Canada or the United States, as the case may be, of the one cent per ounce postage rate, will carry the article without further postage charge to the place of destination, so that these transmissions

will pass from any place in Canada to any place in the United States, and *vice versa*, for one cent per ounce postage. It is believed that these measures will be productive of much public convenience.

The above described arrangements for the admission of the articles specified to pass in the ordinary mails within the Dominion, and also to and from the United States, will not interfere with the regulations and rates of Postage charge under which closed parcels pass by mail within the Dominion, and also between Canada and the United Kingdom.

TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business in the Dominion of Canada, for the Year ended 30th June, 1887.

Provinces and Territories.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1887.						
	1887. Number of Miles of Post Route.	1887. Annual Rate of Mail Travel in Miles.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Newspapers and Periodicals. Number Posted otherwise than from Office of Publication.	Number of Books, Circulars, Samples and Patterns and other Miscellaneous Articles.	Number of Parcels by Parcel Post.
Ontario.....	2,891	11,660,256	41,000,000	1,100,000	2,100,000	2,300,000	5,280,000	14,600,000	410,000
Quebec.....	1,372	5,107,513	17,000,000	3,100,000	810,000	360,000	3,200,000	4,800,000	272,000
Nova Scotia.....	1,245	2,879,754	5,600,000	960,000	164,000	140,000	600,000	500,000	44,000
New Brunswick.....	1,048	2,029,231	4,150,000	740,000	123,000	110,000	500,000	340,000	32,000
Prince Edward Island.....	298	469,799	850,000	106,000	31,000	20,600	90,000	40,000	6,000
British Columbia.....	117	693,652	1,500,000	80,000	68,000	80,000	150,000	120,000	16,000
Manitoba.....	331								
Keewatin.....	1	1,574,012	4,200,000	380,000	264,000	150,000	520,000	200,000	40,000
North-West Territories.....	131								
Total.....	7,534	24,324,217	74,300,000	16,356,000	3,560,000	3,160,000	10,340,000	20,000,000	820,000

TABLE showing the Number of Post Offices, &c.—Concluded.

Provinces and Territories.	Postal Revenue and Expenditure.		Money Order Business for Year ended 30th June, 1887.		Post Office Savings Bank, for Year ended 30th June, 1887.			
	Revenue for Year ended 30th June, 1887.	Expenditure for Year ended 30th June, 1887.	Number of Money Order Offices, 30th June, 1887.	Amount of Money Orders issued in Year ended 30th June, 1887.	Number of Post Office Savings Bank Offices, 30th June, 1887.	Number of Depositors, 30th June, 1887.	Total Amount deposited during Year, to 30th June, 1887.	Amount of Deposits and Interest to credit of the same, 30th June, 1887.
	\$ cts.	\$ cts.		\$ cts.			\$ cts.	\$ cts.
Ontario .....	1,470,044 72	1,632,283 51	502	5,148,382 63	306	74,818	6,737,016 00	15,688,011 64
Quebec .....	555,823 54	753,066 99	146	1,167,774 90	75	13,707	1,337,332 00	3,532,467 85
Nova Scotia .....	197,450 15	306,860 66	134	1,549,196 05	21	882	95,471 00	125,823 14
New Brunswick .....	142,342 82	280,109 99	93	999,009 05	13	752	102,222 00	153,447 52
Prince Edward Island .....	31,390 83	50,682 31	9	132,535 99				
British Columbia .....	54,545 01	148,542 38	21	665,880 90				
Manitoba.....								
Keeewatin .....	151,658 49	286,554 77	28	666,204 99				
North-West Territories.....								
<b>Total .....</b>	<b>2,603,255 56</b>	<b>3,458,100 61</b>	<b>933</b>	<b>10,328,984 51</b>	<b>415</b>	<b>90,159</b>	<b>8,272,041 00</b>	<b>19,497,750 15</b>

## FREE DELIVERY BY LETTER CARRIERS.

ESTIMATE of the Weekly Averages of Letters and Papers delivered by Letter Carriers, under the Free Delivery System, taken in November, 1887.

Office.	City Letters.	Registered Letters.	Other Letters.	Total Letters	News-Papers.	Total Letters and News-papers.	Letter Carriers.	
							Number Employed in Actual Delivery.	Total Number Employed, including Superintendents and Sorters.
Halifax .....	7,215	196	13,045	20,456	9,188	29,644	15	17
Hamilton.....	19,155	673	24,119	43,947	16,125	60,072	27	31
Kingston.....	4,908	328	8,357	13,593	6,480	20,073	7	8
London .....	7,831	647	24,479	32,957	11,173	44,130	18	25
Montreal, including Hochelaga, Point St. Charles and St. Jean Baptiste	45,798	2,618	52,625	101,041	32,636	133,677	65	82
Ottawa .....	9,589	763	16,027	26,379	18,320	44,699	23	26
Quebec and St. Sauveur...	12,763	1,015	25,759	39,537	15,092	54,629	20	22
St. John .....	3,437	222	12,800	16,459	7,853	24,312	13	15
Toronto .....	80,140	6,704	133,754	220,598	58,945	279,543	66	79
Winnipeg .....	4,183	332	9,155	13,670	7,095	20,765	15	16
Totals .....	195,019	13,498	320,120	528,637	182,907	711,544	269	321
Totals in 1886.....	176,359	12,453	306,329	495,141	175,743	670,884	268	297
Increase.....	18,660	1,045	13,791	33,496	7,164	40,660	1	24

Upon the above Averages the total Annual Delivery would be:—

	Letters.	Newspapers.	Total Letters and Newspapers.
In 1887.....	27,489,124	9,511,164	37,000,288
In 1886.....	25,747,332	9,138,636	34,885,968
Increase in 1887 .....	1,741,792	372,528	2,114,320

The total annual increase of 1887 upon 1886, was about 6 per cent.

## RAILWAY MAIL SERVICE.

Since the Return of last year for November, 1885, Mail Service has been put in operation on 407 miles of additional Railway lines, as follows:—

Name of Railway.	Places between which Railways have been opened since November, 1886.	Miles.	Total.
Intercolonial .....	Stellarton and Pictou .....	.....	14
<i>Canadian Pacific:—</i>			
In Ontario and Quebec .....	Montreal Junction and Farnham .....	39 <sup>1</sup> / <sub>0</sub>	
do .....	Mile End and Smith's Falls .....	128 <sup>3</sup> / <sub>0</sub>	
In Manitoba and North-West .....	Boissevain and Delorsaine .....	19 <sup>1</sup> / <sub>0</sub>	
do .....	Winnipeg and Glenboro' .....	103 <sup>1</sup> / <sub>0</sub>	
In British Columbia .....	Port Moody and Vancouver .....	12 <sup>3</sup> / <sub>0</sub>	303
Pontiac and Pacific Junction .....	Aylmer and Fort Coulonge .....	.....	68
Manitoba and North-Western .....	Birtle and Binscarth .....	.....	17
Esquimalt and Nanaimo .....	Nanaimo and Wellington .....	.....	5
			<b>407</b>

STATEMENT of distance travelled daily with Mails, on each Railway in Canada, in November, 1887.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance Travelled in Miles.	Distance in Miles.
Intercolonial.....	931	10	2,564	928
Halifax and Annapolis.....	116	1	260	142
Western Counties.....	67	1	134	.....
Spring Hill and Parrsboro'.....	32	.....	.....	64
Prince Edward Island.....	196½	1	234½	436½
Albert.....	48	1	96	.....
Elgin Branch.....	27	.....	.....	54
Grand Southern.....	82½	.....	.....	165
New Brunswick and Canada.....	312½	3	562	711½
Kent Northern.....	27	.....	.....	54
Chatham Branch.....	9	.....	.....	54
Quebec and Lake St. John.....	58	1	116	.....
Grand Trunk.....	2,411½	37	6,274½	5,683
Quebec Central.....	138	2	286	.....
International.....	69	1	138	.....
Massawippi.....	38	1	76	68
Vermont Central (in Canada).....	107	2	218	81
<i>Canadian Pacific :-</i>				
In Ontario and Quebec.....	2,272½	23	4,520	2,514½
In Manitoba and North-West.....	1,671	9	3,044½	92½
In British Columbia.....	650½	4	1,284	17
Great Northern.....	8	.....	.....	16
Canada Atlantic.....	132	1	231	495
Pontiac and Pacific Junction.....	68	.....	.....	136
Thousand Islands.....	2	.....	.....	12
Kingston and Pembroke.....	104	2	208	61
Napawee, Tamworth and Quebec.....	28	2	112	.....
Bay of Quinté.....	4	.....	.....	32
Central Ontario.....	104	2	208	30
Northern and North-Western.....	483½	7	874½	1,201
Canada Southern.....	347½	3	600½	235½
Erie and Huron.....	66	1	132	72
Manitoba and North-Western.....	155	1	195½	.....
North West Coal and Navigation Co.....	109	.....	.....	218
Esquimalt and Nanaimo.....	78	1	156	.....
<b>Totals.....</b>	<b>10,953½</b>	<b>117</b>	<b>22,524½</b>	<b>13,572½</b>

COMPARATIVE STATEMENT of Railway Mail Service in November, 1887, and November, 1886.

Date.	Miles of Railway in Operation on which Mails are Carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways	Distance Travelled.		Daily.	Yearly.
In November, 1887 .....	10,953½	117	22,524 <sup>3</sup> / <sub>10</sub>	13,572½	36,096½ <sup>8</sup> / <sub>10</sub>	11,298,346 <sup>7</sup> / <sub>10</sub>
do 1886 .....	10,556½	116	22,511½	12,824½	35,335½	11,059,855½
Increase .....	a 397	1	12½ <sup>8</sup> / <sub>10</sub>	748½ <sup>8</sup> / <sub>10</sub>	761 <sup>7</sup> / <sub>10</sub>	238,491½

a The difference of 10 miles between this and the Statement of additional service during the year is occasioned by an error in the total mileage of the South Eastern Railway now under the management and included in the mileage of the Canadian Pacific.

### REVENUE AND EXPENDITURE.

The Postal Revenue of the year was \$2,603,255, and the expenditure included in the accounts of the year was \$3,458,100, showing a deficit of \$854,845. The deficit on the accounts of the preceding year to 30th June, 1886, was \$911,031, thus exceeding that for the year 1887 by \$56,186.

This reduction in the comparative amount of deficit, or insufficiency of the revenue from postal rates to meet the expenditure required for the due maintenance of the postal service, shows a tendency, for the first time since 1883, towards a higher comparative rate of increase in revenue than in expenditure.

As compared with 1886 the revenue of 1887 augmented by a fraction over 5 per cent, while the expenditure increased by about 2½ per cent. only.

From present indications it may be reasonably estimated that this process of reduction in the annual deficit will be maintained in the accounts of Postal Revenue and expenditure for the current year ending 30th June, 1888, and in this connexion it may be noted that the issue of postage stamps for the first six months of the present fiscal year ending in June next, exceeded the issue of the same for the corresponding period of the previous year by \$102,868.

### REGISTRATION.

The estimated number of registered letters passing by mail in Canada during this year was 3,560,000. The casualties affecting safe carriage and delivery applied to 166 cases out of this number, a result which does not vary from the ordinary average of one in every 21,400 letters registered.

In this aggregate of casualties are reckoned registered letters lost or destroyed by fire or other accidents whilst under conveyance, as well as letters stolen by



burglars or miscarrying from other like causes beyond the controlling power or influence of any registration system.

In 34 of the remaining cases included in the 166, the miscarriage, or the responsibility for it, was traced by the registration to negligence on the part of persons in the employ of the Post Office, by whom the amounts contained in the lost letters were made good.

The estimated number of registered letters paesing by mail in Canada during the last 5 years was as follows :—

In 1883.....	2,650,000
1884.....	3,000,000
1885.....	3,000,000
1886.....	3,400,000
1887.....	3,560,000

#### DEAD LETTERS.

The total number of letters, circulars, post cards, &c., passing through the Canada Dead Letter Office, as shown by the records of this year, was 833,742, classified as follows :—

Dead letters of Canada origin, returned as undelivered by the British Post Office.....	10,106
Dead letters of Canada origin, returned as undelivered by the United States Post Office....	91,890
Dead letters of Canada origin, returned as undelivered by British Colonies and foreign countries.....	1,356
	<hr/>
	103,352
Less registered letters included therein and transferred to registered class.....	1,893
	<hr/>
	101,453
Dead letters, circulars, post cards, &c., returned from Canada Post Office.....	609,970
Dead letters registered or found to contain value.	17,293
Letters, circulars, post cards, &c., sent to the Dead Letter Office for special reasons, such as insufficient address, non-payment of postage, &c.....	105,026
	<hr/>
	833,742
	<hr/> <hr/>

All letters of Canada origin which remain undelivered in the Post Office of the United Kingdom, of the United States, or of other countries to which Canada forwards correspondence, are returned unopened to the Canada Dead Letter Office for delivery as far as practicable to the writers thereof—and in like manner letters coming into Canada when delivery to address here fails, are returned unopened to the Post Office Administrations of the countries of origin.

## STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post

## RECEIPTS.

Denominations.	Stamps on hand from last year.	Received from manufacturers.	Surplus on transactions of the year.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
							\$ cts.
$\frac{1}{2}$ cent .....	181,100	500,000	.....	232	.....	681,332	3,406 66
1 do .....	6,660,700	28,725,000	.....	17,156	1,300	35,404,156	354,041 56
2 do .....	573,600	2,800,000	.....	5,011	7,700	3,386,311	67,726 22
3 do .....	8,224,900	57,325,000	.....	45,580	29,300	65,624,780	1,968,743 40
5 do .....	384,050	2,100,000	.....	2,118	1,650	2,487,818	124,390 90
6 do .....	208,100	1,050,000	.....	875	200	1,357,175	75,430 50
10 do .....	111,250	200,000	.....	417	250	311,917	31,191 70
12 $\frac{1}{2}$ do .....	608,700	.....	.....	322	.....	609,022	76,127 75
15 do .....	47,525	150,000	.....	85	200	197,810	29,671 50
Registered. { 2 do .....	662,150	2,350,000	.....	4,630	1,100	3,017,880	60,357 60
{ 5 do .....	72,930	400,000	.....	2,699	600	476,199	23,809 95
Post Bands .....	97,700	605,000	.....	1,275	1,200	705,175	8,814 68 $\frac{1}{2}$
1 ct. Cards .....	1,446,720	15,976,000	100	1,993	5,933	17,430,816	174,308 16
2 ct. do P.U. ....	21,380	60,000	.....	853	3,617	85,850	1,717 00
2 ct. Reply Cards.	41,690	130,000	250	183	50	172,173	3,443 46
Envelopes. { 1 cent .....	15,158	170,000	.....	.....	.....	185,158	2,407 05 $\frac{1}{2}$
{ 3 do No. 1...	31,263	170,000	.....	326	725	202,314	6,676 36 $\frac{1}{2}$
{ 3 do No. 2...	21,555	95,000	.....	89	390	117,034	3,920 63 $\frac{1}{2}$
	19,408,511	112,806,000	350	83,844	54,215	132,352,920	3,016,185 10 $\frac{1}{2}$

## Cards and Stamped Envelopes, for the Year ended 30th June, 1887.

## ISSUE.

Denominations.	Issued to Post-masters during the year.	Suspense Items.	Stamps destroyed as unfit for use.	Stamps on hand, 30th June, 1887.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.
						\$ cts.
1 cent.....	554,800	.....	232	126,300	681,332	3,408 68
2 do .....	33,691,500	.....	17,156	1,695,500	35,494,156	354,041 56
3 do .....	2,744,600	.....	5,011	636,700	3,386,311	67,726 12
5 do .....	57,447,100	.....	45,580	8,132,100	65,624,780	1,968,743 40
6 do .....	2,208,750	.....	2,118	276,950	2,487,818	124,390 90
10 do .....	947,500	.....	875	308,800	1,257,175	75,430 50
12 do .....	218,050	.....	417	93,450	311,917	31,191 70
15 do .....	450	.....	322	608,250	609,022	76,127 75
15 do .....	99,575	.....	85	98,150	197,810	29,671 50
Registered. { 2 do .....	2,671,950	50	4,630	341,250	3,017,880	60,357 60
Registered. { 5 do .....	387,200	.....	2,699	86,300	476,199	23,809 95
Post Bands.....	559,200	.....	1,275	144,700	705,175	8,814 68½
1 ct. Cards.....	16,244,991	.....	1,993	1,183,832	17,430,816	174,308 16
2 ct. do P.U.....	60,554	.....	853	24,443	85,850	1,717 00
2 ct. Reply Cards.....	113,540	.....	183	58,450	172,173	3,443 46
Envelopes. { 1 cent.....	166,300	.....	.....	18,858	185,158	2,407 06½
Envelopes. { 3 do No. 1.....	146,700	.....	326	55,288	202,314	6,676 36½
Envelopes. { 3 do No. 2.....	86,900	.....	89	30,045	117,034	3,920 63½
	118,349,660	50	83,844	13,919,366	132,352,920	3,016,185 10½

## Value of the Issue during the Year, to 30th June, 1887 :—

Ontario.....	\$1,462,321 19
Quebec.....	553,085 05
New Brunswick.....	133,583 65
Nova Scotia.....	198,174 30
Manitoba and North-West Territories.....	148,329 05
Prince Edward Island.....	28,280 35
British Columbia.....	48,910 35

Total..... \$2,577,713 94

NOTE.—The total Stamp Issue of the previous Year was \$2,420,205.25, showing a comparative increase in Issue for the present Year of \$157,508.68.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1887.

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM		FRANCE.		GERMANY, DENMARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND AND ROUMANIA.		BELGIUM.		NEW-FOUNDLAND.		JAMAICA.		AUSTRALASIAN COLONIES, AND NEW ZEALAND.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1872..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1873..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1874..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1875..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1877..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1878..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1879..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1882..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1883..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1884..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1885..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1886..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1887..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1888..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Nine months business only, from 1st October, 1883.  
 † Eight do do 1st November, 1884.  
 ‡ Including Money Orders payable in several countries that have no direct exchange of Money Orders with Canada.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1887.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued in Canada.		WHERE PAYABLE.		Amount of Orders Issued in other Countries payable in Canada.	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, &c.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.	
			\$	cts.	In Canada.	In other Countries.					
											\$
1868.....	116	90,163	3,352,881	40	2,959,762	393,118	60	29,942	57	2,355	55
1869.....	559	98,627	3,563,644	95	3,193,305	370,339	18	30,935	17	3,169	99
1870.....	568	110,021	3,910,249	95	3,489,610	420,639	85	33,477	71	1,681	74
1871.....	571	120,521	4,546,433	85	4,067,735	478,698	68	38,495	55	33,235	68
1872.....	634	136,422	5,154,120	13	5,073,019	581,100	37	44,682	25	40,366	85
1873.....	634	161,086	6,239,505	86	5,669,398	670,206	86	53,019	45	42,371	89
1874.....	682	179,851	6,757,427	17	6,090,172	667,254	56	59,263	36	47,362	18
1875.....	687	181,091	6,711,638	98	6,132,694	578,944	31	54,360	22	49,416	12
1876.....	736	236,968	6,866,618	24	6,157,813	706,806	06	54,867	50	56,269	25
1877.....	754	253,962	6,856,921	13	6,164,825	691,995	14	54,809	59	51,740	08
1878.....	769	269,417	7,130,895	77	6,412,676	718,318	99	56,847	03	49,112	00
1879.....	772	281,725	6,788,723	29	6,086,521	702,202	24	55,008	42	47,322	93
1880.....	776	306,088	7,207,837	06	6,386,210	822,126	20	58,276	28	46,287	42
1881.....	806	336,738	7,725,212	66	6,979,547	1,045,665	22	60,855	25	47,732	80
1882.....	806	372,248	8,354,153	57	7,018,626	1,335,627	53	66,393	04	52,449	62
1883.....	838	419,613	9,490,999	62	7,634,735	1,856,164	35	65,485	20	57,035	92
1884.....	866	463,902	10,067,534	85	7,971,919	2,095,915	15	67,870	31	77,499	12
1885.....	886	495,243	10,384,210	89	8,264,003	2,130,207	87	73,592	86	83,211	35
1886.....	910	529,468	10,231,169	39	8,146,095	2,085,093	52	71,784	83	76,216	09
1887.....	933	574,899	10,328,984	51	8,093,886	2,235,097	59	79,325	56	76,845	16

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order System, of the salaries of Clerks in City Post Offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional Countries, as stated in the Report for the year ended 30th June, 1883.

b. Including the amount of the "Void" Orders of all previous years. Henceforward the "Void" Orders are brought to account each year in this column.

c. Including payment for services partly chargeable to preceding year.

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**MONEY ORDER SYSTEM.**

The Money Order Offices in operation on the 30th June, 1887, numbered 933, an increase of 23, during the year,—the distribution being as follows :—

Ontario.....	502
Quebec .....	146
Nova Scotia.....	134
New Brunswick.....	93
Prince Edward Island.....	9
Manitoba.....	17
North West Territories...	11
British Columbia.....	21
	933

The accompanying Tables (on preceding pages) exhibit the Money Order transactions, both domestic and foreign, up to the 30th June, 1887. It will be seen that the interchange of Money Orders with other countries, was as follows :—

COUNTRY.	ISSUED IN CANADA.		PAYABLE IN CANADA.	
	Number.	Amount.	Number.	Amount.
		\$		\$
*United Kingdom .....	63,700	837,146	18,573	304,115
United States.....	101,192	1,262,382	63,233	1,096,363
France .....	1,877	20,409	501	12,717
Germany, Denmark, Sweden and Norway .....	2,331	40,318	330	9,700
Italy .....	1,472	48,450	35	1,331
Switzerland and Roumania .....	199	3,069	68	1,661
Belgium .....	220	3,726	147	4,686
Newfoundland .....	637	11,997	2,143	42,114
Jamaica .....	54	1,527	394	15,509
Australasian Colonies and New Zealand....	234	6,069	330	7,477

\* Including all those British Possessions, and a few foreign countries, between which and Canada there is not a direct Money Order Exchange.

The total number of Money Orders of all classes issued during the year was 574,899, an increase over the previous year of 45,441. Of these, 402,983, amounting

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to \$8,093,886, were for payment in Canada; the remainder, 171,916, amounting to \$2,236,097, were payable abroad. While the domestic business exhibits much the same results as the previous year, the transactions with other countries continue to increase in volume. The transmissions by Money Order to other countries, in 1887, exceeded those of 1886 by \$150,000, and the payments in Canada of Money Orders originating abroad exceeded like payments in 1886, by \$249,716.

Correspondence is now in progress with a view to the establishment of a direct interchange of Money Orders between Canada and the Leeward Islands, West Indies.



## STATEMENT of the Business of the POST OFFICE SAVINGS BANK,

PERIOD.	Number of Post Office Savings Banks at close of period	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.
Threemonths ended 30th June, 1868...	81	3,247	\$ 212,507	\$ 65.44	166	\$ 8,857.48	\$ 53.35	2,146
Year ended 30th June, 1869. ....	213	16,653	927,885	55.71	4,787	296,754.35	61.99	6,429
Year ended 30th June, 1870. ....	226	24,994	1,347,901	53.93	9,478	664,555.51	70.11	7,823
Year ended 30th June, 1871. ....	230	33,256	1,917,576	57.66	15,148	1,093,438.86	72.10	9,424
Year ended 30th June, 1872. ....	235	39,489	2,261,631	57.27	19,325	1,571,665.19	81.33	10,846
Year ended 30th June, 1873. ....	239	44,413	2,306,918	51.94	22,159 <sup>829</sup>	1,925,999.32 <sup>206,900.00</sup>	86.91	11,995
Year ended 30th June, 1874. ....	266	45,329	2,340,284	51.63	24,248 <sup>1,641</sup>	2,086,243.42 <sup>397,300.00</sup>	86.04	12,048
Year ended 30th June, 1875. ....	268	42,508	1,942,346	45.69	24,637 <sup>1,556</sup>	2,041,879.04 <sup>382,400.00</sup>	82.88	10,516
Year ended 30th June, 1876. ....	279	38,647	1,726,204	44.66	23,127 <sup>1,317</sup>	1,783,257.97 <sup>300,100.00</sup>	77.11	10,218
Year ended 30th June, 1877. ....	287	36,126	1,521,000	42.10	21,643 <sup>1,025</sup>	1,525,682.98 <sup>238,200.00</sup>	70.49	8,971
Year ended 30th June, 1878. ....	295	40,097	1,724,371	43.00	21,065 <sup>841</sup>	1,486,158.73 <sup>200,400.00</sup>	70.55	10,058
Year ended 30th June, 1879. ....	297	43,349	1,973,243	45.52	22,326 <sup>879</sup>	1,475,048.79 <sup>227,500.00</sup>	66.07	10,755
Year ended 30th June, 1880. ....	297	56,031	2,720,216	48.55	26,043 <sup>900</sup>	1,820,213.16 <sup>258,400.00</sup>	69.89	14,407
Year ended 30th June, 1881. ....	304	71,747	4,175,042	58.19	28,398 <sup>673</sup>	2,072,289.15 <sup>195,600.00</sup>	73.56	18,731
Year ended 30th June, 1882. ....	308	97,380	6,435,989	66.09	35,859 <sup>112</sup>	3,461,619.31 <sup>25,100.00</sup>	96.53	25,778
Year ended 30th June, 1883. ....	330	109,489	6,826,266	62.35	45,253	4,730,995.39	104.54	27,127
Year ended 30th June, 1884. ....	343	109,388	6,441,439	58.88	56,026	5,649,611.13	100.84	26,562
Year ended 30th June, 1885. ....	355	116,576	7,098,459	60.89	59,714	5,793,031.84	97.01	27,591
Year ended 30th June, 1886. ....	392	126,322	7,645,227	60.52	62,205	6,183,470.60	99.40	29,103
Year ended 30th June, 1887. ....	415	143,076	8,272,041	57.81	65,853	6,626,067.51	100.62	31,874

\*The figures in smaller type in these two columns exhibit further withdrawals not paid to depositors Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank depositors, having, as the fluctuations in the expenses of management, and the average cost of each transaction,—where attributable to payments in one year for services not wholly chargeable to that year.

The total cost of maintaining the Post Office Savings Bank, including interest allowed to depositors in the hands of the Government.

NOTE—(a) The result of burglaries at the Post Offices at Lashute, Markdale, Newboro' and

Canada, year by year, from the 1st April, 1868, to 30th June, 1887.

Number of accounts, closed during period.	Number of accounts remaining open at close of period.	Cost of Maintaining the Post Office Savings Banks.					Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
		Total expenses of management, including salaries, compensation to Postmasters, inspection, printing, stationery, &c.	Average cost of each transaction, viz.: of each deposit or withdrawal.	Percentage of cost of management to balance due to depositors.	Losses sustained.	Interest allowed to depositors.		
		\$	\$		\$	\$	\$	\$
44	2,102	8,389.43	.....	.....	.....	939 37	204,588.89	97.33
1,319	7,212	5,808.14	0.23 $\frac{4}{10}$	0.67	.....	21,094.73	856,814.26	118.80
2,857	12,178	8,128.12	0.20 $\frac{5}{10}$	0.51	.....	48,689 08	1,588,848.83	130.41
4,449	17,153	11,108.40	0.20	0.44	.....	84,273.68	2,497,259.65	145.59
6,940	21,059	12,242.34	0.20 $\frac{7}{10}$	0.39	.....	116,174.55	3,096,500.01	147.04
9,528	23,526	15,093.78	0.22 $\frac{7}{10}$	0.47	.....	126,932.88	3,207,051.57	135.32
10,606	24,968	14,442.71	0.20 $\frac{7}{10}$	0.45	.....	126,273.31	3,204,965.46	128.36
11,190	24,294	12,539.59	0.18 $\frac{7}{10}$	0.42	.....	120,758.06	2,926,090.48	120.44
10,097	24,415	14,662.14	0.23 $\frac{7}{10}$	0.53	.....	110,116.08	2,740,952.59	112.27
9,312	24,074	15,149.13	0.26 $\frac{2}{10}$	0.57	.....	104,067.86	2,639,937.47	109.60
8,597	25,535	15,266.08	0.25	0.55	6,126.67	103,834.29	2,754,484.03	107.87
8,845	27,445	16,100.03	0.24 $\frac{5}{10}$	0.51	.....	110,912.56	3,105,130.80	113.14
10,487	31,365	19,134.14	0.23 $\frac{3}{10}$	0.49	.....	136,075.47	3,945,669.11	125.80
10,491	39,605	23,223.99	0.23 $\frac{3}{10}$	0.37	.....	184,904.81	6,208,226.77	156.75
13,920	51,463	29,245.68	0.21 $\frac{3}{10}$	0.31	391.00	291,065.07	9,473,661.53	184.08
17,531	61,059	31,180.03	0.20 $\frac{7}{10}$	0.26	.....	407,305.17	11,976,237.31	196.13
20,939	66,682	34,168.95	0.20 $\frac{8}{10}$	0.26	.....	477,487.46	13,245,552.64	198.63
20,951	73,322	35,751.23	0.20 $\frac{3}{10}$	0.24	.....	539,560.51	15,090,540.31	205.81
21,555	80,870	41,358.11	0.21 $\frac{3}{10}$	0.24	a 341.49	607,075.38	17,159,372.09	212.18
22,585	90,159	43,661.25	0.20 $\frac{1}{10}$	0.22	a 150.00	692,404.57	19,497,750.15	216.26

in cash, but at their request paid over to the Finance Department to be inscribed in their names in shown, passed out of the Books of the Post Office Savings Bank, does not appear in this Statement. not explained by variations in the amount of business and the number of transactions,—are mainly

and all expenses of management, averages about 4 $\frac{1}{10}$  per cent. on the average Savings Bank balance

Peterboro'.

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**POST OFFICE SAVINGS BANK.**

The balance due to depositors at the close of the fiscal year (30th June, 1887) was \$19,497,750, an increase of \$2,338,368 during the year, about the same increase as exhibited in the previous year as compared with that which preceded it. While the rate of increase in the gross amount of deposits remained the same, it is worthy of remark that the deposits in 1887 increased numerically by 16,754 as compared with an increase of 9,746 in 1886, and that the open accounts (more numerous in 1887 than in 1886 by 9,289) increased in larger proportion, as compared with the previous year, than in any single year save one, since the establishment of Post office Savings Banks. While the figures of a single year afford insufficient data for observation, it may be hoped that the "small depositors" are as a class becoming more numerous.

The accompanying Statistical Table shows, in tabular form, the progress of the Post Office Savings Bank from 1868 to 1887.

Twenty-three new offices were added, during the year, to the number of those authorized to transact Savings Bank business, making a total of 415 in operation on the 30th June, 1887.

The losses sustained during the year in conducting the Savings Bank business were confined to the sum of \$150, stolen by burglars from a country Post Office.

A. W. MOLELAN,  
*Postmaster General.*

POST OFFICE DEPARTMENT,  
OTTAWA, February, 1888.

## Postal Convention between the Dominion of Canada and the United States of America.

For the purpose of making better postal arrangements between the Dominion of Canada and the United States of America, the undersigned, Archibald Woodbury McLelan, Postmaster-General of the Dominion of Canada, and William F. Vilas, Postmaster General of the United States of America, by virtue of authority vested in them by law, have agreed upon the following Articles:—

### ARTICLE I.

(a.) Articles of every kind or nature, which are admitted to the domestic mails of either country, except as herein prohibited, shall be admitted to the mails exchanged under this Convention; subject, however, to such regulations as the Postal Administration of the country of destination may deem necessary to protect its Custom revenues. But articles other than letters in their usual and ordinary form must never be closed against inspection, but must be so wrapped or enclosed that they may be readily and thoroughly examined by Postmasters or Customs Officers.

The following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copyright laws of the country of destination, packets, except single volumes of printed books, the weight of which exceeds two kilograms; liquids, poisons, explosive or inflammable substances, fatty substances, those which easily liquify, live or dead animals not dried, insects and reptiles, confections, pastes, fruits and vegetables which will easily decompose, and substances which exhale a bad odor, lottery tickets or circulars, all obscene and immoral articles, other articles which may destroy or in any way damage the mails or injure the persons handling them.

(b.) Except as required by the regulations of the country of destination for the collection of its Customs duties, all admissible matter mailed in one country for the other, or received in one country from the other, whether by land or sea conveyance, shall be free from any detention or inspection whatever, and shall in the first case be forwarded by the most speedy means to its destination, and in the latter be promptly delivered to the respective persons to whom it is addressed, being subject in its transmission to the laws and regulations of each country respectively.

(c.) The classification of and the rates of postage and the registration fee to be levied and collected upon mail-matter originating in either country and addressed to the other, shall be in accordance with the domestic laws and regulations of the country of origin; provided that the rates of postage and registration fees so levied shall not exceed in either country the minimum rates of postage and registration fee prescribed for articles of a like nature by articles V and VI of the Universal Postal Union Convention of Paris, of June, 1878, as amended by the additional Act of Lisbon, of 21st March, 1885.

### ARTICLE II.

(a.) Each administration shall retain to its own use the whole of the postage and registration fees it collects on postal articles exchanged with the other, including deficient postage; consequently there will be no postage accounts between the two countries.

(b.) Full payment of postage shall be required in both countries upon correspondence of all kinds, except letters, upon which prepayment of at least one full

rate shall be compulsory. Payment of postage and registration fees shall be certified by affixing the appropriate stamps of the country of origin.

(c.) Each insufficiently prepaid letter shall have stamped on its cover the capital letter **T** and shall have indicated plainly thereon, in figures, on the upper left hand corner of the address, by the postal officials of the country of origin, the amount of the deficient postage, and only the amount so indicated shall be collected of addressees on delivery, except in cases of obvious error.

#### ARTICLE III.

No postage charges shall be levied in either country on fully prepaid correspondence originating in the other, nor shall any charge be made in the country of destination upon official correspondence which, under the postal regulations of the country of origin, is entitled to freedom from postage; but the country of destination will receive, forward and deliver the same free of charge.

#### ARTICLE IV.

In case any correspondence is tendered for mailing in either country obviously to evade the higher postage rates applicable to it in the other country, it shall be refused, unless payment be made of such higher rates.

#### ARTICLE V.

(a.) Exchanges of mails under this convention, whether by sea or land, shall be effected through the post offices of both countries already designated as exchange post offices, or through such others as may be hereafter agreed upon, under such regulations relative to the details of the exchanges as may be eventually determined to be essential to the security and expedition of the mails and the protection of the Customs revenues.

(b.) Each country shall provide for and bear the expense of the conveyance of its mails to the other; or if by agreement the conveyance in both directions in overland exchanges, other than by railway, is provided for by one of them, the expense of transportation shall be shared between them in proportion to the distance travelled over the territory of each.

#### ARTICLE VI.

The United States of America and the Dominion of Canada each grants to the other, free of any charge, detention or examination whatsoever, the transit across its territory, of the closed mails made up by any authorized exchange office of either country, addressed to any other exchange office of the same country, or to any exchange office of the other country.

#### ARTICLE VII.

(a.) Any packet or mailable correspondence may be registered upon payment of the rate of postage and the registration fee applicable thereto in the country of origin.

(b.) An acknowledgement of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

#### ARTICLE VIII.

(a.) Overland exchanges of ordinary international correspondence may be effected without the use of letter-bills, but registered correspondence must be accom-

panied by a descriptive list thereof, by means of which the registered articles may be identified for the purpose of acknowledgment by the receiving offices.

(b) If a registered article advised shall not be found in the mails by the receiving office, its absence shall be immediately reported by the receiving to the sending office.

## ARTICLE IX.

Ordinary and registered exchanges unless the latter be made in through registered pouches, shall be effected in properly sealed sacks.

## ARTICLE X.

(a.) All registered articles, ordinary letters, postal cards and other manuscript matter, business or commercial papers, books (bound or stitched) proofs of printing, engravings, photographs, drawings, maps, and other articles manifestly of value to the sender, which are not delivered from any cause, shall be reciprocally returned monthly without charge, through the central administrations of the two countries, in special packets or sacks marked "Rebuts," after the expiration of the period for their retention required by the laws or regulations of the country of destination; the returned registered articles to be accompanied by a descriptive list, and the special packets or sacks used for returning undelivered matter to be forwarded under registration when registered articles are returned in them.

(b.) Fully prepaid letters which bear requests by the senders for their return in case of non-delivery by a certain date, or within a specified time, shall be reciprocally returned, without charge, directly to the despatching exchange office, at the expiration of the period for their retention indicated in the requests.

(c.) Fully prepaid letters bearing on the covers the business cards, the names and addresses of the senders or designation of places to which they may be returned, as post office box, street and number, &c., without requests for their return in case of non-delivery within a specified time, shall be reciprocally returned without charge directly to the despatching exchange office, at the expiration of thirty days from the date of their receipt at the office of destination.

## ARTICLE XI.

All matters connected with the exchange of mails between the two countries, which are not herein provided for, shall be governed by the provisions of the Universal Postal Union Convention and regulations now in force, or which may hereinafter be enacted, for the governance of such matters in the exchanges of mails between countries of the Universal Postal Union generally, so far as the articles of such Universal Postal Union Convention shall be obligatory upon both of the contracting parties.

## ARTICLE XII.

The Postmaster General of the United States of America and the Postmaster General of the Dominion of Canada shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present convention from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article I.

## ARTICLE XIII.

This Convention abrogates the special postal Convention between the two countries signed at the City of Washington the first day of February, 1875, and at Ottawa the twenty-seventh day of January, 1875. It shall be ratified by the contracting coun-

tries in accordance with their respective laws, and its ratification shall be exchanged at the City of Washington as early as possible, not later than one month from this date. It shall take effect on the 1st day of March, 1888, and shall continue in force until terminated by mutual agreement or annulled at the instance of the Post Office Department of either country upon six months' previous notice given to the other.

Done in duplicate and signed at Washington the 12th day of January, 1888, and at Ottawa the 19th day of January, 1888.

(Signed) A. W. McLELAN,

*Postmaster-General of the Dominion of Canada.*

{ SEAL }

(Signed) WM. F. VILAS,

*Postmaster-General of the United States of America.*

The foregoing Convention between the Dominion of Canada and the United States of America has been negotiated and concluded with my advice and consent and is here by approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed.

(Signed) GROVER CLEVELAND.

{ SEAL }

By the President,

(Signed) T. F. BAYARD,

*Secretary of State.*

WASHINGTON, 26th January, 1888.





MEMORANDUM of Special Mail Subsidies and Steamship Subventions, disbursed through the Post Office Department during the Fiscal Year ended 30th June, 1887.

N.B.—These amounts are not paid from the Parliamentary Appropriation for the Post Office Department, but from the special vote for Mail Subsidies and Steamship Subventions, and are brought into the Public Accounts under that heading.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.	Total Amount.
					\$ cts.	\$ cts.
<b>MAIL SUBSIDIES.</b>						
Yearly subsidy to Montreal Ocean Steamship Co.— Halifax and Liverpool, <i>via</i> Moville (winter).....	Andrew Allan.....	2,530	1	} 12 months to 31st March, 1887.		126,533 32
Quebec and Liverpool, <i>via</i> Moville (summer).....	do .....	2,650	1			
Steam service between the United States and Victoria, British Columbia— Victoria and San Francisco, U.S. ....	Goodall & Perkins.....	750	3 per month.	do do .....		17,640 00
Steam communication on Lakes Huron and Superior— Collingwood and Sault Ste. Marie.....	G. N. Transit Co .....	429	2	Season, 1886.....	5,000 00	6,000 00
Owen Sound and Sault Ste. Marie.....	Algoma Navigation Co....	390	1	do .....	1,000 00	
Steam communication with the Magdalen Islands— Pictou and Magdalen Islands, including Grand Entry Pictou, Magdalen Islands and Gaspé, <i>via</i> Percé.....	J. Holliday.....	180	1	do .....	5,550 00	7,860 00
	do .....	410	3 per season.	do .....	2,250 00	
Steam communication between Grand Manan, N.B., and Mainland— Grand Manan, St. John and St. Stephen.. ..	E. Gaskill.....	75 & 50	1	do .....		4,000 00
Steam communication between Prince Edward Island and Mainland— Charlottetown, Shediac, N.B., and Pictou, N.S.....	P. E. Island S. N. Co.....	45 & 60	6 & 4	do .....		10,000 00
<b>STEAMSHIP SUBVENTIONS.</b>						
Steam communication between Halifax and St. Pierre— Halifax, Cape Breton and St. Pierre, Miquelon.....	Anglo-French SS. Co....	40, 30 & 25	Fortnightly	12 months to 31st March, 1887.		2,000 00
Steam communication between Cape Canso and Port Hood, <i>via</i> Port Mulgrave— Port Mulgrave to Canso, <i>via</i> Arichat; Port Mulgrave to Guysborough; Port Mulgrave to Port Hood...	R. Macdonald.....	439	2	do do .....		5,000 00
Steam communication between Halifax and St. John, <i>via</i> Yarmouth— Halifax and St. John, <i>via</i> Yarmouth and interme- diate ports .....	E. Fishwick .....	292	1	Season, 1886.....		10,000 00
Steam communication between Halifax, Murray Harbor and Charlottetown— Halifax, Murray Harbor and Charlottetown, <i>via</i> Nova Scotia and Cape Breton ports.....	do .....	250	1	do .....		3,000 00
Steam communication between Port Mulgrave and East Bay, Cape Breton— Port Mulgrave and Head of East Bay .....	Bras d'Or S. N. Co.....	75	6	do .....		6,000 00
Steam communication between Port Mulgrave or Pictou Railway Terminus and Cheticamp, &c. (the Local Government having granted a similar amount)— Pictou, Port Hood, Mabou, Margaree and Cheticamp.	F. W. Fraser.....	117	1	do .....		2,000 00

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PART I.

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**REPORT No. 1.**  
**STATEMENT of the Revenue and Expenditure of the Post Office Department of the Dominion of Canada,**  
**for the Year ended 30th June, 1887.**

REVENUE.		Amount.	EXPENDITURE.		Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
		\$ cts.			\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1886 ...		68,403 78	Report:		727,664 31	1 00	727,665 31
Postage paid in money, on letters .....		17,080 82	1 Conveyance of mails by land .....		87,135 51		87,135 51
do newspapers and periodicals .....		849 74	2 do do steamboats, &c. ....		893,879 41		893,879 41
do do way letters .....		49 69	do do railways .....		16,015 54	6 61	16,022 45
c. Amount collected by letter carriers .....		277 55	( Making and repairing mail bags and locks..				
Pents of letter boxes, drawers, &c. ....		23,509 10	A. Salaries .....		1,654,695 07	7 61	1,654,703 68
Postage stamps and post cards, &c., sold .....		2,562,631 11½	B. Forward allowances .....		959,884 02	518,765 96	1,478,649 98
Miscellaneous receipts .....		3,109 79	C. Allowances towards rent, fuel and light			44,809 31	44,809 31
Ocean postage from Great Britain, 6 months to 30th September, 1886 .....		5,614 79	D. Discount to stamp vendors. ....			35,091 21	35,091 21
		2,880,526 37½	E. Travelling expenses .....			34,954 89	34,954 89
			F. Tradesmen's bills .....				19,193 12
			G. Rents and taxes .....				74,562 93
			H. Stationery, printing and advertising. ....				1,566 20
			I. Fuel, light and water .....				57,736 24
			K. Miscellaneous disbursements .....				27 00
LESS—Mis-sent and dead letters .....	\$ 2,949 18½						236 88
Balances due by Postmasters, 30th June, 1887. ....	74,321 63						565,597 17
Net Revenue .....		77,270 81½			\$2,818,907 22	\$639,193 39	\$3,458,100 61
Balance .....		2,603,265 56					
		854,845 05					
		\$3,458,100 61					

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

REPORT No. 1, A.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Ontario, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1886...	21,840 10		267,636 18		267,636 18
Postage paid in money, on letters.....	9,836 24	Report: (Conveyance of mails 'by land ..... steamboats, &c.	9,157 59		9,157 59
do newspapers and periodicals.....	511 18	do do railways.....	430,082 95		430,082 95
do do way letters.....	3 52	(Making and rep'g mail bags and locks..	7,478 34	1 25	7,479 59
Amount collected by letter carriers.....			714,355 06	1 25	714,356 31
Rents of letter boxes, drawers, &c.....	5,197 59	A. Salaries.....	471,720 61		471,720 61
Postage stamps and post cards, &c., sold.....	1,452,806 01½	B. Forward allowances.....		270,730 23	270,730 23
Miscellaneous receipts (including \$1,373.61 received at Department).....	1,826 27	C. Allow's towards rent, fuel and light.....		22,116 82	22,116 82
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	3,168 82	D. Discount to stamp vendors.....		21,547 24	21,547 24
	1,495,089 72½	E. Travelling expenses.....	9,364 45	21,132 81	21,132 81
		F. Tradesmen's bills.....	39,702 64		39,702 64
Less—Miscellaneous and dead letters.....\$ 1,376 11½		G. Rents and taxes.....	546 20	0 30	546 20
Balances due by Postmasters, 30th June, 1887.....	23,668 90	H. Stationery, printing and advertising.....	30,063 19		30,063 19
		I. Fuel, light and water.....	61 40		61 40
		K. Miscellaneous disbursements.....	26,959 87	4,001 44	30,961 31
Net Revenue.....	1,470,044 72		\$1,392,763 42	\$339,630 09	\$1,632,393 51
Balance.....	162,238 79				
	\$1,632,283 51				

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, B.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Quebec, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1886 ..	16,511 89	Report: { Conveyance of mails by land .....	152,264 62	.....	152,264 62
Postage paid in money, on letters .....	3,705 00	do do steamboats, &c. ....	21,136 33	.....	21,136 33
do do newspapers and periodicals .....	191 70	do do railways .....	166,258 69	.....	166,258 69
do do way letters .....	38 22	Making and rep'g mail bags and locks ..	5,115 48	5 20	5,120 68
Amount collected by letter carriers .....	6,534 63		344,775 12	5 20	344,780 32
Rents of letter boxes, drawers, &c. ....	546,935 61				
Postage stamps and post cards, sold .....	655 93	A. Salaries .....	288,940 29	100,220 11	389,160 40
Miscellaneous receipts (including \$426.32 received at Department) .....	1,214 25	B. Forward allowances .....	.....	9,035 00	9,035 00
Ocean postage from Great Britain, 6 months to 30th September, 1886 .....	577,787 23	C. Allow's towards rent, fuel and light ..	.....	4,340 00	4,340 00
		D. Discount to stamp vendors .....	.....	8,145 23	8,145 23
		E. Travelling expenses .....	6,161 50	.....	6,161 50
		F. Tradesmen's bills .....	17,092 21	.....	17,092 21
		G. Rents and taxes .....	960 00	.....	960 00
		H. Stationery, printing and advertising ..	11,194 10	.....	11,194 10
		I. Fuel, light and water .....	.....	.....	.....
		K. Miscellaneous disbursements .....	12,872 23	326 00	13,198 23
Less—Mis-sent and dead letters .....	769 08				
Balances due by Postmasters, 30th June, 1887 .....	21,194 61				
Net Revenue .....	555,823 54		\$630,995 45	\$123,071 54	\$753,066 99
Balance .....	197,243 45				
	\$753,066 99				

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 1, C.**  
**STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, for the Year ended 30th June, 1887.**

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1886...	13,772 57		114,679 43	.....	114,679 42
Postage paid in money, on letters.....	851 57	Report: (Conveyance of mails by land.....	5,804 45	.....	5,804 45
do newspapers and periodicals.....	88 48	do do steamboats, &c	45,688 33	.....	45,688 38
do do way letters.....	7 95	do do railways.....	855 81	0 16	855 97
Amount collected by letter carriers.....	1,670 84	(Making and rep'g mail bags and locks.	167,028 06	0 16	167,028 22
Rents of letter boxes, drawers, &c.....	194,363 00		55,989 08	58,732 92	114,692 00
Postage stamps and post cards, &c., sold.....	169 00	A. Salaries.....	.....	5,090 67	5,090 67
Miscellaneous receipts (including \$86.00 received at Department).....	432 90	B. Forward allowances.....	.....	2,981 84	2,981 84
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	211,346 31	C. Allow's towards rent, fuel and light.	.....	1,471 19	1,471 19
		D. Discount to stamp vendors.....	.....	1,599 58	1,599 58
		E. Travelling expenses.....	.....	5,972 56	5,972 56
		F. Tradesmen's bills.....	.....	4,770 76	4,770 76
		G. Rents and taxes.....	.....	367 64	367 64
		H. Stationery, printing and advertising.	.....	\$68,634 42	\$68,634 42
Less—Mis-sent and dead letters..... \$ 216 86		I. Fuel, light and water.....	.....	.....	.....
Balances due by Postmasters, 30th June, 1887.....	197,450 15	K. Miscellaneous disbursements.....	.....	.....	.....
	109,410 51		\$238,226 24	.....	.....
Net Revenue.....	\$306,860 66		.....	.....	.....
Balance.....	.....		.....	.....	.....

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**REPORT No. 1, D.**

**STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada in, the Province of New Brunswick, for the Year ended 30th June, 1887.**

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1886.....	3,900 22	Report: {	54,560 89	.....	54,560 89
Postage paid in money, on letters.....	419 61	Conveyance of mails by land.....	13,246 59	.....	13,246 59
do newspapers and peri- do odicals.....	25 56	do steamboats, &c.....	81,305 20	.....	81,305 20
do do way letters.....	.....	do do railways.....	1,160 86	.....	1,160 86
Amount collected by letter carriers.....	277 55	Making and rep'g mail bags and locks.....	150,293 64	.....	150,293 64
Rents of letter boxes, drawers, &c.....	1,789 07				
Postage stamps and post cards, &c., sold.....	139,564 79	A. Salaries.....	72,507 26	37,524 83	110,032 09
Miscellaneous receipts (including \$132.29 re- ceived at Department).....	181 52	B. Forward allowances.....	.....	3,571 50	3,571 50
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	311 50	C. Allow's towards rent, fuel and light.....	.....	1,245 00	1,245 00
	146,470 22	D. Discount to stamp vendors.....	.....	1,487 93	1,487 93
		E. Travelling expenses.....	900 94	.....	900 94
		F. Tradesmen's bills.....	4,465 82	.....	4,465 82
		G. Rents and taxes.....	.....	.....	.....
		H. Stationery, printing and advertising.....	4,911 40	.....	4,911 40
		I. Fuel, light and water.....	158 48	.....	158 48
		K. Miscellaneous disbursements.....	2,893 00	145 19	3,038 19
	4,127 40				
	142,342 82				
	137,767 17				
	\$280,109 99		\$236,135 54	\$43,974 45	\$280,109 99
Net Revenue.....					
Balance.....					

H. A. WICKSTEED,  
Accountant.

A. W. MCLELAN,  
Postmaster-General.



REPORT No. 1, E.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, including the North-West Territories, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1886...	8,975 73	Report:	85,148 59	.....	85,148 59
Postage paid in money, on letters.....	1,603 75	{Conveyance of mails by land .....	.....	.....	.....
do newspapers and periodicals.....	2 30	do do steamboats, &c. ....	60,910 25	.....	60,910 25
do way letters.....	.....	do do railways .....	417 56	.....	417 56
Amount collected by letter carriers .....	.....	{Making and rep'g mail bags and locks.	146,476 40	.....	146,476 40
Rents of letter boxes, drawers, &c. ....	2,103 50	A. Salaries .....	82,807 48	33,911 40	116,718 88
Postage stamps and post cards, &c., sold.....	146,250 88½	B. Forward allowances .....	.....	3,112 33	3,112 33
Miscellaneous receipts (including \$47.89 received at Department) .....	193 89	C. Allow's towards rent, fuel and light.	.....	4,317 16	4,317 16
Ocean postage from Great Britain, 6 months to 30th September, 1886 .....	315 95	D. Discount to stamp vendors .....	.....	1,726 68	1,726 68
Loss—Mis-sent and dead letters .....	159,316 00½	E. Travelling expenses .....	763 35	.....	763 35
Balances due by Postmasters, 30th June, 1887 .....	7,687 51½	F. Tradesmen's bills .....	4,950 18	27 50	4,977 68
.....	.....	G. Rents and taxes .....	60 00	.....	60 00
.....	.....	H. Stationery, printing and advertising.	5,042 57	.....	5,042 57
.....	.....	I. Fuel, light and water .....	3,280 72	79 00	3,359 72
.....	.....	K. Miscellaneous disbursements .....	.....	.....	.....
.....	.....	.....	\$243,380 70	\$43,174 07	\$286,554 77
Net Revenue .....	151,658 49				
Balance .....	134,898 28				
	\$286,554 77				

A. W. MCLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, F.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts		\$ cts.	\$ cts.	\$ cts
Balances due by Postmasters, 30th June, 1886...	18 49		41,676 83	1 00	41,677 83
Postage paid in money on letters .....	552 72	Report : { Conveyance of mails by land.....	37,790 55		37,790 55
do newspapers and periodicals.....	27 02	{ do steamboats, &c.....	24,809 94		24,809 94
do do way letters.....		{ do rail ways.....	312 08		312 08
Amount collected by letter carriers .....		{ Making and rep'g mail bags and locks.			
do do by letter carriers .....			104,589 40	1 00	104,590 40
do do by letter carriers .....	4,015 47				
Postage stamps and post cards, &c., sold .....	52,558 14	A. Salaries.....	26,871 10	9,484 40	36,355 50
Miscellaneous receipts (including \$15.92 received at Department) .....	283 17	B. Forward allowances.....		809 99	809 99
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	105 00	C. Allow towards rent, fuel and light .....		486 64	486 64
		D. Discount to stamp vendors.....		690 30	690 30
Less—Miscellaneous receipts.....	57,560 01	E. Travelling expenses.....	1,133 30		1,133 30
Balances due by Postmasters, 30th June, 1887.....	3,015 00	F. Tradesmen's bills.....	1,435 89	40 72	1,476 61
		G. Rents and taxes .....			
		H. Stationery, printing and advertising .....	1,181 69	3 12	1,184 81
		I. Fuel, light and water.....		27 00	27 00
		K. Miscellaneous disbursements .....	1,331 33	556 50	1,787 83
Net Revenue.....	54,545 01		\$136,442 71	\$12,099 87	\$148,542 38
Balance.....	93,997 37				
	\$ 48,542 38				

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, G.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, for the Year ended 30th June, 1887.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balance due by Postmasters 30th June, 1886.....	1,384 78		11,697 78		11,697 78
Postage paid in money, on letters.....	111 93	Report: (Conveyance of mails by land.....	14,824 00		14,824 00
do newspapers and periodicals.....	3 50	do do steamboats, &c.....	655 61		655 61
do do way letters.....		do do railways.....			
Amount collected by letter carriers.....		2 G. { Making and rep'g mail bags and locks.	27,177 39		27,177 39
Rents on letter boxes, drawers, &c.....	1,188 00				
Postage stamps, post cards, &c, sold.....	30,152 57½				
Miscellaneous receipts (including \$10.01 received at D. parliament).....	10 01	A. Salaries.....	11,078 20	8,162 07	19,240 27
Ocean postage from Great Britain, 6 months to 30th September, 1886.....	65 97	B. Forward allowances.....		1,073 00	1,073 00
		C. Allow's towards rent, fuel and light.....		173 33	173 33
		D. Discount to stamp vendors.....		300 75	300 75
		E. Travelling expenses.....	270 00		270 00
		F. Tradesmen's bills.....	875 11		875 11
		G. Rents and taxes.....			
		H. Stationery, printing and advertising.....	579 41		579 41
		I. Fuel, light and water.....	993 05		993 05
		K. Miscellaneous disbursements.....			
Less—Mis-sent and dead letters..... \$ 19 66½					
balances due by Postmasters, 30th June, 1887.....	1,516 37				
Net Revenue.....	31,590 83		\$40,973 16	\$9,709 15	
Balance.....	19,291 48				
	\$40,682 31				\$50,682 31

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF ONTARIO.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Aberarder and Railway Station	D. N. Sinclair	Foot or vehicle.	1 1/2	6	12 months	40 00
Aberdour and Railway Station	G. Christie	Optional.	1 1/2	6	do	70 00
Aboyne and Elora	T. E. Mills	do	6	6	do	75 00
Acton and Knatchbull	E. J. Langrill	do	2 1/2	2	do	75 00
Acton and Speyside	do	do	5	2	do	75 00
Adare and Maguire	A. Tod	do	2 1/2	3	do	50 00
Addison and Railway Station	R. McKim	Vehicle	8 1/2	6	do	187 00
Adelaide and Strathroy	J. Harris	do	7	6	do	150 00
do	do	do	7	6	do	60 00
Adolphustown and Bath	J. H. Robin	do	14	6	do	435 00
Adolphustown and Napanee	F. Membrey	do	2 1/2	6	do	600 00
Agincourt and Railway Station	W. Lawton	do	4 1/2	6	do	30 00
Agincourt Station and L'Amaroux	H. Phelan	Horse or vehicle	4	3	do	25 00
do	R. H. Madill	do	4	3	do	75 00
Agincourt—C. P. Railway and Midland Railway	W. Lawton	Optional	7 1/2	12	do	25 00
do	do	do	7 1/2	12	do	93 75
Ahmie Harbor and Duncurch	J. Crowell	do	4	1	do	20 00
Ahmie Harbor and Magnetawan	R. H. Menzies	do	9	6	do	30 00
Ahmie Harbor and Parry Sound	T. W. Quinn	do	33	3	Season 1886-87	307 00
Ahmie Lake and Spence	J. McCartney	Vehicle	9	3	6 months (from Oct. 1, 1886)	60 00
Ailsa Craig and Railway Station	S. Hey	do	6	1	do	78 25
Ailsa Craig, Denfield and Railway Station	I. Orr	do	6	6	do	250 00
Air Line Junction and Railway Station	G. Schoures	do	1 1/2	6	do	10 00
do	C. Grisdale	do	1 1/2	6	do	30 00
Albert and Marysville	P. Sullivan	do	9	3	do	140 00
Alberton and Lynden	B. Dunham	do	7	6	do	188 00
Albion, Oastlederg and Mount Wolf	S. J. Snell	do	6	6	do	260 00
Albion and Railway Station	Q. D. Elliott	Horse or vehicle	6 1/2	6	do	60 00
Albuna and Cottam	E. S. Irwin	Optional	5 1/2	2	do	48 00
do	do	do	5 1/2	2	do	75 00
Albury and Rednersville	I. T. Rose	Horse or vehicle.	4	6	do	81 50
Albabor' and Rodney	T. K. Morris	do	6	6	do	72 00
do	N. Gray	do	6	6	do	72 00

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Aldershot and Watdown.....	J. Simmons.....	Horse or vehicle	3	12	12 months.....	199 00
Alexandria and McCrimmon....	R. McLennan.....	Vehicle.....	9	12	do.....	260 00
Alexandria and Railway Station .....	D. McMasler.....	do.....	1	24	do.....	156 00
Alexandria and St. Raphael West .....	S. R. McLeod.....	do.....	17	6	do.....	297 00
Alexandria and Vankleek Hill.....	X. Lejeunesse.....	do.....	19	6	do.....	425 00
Alfred and Montebello.....	L. Larocque.....	do.....	9	6	do.....	200 00
Algonia Mills and Serpent River.....	E. O. Smith.....	Foot or boat.....	7	2	Season, 1886.....	90 00
Allanburg and Railway Station.....	W. Livingston.....	On foot.....	1	12	12 months.....	91 00
Allendale and Holly.....	M. Campbell.....	Optional.....	3	6	do.....	145 00
Allendale and Pairwick.....	W. Thompson.....	Horse or vehicle	3	6	do.....	150 00
Allan Park and Hampden.....	M. J. Hamlin.....	On foot.....	5	36	do.....	160 00
Allan Park and Lamlash.....	H. Byers.....	Optional.....	5	2	do.....	70 00
Allenford and Owen Sound.....	E. Earls.....	do.....	13	3	do.....	110 00
Allenford and Railway Station.....	G. Seagel.....	do.....	13	6	do.....	199 00
do.....	A. Johnston.....	do.....	11	12	9 do (to Dec. 31, 1886).....	105 00
Allenford and Saugeen.....	J. Dean.....	do.....	11	6	do.....	195 00
Allenford and Skipness.....	W. Gilbert.....	do.....	4	2	do.....	18 25
do.....	D. Morton.....	Horse or vehicle	4	2	(to June 30, 1886).....	66 25
do.....	J. Davidson.....	do.....	4	2	from do.....	20 00
do.....	J. McNicol.....	Optional.....	4	6	4 do (from Dec. 1, 1886).....	39 60
Altonville and Mail Catching Post .....	do.....	do.....	4	6	Season, 1886.....	110 00
Altonville and Uterson.....	J. G. Dickinson.....	do.....	6	3	12 months.....	45 00
Aitenwood and Elmvale.....	do.....	do.....	3	2	do.....	57 50
Allenwood and Gibson.....	G. Pine.....	Vehicle.....	8	3	(to Sept. 30, 1886).....	75 00
Alisonville and Consecen.....	do.....	do.....	8	3	from do.....	300 00
do.....	J. Berridge.....	Horse or vehicle.	14 r. l.	6	do.....	49 00
Aliston and Elm Grove.....	T. Langley.....	do.....	9	12	do.....	280 00
Aliston and Railway Station.....	do.....	Optional.....	9	6	do.....	60 00
Alton and Rosemont.....	R. Quin.....	do.....	6	3	do.....	23 50
Alton and Edmonton.....	W. Golding.....	do.....	6	3	do.....	140 00
do.....	D. Burk.....	do.....	10	2	do.....	112 00
Alton and Minder.....	J. S. Johnston.....	Horse or vehicle.	8	12	do.....	31 00
Alma and Railway Station.....	W. Hill.....	Vehicle.....	8	3	do.....	87 50
Alma and Winfield.....	J. Watin.....	Horse or vehicle	8	3	(to June 30, 1886).....	93 00
do.....	E. Blair.....	do.....	12	6	from do.....	313 00
Almonte and Olayton.....	H. Dewell.....	Vehicle.....	12	6	do.....	187 00
Almonte and Railway Station.....	do.....	Optional.....	12	94 & 30	do.....	187 00

Almonte and West Hurley	J. Manion	12	3	12	do	186 00
Alport and Bracebridge	H. F. Bickmore	4	3	12	do	46 50
Alford and Railway Station	E. Ziegler	14	6	12	months	100 00
Althorpe and Maberly	S. Hamer	9	2	3	do	23 50
Alton and Station	A. Menzies	1	12	12	do	93 50
Alvinston and Railway Station	D. Livingston	1	6	12	do	85 00
Amaranth Station and Railway Station	J. Lacon	1	6	12	do	40 00
Amarley and Kincardine	J. Gentles	14	6	12	do	380 00
Amberley and Lochalsh	J. McLennan	4	3	12	do	80 00
Amberley and Lurgan	J. McBrindle	4	6	12	do	400 00
Ameliasburg and Belleville	G. W. Tice	10	6	12	do	45 00
Ameliasburg and Mountain View	D. Hubbs	4	3	9	do	475 00
Ameliasburg and Oxley	A. Elliott	18	12	3	do	53 04
Amherstburg and Railway Station	E. G. Park	1	12	9	do	164 50
do	A. Fox	18	6	3	do	92 25
do	C. M. Hunt	18	6	3	do	276 75
Amherstburg and Windsor, &c.	A. Fox	12	3	12	do	150 00
do	J. W. Edwards	12	12	12	do	65 00
Amiens and Lobo	A. Hurrell	7	12	12	do	224 00
Amigari and Railway Station	W. M. Elliott	7	12	12	do	250 00
Anderson and Hamilton	J. Anderson	15	12	12	do	60 00
Anderson and Granton	J. Anderson	15	12	12	do	65 00
Angus and Railway Station	W. J. Smith	8	1	12	do	100 00
Ansonia and Thessalon	J. B. Doble	4	6	12	do	63 00
Anson Mills and Railway Station	J. McLaughlin	10	1	12	do	63 00
Antioch and Grasmere	J. Russell	10	3	12	do	90 00
Appin and Glen Willow	J. M. Cameron	5	3	12	do	100 00
Appin and Mayfair	J. E. Campbell	3	6	12	do	82 00
Appleby and Railway Station	J. Prescott	9	12	12	do	64 48
Appledore and Railway Station	O. B. Arnold	2	12	12	do	315 00
Appleton and Railway Station	J. G. Munro	4	1	12	do	180 00
Appley and Cheddar	T. Eastland	21	1	3	do	15 00
Apsley and Lasswade	J. W. Ratchif	11	1	9	do	39 00
do	T. Eastland	11	3	12	do	550 00
Apsley and Peterboro'	do	40	3	12	do	145 00
Apto and Phelpsston Station	P. Gallagher	6	3	12	do	80 00
Archer and Bouck's Hill	T. Archer	9	3	12	do	60 00
Archville and Ottawa	J. J. Garrow	1	12	12	do	70 00
Arday and Commands	J. Driver	9	6	12	do	75 00
Arden and Railway Station	J. Babcock	1	3	12	do	225 00
Arden and Tamworth	A. Thompson	20	2	12	do	160 00
Ardena and Orillia	W. Blair	9	2	6	do	37 60
Ardena and Keyser	B. Learn	6	2	6	do	31 60
do	W. J. Evans	6	6	12	do	235 00
Ardena and Theford	B. Learn	7	6	3	do	225 00
Ardena and Watford	do	12	6	3	do	113 60
do	F. Hooper	12	6	3	do	60 00
do	J. Cole	12	3	12	do	100 00
Arkwright and Mount Hope	J. Webber	5	3	12	do	170 00
Armadale and Unionville	do	5	3	12	do	
Armory and Kincardine	W. Shier	11	3	12	do	

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Armstrong's Mills and Guelph.....	G. Armstrong.....	Horse or vehicle.	8	2	12 months	75 00
Arnott and Railway Station.....	W. G. Murray.....	Optional.	3	12	do	60 00
Arnprior and Fitzroy Harbor.....	W. A. Shirreff.....	Vehicle	12	6	do	345 00
Arnprior and Railway Station.....	H. Tierney.....	do	4	25	do	45 50
do	do	do	4	18	do	60 90
do	do	do	4	24	do	49 12
Arnprior and White Lake.....	J. P. McGonigal.....	do	19	3	do	380 00
Arthur and Fergus.....	J. Moriarty, jun.....	do	12	6	do	223 00
Arthur and Metz.....	J. R. Bell.....	Horse or vehicle.	6	2	do	60 00
Arthur and Monck.....	R. Jackson.....	Optional.	12 1/2	2	do	56 00
do	W. Hamilton.....	do	12 1/2	2	do	127 50
do	do	do	1	24	do	125 00
Arthur and Railway Station.....	J. Buschlen.....	do	3	2	do	65 00
Arva and Ballymote.....	J. H. Shoebottom.....	Horse or vehicle.	3	2	do	35 00
Ash and Railway Station.....	W. H. Dorland.....	Optional.	1	6	do	25 00
Ashdad and Railway Station.....	S. Felleter.....	Horse or vehicle	6 1/2	1	do	50 00
Ashdown and Turtle Lake.....	H. Ross.....	do	6 1/2	1	do	40 00
Ashdown and West Grove.....	J. West.....	do	6	1	do	225 00
Ashgrove and Georgetown.....	E. Nixon.....	do	3 1/2	3	do	50 00
Ashley and Railway Station.....	G. Pollis.....	Optional.	11 1/2	3	do	142 50
Ashton and Prospect.....	A. Burrows.....	do	11	3	do	58 75
do	W. Burrows.....	do	11	3	do	100 00
Ashton and Railway Station.....	H. S. Conn.....	Horse or vehicle.	2	6	do	160 00
Atherley and Railway Station.....	E. Lanigan.....	do	1	12	do	45 00
Atherton and Delhi.....	G. C. Wilson.....	do	3	2	do	220 00
Athlone and Tottenham.....	S. E. Turner.....	Optional.	19 r. t.	12	do	78 24
Atercliffe Station and Railway Station.....	J. Lundy.....	do	17	6	do	360 00
Atwood and Mitchell.....	J. McKay.....	Vehicle	17	6	do	108 00
do	do	do	17	6	do	52 00
Atwood and Railway Station.....	D. Gordon.....	Optional.	6 & 9 1/2	6	do	374 00
Auburn, Blyth, &c.....	W. J. Moore.....	do	10	6 & 3	do	289 00
Aughrim and Bothwell.....	R. J. Armstrong.....	do	6	2	do	81 00
Aughrim and Mosside.....	A. T. Augustine.....	do	6	2	do	23 00
Auguston and Horning's Mills.....	W. August.....	do	3	3	do	75 00
Aultsville and Bush Glen.....	G. Bush.....	Horse or vehicle.	9	3	do	60 00
Aultsville and East Williamsburg.....	(G. A. Summers.....	Vehicle.....	2 1/2	6	do	60 00

Location	Name	Foot or vehicle	Amount	Notes	Period	Total
Aurore and Railway Station	D. W. Doan	Vehicle	10			120 00
Aurore and Schomberg	W. Armstrong	do	4			448 00
Aurore and White Rose	J. Lloyd	do	4		(to Sept 30, 1886)	45 00
do	D. W. Doan	do	4		from	45 00
Avening and Railway Station	J. Pringle	Optional	6			300 00
Avon, Putnam and Railway Station	J. A. Kinnee	Vehicle	6			300 00
Avory and Wilkesport	J. Burden	Horse or vehicle	2 1/2			40 00
Axe Lake and Charleach	J. McPherson	Vehicle	7			40 00
Aylmer and Dorchester Station	R. Learn	do	20			40 00
Aylmer and Dunboyne	W. S. Price	do	13			350 00
do	do	do	24		(to Dec. 31, 1886)	141 63
do	do	do	24		from	77 00
Aylmer and Seville	R. C. Wright	Optional	4			40 00
Ayr and Railway Station	W. Hilborn	do	24			40 00
Ayton and Railway Station	H. Ringel	do	12		(to June 30, 1886)	200 33
do	do	do	12		from	12 35
do	do	do	12		do	67 10
Baby's Point and Port Lambton	W. H. McDonald	do	3		28 dys. (from Oct. 4, 186)	24 59
Baden and Wellesley	C. Harefeld	Vehicle	9			199 00
Bagot and Burnstown	A. Wilson	do	5			77 48
Bainville and Railway Station	D. McNaig	Optional	6		(to Dec. 31, 1886)	11 25
do	do	do	6		from	12 10
Bala and Glen Orchard	V. Orchard	do	8		(to Dec. 31, 1886)	76 80
Bala and Sabanatian	L. Sabanatian	do	9		(to Feb. 28, 1887)	50 00
Balderson and Playfair	G. U. Mills	Horse or vehicle	3			81 59
Baldwin and Railway Station	R. Grylls	Optional	12			45 00
Ballentrac and Railway Station	R. Hill	do	12			60 00
Ballentyne's Station and Railway Station	J. Hysop	On foot	2			26 00
Ballinad and Georgetown	J. W. McKee	do	6			26 00
Ballinville and South March	P. Orchard	Horse or vehicle	4			40 00
Ballycrov, Connor and Palgrave Station	A. Campbell	Optional	4 1/2			40 00
Balsam Grove and Fenelon Falls	J. Copp	do	6		(from Aug. 1, 1886)	205 00
Balsam Lake and Victoria Road	J. Cunningham	do	2			33 33
Bamberg and St. Agatha	F. Walter	do	4			73 00
Barbury and Haldane Hill	J. Barry	Horse or vehicle	5 1/2			73 00
Barcroft and Cheddar	B. H. Sweet	Optional	6		(from Jan. 1, 1887)	25 00
Barcroft and Deer Lake	do	Horse or vehicle	21		(to Dec. 31, 1886)	31 25
Banda and Glencairn	R. Lennox	Optional	15			63 00
Banda and Scarlet Hill	T. Banner	do	2 1/2			175 00
Banks and Collingwood	W. Johnson	do	8			65 00
do	do	do	1		7 days (to Feb. 7, 1887)	64 16
Bannockburn and Railway Station	S. McKwen	do	8		21 do from	14 44
Bardsville and Murchison	C. Bard	do	2		(from Aug. 1, 1886)	40 00
Bark Lake and Park	J. Taylor	do	2		(to Dec. 31, 1886)	48 00
Bark Lake and Rockingham	T. Culbertson	Horse or vehicle	17			100 00
Barkway and Germania	M. McCord	do	21			190 00
Barrett and Commanda	M. Corkery	Vehicle	18			75 00
Barrie Division	do	Optional	10		5 days (to Dec. 5, 1886)	65 89
					Special trips, snow blockade on railway	96 19



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Barrie and Hilldale.....	C. Waugh.....	Optional.....	15	6	12 months.....	\$ 297 00
Barrie and Midhurst.....	J. Roberts.....	do.....	6	3	do.....	93 00
Barrie and Railway Station.....	W. H. Crosby.....	Horse or vehicle.....	6 <sup>1/2</sup>	66	do.....	208 59
Barrie and Street Letter Boxes.....	M. Murphy.....	Optional.....	14	18	do.....	260 00
Barrie and Kingston.....	J. Ryan.....	do.....	14	6	do.....	75 00
Barrie Island and Gore Bay.....	H. L. McLean.....	do.....	12	1	do.....	114 74
Bar River and Garden River.....	J. Kvo.....	do.....	15	1	do.....	75 00
Basin Depot and Eganville.....	A. H. G. Wilson.....	Vehicle.....	49	1	(to Dec. 31, 1886).....	225 00
do.....	R. Reeves.....	do.....	49	1	from do.....	75 00
Bath and Railway Station.....	W. Aylesworth.....	do.....	34	12	do.....	148 00
Bath and Stells.....	A. Stevenson.....	do.....	64	6	do.....	346 56
Bath and Railway Station.....	W. Foursier.....	do.....	16 <sup>1/2</sup>	12	do.....	48 92
Battersae and Kingston.....	A. Ferguson.....	do.....	16	3	do.....	70 00
do.....	A. Cooper.....	do.....	10	3	do.....	69 74
Battle Hall and Cooper's Falls.....	D. Hay.....	Optional.....	10	4	(from Dec. 1, 1886).....	16 68
Bayfield, Senforth and Railway Station.....	W. H. Cook.....	Vehicle.....	20	6 & 12	do.....	390 00
Bayham and Ingersoll.....	W. R. Wemp.....	do.....	8	3	do.....	395 00
Bayside and Belleville.....	F. Sander.....	do.....	16 1/2	3	do.....	50 00
Baysville and Bracebridge.....	do.....	Horse or vehicle.....	16	6	(to Sept. 30, 1886).....	162 50
do.....	do.....	do.....	16	6	from do.....	150 60
Baysville and Dorset.....	G. F. Marsh.....	Optional.....	16	1	do.....	100 00
Baysville and Maple Ridge.....	T. K. Silvertorn.....	do.....	8	1	(to Dec. 31, 1886).....	29 00
Baysville and Menominee.....	L. Williams.....	Horse or vehicle.....	5	1	do.....	60 00
Bayview and Morley.....	J. Lemor.....	Optional.....	11	2	do.....	140 00
Beachburg and Gower Point.....	T. M. Carswell, jun.....	Horse or vehicle.....	9	2	do.....	120 00
Beachburg and Westmeath.....	T. Coeire.....	do.....	7	6	(to Sept. 30, 1886).....	82 50
do.....	H. A. O'Brien.....	do.....	7	6	from do.....	90 00
Beachville and Embro.....	J. B. Johnson.....	do.....	6	6	do.....	140 00
Beamsville and Campden.....	J. B. Grobb.....	do.....	5	6	do.....	225 00
Beartook and Canaan.....	W. H. Fletcher.....	do.....	19 r. t.	3	do.....	125 00
Beartook and Railway Crossing.....	M. Moore.....	do.....	3	3	do.....	75 00
Beatrice and Falkenburg.....	R. Lance.....	Optional.....	4	3	Season, 1886-87.....	35 00
Beatrice and Windermere.....	A. Hamilton.....	do.....	12	2	12 months.....	156 00
Beaverton and Railway Station.....	D. McLean.....	do.....	5	24	do.....	140 00
Becher and Wallaceburg.....	J. R. McDonald.....	Horse or vehicle.....	5	3	1 do.....	8 17
do.....	do.....	do.....	5	3	(to April 30, 1886).....	64 17



REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Bethel and The Corners .....	J. Robinson .....	Optional. ....	1 1/2	6	10 months (from June 1, 1886) .....	20 83
Beveridge's Bay and Railway Station.....	D. McTavish .....	do .....	4	6	do 17 days (to Aug 17, '86) .....	71 52
Bewdley and Millbrook.....	J. Jewison.....	do .....	11	6	do (to June 30, '86) less fine .....	95 50
do .....	U. Spry.....	do .....	11	6	do from .....	262 50
Big Point and Dover South.....	A. Chef.....	do .....	7 1/2	2	do .....	50 00
Bilings' Bridge and Ottawa.....	S. Davidson .....	do .....	3	6	do .....	160 00
Binbrook and Glanford Station.....	R. Wickett.....	Horse or vehicle .....	5	12	do .....	178 00
Birkham and Erin.....	W. Wansborough.....	do .....	4 1/2	2	do .....	70 00
Birdsall's and Railway Station.....	J. Lancaster.....	Optional. ....	1	6	do .....	4 00
Bird's Creek and Hybla.....	A. Sutherland .....	do .....	5	12	do .....	35 00
Birr and Devizes, &c.....	J. Goulding.....	do .....	5 & 7	12	do .....	270 00
do .....	W. O. Sampson.....	do .....	50 ft.	12	do (to Sept. 30, 1886) .....	7 85
Biscotasing and Railway Station.....	J. Stuart.....	do .....	50 ft.	12	do from .....	7 80
do .....	J. Burck.....	Vehicle.....	18	3	do .....	255 00
Bishop's Mills and Prescott.....	R. M. Patterson.....	Optional. ....	10 yds.	12	do .....	10 00
Bisset's Creek and Railway Station.....	W. Paddison.....	Horse or vehicle. ....	10	3	do .....	228 00
Black Bank and Lisie .....	J. Oughlin .....	do .....	7	1	do (to Dec. 31, 1886) .....	30 00
Blackburn and Cummings' Bridge.....	do .....	do .....	7 & 3	9	do from .....	10 00
Blackburn, Cummings' Bridge and Orleans.....	do .....	do .....	4	1 & 2	do .....	32 00
Black's Corners and Laurel .....	J. Graham .....	Optional. ....	1	12	do .....	62 60
Black Creek and Railway Station .....	I. H. Allen .....	do .....	7 1/2	3	do .....	125 00
Black River Bridge and Picton.....	G. McGuire.....	Horse or vehicle. ....	1 1/2	12	do (from Feb. 1, 1887) .....	10 43
Blackwater and Railway Station.....	W. J. Shannon.....	On foot.....	1	2	do .....	20 00
Blair and Railway Station.....	W. Blair .....	Optional. ....	10	6	do .....	52 00
Blairhampton and Minden.....	A. Peters .....	do .....	7	1	do .....	134 00
Blairton and Havelock.....	A. Ballard .....	Vehicle.....	1 1/2	3	do .....	25 00
Blandford Station and Railway Station.....	J. M. Burk.....	Optional. ....	32 1/2	12	do .....	1,400 00
Blenheim and Leamington.....	J. Hell.....	do .....	8	6	do (to Sept. 30, 1886) .....	160 00
Blenheim and Morpeth .....	O. H. Jones .....	do .....	10	6	do from .....	150 00
do .....	T. W. Pearson.....	do .....	8	24	do (to Dec. 31, 1886) .....	112 50
Birchelm and Railway Station.....	J. M. Burke.....	do .....	6	9	do from .....	37 50
do .....	J. Horton.....	do .....	6	24	do from .....	75 00
Blenheim and Rondeau, &c.....	J. M. Burke .....	do .....	6	3 & 6	do (to Sept. 30, 1886) .....	68 00
do .....	P. McKenney.....	do .....	6	3 & 6	do from .....	22 50
do .....	H. P. Cole.....	do .....	6	2	do (to Dec. 31, 1886) .....	18 75
Blessing'on and Shannonville.....	do .....	do .....	3	3	do from .....	18 75

	13	12 months	104 00
<i>Blind River and Thompson</i>		12 do	75 12
<i>Bloomfield and Railway Station</i>		12 do	20 00
<i>Bluevale and Railway Station</i>		24 do	105 00
<i>Blyth and Railway Station</i>		24 do	43 75
do		3 do	900 00
<i>Bobaygeon and Lindsey</i>	22	6 do	150 00
<i>Bobaygeon and Peterboro'</i>	22	6 do	523 00
do		from do	45 00
<i>Bobaygeon and Silver Lake</i>	9	12 do	105 00
<i>Bogat and Chapman</i>	7	3 do	80 00
<i>Bognor and Woodford</i>	6	12 do	75 00
<i>Bolingbroke and Manion</i>	17	1 do	5 83
<i>Bolover and Dalrymple</i>	8	1 do	67 50
<i>Bornholm and Brodthagen</i>	4	6 do	67 50
do		3 do	45 00
<i>Bornish and Sable</i>	3	12 do	67 50
<i>Borromée and Orleans</i>	4	12 do	25 00
<i>Bosking and Minden</i>	4	12 do	65 00
<i>Bosworth and Riverbank</i>	14	12 do	50 00
<i>Botany and Thamesville</i>	3	12 do	80 00
<i>Bothwell and Glachan</i>	6 1/2	12 do	100 00
<i>Bothwell and Florence</i>	9	12 do	313 00
<i>Bothwell and Moravian Town</i>	6	12 do	65 00
<i>Boulter and Combermere</i>	4	2 do	100 00
do		2 do	150 00
<i>Boulter and L'Amable</i>	18	6 do	131 46
do		6 do	181 00
<i>Bourdean and Sprucedale</i>	22 1/2	2 do	48 65
<i>Bowesville and Railway Station</i>	22 1/2	10 do	49 50
<i>Bowling Green and Laurel</i>	4 1/2	2 do	69 24
<i>Bowmanville and Cesarea</i>	2	12 do	147 75
do		3 do	375 00
<i>Bowmanville and Courice</i>	22	6 do	80 00
<i>Bowmanville and Tyrone</i>	22	12 do	143 00
<i>Bracebridge and Fraserburg</i>	7	6 do	80 00
<i>Bracebridge and Huntsville</i>	12	9 do	375 00
<i>Bracebridge and Muskoka Falls</i>	26	3 do	18 00
do		3 do	29 70
do		3 do	27 51
<i>Bracebridge and Point Kaye</i>	3	3 months 29 days (from Dec. 3, '86)	84 00
<i>Bracebridge and Port Carling</i>	20	Season, 1886-87	94 30
<i>Bracebridge and Railway Station</i>	21	Part of season, 1886-86 & 1886-87	12 00
<i>Bracebridge and Ziska</i>	6	3 months 26 days (from Dec. 6, '86)	51 00
<i>Brackenberg and Port Carling</i>	12	9 do (to Dec. 31, 1886)	31 50
<i>Brackendale and Yorkville</i>	6	Season, 1886	80 00
<i>Bradford and Railway Station</i>	2 1/2	12 do	75 00
<i>Bradford, Bond Head and Newton Robinson</i>	24	12 do	336 00
<i>Bradshaw and Bridgen</i>	6 & 12	12 do	65 00
<i>Braceide and Railway Station</i>	5	12 do	50 00
	11	12 do	50 00
<i>W. H. Bateman</i>		Optional	
<i>A. E. Saylor</i>		do	
<i>J. Gardner</i>		do	
<i>I. Hutton</i>		do	
do		do	
<i>H. Workman</i>		do	
<i>O'Connor &amp; Kearns</i>		Vehicle	
<i>W. H. Botum</i>		do	
<i>T. R. White</i>		Optional	
<i>R. Oliver</i>		do	
<i>W. D. Rolke</i>		Horse or vehicle	
<i>S. Hanna</i>		do	
<i>E. Vickers</i>		do	
<i>U. Sehaber</i>		do	
<i>G. Leonhardt</i>		do	
<i>A. McDonald</i>		Vehicle	
<i>A. Chartrand</i>		Optional	
<i>J. Beatty</i>		Horse or vehicle	
<i>J. G. Hollis</i>		Optional	
<i>P. McBrayne</i>		do	
<i>A. McArthur</i>		Vehicle	
<i>T. J. Elliott</i>		Optional	
<i>W. Goodling</i>		Horse or vehicle	
<i>J. Lynch</i>		do	
do		do	
<i>M. McLean</i>		Optional	
do		do	
<i>W. H. Rhaney</i>		Vehicle	
<i>P. Nelligan</i>		Optional	
<i>J. Davis</i>		do	
<i>J. McUrae</i>		Vehicle	
do		do	
<i>O. W. Lint</i>		Horse or vehicle	
<i>J. Moore</i>		Vehicle	
<i>H. Hamilton</i>		do	
<i>J. F. Harvie</i>		do	
<i>H. Clifford</i>		Optional	
<i>A. R. Cameron</i>		do	
do		do	
<i>U. Kaye</i>		do	
<i>O. McCully</i>		do	
<i>F. Sander</i>		do	
<i>J. Killen</i>		do	
<i>F. J. Davidson</i>		do	
<i>J. Adare</i>		do	
<i>J. McDermott</i>		Vehicle	
do		do	
<i>W. Bradshaw</i>		do	
<i>J. Gillies</i>		On foot	

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Braie Lake and Uplands .....	J. W. Guesz .....	Optional .....	8 1/2	1	12 months.	56 00
Bramley and Railway Station .....	J. Gordon .....	do .....	4	12	do	50 00
Brampton and Huttonville .....	C. Brooks .....	do .....	3	3	do	88 00
Brampton and Nortonville .....	J. Norton .....	do .....	3	3	do	50 00
Brampton and Railway Station .....	A. J. Hood .....	do .....	12	12	do	44 25
do .....	do .....	do .....	12	3	do	25 00
do .....	do .....	do .....	12	3	do	40 00
Brandy Creek and Railway Station .....	J. Wintermute .....	Vehicle .....	14	6	do	364 00
Brantford and Harley .....	R. Cavin .....	do .....	8	6	do	70 00
do .....	T. Herriman .....	Horse or vehicle .....	8	6	do	98 00
do .....	W. Reed .....	do .....	12	6	do	24 26
do .....	G. Lane, jun .....	Vehicle .....	12	3 & 6	do	247 50
do .....	A. S. Beecham .....	do .....	12	3 & 6	do	410 85
do .....	J. Hale .....	do .....	1	48 & 54	do	843 00
do .....	W. P. O'Rourke .....	Stage .....	24	6	do	5 00
do .....	Brantford and Railway Station .....	do .....	20 yds.	2	do	90 00
do .....	Brantford and Simcoe .....	On foot .....	3 1/2	6	do	165 83
do .....	Bray's Crossing and Railway Crossing .....	Optional .....	9	3	do	120 00
do .....	Breadalbane and Lochinvar .....	do .....	9	3	do	80 00
do .....	Rechin and Dalrymple .....	do .....	5 1/2	3	do	90 00
do .....	Rechin and Evansvale .....	do .....	1	12	do	50 00
do .....	Brechin and Railway Station .....	do .....	1	12	do	56 25
do .....	Brechin and Railway Station .....	do .....	8	6	do	187 50
do .....	Breslau and Weissenburg .....	do .....	8	3	do	197 00
do .....	do .....	Vehicle .....	16	3	do	81 52
Brewster and Parkhill .....	F. Gratton .....	Optional .....	1	12	do	21 50
do .....	Brigden and Railway Station .....	do .....	1	12	do	239 00
do .....	do .....	do .....	6 & 1	6 & 12	do	468 00
Bright and Washington, &c .....	A. Gaizka .....	Vehicle .....	20	6	do	195 00
Brighton and Campbellford .....	J. Weese .....	do .....	6 1/2	6	do	40 00
Brighton and Lovett .....	W. Bate .....	Optional .....	4	2	do	40 00
Brisbane and Coningsby .....	J. W. Bart .....	Stage .....	1 1/2	3	do	50 00
Britton and Hammond .....	T. Alexander .....	Optional .....	1 1/2	6	do	325 00
do .....	do .....	do .....	2	6	do	284 40
Brookville and Morris-town, U.S. .....	D. H. Lyon .....	do .....	1	21	do	41 25
do .....	W. Curry .....	Vehicle .....	1	7	do	44 00
do .....	J. Cavanagh .....	do .....	8	1	do	100 00
do .....	R. Latham .....	Horse or vehicle .....	8	1	do	
do .....	J. McKenney .....	On foot .....	3 1/2	As req.	do	

Location	Vehicle	As req.	20 yds.	44	6	12	do	984 00
Brockville and Westport	On foot	12	12	12	12	do	370 00	
Brockville—O. P. Railway and G. T. Railway	Optional.	12	12	12	12	do	125 20	
Bronte and Railway Station	do	6	6	6	6	(to Dec. 31, 1886)	157 50	
Bronte Station and Palermo	do	6	6	6	6	from do	47 50	
do	do	1	1	1	1	do	60 00	
Brooke and Manion	Horse or vehicle	6	6	6	6	do	50 00	
Brookfield Station and Railway Station	Optional	3	3	3	3	(to June 30, 1886)	12 50	
Brookholm and Owen Sound	do	3	3	3	3	from do	56 25	
do	do	1	1	1	1	do	50 00	
Brookholm and Shouidice	Vehicle	12	12	12	12	do	70 00	
Brooklin and Railway Station	Optional	2	2	2	2	(to April 30, 1886)	13 33	
Brookdale and Stratford	Vehicle	6	6	6	6	do	45 00	
Brotherston and Newbridge	Optional	6	6	6	6	do	275 00	
Brougham and Markham	do	6	6	6	6	do	220 00	
Brougham and Whitby	do	12	12	12	12	do	84 58	
Brown Hill and Ravenshoe Station	On foot	12	12	12	12	do	200 00	
Brucefield and Railway Station	Optional.	1	1	1	1	Part of seasons, 1885-86 & 1886-87	104 00	
Bruce Mines and Cockburn Island	do	1	1	1	1	do	80 00	
Bruce Mines and Deserit	Horse or vehicle	2	2	2	2	do	125 00	
Bruce Mines and Castle	do	2	2	2	2	do	30 00	
Budnell and Killaloe	do	6	6	6	6	do	60 00	
Brunner and Railway Station	Optional.	3	3	3	3	do	200 00	
Bruswick and Railway Station	do	6	6	6	6	do	12 00	
Brussels and Cranbrook	Vehicle	3	3	3	3	do	174 00	
Brussels and Railway Station	Optional.	6	6	6	6	do	147 00	
Bulger and Bulger's Corners	do	3	3	3	3	(to June 30, 1886)	60 00	
Burford and Cathcart, &c	do	6	6	6	6	from do	130 00	
Burgesville and Newark	Vehicle	3	3	3	3	do	50 08	
do	do	6	6	6	6	do	76 03	
Burgesville and Orfel	do	2	2	2	2	26 dys (from Dec. 6, '86)	173 00	
Burgesville and Railway Station	Optional.	12	12	12	12	do	225 00	
Burgesville and Denville	do	3	3	3	3	(to Dec. 31, 1886)	232 00	
Burk's Falls and Hartfel	do	3	3	3	3	Part of seasons, 1885-86 & 1886-87	25 00	
Burk's Falls and Huntsville	do	6	6	6	6	3 months 26 dys. (from Dec. 6, '86)	450 00	
Burk's Falls and Magnetawan	do	3	3	3	3	do	90 00	
Burk's Falls and Railway Station	Vehicle	6	6	6	6	(to Dec. 31, 1886)	87 28	
Burk's Falls and South River	Optional	12	12	12	12	do	54 90	
Burlington and Port Nelson	do	12	12	12	12	Part of seasons, 1885-86 & 1886-87	164 00	
Burlington and Railway Station	do	6	6	6	6	6 months (to Sept. 30, 1886)	153 00	
Burlington Beach and Railway Station	Vehicle	3	3	3	3	from do	13 75	
Burlington Station and Zimmerman	do	3	3	3	3	do	37 50	
do	do	6	6	6	6	(to Dec. 31, 1886)	126 75	
Burnaby and Railway Station	Optional.	2	2	2	2	from do	39 75	
do	do	3	3	3	3	do	91 61	
Burnbrae and Railway Station	Vehicle	6	6	6	6	do	130 00	
do	do	2	2	2	2	do		
Burnbrae and Stanwood	do	5	5	5	5	do		
Burnley and Osgelton	Horse or vehicle	10	10	10	10	do		
do	do	8	8	8	8	do		

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Names of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Burnt River and Rettie's Station	S. Moore	Optional	1	6	12 months	80 00
Bury's Green and Fell's Station	J. Fell	do	2 1/2	2	12 do	46 80
Byng Inlet and French River	J. Lamardin	On foot	25	Fourthly	Part of season, 1885-86, & 1886-87	54 00
Byng Inlet, North and Parry Sound	do	do	66 1/2	do	do	368 00
Byron and London	J. Charles	Optional	6	2	12 months	160 00
Cadmus and Cartwright	T. W. Robertson	do	2 1/2	6	12 do	80 00
Cahore and Crysler	G. S. Johnstone	do	4	3	do (from March 1, 1887)	5 17
Caistorville and Winona	J. Williams	do	20	3	12 do	245 00
Calabogie and High Falls	T. Dillon	do	7	1	12 do	43 08
Calabogie and Railway Station	D. Dillon	do	2 1/2	6	12 do	68 00
Calder and Railway Station	E. G. Jones	do	1 1/2	2	12 do	55 00
Calderwood and Railway Station	A. Calder	Vehicle	3	3	12 do	80 00
Caldwell and Caledon	N. Patterson	Horse or vehicle	4	6	12 do	190 00
Caldwell's Mills and Railway Station	W. O. Caldwell	Optional	3 1/2	12	12 do	25 00
Caledon and Railway Station	N. Patterson	Horse or vehicle	4 1/2	18	12 do	81 00
Caledon East and Lockton	E. Ingoldshy	do	4 1/2	3	12 do	100 00
Caledonia and Cayuga	E. Wigg	Vehicle	11	6	12 do	410 00
Caledonia and Conboyville	J. Atkinson	Optional	6	2	9 do (to Dec. 31, 1886)	45 00
do do	S. Arrell	do	6	2	3 do from do	17 50
Caledonia and North Seneca	P. Dawson	Vehicle	3	6	12 do	112 00
Caledonia and Railway Stations	F. McMullen	do	4	12 & 24	12 do	180 00
Caledonia and Six Nations	J. A. Beaver	Optional	4	2	9 do (from July 1, 1886)	37 50
Caledonia Springs and L'Orignal	W. K. Cross	Horse or vehicle	9	3	12 do	156 00
do do	J. Lacombe	do	9	3	Season, 1886	62 00
Callendar and Railway Station	T. Steele	Optional	1 1/2	6	3 months 26 dys (from Dec. 6, '86)	10 03
Callendar and Wisawasa	do	Vehicle	2 1/2	3	3 do do	17 50
Calton and Mount Salem	R. McConnell	Horse or vehicle	3 1/2	3	12 do	80 00
Cambray, Lindsey and Railway Station	J. Bryson	Optional	8 & 10 1/2	6	12 do	300 00
Cameron and Railway Station	E. Cameron	do	200 yds.	12	12 do	120 00
Camerontown and Railway Station	A. Cameron	Horse or vehicle	3	6	12 do	60 09
Camerontown and Summerstown	J. Heatherington	do	6 1/2	2	12 do	80 00
Camilla and Granger	T. Sanderson	Vehicle	4 1/2	3	12 do	75 00
Camille and Whittington	B. Blain	Optional	9	2	12 do	166 00
Campbellcroft and Railway Station	A. Smith	On foot	70 ft.	6	12 do	36 00

	<i>S. J. Reaney</i>	<i>S. J. Reaney</i>	<i>Horse or vehicle.</i>	<i>1 &amp; 194</i>	<i>13 &amp; 6</i>	<i>12</i>	<i>7</i>	<i>427 00</i>
<i>Campbell's Cross, Cheltenham and Railway Station.</i>	<i>S. J. Reaney</i>	<i>S. J. Reaney</i>	<i>Horse or vehicle.</i>	<i>5</i>	<i>2</i>	<i>12</i>	<i>6</i>	<i>43 42</i>
<i>Campbellford and Godolphin.</i>	<i>O. Argett</i>	<i>O. Argett</i>	<i>Vehicle do</i>	<i>3</i>	<i>12</i>	<i>6</i>	<i>28 26</i>	<i>21 dys (fr. Aug. 11, '86)</i>
<i>Campbellford and Railway Station</i>	<i>S. J. Kent</i>	<i>S. J. Kent</i>	<i>Vehicle do</i>	<i>3</i>	<i>12</i>	<i>6</i>	<i>46 80</i>	<i>(to Sept. 30, 1886)</i>
<i>do</i>	<i>S. J. Potter</i>	<i>S. J. Potter</i>	<i>Horse or vehicle.</i>	<i>6</i>	<i>3</i>	<i>12</i>	<i>190 00</i>	<i>do</i>
<i>Campbellton and West Lorne.</i>	<i>J. Martin</i>	<i>J. Martin</i>	<i>On foot.</i>	<i>1</i>	<i>6</i>	<i>12</i>	<i>50 00</i>	<i>do</i>
<i>Campbellville and Railway Station</i>	<i>S. R. Lister</i>	<i>S. R. Lister</i>	<i>Optional.</i>	<i>5</i>	<i>6</i>	<i>12</i>	<i>200 00</i>	<i>do</i>
<i>Campbellville Station and Nagsawaya.</i>	<i>J. Easterbrook</i>	<i>J. Easterbrook</i>	<i>Horse or vehicle.</i>	<i>4</i>	<i>6</i>	<i>12</i>	<i>185 00</i>	<i>do</i>
<i>Campden and Rosedene</i>	<i>J. B. Grobb</i>	<i>J. B. Grobb</i>	<i>Optional.</i>	<i>4</i>	<i>6</i>	<i>12</i>	<i>130 00</i>	<i>do</i>
<i>Canboro', Canfield and Warner.</i>	<i>H. Robbins</i>	<i>H. Robbins</i>	<i>Horse or vehicle.</i>	<i>2</i>	<i>6</i>	<i>12</i>	<i>80 00</i>	<i>do</i>
<i>Canfield and Darling Road</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>4</i>	<i>3</i>	<i>12</i>	<i>62 00</i>	<i>do</i>
<i>Canfield and Railway Station</i>	<i>J. Switzer</i>	<i>J. Switzer</i>	<i>do</i>	<i>16</i>	<i>12</i>	<i>12</i>	<i>165 83</i>	<i>(from June 1, 1886)</i>
<i>Canning and Paris Station</i>	<i>H. Oliver</i>	<i>H. Oliver</i>	<i>Horse or vehicle</i>	<i>4</i>	<i>6</i>	<i>10</i>	<i>148 00</i>	<i>do</i>
<i>Cannington and Pefferlaw</i>	<i>G. Newton</i>	<i>G. Newton</i>	<i>Vehicle</i>	<i>10</i>	<i>3</i>	<i>12</i>	<i>200 00</i>	<i>do</i>
<i>Cannington and Railway Station.</i>	<i>R. J. Harwood</i>	<i>R. J. Harwood</i>	<i>Optional.</i>	<i>4</i>	<i>24</i>	<i>12</i>	<i>60 00</i>	<i>do</i>
<i>Cape Croker and Colnoy's Bay</i>	<i>W. D. Bell</i>	<i>W. D. Bell</i>	<i>do</i>	<i>15</i>	<i>2</i>	<i>12</i>	<i>200 00</i>	<i>do</i>
<i>Cape Rich and Meaford</i>	<i>R. Cox</i>	<i>R. Cox</i>	<i>Stage</i>	<i>10</i>	<i>2</i>	<i>12</i>	<i>120 00</i>	<i>do</i>
<i>Carden and Horncastle.</i>	<i>R. Cowan</i>	<i>R. Cowan</i>	<i>Vehicle</i>	<i>4</i>	<i>2</i>	<i>4</i>	<i>20 83</i>	<i>do</i>
<i>Cardinal and Hyndman</i>	<i>J. Hyndman</i>	<i>J. Hyndman</i>	<i>Horse or vehicle.</i>	<i>13</i>	<i>3</i>	<i>12</i>	<i>200 00</i>	<i>(from Dec. 1, 1886)</i>
<i>Cardinal and Railway Station</i>	<i>A. A. Baldwin</i>	<i>A. A. Baldwin</i>	<i>Optional.</i>	<i>1</i>	<i>14</i>	<i>7</i>	<i>46 80</i>	<i>20 dys (to Nov. 20, '86)</i>
<i>do</i>	<i>W. Stitt</i>	<i>W. Stitt</i>	<i>do</i>	<i>1</i>	<i>14</i>	<i>4</i>	<i>20 80</i>	<i>10 dys from do</i>
<i>Cargill and Railway Station</i>	<i>H. Cargill</i>	<i>H. Cargill</i>	<i>do</i>	<i>3</i>	<i>12</i>	<i>11</i>	<i>88 00</i>	<i>(to Feb. 28, 1887).</i>
<i>do</i>	<i>O. W. Keeling</i>	<i>O. W. Keeling</i>	<i>do</i>	<i>4</i>	<i>12</i>	<i>1</i>	<i>8 00</i>	<i>from do</i>
<i>Carlholm and Lynedoch</i>	<i>O. Jones</i>	<i>O. Jones</i>	<i>Vehicle</i>	<i>6</i>	<i>3</i>	<i>12</i>	<i>156 00</i>	<i>do</i>
<i>Carlton Place and Railway Station</i>	<i>J. Wilson</i>	<i>J. Wilson</i>	<i>do</i>	<i>4</i>	<i>37 &amp; 48</i>	<i>13</i>	<i>330 60</i>	<i>do</i>
<i>Carling and Parry Sound</i>	<i>R. Blair</i>	<i>R. Blair</i>	<i>Optional</i>	<i>9</i>	<i>1</i>	<i>12</i>	<i>65 00</i>	<i>do</i>
<i>Carlingford and Sebringville</i>	<i>E. Crawford</i>	<i>E. Crawford</i>	<i>do</i>	<i>8</i>	<i>3</i>	<i>12</i>	<i>148 16</i>	<i>do</i>
<i>Carluke and Hamilton</i>	<i>J. Smith</i>	<i>J. Smith</i>	<i>Vehicle</i>	<i>13</i>	<i>6</i>	<i>3</i>	<i>110 00</i>	<i>(to June 30, 1886).</i>
<i>do</i>	<i>W. Young</i>	<i>W. Young</i>	<i>do</i>	<i>1</i>	<i>6</i>	<i>9</i>	<i>300 00</i>	<i>from do</i>
<i>Carlsruhe and Railway Crossing</i>	<i>L. Lobsinger</i>	<i>L. Lobsinger</i>	<i>do</i>	<i>1</i>	<i>12</i>	<i>12</i>	<i>110 00</i>	<i>do</i>
<i>Carmanville and Enterprise</i>	<i>C. Lachand</i>	<i>C. Lachand</i>	<i>Horse or vehicle.</i>	<i>4</i>	<i>2</i>	<i>9</i>	<i>30 00</i>	<i>(from July 1, 1886)</i>
<i>Carmanuock and Monkton</i>	<i>H. A. McNaught.</i>	<i>H. A. McNaught.</i>	<i>Stage</i>	<i>4</i>	<i>2</i>	<i>9</i>	<i>60 00</i>	<i>(to Dec. 31, 1886)</i>
<i>do</i>	<i>A. Campbell</i>	<i>A. Campbell</i>	<i>do</i>	<i>4</i>	<i>2</i>	<i>3</i>	<i>15 00</i>	<i>from do</i>
<i>Carp and Elm</i>	<i>N. Smith</i>	<i>N. Smith</i>	<i>Optional.</i>	<i>3</i>	<i>3</i>	<i>12</i>	<i>75 00</i>	<i>do</i>
<i>Carville and Patterson</i>	<i>J. Coombs</i>	<i>J. Coombs</i>	<i>Horse or vehicle.</i>	<i>2</i>	<i>6</i>	<i>12</i>	<i>80 00</i>	<i>do</i>
<i>Carsonby and North Gower</i>	<i>A. Eastman</i>	<i>A. Eastman</i>	<i>Optional.</i>	<i>3</i>	<i>2</i>	<i>12</i>	<i>60 00</i>	<i>do</i>
<i>Carswell and Railway Station.</i>	<i>D. Carswell</i>	<i>D. Carswell</i>	<i>Horse or vehicle.</i>	<i>3</i>	<i>2</i>	<i>11</i>	<i>53 00</i>	<i>do</i>
<i>Carthage and Hesson</i>	<i>L. Smith</i>	<i>L. Smith</i>	<i>Optional.</i>	<i>3</i>	<i>2</i>	<i>11</i>	<i>40 33</i>	<i>(to Feb. 28, 1887).</i>
<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>3</i>	<i>3</i>	<i>1</i>	<i>5 50</i>	<i>from do</i>
<i>Carther and Railway Station</i>	<i>P. J. O'Meara</i>	<i>P. J. O'Meara</i>	<i>do</i>	<i>20 ft.</i>	<i>12</i>	<i>6</i>	<i>5 00</i>	<i>(to Sept. 30, 1886)</i>
<i>do</i>	<i>O. Sanders</i>	<i>O. Sanders</i>	<i>do</i>	<i>20 ft.</i>	<i>12</i>	<i>4</i>	<i>3 33</i>	<i>(from Dec. 1, 1886)</i>
<i>Cartwright and Purple Hill</i>	<i>W. Bartley</i>	<i>W. Bartley</i>	<i>do</i>	<i>4</i>	<i>2</i>	<i>9</i>	<i>37 50</i>	<i>(to Dec. 31, 1886)</i>
<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>4</i>	<i>2</i>	<i>3</i>	<i>13 75</i>	<i>from do</i>
<i>Cashion's Glen and Cornwall</i>	<i>J. J. Cashion</i>	<i>J. J. Cashion</i>	<i>Horse or vehicle</i>	<i>13</i>	<i>3</i>	<i>12</i>	<i>250 00</i>	<i>do</i>
<i>Cashtown and Oremore.</i>	<i>W. Cotton</i>	<i>W. Cotton</i>	<i>Vehicle.</i>	<i>2</i>	<i>6</i>	<i>12</i>	<i>100 00</i>	<i>do</i>
<i>Casselman and Cryaler</i>	<i>B. Coriar.</i>	<i>B. Coriar.</i>	<i>Horse or vehicle</i>	<i>11</i>	<i>6</i>	<i>6</i>	<i>165 00</i>	<i>(to Sept. 30, 1886)</i>
<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>11</i>	<i>6</i>	<i>6</i>	<i>98 50</i>	<i>from do</i>
<i>Casselman and Railway Station</i>	<i>R. A. Casselman.</i>	<i>R. A. Casselman.</i>	<i>Optional.</i>	<i>1</i>	<i>12</i>	<i>12</i>	<i>25 00</i>	<i>do</i>
<i>Cassels and Railway Station</i>	<i>S. Robertson</i>	<i>S. Robertson</i>	<i>Vehicle</i>	<i>8</i>	<i>3</i>	<i>12</i>	<i>207 48</i>	<i>do</i>
<i>Castleford and Railway Station</i>	<i>J. Warnock</i>	<i>J. Warnock</i>	<i>Horse or vehicle.</i>	<i>2</i>	<i>6</i>	<i>12</i>	<i>200 00</i>	<i>do</i>



REPORT NO. 2, A.—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Castlemore and Kleinburg Station	R. Douglas	Horse or vehicle.	14 r. t.	6	12 months	264 00
Catact and Railway Station	T. Babe	Optional.	2	12	(to Dec. 31, 1886)	57 11
do	J. Howard	do	1	12	from do	16 25
Oayuga and Dear's Station	E. Wigg	do	1	6	do	87 64
Oayuga, Dean's and Railway Station	J. Shipway	Vehicle	2 & 2	6 & 12	do	230 00
Oayuga and Gypaum Mines	M. Thompson	Horse or vehicle.	3	6	do	115 44
Oayuga and Kohler	J. Rooker	do	4	3	do	80 00
Oayuga and Upper	A. Vashinder	Vehicle	12	3	do	145 00
Ceche and Steamer	W. A. Cowan	Optional.	1	8	Season, 1886	12 80
Cedar Dale and Railway Station	W. Coleman	do	8	25	12 months	135 00
Cedar Hill and Pakenham	S. Conery	Horse or vehicle.	6	2	do	80 00
Centralia and Mooresville	R. Handford	Optional.	6	6	do	200 00
Centralia, Crediton and Railway Station	J. Clark	do	18	12	do	200 00
Centerton and Grafton	O. Lean	Horse or vehicle.	13	3	do	96 50
do	W. Roberts	do	13	6	(to Sept. 30, 1886)	81 50
Chaffey Locks and Elgin	M. Doyle	Optional.	2	2	do	70 00
Chalk River and Railway Station	T. Field	do	2	6	do	100 00
Chandos and Philippsdale	H. Caldwell	Horse or vehicle	5	1	do	30 00
Chantry and Philippsdale	A. Elliott	Vehicle	5	6	do	150 00
Chapleau and Railway Station	T. A. Austin	Optional.	3	12	do	37 50
Chapman and Stoco	A. Chapman	do	3	3	(from July 1, 1886)	78 50
Chapman and Pendleton	W. J. Brown	do	4	2	do	66 00
Charing Cross and Comber, &c.	G. Robb	Vehicle	27	3 & 6	do	474 00
Charing Cross and Doyle's	M. Doyle	Horse or vehicle	4	2	(less fine)	55 00
Charing Cross and Railway Station	M. Harvey	do	1	12	do	18 72
do	J. Hunter	do	1	3	(to June 30, 1886)	54 00
Charleston and Farmersville	J. Kavanagh	do	5	12	do	70 00
Charlton and Itracombe	F. W. Holt	Vehicle	5	2	do	45 48
Chatham and Dover, South	F. Bourdeau	Horse or vehicle.	6	6	do	190 00
Chatham and Irwin	T. Prime	do	5	2	do	60 00
Chatham and Louisville	W. L. Bedford	do	6	2	do	148 00
Chatham and Railway Station	A. Robinson	Optional.	3	36 & 30	do	337 03
Chatham and Van Horn	J. Zink	Horse or vehicle.	5	2	do	70 00
Chatham and Williams	R. Williams	Optional.	9	2	do	80 00
Chatworth and Mooresburg	J. Smith	do	17	3	do	280 00
Chatworth and Railway Station	D. Rae	do	3	24	(less fine)	149 28

Name	J. Price	Optional.	9	3	3	do	(to June 30, 1886)	38 00
Chatsworth and Strathaven	A. D. Lee	do	8	3	3	do	from	102 00
do	W. C. Buchanan	do	6	6	6	1 month	(to April 30, 1886)	18 75
Chatsworth and Sullivan	do	do	6	6	6	11 months	from	206 25
Chatsworth and Williamsford	S. P. Morden	do	3	2	12	do		50 00
Chatterton and Foxboro	L. Brown	Vehicle.	16	6 & 12	12	do		298 00
Cheapside, Jarvis and Railway Station	W. Hatch	Horse or vehicle.	6	1	9	do	(to Dec. 31, 1886)	26 25
Cheddar and Deer Lake	J. Ridley	Vehicle	19	1	9	do	do	123 75
Cheddar and Gooderham	do	do	19	1	3	do	from	43 75
Cheddar and Wilberforce	W. Kiley and sur- eties.	Horse or vehicle	8	1	12	do		40 00
Chepshaw and Dunkeld Station	C. Mullen	Optional.	2	6	12	do		130 00
Cherry Valley and Point Pelee	A. Gibson	Horse or vehicle	6	1	12	do		37 00
Cherry Valley and Salmon Point	A. B. Ketchum	do	6	2	12	do		48 00
Cherrywood and Whitevale	S. Reesor	Optional.	2	3	3	do	(to June 30, 1886)	19 87
do	M. R. Summerfeldt	do	3	3	3	do	from	71 25
Chesley and Coverley	J. Grant	Vehicle	6	3	9	do	(to Dec 31, 1886).	105 00
do	P. Kildie	do	6	3	3	do	from	24 25
Chesley and Railway Station	P. Strang.	Optional.	12	12	3	do	(to June 30, 1886)	12 50
do	T. R. Reed	do	12	12	9	do	from	60 00
do	do	do	12	3	12	do		40 00
Chesley and Scone	W. Graham	Horse or vehicle.	12	2	12	do		80 00
Chesterville and Connaught	P. Jordan	Vehicle	6	6	12	do		142 00
Chesterville and Morewood	A. Elliott	do	8	6	12	do		435 00
Chesterville and Morrisburg	R. Casselman	do	18	6	12	do		100 00
Chevalier and Stony Point	O. Marion	Optional.	1	12	12	do		65 00
Chevot and Riversdale	A. McLean	Horse or vehicle.	3	2	12	do		75 00
Chippewa and Niagara Falls	R. Wilson	Vehicle	6	6	3	do	(to June 30, 1886)	450 00
do	do	do	6	12	9	do	from	70 00
Chiselhurst and Hensall	T. Murdoch	Optional.	4	2	12	do		25 00
Christie's Corners and Heckston	J. VanAllen	do	2	2	12	do		45 00
Christins and Mount Brydges	T. Pearce	do	4	12	12	do		220 00
Churchill and Lefroy Station	J. Sloan	do	2	6	12	do		80 00
Churchville and Railway Station	T. A. Fogarty	do	2	6	12	do	(from Sept. 1, 1886)	35 00
Clanbrasil and Railway Station	J. Cosar	do	2	6	12	do		189 00
Clandebye and West McGillivray	W. McNarn	Vehicle	7	6	12	do		55 00
Clareview and Brinsville	J. Murphy	Optional.	4	12	12	do		125 20
Claremont and Railway Station	T. Gibbons	do	2	6	6	do	(to Sept. 30, 1886)	125 00
Claremont and Stouffville	A. Yake	do	19 r. t.	6	6	do	from	166 50
do	do	do	19 r. t.	6	6	do		240 00
Clarence Creek and Railway Station	R. A. Roe	Vehicle	7	6	12	do		90 00
Clarence Creek and The Brook	S. Chener	Horse or vehicle.	8	3	9	do	(to Dec. 31, 1886)	37 50
Clarence Creek and The Lake	S. Ouellette	do	5	2	9	do	(from July 1, 1886)	400 00
Clarendon Station and Plevna	W. G. Orzier	Vehicle	23	6	12	do		181 52
Clarke and Kendal	S. J. Morgan	Optional.	6	12	12	do		200 32
Clarke and Railway Station	do	Vehicle	5	6	6	do	(to Sept 30, 1886)	71 00
Clarke and Railway Station	S. C. Rowe.	Horse or vehicle.	5	6	6	do	from	94 00
do	do	do	5	2	12	do		145 00
Clarksburg and Redwing	J. S. G. Conklin.	Optional.	13	24	12	do		124 00
Clarksburg and Thornbury Station	S. O. Rowe.	Horse or vehicle	19			do		

REPORT No 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Clarkson and Railway Station.	W. W. Clarkson.	Optional.	17	6	12 months	25 00
Clavering and Railway Station	M. D. Devitt	do	12	9	do (to Dec. 31, 1886)	37 50
do	A. Bennett	do	12	3	do from do	15 00
Clayton and Rosetta	G. McFarlane.	Horse or vehicle	6	2	do	100 00
Clayton and Tatocok	P. Guthrie	Vehicle	14	3	do	168 00
Clear Creek and Oatius	E. Tansley	Optional.	5	2	do	65 00
Cleavelands and Craigie Lea.	J. O. Walls	Horse or vehicle	68, 33w.	1 & 2	do	50 00
Clifford and Huntingfield.	J. Gordon	Optional.	6	6	do	156 00
Clifford and Lakelet	W. J. Halladay	Horse or vehicle	15	2	do	130 00
Clifford and Mount Forest.	C. W. Hunt	Optional.	1	12	do	100 00
Clifford and Railway Station	K. M. Walton	do	1	12	do	100 00
Clinton and Railway Station	J. Cunningham	do	48	12	do	375 60
Clinton and Roymount	L. R. McDonald	Horse or vehicle.	8	3	do	227 00
Clover Hill, Cookstown and Egbert.	H. Coleman	do	2 1/2 & 6 1/2	4 & 3	do	100 00
Cloyne and Hardings	T. Tapping, jun.	do	7	12	do	26 66
Cloyne and Harlowe	F. Neale	Optional.	9 1/2	1	do (to July 31, 1886)	66 66
Cloyne and Harlowe, &c.	B. Clarke	do	12	1	do from do	16 66
Cloyne and Perry	J. R. Perry	Horse or vehicle.	6	6	do (to July 31, 1886)	440 07
Cloyne and Scouten	D. A. Spencer	do	13	2	do	49 48
Cobble Hill and Evelyn	M. Barber, jun	Optional.	5 1/2	12	do	50 00
Cobden and Railway Station	J. Ross	Vehicle	18	12	do	304 00
Cobden Station and Eganville	C. W. Boland	Horse or vehicle	16	12	do	234 00
Coboconk and Fenelon Falls	C. Rowin	Vehicle	28	3	do	525 00
Coboconk and Lorneville	H. Edwards	do	28	6	do (to Sept. 30, 1886)	487 50
do	A. Home	do	28	6	do from do	575 00
Coboconk and Minden	F. Leary	Optional	24	6	do	237 24
Cobourg and Harwood	Hamilton & Mulholland (sureties)	do	16	6	do (to Sept. 30, 1886)	224 00
do	W. Wellwood	do	16	6	do from do	500 00
Cobourg and Roseneath	A. G. Macdonald	Vehicle	20	6	do	40 00
do	G. Orr	Horse or vehicle	8	1	do	30 00
Coe Hill Mines and Faraday	J. A. Rosebush	do	7 1/2	1	do (from Oct. 1, 1886)	240 00
Coe Hill Mines and Glen Alda	R. Simmons	Optional.	41	3	do (to July 31, 1886)	33 33
Coe Hill Mines and Madoc	E. H. Waddington	do	12	8	do from do	20 90
Coe Hill Mines and Railway Station	E. H. Waddington	Horse or vehicle.	7	1	do (from Oct. 1, 1886)	
Coe Hill Mines and The Ridge.	J. McGregor	do	7	6	do	

Station Name	Person	Vehicle	Distance (ft.)	Days	Rate
Colborne and Dundonald	S. Robins	do	7	6	207 00
Colborne and Hastings	J. S. Yeomans	Vehicle	25	6	800 00
Colborne and Lakeport	T. Conroy (surety)	do	24	6	150 00
Coldwater and Eady	J. F. Moffat	Optional	3	12	75 00
Coldwater and Lovring	S. Eplett	do	6	3	90 00
Coldwater and Railway Station	do	do	3	12	200 00
Collingwood and Gibraltar	G. Digby	do	3	6	60 00
Collingwood and Railway Station	J. Glenn	do	10	6	52 00
Collin's Bay and Killarney	D. Darroch	Vehicle	18	12	260 00
Colpo's Bay and Wiarton	J. J. Losee	do	10	12	42 00
do	L. Lamorendière	Horse or vehicle	3	6	163 40
do	H. Granson	Optional	3	6	93 75
do	L. Hyatt	do	3	6	28 75
do	W. W. Colwell	do	100 ft.	12	43 82
do	H. Whitley	Vehicle	3	6	73 95
Comber and Windfall	I. Strang	Optional	2	12	100 00
Combermere and Eganville	M. Furlong	Vehicle	25	6	200 00
Combermere and Maynooh	P. J. Green	Horse or vehicle	25	6	260 00
Comet and Verker	D. Graveline	Optional	4	12	80 00
Comanda and Restoule	A. C. Smith	do	9	1	75 00
Comanda and Trout Creek Station	J. & M. Corkery	do	15	3	112 22
Conroy and St. Paul's Station	J. Smith	do	24	2	45 00
do	J. Grady	do	24	2	15 00
do	C. A. Weeks	do	1	12	93 90
Consecon and Railway Station	H. Coleman	do	1	12	75 00
Cookstown and Railway Station	O. R. Colwell	do	8	6	67 50
Cooksville and Railway Station	W. Conover	do	8	6	225 00
Cooksville Station and Sheridan	J. Jenkins	do	8	6	68 50
Cooksville Station and Summerville	B. Morris	Horse or vehicle	6	12	225 00
Cooper's Falls and Lewisham	J. G. Taylor	Vehicle	12	2	120 00
Copetown and Orkney	J. McCarthy	Optional	3	6	185 00
Copetown and Petrolas	V. Henrid	do	5	6	170 00
Corbeton and Railway Station	J. Corbett	do	30 rods	35 00	
Corinth and Railway Station	W. Moore	do	25 do	70 00	
Cornwall and Railway Station	A. Lalonde	do	1	12	13 00
Cornwall and St. Andrews West	J. Rivier	Vehicle	7	3	195 00
Cornwall and Tayside	D. D. McKeacher	do	24	3	349 00
Cornwall Centre and Mile Roches	D. McKay	Optional	24	3	68 00
Corson's Crossing and Head Lake	T. E. Maxwell	do	12	3	175 00
Coruna and Railway Station	H. J. Miller	do	6	12	37 38
Corwin and Nasagawaya	P. Little	Horse or vehicle	6	2	96 00
Cotswold and Efors	T. Bitten	Vehicle	23	12	470 00
Cottesloe and Norwood	O. Griffin	do	84	2	75 00
Coulson and Orillia	J. O'Connor	do	16	6	400 00
Courtland and Port Rowan	W. W. Smith	do	19	6	574 00
Courtland and Railway Station	W. A. Cathcart	do	1	12	20 00
Courtright and Railway Station	do	Optional	3	12	37 38
Courtright and Erie and Huron Railway Station	do	do	3	5	37 38
Cowal and Iona Station	M. McFarlane	Vehicle	6	2	85 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Oraileith and Railway Station	A. Fleming	Vehicle	1/2	6	12 months	48 00
Cranbrook and Moncrieff	V. Gramm	Optional	4	1	do	32 00
Cranston and Dunferin Station	J. King	do	4 1/2	3	do (to Aug. 31, 1886)	30 83
Cranston and Railway Station	do	do	4 1/2	6	do from	81 67
Cranworth and Portland	R. Hart	do	5 1/2	1	do	25 00
Crawford and Elmwood	H. McRae	Vehicle	9	3	do (to Sept. 30, 1886)	113 50
do	do	do	9	3	do from	75 00
Credit Forks and Railway Station	G. G. Smith	Optional	1/2	12	do	-62 60
Creemore and Lavender	J. Jackson	Horse or vehicle	7	3	do	140 00
Creemore and Railway Station	A. Gillespie	Optional	1/2	12	do	96 00
Cressy and Picton	C. Storms	do	19	3	do	300 00
Crews and Dunganon	M. Shackleton	Horse or vehicle	5	1	do	23 83
Crinan and West Lorne	A. McIntyre	Optional	3 1/2	2	do	75 00
Crofton and Rossmore	R. S. Salisbury	Horse or vehicle	9	3	do (to Sept. 30, 1886)	63 00
do	S. J. Crobs	do	9	3	do from	27 25
do	T. Links	do	9	6	do	49 75
Crossland and Phepston	H. Crossland	do	9	2	do	60 00
Croton and Dawn Mills	L. Phillips	do	8	3	do	87 00
Cruikshank and Owen Sound	C. Barfoot	do	6	3	do (to Dec. 31, 1886)	56 25
do	W. T. Barfoot	do	6	3	do from	25 00
Crysler and Wales	A. H. Dilabough	Vehicle	23	6	do	499 00
Cullton and Douglas	F. Cull	Horse or vehicle	4	1	do (from Nov. 1, 1886)	10 83
Cumberland and Railway Station	J. Winsor	Vehicle	2 1/2	12	do	125 00
Currie's Crossing and Railway Station	W. D. Smith	do	2 1/2	6	do (to Dec. 31, 1886)	37 50
do	do	do	2 1/2	6	do from	15 00
Curry Hill and River Beaudette	J. A. Curry	do	4 1/2	3	do	100 07
Cushing and Little Rideau	J. Little	do	6	6	do	170 00
Cyprus and Novar	R. W. Nicholls	Optional	2 1/2	2	do 5 days (to Dec 5, 1886)	17 86
do	do	do	2 1/2	3	do 26 days from	20 00
Cyprus and Swindon	J. Large	Vehicle	7	1	do 5 days (to Dec. 5, 1886)	23 77
Dacre and Gratton	A. J. Morrow	do	6	2	do	70 00
Dacre and Griffith	A. Lagree	do	20	2	do (to Sept. 30, 1886, and arrears)	78 02
do	T. Holmes	do	20	2	do from	100 00

Dacre and Mount St. Patrick.....	Horse or vehicle.	M. Sheedy.....	5	2	10	do	(to Jan. 31, 1887).....	66 67
Dale and Renfrew.....	do	C. Jamieson.....	22	3	12	do	.....	375 00
Dalketh and Glen Robertson.....	do	J. Lill.....	4	3	12	do	.....	50 00
Dalton and Orillia.....	Vehicle.....	R. McDonald.....	8	6	12	do	.....	230 00
D'Arcy and Howe Island.....	Optional.....	D. Hutchison.....	40	6	12	do	.....	485 00
Darrell and Railway Station.....	do	C. Sughrue.....	6	2	12	do	.....	60 00
Dartmouth and Sebrigt.....	Horse or vehicle.	S. Duncan.....	2 rods.	6	12	do	.....	10 00
Dashwood and Parkhill.....	do	J. Dunn.....	4	3	12	do	.....	70 00
Davenport - C. P. Railway and N. & N.-W. Railway	Vehicle.....	J. S. Witzel.....	16 1/2	6	12	do	.....	439 00
Davenport and Fairbank.....	do	N. & N.-W. Ry. Co	50 yds.	12	12	do	.....	80 00
do	Horse or vehicle	R. Raynor.....	2 1/2	6	9	do	(to Dec. 31, 1886).....	48 00
Davenport and Railway Station.....	do	D. M. Uoombs.....	2 1/2	6	9	do	from do	16 00
Davis' Mills and Pembroke.....	Optional.....	J. Green.....	50 yds.	12	12	do	.....	10 00
Dawn Mills and Dresden.....	do	W. J. Lecch.....	8	1	3	do	(from Jan. 1, 1887).....	11 25
Day Mills and Thessalon.....	Horse or vehicle.	L. V. Peters.....	4	6	12	do	.....	160 00
do	Optional.....	W. Harris, jun.....	15	2	3	do	(to June 30, 1886).....	24 25
Decewille and Railway Station.....	do	do	15	2	9	do	from do	37 00
Deemerton and Mildmay.....	do	O. Hegney.....	300 yds.	12	12	do	.....	50 00
Dehurst and Gilford.....	do	B. Ruland.....	2 1/2	3	12	do	.....	60 00
Deer Lake and Leafield.....	do	M. Kneeshaw.....	4 1/2	3	12	do	.....	100 00
do	Horse or vehicle.	E. Palmstur.....	5	1	3	do	(to June 30, 1886).....	4 50
Delaware and London.....	do	J. F. McMillan.....	5	1	9	do	from do	18 00
Delhi, Lynedoch and Railway Station.....	Vehicle.....	J. Charles.....	12	6	12	do	.....	250 00
Delmar and Tilsonburg.....	Horse or vehicle.	G. Reid.....	5	6	12	do	.....	200 00
Demorestville and Fish Lake.....	Optional.....	W. T. Armstrong.....	4 1/2	3	12	do	.....	100 00
Denbigh and Griffith.....	do	M. O'Connor.....	1 1/2	6	8	do	(from Aug. 1, 1886).....	65 33
Denbigh and Plevna.....	Horse or vehicle.	W. Robinson.....	4	2	12	do	.....	46 00
Denfield and Duncrief.....	do	J. S. Lane.....	13	1	12	do	.....	34 48
do	Vehicle.....	F. Chatson.....	20	3	12	do	.....	325 00
Denfield and Railway Station.....	Optional.....	J. Hodgins.....	8 1/2	2	6	do	(to Sept. 30, 1886).....	94 00
do	do	do	6 1/2	3	6	do	from do	62 50
Denham and Railway Station.....	do	J. Edwards.....	6 rods.	12	12	do	.....	38 00
Dereham Centre and Mount Elgin.....	do	S. Carter.....	3	2	12	do	.....	49 48
Derryane and Kenilworth.....	do	J. Hayes.....	5 1/2	2	12	do	.....	60 00
Derry West and Malton.....	Horse or vehicle.	J. Foster.....	17 r. t.	6	9	do	9 dys. (to Jan 9, 1887).....	174 37
do	do	do	21 r. t.	6	2	do	23 dys. from do	62 32
Deseronto Junction and Picton.....	do	Deseronto Nav Co.	22	12	3	do	(from Jan. 1, 1887).....	441 06
Desert Lake and Sydenham.....	Boat and stage.....	W. Snook.....	11	1	12	do	.....	69 00
Deux Rivieres and Railway Station.....	Horse or vehicle.	T. Legge.....	4 1/2	3	12	do	.....	97 00
Dexter and Sparta.....	Optional.....	O. M. Pettit.....	4 1/2	3	12	do	.....	85 00
Diamond and Kimbura.....	Vehicle.....	D. McMillan.....	4	3	12	do	.....	70 00
Dickinson and Railway Crossing.....	do	L. E. Wood.....	3	2	12	do	.....	70 00
Dirleton and Fitzroy Harbor.....	Optional.....	J. Drummond.....	7 1/2	2	12	do	.....	75 00
Dixon's Corners and Dundela.....	Foot or vehicle.	J. E. Tuttle.....	4	3	12	do	.....	75 00
Dixon's Corners and Pleasant Valley.....	Optional.....	J. Farrell.....	10 1/2	3	6	do	(to Sept. 30, 1886).....	67 50
do	Vehicle.....	W. Baxter.....	10 1/2	3	6	do	from do	69 00
Dobbinton and Railway Station.....	do	R. Dobbin.....	1 1/2	6	9	do	(to Dec. 31, 1886).....	63 75
do	Horse or vehicle.	J. Douglas.....	1 1/2	9	3	do	from do	23 75
Dobbinton and Williscroft.....	do	B. Talbot.....	4 1/2	2	2	do	(to May 31, 1886).....	14 16

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Dobbinson and Williscroft.....	B. Talbot.....	Optional.....	4 1/2	3	7 months (to Dec. 31, 1886).....	49 59
do do.....	do.....	do.....	4 1/2	3	do do.....	25 00
Doe Lake and Spence.....	N. Reid.....	do.....	14	2	do do.....	150 00
Doe Lake and Utterton.....	N. Hanes.....	do.....	33	3	do do.....	800 00
Dolsen and Railway Station.....	B. Daly.....	do.....	3	1	do do.....	25 00
Dominionville and Morrisonville.....	R. Morrison.....	do.....	2 1/2	2	do do.....	45 00
Don and Toronto.....	A. Hogg.....	Horse or vehicle.....	8	6	do do.....	360 00
Donegal and Railway Station.....	A. Buchanan.....	Optional.....	4 1/2	6	do do.....	120 00
Doon and Railway Station.....	J. H. Thompson.....	do.....	4 1/2	6	do do.....	20 00
Dorking and Hawkeville.....	W. Calder.....	Horse or vehicle.....	10	6	do do.....	290 00
Dornoch and Durham.....	G. Oritenden.....	Optional.....	26 r. t.	3	do do.....	187 00
Dovercourt and Seaton.....	I. Adare.....	do.....	1 1/2	6	do do.....	70 00
Downeyville and Omamee.....	B. Downey.....	Horse or vehicle.....	5 1/2	6	do do.....	160 00
Downsview and Railway Station.....	R. Clarke.....	Optional.....	5 1/2	6	do do.....	35 00
do do.....	J. E. Clarke.....	do.....	5 1/2	6	(to Sept. 30, 1886).....	37 50
Drayton and Glenallan.....	H. Gordon.....	Vehicle.....	10	6	do do.....	324 00
Drayton and Railway Station.....	J. Mannell.....	Optional.....	4	24	(to Sept. 30, 1886).....	74 50
do do.....	R. Hall.....	do.....	4	24	do do.....	74 50
Dresden and Railway Station.....	J. E. McGhloghlon.....	do.....	2 1/2	24	do do.....	156 48
Dromore and Greenside.....	R. Legate.....	do.....	9	2	do do.....	40 00
Dromore and Holstein Station.....	P. Sterne.....	do.....	9	6	(to June 30, 1886).....	57 72
do do.....	J. Henderson.....	do.....	9	6	do do.....	161 25
Drum and Pontypool.....	H. Byers.....	do.....	2 1/2	2	do do.....	70 00
Drumbo and Railway Stations.....	J. Atkinson.....	do.....	1 1/2	12	do do.....	162 76
Drumquin and Milton.....	J. McIntosh.....	Vehicle.....	18 r. t.	6	do do.....	300 00
Drysdale and Kippen.....	J. Brisson.....	Optional.....	10	6	do do.....	146 00
Duart, Palmyra and Railway Station.....	W. Thompson.....	Vehicle.....	8 1/2	6	do do.....	300 00
Dublin and Farquhar.....	J. Bray.....	Optional.....	11	6	do do.....	315 00
Dublin and Railway Station.....	J. Williams.....	do.....	1 1/2	24	(from Feb. 1, 1887).....	150 24
Dufferin Bridge and Emsdale.....	S. B. Smith.....	do.....	26	3	do do.....	78 00
Dufferin Bridge and Waubamick.....	T. W. Quinn.....	Vehicle.....	25	1	do do.....	194 00
Dumblane and Paisley.....	R. Cruickshank.....	Horse or vehicle.....	5 1/2	3	do do.....	130 00
Dunbar and Grantley.....	J. O. Munro.....	do.....	5	3	do do.....	70 00
Dunbarton and Frenchemar's Bay Station.....	W. Pizer.....	Optional.....	8	13	do do.....	125 00
Dunbarton and Liverpool Market.....	do.....	do.....	1	6	do do.....	76 00
Duncan and Heathcote.....	A. McKeown.....	Vehicle.....	5	1	do do.....	44 00

Location	Owner	Vehicle	Optional	Field	Area	Class	Rate	Term	Amount
Dunchurch and Glendie	W. McAmmond	do	Optional	7 1/2		2	12	do	90 00
Dunchurch and Parry Sound	T. W. Quinn	do	do	28		3	6	do	307 00
Dundak and Kingscote	E. T. Johnson	do	do	12		2	8	do	86 43
do	J. Phelan	do	do	12 1/2		2	3	do	32 43
Dundalk and Maple Valley	B. Boverman	do	do	12 1/2		3	12	do	200 00
Dundalk and Railway Station	McQuarrie & Old field	do	do	1		21	12	do	150 00
Dundas and Hamilton	J. Herriman	Vehicle	do	6		6	12	do	125 00
Dundas and Sheffield	G. Bannen	do	do	14		6	12	do	449 00
Dunkeld and Railway Station	J. B. Tschirhart	do	Optional	8		6	12	do	90 00
Dunkerton and Tuam	J. Dobson	do	do	6		6	12	do	80 00
Dunville and Railway Station	M. Culleton	Vehicle	do	1		18	12	do	100 00
Dunville and Sekirk	S. Hurst	do	do	18		6	12	do	480 00
Dunville and Wellandport	L. Durham	do	do	11		6	12	do	284 00
Durobin and South March	J. Smyth (surety)	do	do	18		3	3	do	30 00
do	P. Orchard	do	do	18		3	9	do	112 50
Durobin and Woodlawn	W. A. Montgomery	Optional	do	4		3	12	do	60 00
Dunroon and Maxwell	D. K. Preston	do	do	14		6	12	do	390 00
Dunroon and Railway Station	J. Russell	do	do	1		12	12	do	166 60
Durham and Fiesheron Station	T. A. Harris	Horse or vehicle	do	15		6	12	do	344 00
Durham and Railway Station	B. F. Warner	Vehicle	do	16 1/2		12	12	do	60 00
Durham and Walkerton	L. Elridge	do	do	13 1/2		6	12	do	339 00
Dwight and Huntsville	F. A. Hares	do	do	13 1/2		2	6	do	104 00
do	G. F. Marsh	do	do	13 1/2		2	6	do	97 50
do	R. Curry	Optional	do	16		1	12	do	156 00
do	J. Martin	do	do	4 1/2		12	12	do	199 51
Eagle and West Lorne	P. Ackland	do	do	3		3	12	do	30 00
Ealing and The Grove	D. H. Eastman	do	do	7 1/2		3	3	do	30 00
Eastman's Springs and Hawthorne	R. J. Kyle	do	do	7 1/2		3	9	do	90 00
do	D. H. Eastman	do	do	7 1/2		12	3	do	7 50
Eastman's Springs and Railway Station	R. J. Kyle	do	do	10 yds		12	9	do	22 50
do	do	do	do	16		6	12	do	40 00
Eauclaire and Railway Station	W. Mackey	do	do	1		13	12	do	1 00
Ebergs and Railway Station	A. Robertson	do	do	16		6	12	do	288 00
Eden Mills and Guelph	R. Middleton	do	do	2		6	12	do	40 00
Edgar's Mills and Railway Station	W. Edgar	do	do	2		6	3	do	31 30
Edgely and Thornhill Station	W. Clark	do	do	2		6	9	do	94 00
do	A. Winger	do	do	9		1	3	do	16 50
do	J. H. Holton	do	do	11 1/2		1	9	do	69 52
Edginton and Seguin Falls	do	do	do	4		2	12	do	30 00
Edmonton and Railway Station	W. Gouiding	do	do	4		2	12	do	64 00
Edwardville and Molesworth	S. Loughred	do	do	12		3	12	do	144 00
Eganville and Golden Lake	S. Sunstrum, sen.	Vehicle	do	27		1	2	do	334 00
Eganville and Pembroke	M. J. McCann	Horse or vehicle	do	6		1	2	do	5 83
Egerton and Kingscote	J. Phelan	Optional	do	17		3	3	do	65 00
Egerton and Mount Forest	J. Hunter	Horse or vehicle	do	17		3	9	do	225 00
do	do	do	do	4 1/2		6	12	do	360 00
Eglington, Toronto and Yorkville	J. Hendry	Vehicle	do	11		4	12	do	70 00
Egmont and Mount Forest	W. Hunt	do	do	3				do	



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

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						\$ cts
Eico and Smithville .....	H. Hunsburger .....	Horse or vehicle.	8	2	12 months	104 00
Elder and Rosemont .....	O. Conn .....	Optional	7 1/2	2	do	88 00
Elder's Mills and Railway Station .....	J. Wright .....	do	4 1/2	6	do	50 00
Elford and Essex Centre .....	I. Elford .....	do	4 1/2	1	(to Dec 31, 1886).	33 75
do	do	do	4 1/2	1	from do	12 50
do	do	do	4 1/2	1	do	75 00
Ella and Railway Station .....	W. Jackson .....	do	32 r. t.	6	(to Sept. 30, 1886)	245 32
Elizabethville and Port Hope .....	P. N. Oke .....	Horse or vehicle.	32 r. t.	6	from do	245 00
do	T. Roberts .....	do	32 r. t.	6	do	10 00
do	J. DeWitt .....	do	32 r. t.	2	(from Jan. 1, 1887)	55 00
Elliott and Marion .....	J. MacMillan .....	Optional	5	2	do	350 00
Elisville and Seeley's Bay .....	M. Moses .....	Vehicle	7	6	do	20 00
Elmvale Station and Waverley .....	H. R. Olemens .....	do	2 1/2	3	(to June 30, 1886).	44 25
do	A. B. Kerr .....	do	2 1/2	3	from do	18 75
do	T. S. Johnson .....	do	2 1/2	12	(to June 30, 1886)	37 50
do	F. Haller .....	do	4 1/2	12	from do	60 00
Elora and Inverhough .....	R. Ariss .....	Optional.	6	2	do	60 00
Elora and Pentland .....	R. Amy .....	Horse or vehicle.	6	13	(to Dec. 31, 1886)	75 00
Elora and O. V. Railway Station .....	T. Biggar .....	Optional.	4 1/2	13	from do	18 75
do	do	do	4 1/2	36	do	137 48
Elora and W. G. & B. Railway Station .....	M. Salvidge .....	do	1	6	do	40 00
Elora and Salem .....	J. R. Wissler .....	do	1	2	do	57 00
Elphin and McDonald's Corners .....	J. J. Browale .....	Horse or vehicle.	6	2	do	40 00
Elisnore and French Bay .....	H. Shannon .....	Optional.	5	1	do	90 00
Emerson and Port Sydney .....	H. Farnworth .....	do	12	1	do	340 00
Embro and Harrington, &c .....	W. Vannatter .....	Vehicle	30 & 20	3 & 6	do	50 00
Emery and Railway Station .....	J. Watson .....	Optional	5	6	do	50 00
Emmett and Wilno .....	J. T. O'Grady .....	do	6	1	do	50 00
Emmett and Ferry Glen .....	H. Roberts .....	Vehicle	6	2	do	50 00
Emdale and Kearney .....	A. J. O'Neil .....	Optional	6	2	do	54 34
Emdale and Railway Station .....	J. W. McDonalds .....	do	3	8	5 days (to Dec. 5, 1886)	12 50
Emdale and Star Lake .....	R. Hamilton .....	Vehicle	3	6	26 days (from Dec. 6, '86)	20 00
Emdale Station and Kearney .....	A. J. O'Neil .....	Optional	5 1/2	1	(to Jan. 31, 1887)	27 50
Enfield and Oshawa .....	J. S. Ashton .....	Vehicle	14	3	(from Jan. 1, 1887)	130 00
Ennis and Loretto .....	J. O'Leary .....	Optional	3 1/2	1	do	20 00
do	do	do	3 1/2	2	(to Nov. 30, 1886)	16 66
do	do	do	3 1/2	4	from do	13 75
Equipore and Frankhill .....	G. Franks .....	Horse or vehicle.	6	1	(to June 30, 1886)	13 75



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
						\$ cts
Fawn and Mail Catching Post.....	J. M. Smith.....	Optional.....	4	3	12 months.....	40 00
Felton and Russell.....	H. Powell.....	do.....	4	2	do.....	40 00
Fenagivale and St. Amour.....	M. Poirier.....	do.....	2	2	do.....	25 00
Fenelon Falls and Railway Station.....	S. Tuff.....	do.....	4	12	(to Dec. 31, 1886).....	60 00
do.....	J. Quinn.....	do.....	4	12	from do.....	20 00
Fergus and Living Springs.....	D. Black.....	do.....	6	2	do.....	75 00
Fergus and Railway Station.....	J. C. Morrow.....	Vehicle.....	4	12 & 36	do.....	249 00
Fergus and Shiloh.....	T. T. Hamilton.....	do.....	13	2	do.....	150 00
Ferguson's Falls and Perth.....	D. R. Owen.....	Optional.....	18	6	do.....	390 00
Fernhill and Poplar Hill.....	T. Haley.....	Horse or vehicle.....	4	2	do.....	100 00
Ferrisburgh and Railway Station.....	R. Jancowski.....	do.....	4	12	do.....	375 00
Ferresham and Flesherton.....	G. Park.....	Vehicle.....	14	6	do.....	125 00
Fingal and Port Talbot.....	J. Broom.....	Horse or vehicle.....	7	3	do.....	109 50
Fingal and St. Thomas.....	T. Warren.....	Optional.....	7	6	(to Sept. 30, 1886).....	74 50
do.....	G. Penwarden.....	do.....	7	6	from do.....	37 25
Fingal, Shedden and Railway Station.....	N. Powers.....	Horse or vehicle.....	3	6 & 12	(to June 30, 1886).....	142 50
do.....	J. Church.....	do.....	2	6 & 12	from do.....	80 00
Fingerboard and Snyva.....	T. Mease.....	Optional.....	5	2	do.....	60 00
Fish Creek and Granton.....	W. Blatchford.....	Horse or vehicle.....	2	12	do.....	159 00
Fisherville, Nelles' Corners and Railway Station.....	J. Mehlbacher, Jr.....	do.....	4	6 & 12	do.....	178 00
Fleetwood and Franklin.....	P. Maney.....	Optional.....	1	4	do.....	156 00
Flesherton and Railway Station.....	W. I. Cooley.....	do.....	1	24	do.....	98 00
Flesherton and Vandelaar.....	P. T. Barry.....	Horse or vehicle.....	6	3	do.....	19 00
Fletcher and Railway Station.....	R. Reaume.....	Optional.....	4	12	11 days (to Jan. 11, '87)	11 25
do.....	J. Simmonds.....	do.....	19	3	(from Jan. 1, 1887).....	741 00
Flinton and Madoc.....	R. Simmonds.....	Vehicle.....	6	6	do.....	100 00
Florence and Rutherford.....	J. Conborough.....	Optional.....	16	3	do.....	10 00
Flower Station and Railway Station.....	G. W. White.....	do.....	1	12	do.....	196 00
Fonhill and North Pelham.....	J. McQueen.....	do.....	8	3	do.....	156 00
Fordwich and Newbridge.....	O. Rogers.....	do.....	4	6	do.....	110 00
Fordwich and Railway Station.....	W. Faulkner.....	do.....	12	12	do.....	149 00
Forest and Ravenswood.....	A. G. Anderson.....	do.....	9	3	do.....	43 23
Forest and Railway Station.....	P. Smith.....	do.....	400 yds.	6	do.....	130 00
Forester's Falls and Railway Crossing.....	H. W. Howard.....	do.....	17	6	(to June 30, 1886).....	43 23
do.....	P. R. Poander & Co.....	do.....	17	3	from do.....	130 00
do.....		do.....		9	do.....	390 00



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Georgina Island and Sutton West.....	O. Big Canoe.....	Optional.....	8	2	8 months (from Aug. 1, 1886)....	33 33
Germania and Uffington Road.....	W. Stamp.....	do.....	24	3	do.....	75 00
German Mills and Strasburg.....	W. Arndt.....	do.....	2	6	(to June 30, 1886).....	18 75
do.....	J. Langton.....	do.....	2	6	do.....	82 50
Gilbert's Mills and Picton.....	M. Hunt.....	Horse or vehicle.....	10	3	(to July 31, 1886).....	49 33
do.....	A. I. Brykman.....	do.....	10	3	do.....	80 00
Gilford and Railway Station.....	J. A. Blain.....	Optional.....	4	24	do.....	60 00
Gladstone and Harriettsville.....	F. Lavine.....	Vehicle.....	3	6	do.....	100 00
Glamis and Pinkerton Station.....	J. McKeeman.....	Horse or vehicle.....	9	6	do.....	300 00
Glamorgan and Millbrook.....	K. Kennedy.....	Optional.....	6	2	do.....	78 00
Glandine and Railway Station.....	O. H. Jones.....	do.....	2	3	(to Dec. 31, 1886).....	45 00
do.....	E. Payne.....	do.....	2	3	do.....	15 00
Glanford Station and Railway Station.....	T. Wilkinson.....	Horse or vehicle.....	10	6	(to June 30, 1886).....	11 55
Glanford Station and Sinclairville.....	J. R. Wilson.....	do.....	8	3	do.....	135 00
Glanmore and Milbridge.....	J. Summis, sen.....	do.....	1	12	do.....	52 00
Glanworth and Railway Station.....	E. F. Dunham.....	Optional.....	4	6	do.....	52 43
Glanbury and Kaladar.....	E. F. Dunham.....	do.....	4	2	do.....	39 00
Glen Alde and Tharret.....	W. McWilliams.....	Horse or vehicle.....	19	1	do.....	87 50
Glenannan and Railway Station.....	A. Anderson.....	Optional.....	22 r.	12	(to Sept. 30, 1886).....	40 00
Glenarn and Woodville.....	H. Ferguson.....	Vehicle.....	22 r.	6	do.....	289 00
Glenburnie and The Corners.....	A. Hunter.....	Optional.....	7	6	27 days (to Dec. 31, '86).....	7 88
do.....	M. M. Fowler.....	do.....	7	6	(to Jan. 31, 1887).....	4 18
do.....	W. Shurtteff.....	do.....	7	6	do.....	8 33
Glencairn and Railway Station.....	W. Grieve.....	do.....	7	12	do.....	90 00
Glencoe and Kilmartin.....	D. B. McIntyre.....	do.....	4	3	do.....	86 00
Glencoe and Strathburne.....	J. Smith.....	do.....	24	3	do.....	120 00
Glenclin and Springfield.....	S. T. Young.....	do.....	3	3	do.....	80 00
Glendale and White Oak.....	C. Flawn.....	do.....	24	3	do.....	59 00
Glenfarrow and Wingham.....	W. Mackenzie.....	do.....	1	2	do.....	75 00
Glen Huron and Railway Station.....	J. Hamilton.....	do.....	6	6	do.....	115 00
Glen Huron Station and Railway Station.....	P. McWilliam.....	do.....	4	12	do.....	20 00
Glenile and Loving.....	A. W. Sinclair.....	do.....	21	1	do.....	160 00
Glen Major and Myrtle.....	W. R. Derby.....	Vehicle.....	6	6	do.....	234 00
Glenmeyer and Kinglake.....	E. Gale.....	do.....	1	2	(to April 30, 1886).....	7 91
do.....	do.....	do.....	1	2	do.....	107 54
Glenmeyer and Tilsonburg.....	do.....	do.....	10	3	do.....	147 00

Station	Owner	Horse or vehicle	34	8	8	do	68 68
Glen Miller and Trenton	O. Weston	do	8	8	do	(from Aug. 1, 1886)	145 00
Glenmore and Matland	W. Corvill	Vehicle	9	12	do		75 00
Glen Oak and Longwood	L. J. Hixon	Optional	8	1	Season, 1886-87		11 00
Glen Orchard and Redwood	J. Nixon	Vehicle	25	6	12 months		340 00
Glen Robertson and North Lanoster	D. McDonald	Optional	25	24	12 do		60 00
Glen Robertson and Railway Station	W. Robinson	On foot	1	3	do	(from Aug. 1, 1886)	20 00
Glen Ross and Railway Station	G. T. Iveson	Horse or vehicle	4	3	do	(to July 31, 1886)	13 33
Glen Ross and Stirling	L. H. Smith	do	4	3	do		88 62
Glen Roy and Munroe's Mills	M. Munroe	do	4	3	do		84 36
Glen Sandfield and Ste. Anne de Prescott	R. Brassard	do	3	2	do		50 00
Glen Small and Spencerville	E. Ellis, jun	Optional	3	6	3 do	(to June 30, 1886)	35 15
Glen Tay and Perth	J. Wood	Horse or vehicle	44	6	8 do	(to Feb. 28, 1887)	86 67
do	J. Conlon	do	44	24	3 do		60 00
do	G. D. Hann	do	3	2	do		595 00
Glenvale and Sharpton	A. M. Polley	Vehicle	14	6	12 do		398 00
Goderich and Kintail	J. Mullin	do	23	6	12 do		53 04
Goderich and Lucknow	A. M. Polley	do	1	24	3 do	(to June 30, 1888)	112 80
Goderich and Railway Station	J. Mullin	do	1	24	9 do	from do	492 00
do	M. Grady	Optional	20	6	12 do		55 00
Godfrey and Westport	M. McLean	do	24	3	12 do		125 00
Goldfield and South Finch	G. B. Reid	do	10	6	12 do		100 16
Goldsmith and Leamington	J. W. O'ragg	do	14	2	12 do		225 00
Goldstone and Railway Station	F. Train	do	20 1/2	1	12 do		30 00
Gooderham and Kinmount	S. Kettle	do	6	2	12 do		60 00
Gooderham and Ursa	M. Chapman	do	3	2	12 do		26 00
Goodwood and Railway Station	T. H. Mills	do	3	12	do		50 00
Goodtown and Richmond	J. O. Duff	do	1 1/2	12	do		350 00
Gordon and Railway Station	H. May	do	60	1	Part of seasons, 1885-86 & 1886-87		75 00
Gore Bay and Little Current	G. W. Hodgkinson	do	10	1	12 months		200 00
Gore Bay and Long Bay	E. H. Jackson	do	68	1	6 do	(to Sept. 30, 1886)	182 50
Gore Bay and Meldrum Bay	R. T. Ball	do	68	1	6 do	from do	50 00
do	J. Sparring	Horse or vehicle	4	2	12 do		399 88
Goring and Rocklyn	J. Webber	Optional	25 t.	6	12 do		160 00
Gormley and Unionville	H. J. Besanson	do	14	12	do		619 00
Gorrie and Railway Station	S. Walsh	do	30 1/2	6	12 do	(less fine)	151 33
Gorrie and Seaford	A. McAuley	do	26	1	3 do	24 dys from Aug. 8, '86	88 00
Gouais Bay and Saut Ste. Marie	W. Menneat	Horse or vehicle	6	6	12 do		65 00
Gowanstown and Kurtzville	H. Markie	Optional	1	7	3 do	(to June 30, 1886)	23 75
Gowanstown and Railway Station	J. Rooney	do	3 1/2	7	2 do	(to Jan. 31, 1887)	55 75
Gowanstown and Wallace	J. Hill	do	1	2	6 do	(to Sept. 30, 1886)	14 75
Grafton and Railway Station	J. Mc'Brien	do	1	2	6 do	from do	55 00
do	F. L. Holmes	do	11	2	6 do		55 00
do	H. Hill	do	11	2	6 do		50 00
Grand Valley and Monticello	W. Osbourne	do	4	12	do		45 00
Grand Valley and Peepabun	S. McDonald	do	1	12	do	Discontinued Dec. 31, 1885	4 16
Grand Valley and Railway Station	W. Osbourne	do	4 1/2	3	9 months (to Dec. 31, 1886)		29 25
Grand Valley and Tarbert	A. Poirer	Horse or vehicle	3 1/2	3	do		300 00
Grant and South Indian	P. H. Bell	Vehicle	65	13	do		
Grasset Station and Michipicoten River							

Fortn'y.

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Grasey's Corners and Smithville Road.....	R. H. Walker.....	Optional.....	2	2	12 months.....	35 00
Gravenhurst and Leg Lake.....	J. Paterson.....	do.....	11	1	12 do.....	52 00
Gravenhurst and Port Carling.....	O. McCully.....	Horse or vehicle.....	28	2	Season, 1886-87.....	118 00
Gravenhurst and Railway Station.....	G. F. Marter.....	Optional.....	3	24	13 months.....	250 40
Gravenhurst and Uffington.....	J. Doherty.....	do.....	11	3	do.....	194 00
Gravenhurst and Walker's Point.....	W. Walker.....	Vehicle.....	14	1	Part of season, 1885-86 & 1886-87.....	63 00
Gravenhurst, West Gravenhurst and Wharf.....	D. McPherson.....	Optional.....	2w, 1s.	6	6 months (to Sept. 30, 1886).....	70 00
do.....	W. McDivitt.....	do.....	2w, 1s.	6	do from do.....	70 00
Gravenhurst and Wharf.....	G. F. Marter.....	do.....	4	6	Season 1886.....	47 75
Gravenhurst Station and Rosseau.....	J. T. Harvie.....	Vehicle.....	40	6	Balance of season 1885-86.....	85 50
Greenbank and Blackwater Junction.....	W. Taylor.....	Optional.....	6½	2	2 months (from Feb. 1, 1887).....	30 83
Greenbank and Wick Station.....	do.....	Vehicle.....	6	6	do (to Jan. 31, 1887).....	141 68
Green Bay and Little Current.....	F. Skippen.....	Optional.....	12	1	do.....	70 00
Greenfield and Railway Station.....	A. McDougall.....	Vehicle.....	1	24	do.....	100 00
Green Point and Picton.....	C. Reynolds.....	Horse or vehicle.....	12	1	do.....	100 00
Green River and Railway Station.....	J. Windsor.....	do.....	14	6	do.....	52 00
do.....	T. Nighswander.....	do.....	1½	13	do (to Dec. 31, 1886).....	67 50
Greenview and Montegale Valley.....	J. Poff.....	Vehicle.....	6	13	do from do.....	25 00
Grentel and Railway Station.....	H. Parr.....	Optional.....	1½	2	do.....	50 00
Gresham and Paisley.....	R. Oruckshank.....	Horse or vehicle.....	20 r. t.	2	do.....	60 00
Griffith and Matawachan.....	J. McGregor.....	Optional.....	10	2	do.....	160 00
Grimby and Smithville.....	L. W. Nixon.....	Vehicle.....	8	1	do.....	52 00
do.....	J. H. McOllom.....	do.....	8	12	do (to June 30, 1886).....	100 25
Grimby Park and Railway Station.....	N. Phelps.....	do.....	4	12	do.....	299 25
Grimston and Keady.....	R. Keys.....	Optional.....	4	24	Special trips.....	38 00
Grovesend and Lakeview.....	G. McConnell.....	Horse or vehicle.....	2	2	12 months.....	50 00
Groveton and Spencerville.....	J. McAuley.....	Optional.....	3½	2	do.....	80 00
Guelph and Hamilton.....	J. Herrinas.....	Vehicle.....	3	5	do.....	22 43
Guelph and Ponsoby.....	J. L. Halley.....	do.....	12	6	19 dys. (from Oct. 13, '86).....	1,000 00
Guelph and Street Letter Boxes.....	J. D. Johnstone.....	do.....	12	3	do.....	200 00
Gull Creek and The Corners.....	A. Thompson.....	Optional.....	.....	As req.	do.....	250 00
Gunter and Railway Station.....	J. H. Gunter.....	Horse or vehicle.....	6	2	do.....	25 00
do.....	do.....	do.....	6	5	do (to Dec. 31, 1886).....	20 83
Gunter and Thwaite's.....	do.....	do.....	12	2	do from do.....	20 00
Guthrie and Steele.....	J. Steele.....	do.....	3	1	do (to July 31, 1886).....	18 33
do.....	do.....	do.....	3	2	do.....	48 00





REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
						\$ cts.
Henry and L'Original	J. Tessier	Horse or vehicle.	4 1/2	3	12 months	65 00
Hensall and Railway Station	J. Sutherland	Optional	1 1/2	12	do	100 16
Hensall and Rodgerville	H. Doan	do	1 1/2	6	(to Dec. 31, 1886)	75 00
do	do	do	6 &	6	from do	30 00
Hensall, Zurich and Railway Station	W. A. Zent	do	6 &	6 & 12	do	320 00
Hepworth and Railway Station	T. Kemp	do	12	12	do	165 00
Hewitt and Marshville Station	J. B. Hewitt	do	12	6	do	45 00
Hiawatha and Peterboro	W. Troop	Vehicle	12	2	do	145 00
Hickson and Railway Station	S. Vance	Optional	4	12	do	20 00
Highfield and Malton	N. Heacock	Horse or vehicle	4	2	do	90 00
Highgate and Railway Station	H. Bell	Optional	1	12	do	112 68
Hilgates and Turin	D. Teetzel	do	5	3	do	90 00
Hilmer and Railway Station	H. Palmer	do	2 1/2	12	do	93 90
Hilmer and Rosehal	R. McCartney	Horse or vehicle.	6	3	do	120 00
Hillman and Leamington	R. Manery	Optional	6	2	do	75 00
Hillsburgh and Railway Station	J. Carmichael	do	7 1/2	6	(to Dec. 31, 1886)	56 25
do	do	do	7 1/2	6	from do	20 00
Hillsburgh Station and Marville	J. Hanna	do	13	3	do	325 00
Hillsdale and Moonstone	O. Waugh	do	6	3	do	240 00
Hinch and Newburgh	B. Lewis	do	7	2	do	70 00
Hoath Head and Owen Sound	M. Dealy	do	7	1	do	60 00
Hockley and Mono Centre	R. Colwell	Horse or vehicle.	11	6	do	370 00
Holland Centre and Railway Station	C. Price	do	16	24	(from May 1, 1886)	100 83
Holland Landing and Railway Station	W. Tuck	On foot	10 & 1/2	6 & 3	do	75 12
Holly Park, King and Nobleton	J. Gould	Optional	10 & 1/2	6 & 3	(to June 30, 1886)	125 00
do	D. O. Crossby	do	4	3	from do	276 00
Holmesville and Porter's Hill	A. Knox	Vehicle	4	12	do	75 00
Holmesville and Railway Station	G. Pollock	do	4	3	(to June 30, 1886)	50 00
Holstein and Murdoch	do	Optional.	4	3	from do	13 75
do	do	do	4	3	do	56 04
Holstein and Railway Station	P. Dickson	do	8	12	do	20 00
do	J. Calvert	do	8	12	(to June 30, 1886)	26 50
do	S. Seaman	do	8	6	(to Dec. 31, 1886)	13 25
Holstein Station and Nensagh	J. Crispin	do	8	3	do	62 50
do	T. Stephenson	do	8	6	(to June 30, 1886)	175 50
Holt and Mount Albert	P. Reynolds	do	3	6	from do	93 75
do	do	do	3	6	(to Dec. 31, 1886)	93 75



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Jackfish Bay and Railway Station .....	J. G. Ullock .....	Optional .....	1 1/2	12	1 month (from March 1, 1887) ..	2 08
Jaffa and Orwell .....	W. J. Ostrander .....	do .....	3	2	12 months .....	40 00
Janetville and Ponypool .....	R. Gillis .....	Vehicle .....	29 r. t.	6	do .....	475 00
Jarvisburg and Segun Falls .....	H. Fredericks .....	Optional .....	6 1/2	1	do (to May 31, 1886) .....	7 50
do .....	do .....	do .....	9	4	do (to Sept 30, 1886) .....	21 33
do .....	do .....	do .....	9	1	do (to Jan. 31, 1887) .....	21 66
Jarvis and Railway Station .....	M. Johnson .....	Vehicle .....	8	1	do .....	187 80
Jarvis Station and Railway Station .....	E. Lea .....	Optional .....	40 rods.	24	do .....	31 30
Jefferson and King Station .....	do .....	Vehicle .....	3 1/2	6	do .....	310 00
Jermyn and Lang .....	G. J. Jefferson .....	Horse or vehicle .....	4	3	do .....	76 00
Jocelyn and Markville .....	A. C. Brown .....	Optional .....	12 1/2	1	do .....	90 00
Jockvale and Manotick .....	O. Young .....	Vehicle .....	5	3	do .....	100 00
Johnson's Mills and Zurich .....	J. Fermoyle .....	Horse or vehicle .....	4	2	do .....	49 00
Jones Falls and Morton .....	D. Spencer .....	Optional .....	3	3	do .....	75 00
Jordan and Pelham Union .....	T. Kenney .....	do .....	4	2	do .....	60 00
Juddhaven and Port Carling .....	H. N. Crosby .....	do .....	14	1	Part of seasons 1885-86 & 1886-87 ..	38 00
Jura and Theford .....	A. Thomson .....	do .....	7	3	12 months .....	104 00
Kagawong and Perivale .....	J. McCordie .....	Vehicle .....	13	1	do .....	72 00
Karine and Mail Catching Post .....	J. N. Pierce .....	Optional .....	1 1/2	6	do .....	40 00
Kearney and Emsdale .....	J. Macwhinney .....	do .....	5 1/2	3	28 dys (from Dec. 6, '86) .....	7 77
Kearney and Ravensworth .....	A. J. O'Neil .....	Vehicle .....	7	1	26 days (to Dec. 31, 1886) .....	40 00
Kearney and Sand Lake .....	J. C. Harvey .....	Optional .....	8	1	12 months .....	45 00
Keene and Railway Station .....	J. Hunter .....	Vehicle .....	1 1/2	12	do .....	120 00
do .....	J. Frost .....	Optional .....	1 1/2	12	do (to Dec. 31, 1886) .....	40 60
do .....	A. Bryce .....	do .....	1 1/2	3	do .....	10 50
Keith and Tupperville .....	Holmes & Pake (sureties) .....	do .....	1 1/2	2	do (to June 30, 1886) .....	33 75
do .....	R. Killins .....	do .....	1 1/2	2	do .....	100 00
Keldon and Shelburne .....	W. Brown .....	do .....	9 1/2	6	do .....	40 00
Kelso and Christie's Crossing .....	D. Smith .....	do .....	8	1	do .....	40 00
Kimble and Wolseley .....	J. Hearn .....	do .....	4 1/2	1	do .....	560 00
Kempville and Merrickville .....	C. W. Putnam .....	Vehicle .....	18	18	do .....	272 31
Kempville and Railway Station .....	W. Dickinson .....	Optional .....	11	3	do .....	144 25
Kempville and South Gower .....	H. H. Adams .....	Vehicle .....	11	3	do (to Dec. 31, 1886) .....	43 25
do .....	A. W. Tomkins .....	do .....	11	3	do .....	4 00
do .....	H. Hughest .....	Optional .....	11	3	do .....	2 00
do .....	do .....	Optional trip .....	11	3	do .....	1 00



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Kinmount and Minden	H. Workman	Optional	12	6	12 months	180 00
Kinmount and Mount Irwin	F. Peacock	do	7	1	do	35 00
Kinmount and Railway Station	R. Wilson	do	12	12	do	40 00
Kippen and Railway Station	J. Melis	do	12	12	do	100 16
Kirkwall and Rockton	J. Harper	Horse or vehicle	15 r.	6	do	150 00
Kirkwall and Velens	do	do	3	2	do	45 00
Kleinburg and Railway Station	W. T. Simpson	do	14	12	do	150 00
Klocks Mills and Railway Station	J. B. Klock	do	6	12	do	10 00
Knapsdale and Newbury	J. Macdonald	Horse or vehicle	6	1	do	40 00
Kolapore and Ravenna	G. Wilson	Optional	5	2	do	52 00
Korah and Saint Ste. Marie	D. Everett	Horse or vehicle	7	1	do	21 82
Kossuth and Preston	J. D. Groh	Optional	5 1/2	1	do	70 48
Lady Bank and Maxwell	W. T. Paul	Horse or vehicle	5 1/2	1	do	50 00
Lafontaine and Penetanguishene	P. Brassier	do	10 1/2	3	do	110 48
Lake Charles and Orenden	J. Davidson	Optional	5	1	do	17 50
do	do	do	6	1	do	20 00
Lakefield and Lakehurst	J. Record	Vehicle	19	3	do	260 00
Lakefield and Railway Station	J. Cooper	Optional	1	12	do	93 90
Lake Opinicon and Loughboro'	N. D. Waters	do	17	3	do	50 00
Lake Opinicon and Perth Road	O. Clough	Horse or vehicle	8	2	do	102 00
Lake Talon and Railway Station	W. Harris	do	6	6	do	40 00
Lambeth and Raper	J. Howlett	do	4	2	do	44 00
Lambton Mills and Railway Station	J. Lynn	do	1	12	do	56 25
do	do	do	7	12	do	27 00
Lammermoor and Watson's Corners	W. Gibson, jun	do	14	1	do	45 50
Lanark and McDonald's Corners	H. Hawkins	Horse or vehicle	14	3	do	48 50
do	J. D. Melnes	do	14	3	do	145 50
Lanark and Middleville	J. Somerville	do	7	6	do	234 00
Lanark and Perth	R. Hogan	Optional	13	6	do	64 00
Lancaster and Martintown	J. Baggallay	Horse or vehicle	12	6	do	320 00
Lancaster and South Lancaster	W. Gillespie	do	1	12	do	125 00
Lang and Railway Station	G. English	do	1	12	do	98 00
Langeide and Locknow	J. McDonald	Optional	6 1/2	2	do	100 00
Langstaff and Thornhill	J. Langstaff	Horse or vehicle	1 1/2	6	do	69 00
Langton and Marston	W. Long	do	5	2	do	44 12

Lansdown and Sand Bay	W. H. Fedey	Vehicle	84	2	12	do	104 00
Lansdown and Tilley	H. Bradley	Optional	34	1	12	do	30 00
Larkin and Stoco	D. G. Larkin	do	6	1	12	do	50 00
La Salette and Railway Station	J. Gibbons	do	176	24	12	do	59 00
Latimer and Wolf's Corners	B. S. Wartman	do	1	3	12	do	35 00
Laurit and Railway Station	J. Davis	do	14	6	12	do	92 32
Lavant and Watson's Corners	A. Browning	Horse or vehicle	13	1	8	do	40 00
do	do	do	13	2	4	do	13 33
Lavant Station and Omph	J. Lennox	Vehicle	8	2	12	do	135 00
Lawrence Station and Railway Station	R. R. Oranston	Horse or vehicle	5	6	12	do	239 00
Leskade and Sunderlan Station	N. Ferran	Optional	13	6	12	do	395 00
Lebanon and Moorefield	J. Sinclair	Horse or vehicle	8	3	12	do	151 00
Leitner and Roblin	T. Brown	do	7	2	12	do	76 00
Leitner and Railway Station	H. Cowan	Optional	9	3	12	do	198 32
Lemieux and Riceville	A. Chesser	do	64	1	12	do	38 00
Lemonville and Stouffville	P. Macklem	do	54	6	12	do	155 00
Leskard and Newcastle	J. M. Jackson	Vehicle	10	6	12	do	350 00
Leskard and New Park	R. Fuller	do	4	2	12	do	52 48
Leubridge and Railway Station	G. A. Lehman	Optional	100 ft.	6	4	do	5 00
Lethbridge and Sparrow Lake	A. Wianko	do	44	2	4	do	20 00
Letter Kenny and Rockingham	J. Gallagher	Horse or vehicle	6	1	12	do	45 00
Lidcote and Railway Station	J. Duncann	Optional	7	2	12	do	30 00
Lily Lake and Manitowaning	H. McLaughlin	Horse or vehicle	44	1	12	do	70 00
Lily Oak and Williamsford Station	J. Bruce	do	44	1	12	do	40 00
Lime Bank and Railway Station	F. Hardy	do	34	3	7	do	35 00
Lime Lake and Marlbank	T. Henderson	do	4	3	9	do	59 00
Lime Lake and Temworth	J. Henderson	do	12	3	3	do	35 00
Linderwood and Presqu Isle	G. Shaw	Vehicle	5	1	6	do	12 50
do	do	do	5	1	6	do	20 00
Lindsay and Midland Railway Station	B. Gunigle	On foot	4	36	12	do	320 00
Lindsay and Victoria Railway Station	H. Workman	Optional	1	6	12	do	70 00
Lindsay and Street Letter Boxes	J. Cooper	do	1	18	2	do	41 67
do	do	do	1	18	2	do	187 50
Lindsay and Sturgeon Point	S. Byrne	Boat or vehicle	12	9	6	do	75 00
Linton and Lloydtown	G. Urundall	Optional	33	1	6	do	135 00
Lindwood and St. Jacobs	W. Rolling	do	12	6	12	do	398 00
Lion's Head and Warton	F. A. Baker	do	12	6	12	do	600 00
Lisbon and Wellesley	L. Hyatt	do	55 r.	3	12	do	55 00
Lisburn and Ripley	P. Glebe	do	2	2	12	do	24 00
Lisle and Railway Station	E. Teskey	Horse or vehicle	24	2	12	do	24 00
Listowel and Molesworth	R. Wade	do	1	12	12	do	24 00
Listowel and W. G. & B. Railway Station	S. Loughred	Optional	11	6	12	do	249 48
Listowel and G. B. & L. E. Railway Station	C. Hacking	do	4	12	12	do	119 09
do	do	do	4	18	9	do	10 25
do	do	do	4	18	3	do	27 50
do	do	do	2	12	12	do	125 00
do	do	do	2	3	12	do	35 00
Little Britain and Railway Station	H. Wills	do	54	3	12	do	85 00
Little Britain and Valenta	R. W. Reach	Vehicle	169	1	Season, 1886-87.	do	1,484 00
Little Current and Sault Ste. Marie	W. H. Plummer	Optional	8	2	do	1886	30 00
Little Current and Sberundah	H. May	do	8	1	do	do	337 50
Little Current and Sudbury	W. Gibbons	do	76	2	1 month (to April 30, 1886).	do	

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Little Current and Sudbury .....	W. Peters.....	Optional .....	76	2	Part of season, 1886-87.....	975 00
Littewood and Tempo .....	W. H. May.....	Horse or vehicle .....	3	2	12 months .....	40 00
Loch Garry, Maxville and Railway Station.....	A. J. Kennedy.....	Vehicle .....	11 & 1/2	6	12 do .....	491 00
Loch Winnoch and Railway Station.....	R. Storie.....	do .....	4	6	12 do .....	60 00
Londeshoro and Railway Station.....	J. Bell.....	Optional .....	12	9	do (to Dec. 31, 1886).....	94 40
do .....	do .....	do .....	12	3	do from .....	38 50
London and London, East .....	P. Allaster.....	Vehicle .....	1	24	12 do .....	145 00
London and Lucan .....	D. Anderson.....	do .....	16 1/2	6	12 do .....	480 00
London and Nairn.....	A. M. Conway.....	do .....	21	3	12 do .....	300 00
London and Odell.....	T. Tomlinson.....	Optional .....	21	3	10 do (to Jan. 31, 1887).....	41 67
do .....	do .....	do .....	21	2	do from do .....	9 17
do .....	do .....	Vehicle .....	12	12	do .....	90 00
London and Peterborough.....	T. Barham.....	Vehicle .....	12	12	do .....	200 00
London and Railway Station.....	Hendrie & Co.....	Optional .....	12	24	12 do .....	78 25
London and Street Letter Boxes .....	W. O'Meara.....	do .....	12	12	do .....	40 00
Longford Mills and Railway Station.....	W. Thomson.....	do .....	24	6	12 do .....	80 00
Longford Station and Rama .....	J. McPherson.....	do .....	1	2	9 do (from July 1, 1886).....	63 00
Long Lake and Mountain Grove.....	J. Bender.....	do .....	7	12	1 do (to July 13, '86).....	10 06
Longtinville, Morewood and South Indian.....	L. Mahen.....	do .....	1	3	12 do (to June 30, 1886).....	100 00
Lonsdale and Marysville.....	J. Putnam.....	Horse or vehicle .....	4	6	3 do from do .....	58 50
L'Original and Railway Station.....	Lee & Seguin.....	Optional .....	3	6	3 do .....	234 75
do .....	do .....	do .....	3	6	3 do .....	60 00
Lorimer Lake and McKellar.....	F. E. Ferris.....	Vehicle .....	8	1	12 do (to June 30, 1886).....	15 00
Lorneville and Railway Station.....	T. Morison.....	Optional .....	1	12	3 do from do .....	45 00
do .....	do .....	do .....	1	12	9 do .....	80 00
Lowbarks and Boulton Ditch Crossing .....	C. Morison.....	do .....	7	6	12 do .....	200 00
Lowville and Milton.....	L. Michener.....	do .....	7	6	12 do .....	280 80
Lucan and McGillivray.....	H. McDavid.....	Horse or vehicle .....	3	18	9 do (to Dec. 31, 1886).....	117 90
Lucan, McGillivray.....	J. Hodgkins.....	Vehicle .....	3	18	3 do from do .....	46 95
Lucan and McGillivray and Railway Station.....	do .....	do .....	3	30	12 do .....	313 00
Lucan and Railway Station.....	W. Porte.....	Optional .....	1	6	3 do (to June 30, 1886).....	15 60
Lucknow and Railway Station.....	W. Mellis.....	do .....	1	6	3 do from do .....	47 00
Lyn and Railway Station.....	A. Kendrick.....	do .....	1	6	3 do (to June 30, 1886).....	12 50
do .....	J. Baird.....	do .....	3 1/2	2	3 do (to Nov. 30, 1886).....	24 58
Lyn and Union Spring.....	J. Baird.....	do .....	6	1	12 do .....	40 00
do .....	A. Booth.....	do .....	6	6	12 do .....	168 00
Lynch Lake and Sundridge.....	G. Ambury.....	do .....	8	6	12 do .....	
Lyndhurst and Seeley's Bay.....	W. D. Withere.....	Horse or vehicle.....	8	6	12 do .....	

Lynedoch and Wyeombe .....	A. Wilson .....	Optional .....	34	2	12	do	35 00
Lynn Valley and Railway Station .....	E. Edmonds .....	do .....	12	12	do	do	25 00
Lynnville and Railway Station .....	A. L. Wilson .....	do .....	2	6	do	(to Sept. 30, 1886) .....	45 63
do .....	A. A. Stewart .....	do .....	2	6	do	from .....	49 50
McGready and Newbury .....	G. Leach .....	Horse or vehicle .....	5	2	12	do	60 00
McGregor and Railway Station .....	D. Sicklesteel .....	Optional .....	12	9	do	(to Dec. 31, 1886) .....	37 76
do .....	F. A. Reaume .....	do .....	12	3	do	from .....	12 32
McIntyre and Flesheron Road .....	D. O. McFarlane .....	Vehicle .....	1	6	12	do	70 00
McLean and Mountain Grove .....	D. U. McLean .....	do .....	8	1	3	do	13 00
Maberly and Railway Station .....	J. Morrow .....	Optional .....	1	6	12	do	40 00
Mackie's Station and Railway Station .....	J. Dunnlop .....	do .....	1	12	12	do	25 04
Mackie's Station and Rapides des Joachims .....	do .....	Horse or vehicle .....	8	3	12	do	180 00
Macville and Railway Station .....	C. McLean .....	Foot or vehicle .....	1	6	4	do	55 00
Madoc and Marmora .....	N. McWilliams .....	Vehicle .....	14	6	4	do	160 00
Madoc and Midland Railway Station .....	S. Barnum .....	do .....	7	12	8	do	62 60
Madoc and Central Ontario Railway Station .....	R. Alt .....	do .....	15	12	8	do	208 00
Madoc and Rimington .....	S. O. Ranson .....	do .....	34	6	12	do	418 00
Magnetawan and Nipissing .....	C. Theodor .....	Optional .....	7	3	12	do	780 00
Magnetawan and Pearceley .....	T. G. Pearce .....	do .....	34	1	8	do	35 32
Magnetawan and Roseau .....	A. Best .....	Vehicle .....	21	3	10	do	500 00
Magnetawan and Seguin Falls .....	do .....	do .....	1	3	2	do	48 00
Maldstone and Railway Station .....	T. Moran .....	do .....	4	12	12	do	125 20
Malakoff and North Gower .....	A. Johnston .....	Optional .....	5	3	12	do	65 00
Malorytown and Rockfeld .....	J. Nunn, jun .....	Horse or vehicle .....	5	2	9	do	46 80
do .....	J. Herbison .....	do .....	13	2	3	do	30 00
Mallorytown and Rockport .....	J. Dickey .....	do .....	4	3	12	do	173 00
Malone and Marmora .....	G. Richardson .....	do .....	12	2	4	do	35 00
Malone and Severn Bridge .....	do .....	Optional .....	4	3	8	do	26 00
Malton and Sand Hill .....	T. Whyte .....	do .....	12	6	12	do	50 00
Malvern and Scarboro' Junction .....	S. Scates .....	Vehicle .....	22 r. t.	6	12	do	321 00
Manchester and Railway Station .....	J. Gibson .....	Horse or vehicle .....	12	6	12	do	320 00
Mandanin and Vyne .....	J. Amshary .....	do .....	12	12	12	do	108 00
Manitla and Railway Station .....	T. Carrick .....	Optional .....	2	3	12	do	132 00
Manitowaning and Providence Bay .....	H. Harper .....	do .....	34	2	12	do	250 00
Manotick and Railway Station .....	H. McLaughlin .....	do .....	34	6	12	do	379 00
Mansewood and Railway Station .....	W. Hicks .....	do .....	14 r. t.	6	12	do	122 07
Manvers Station and Railway Station .....	A. Wooding .....	do .....	1	6	12	do	50 00
Maple and Parperville .....	W. H. Johnston .....	do .....	6	6	12	do	39 11
Maple and Railway Station .....	J. Rupert .....	do .....	18	6	12	do	219 00
Maple Lake and Whitestone .....	J. Hood .....	On foot .....	6	12	12	do	96 00
do .....	G. Montgomery, sen .....	Optional .....	18	1	12	do	30 00
do .....	J. Melville .....	Horse or vehicle .....	18	1	9	do	20 00
do .....	J. H. Billing .....	do .....	7	3	6	do	27 60
Maple Lodge and Railway Station .....	G. Windsor .....	Optional .....	1	12	12	do	77 00
Mar and Red Bay .....	J. McFarlane .....	Vehicle .....	1	24	9	do	75 00
Markdale and Railway Station .....	W. A. Brown .....	Optional .....	8	24	3	do	22 25
do .....	A. Turner .....	do .....	8	3	12	do	119 00
Markdale and Traverstor .....	E. Darcey .....	do .....	8	3	12	do	119 00



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Markham and Railway Station	F. G. Percy	Horse or vehicle	3	24	12 months	156 50
Marksville and Tenby Bay	B. P. Fuller, jun.	Optional	13	8	(from Aug. 1, 1886)	43 33
Marbank and Tamworth	W. Burley	Horse or vehicle	7	3	(to June 30, 1886)	23 40
do	do	do	8	6	from do	146 25
Marmora and Railway Station	N. McWilliams	Vehicle	2½	12	(from Aug. 1, 1886)	83 33
Marmora and Stirling	do	do	16	6	do	400 00
Marmora and Warston	D. H. Vansickle	do	7	1	(to Sept. 30, 1886)	25 00
do	J. A. Allen	do	9	5	(from Nov. 1, 1886)	20 83
do	W. McQuet	Optional	3½	6	do	130 00
Marquette and Railway Station	E. J. Smith	do	1	18	do	200 00
Matawa and Railway Station	D. A. McArthur	do	1	18	do	75 00
Maxville and Riceville	V. Leget	Vehicle	15	6	(from Oct. 1, 1886)	156 50
Maxville and St. Isidore de Prescott	S. Veina	Horse or vehicle	7	6	(to Sept. 30, 1886)	100 00
Maxwell and Wareham	J. M. Burk	Optional	5	2	do	75 00
do	W. H. Jarman	do	31	3	(to July 31, 1886)	230 00
do	do	do	31	4	do	666 66
do	do	do	3	8	do	118 91
Meadowdale and Railway Station	C. W. Switzer	do	1	12	do	167 00
Meadford and Owen Sound	J. F. Leavens	Horse or vehicle.	20	6	do	100 00
Meadford and Railway Station	S. Paul	Optional.	2	24	do	200 00
Meadford and Water's Falls	J. H. Deleece	Horse or vehicle.	22 r. t.	2	do	49 83
Mecunoma and South River	E. W. Holditch	do	15	2	(to Feb. 28, 1887)	76 66
Mecunoma and Uplands	W. Adams	Optional.	22 r. t.	1	(to Jan. 31, 1887)	6 66
Mecunoma and Watwayl	A. Egger	do	3	2	from do	68 64
Melanthon and Railway Station	J. Brown	do	1	6	do	30 00
Melville Cross and Railway Station	H. Scott	do	8	6	(to Dec. 31, 1886)	90 00
Merville and Ottawa	A. S. Hopper	do	8	3	from do	30 00
do	J. A. Hopper	Horse or vehicle.	8	3	do	300 00
Merrickville and Irish Creek Railway Station	D. Crozier	do	9	6	do	75 00
Merritt and Varney	J. G. Wilson	do	5	2	(from Jan. 1, 1887)	90 00
Michipicoten River and Michipicoten Island	W. Spencer	Optional.	55	3	do	123 00
Middlemiss and Wendigo	J. Greaves	Horse or vehicle.	4	6	do	119 48
Midland and Penetanguishene Station	J. Smith	Vehicle	5	6	do	120 00
Midland and Railway Station	T. B. Gladstone	On foot	24	12	do	80 00
Mildmay and Railway Station	G. Herring	Optional.	7	12	do	174 00
Milford and Picton	D. Wellbanks	Horse or vehicle.	10	6	do	75 00
Milford and Point Traverse	G. Ferguson	do	10½	2	do	75 00

Station Name	Person	Vehicle/Type	Days	Special Trip	Amount
Millbank and Stratford	W. Strachan	Optional.	6	12 months	5 00
Millbank Station and Morningdale Mills	do	do	6	12 months (from Aug. 1, 1886)	275 00
Millbridge and Railway Station	R. M. Norman	do	6	do	40 00
Millbrook and Street Letter Box	W. Williams	do	6	do	50 00
Millbrook and Mount Pleasant	J. Armstrong	do	8	do	263 00
Millbrook and Railway Station	G. & H. Campbell (Executors)	Foot or vehicle.	30	do	210 93
do	W. Vance	do	30	do	69 30
Mille Roches Station and Moulinette	W. M. Tait	Optional.	12	do	30 00
do	J. Forsyth	do	12	do	30 00
Millington and Uptergrove Station	A. P. McDonald	Vehicle	3	do	74 00
Milton and C. V. Railway Station	J. McIntosh	Foot or vehicle.	12	do	60 00
do	do	do	12	do	17 50
Milton and N. & N-W. Railway Station	do	do	18	do	60 00
Milrerton and Railway Station	W. H. Dorland	Optional.	12	do	124 80
Miterton Station and Topping	E. Taylor	Horse or vehicle.	6	do	225 00
Mimosa and Orton	L. Cawthra	Optional.	4	do	55 00
Mindemoya and Tebkummah	S. Sloan	do	27	do	149 00
Mining and Railway Station	B. Tracy	do	2	do	120 00
Minesing and Russelton	J. Campbell	do	6	do	120 00
Mitchell and Railway Station	W. W. Hicks	do	6	do	100 16
Mitchell and Russeldale	J. Cole	Horse or vehicle.	24	do	151 25
Mitchell's Bay and Oungah	J. Mitchell	do	6	do	120 00
Moira and Plainfield	A. P. Atkins	Optional.	2	do	47 50
do	M. H. Dean	Horse or vehicle.	8	do	62 50
do	do	do	8	do	60 00
Moltke and Neustadt	R. Lang	Optional.	3	do	30 00
Mo: ymore and Roslin	J. Thompson	do	6	do	60 00
Mono Centre and Orangeville	T. Sanderson	Horse or vehicle.	1	do	488 48
Mono Mills and Mono Road Station	T. Bird	Vehicle.	6	do	343 00
Mono Road Station and Railway Station	J. Judge	Optional.	6	do	4 00
Moutrose and Port Robinson	A. Welstead	do	3	do	104 00
Moore and Railway Station	J. Morrison	do	3	do	24 59
Moorefield and Railway Station	R. Kirkby	do	12	do	60 00
Moose Creek and Moulinette	D. Stark	do	12	do	493 00
Morewood and Railway Station	J. Cochran	do	6	do	398 00
Morpeth and Thamesville	R. S. Walkers	Vehicle	6	do	249 00
Morrisburg and Waddington, U.S.	W. J. Murphy & Co	Optional.	6	do	50 00
Morrisburg and West Winchester	S. Coons	Vehicle	3	do	313 00
Mosborough and Railway Station	J. I. Hobson	Optional.	17	do	60 00
Motherwell and St. Marys	W. Roger	Horse or vehicle.	12	do	120 00
Mountain Grove and Parham	H. Smerbrick	do	2	do	30 00
Mountain Grove and Railway Station	A. McDonald	On foot.	11	do	30 00
Mount Albert and Railway Station	P. Reynolds	Optional.	100 yds.	do	15 00
do	J. Roseman	do	12	do	56 50
do	H. H. Davis	do	12	do	18 50
Mount Alibon and Bymal Station	L. Coyne	do	3	do	97 00
Mount Forest and Railway Stations	A. Ardley	Vehicle	12 & 24	do	187 80
Mount Sherwood and Ottawa	do	do	6	do	163 59
do	do	do	6	do	51 45
Mull and Railway Station	N. Watson	Optional.	6	do	1 00

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Muncey and Railway Station.....	A. McGregor.....	Optional.....	15 rods.	12	12 months.....	35 00
Murilla Station and Railway Station.....	J. McLean.....	do.....	1 1/2	6	12 do.....	100 00
Murray and Railway Station.....	C. N. Sherriff.....	do.....	1	12	12 do.....	106 42
Murvale Station and Ralton.....	J. O'Reilly.....	Horse or vehicle.....	4 1/2	6	12 do.....	120 00
Muskoka Mills and Penetanguishene.....	A. H. Campbell.....	Optional.....	20	1	14 do.....	200 00
Muskelburg and Poole.....	W. Burgmann.....	Horse or vehicle.....	3 1/2	3	12 do.....	25 00
Myrtle and Railway Station.....	W. R. Deby.....	Optional.....	1 1/2	12	12 do.....	60 00
Nantys and Mail Catching Post.....	S. Spilleth.....	do.....	3 1/2	6	6 do.....	10 00
do.....	do.....	do.....	3	6	6 do.....	20 00
Napanee and Switzerville.....	P. E. R. Miller.....	Horse or vehicle.....	6	3	12 do.....	90 00
Napanee and Plainfield.....	J. D. Naphan.....	Optional.....	13	1	12 do.....	49 12
Napier and Strathroy.....	J. Shanahan.....	do.....	11	6	12 do.....	347 00
Needing and Railway Station.....	A. McLaren.....	Vehicle.....	10	12	6 do.....	60 00
Neustadt and Railway Station.....	G. Vogt.....	Optional.....	10	12	3 do.....	17 50
do.....	T. P. Siegmann.....	do.....	10	12	9 do.....	75 00
Newboro' and Smith's Falls.....	J. W. Preston.....	do.....	24	6	12 do.....	573 00
Newbury and Wardsville.....	D. W. Frickeleton.....	Vehicle.....	3	12	6 do.....	90 00
do.....	J. Wilson.....	do.....	3	12	6 do.....	74 50
Newcastle and Orono.....	J. M. Jackson.....	Optional.....	5	6	12 do.....	160 00
New Dublin and Railway Station.....	J. A. Brown.....	Vehicle.....	3 1/2	3	3 do.....	16 25
do.....	Barry & Horton (sureties).....	do.....	3 1/2	3	9 do.....	48 75
New Edinburgh and Ottawa.....	J. W. Proctor.....	do.....	1 1/2	18	12 do.....	160 00
Newholm and Port Sydney.....	D. Ferguson.....	do.....	6	1	12 do.....	35 00
New Lowell and Railway Station.....	R. Paton.....	do.....	1 1/2	12	12 do.....	24 00
Newmarket and Pine Orchard.....	C. Ganton.....	do.....	4 1/2	3	12 do.....	100 00
Newmarket and Railway Station.....	J. Bogart.....	Horse or vehicle.....	8	24	12 do.....	119 00
Newmarket and Sutton West.....	C. Newburn.....	Vehicle.....	22	6	12 do.....	892 00
New Sarum and Railway Station.....	G. W. Olcoes.....	Horse or vehicle.....	5	12	12 do.....	156 50
Newton and Tralee.....	A. Harvey.....	do.....	10	3	9 do.....	104 00
do.....	B. Donegan.....	do.....	10	3	3 do.....	36 02
Niagara and Niagara Falls.....	W. J. Sheppard.....	Vehicle.....	15	12	12 do.....	525 00
Niagara and Railway Station.....	R. Warren.....	Horse or vehicle.....	1 1/2	12	12 do.....	60 00
do.....	do.....	do.....	1 1/2	6	Season, 1886.....	10 00
Niagara and St. Catharines.....	J. Bishop.....	do.....	12	6	12 months.....	450 00

Item	W. W. Woodruff...	Optional	Yds.	12	13	do	Season, 1886	do	52 00
Niagara Falls and Railway Station	do	do		6	6	Season, 1886	do	8 67	84 00
Niagara Falls and Suspension Bridge, U.S.	do	do		6	6	12 months	do	92 25	80 16
Nipissing and Powassan	J. Clark	do	8	3	3	do (to Dec. 31, 1886)	do	34 50	32 30
do	W. Gibson	do	12	3	3	do 26 dys (from Dec. 6, '86)	do	100 00	8 00
Nipissing Junction and Nipissing	J. White	do	18	3	3	Part of season, 1886-87	do	146 22	64 35
do	M. H. Ritchie	do	18	3	3	Balance of season, 1886-87	do	50 08	25 00
Nipissing Junction and C. P. Railway Station	do	Vehicle	1 1/2	6	3	do 26 dys (from Dec. 6, '86)	do	68 00	70 00
Nipissing Junction and N. & P. J. Railway Station	H. Kumpf	Horse or vehicle	8	3	9	do (to Dec. 31, 1886)	do	100 00	15 00
Nithburg and Shakespeare	do	do	8	3	3	do from do	do	75 00	16 03
do	do	do	8	3	3	do from do	do	21 00	60 00
Nixon and Railway Station	J. Banister	Optional	300 yds.	12	12	do	do	80 00	22 50
Nober and Railway Station	J. Lennon	do	100 yds.	12	12	do	do	100 00	15 00
Normande and Victoria	S. Otley	Vehicle	4	6	6	do	do	75 00	16 03
North Augusta and Railway Station	S. J. Whaley	Optional	4 1/2	2	9	do (to Sept. 30, 1886)	do	31 00	266 00
do	do	do	4 1/2	2	9	do from do	do	76 00	255 00
North Bay and C. P. Railway Station	W. McDonald	do	8	12	3	do (to June 30, 1886)	do	12 50	45 00
do	do	do	8	12	3	do from do	do	68 50	42 50
North Bay and N. & P. J. Railway Station	Muskoka & Nipissing Nav. Co.	On foot	8	6	12	Season, 1886	do	356 45	80 00
North Bay and Steamer	do	Optional	8	6	12	8 months (to Nov. 31, 1886)	do	80 00	265 00
North Branch and Russell	F. Henry	do	4	3	12	do	do	12 50	45 00
North Bruce and Queen Hill	D. McKinnon	do	2 1/2	12	9	do (to Dec. 31, 1886)	do	266 00	76 00
North Buxton and Railway Station	A. McPhee	do	1	12	3	do from do	do	12 50	45 00
do	G. B. Shreve	do	1	12	3	do from do	do	68 50	42 50
Northcote and Renfrew	A. Flood	Vehicle	9	2	9	do (to Dec. 31, 1886)	do	31 00	266 00
do	do	do	23 r. t.	2	3	do from do	do	76 00	255 00
North Gower and Osgoode Station	J. Wright	Horse or vehicle	8	6	12	do	do	12 50	45 00
North Keppel and Owen Sound	A. David	Foot or vehicle	21	3	3	do (to June 30, 1886)	do	356 45	80 00
do	J. J. Barnes	do	4	3	9	do from do	do	80 00	265 00
North Valley and Osnabruk Centre	J. Dunbar	Optional	4	3	3	do (to June 30, 1886)	do	12 50	45 00
do	W. N. Dunbar	do	4	3	9	do from do	do	68 50	42 50
North Williamsburg and Strader's Hill	W. C. Strader	do	5	1	12	do	do	356 45	80 00
Norwich and Railway Station	G. Ohiswell	do	6	24	6	do (to Sept. 30, 1886)	do	80 00	265 00
do	J. Whealey	do	6	24	6	do from do	do	12 50	45 00
Norwood and Railway Stations	E. Gould	do	6 & 7	20	6	do	do	356 45	80 00
Norwood and Round Lake	H. Gerow	Horse or vehicle	15	1	12	do	do	80 00	265 00
Noronsing and Railway Station	M. Cahill	Optional	1	6	12	do	do	12 50	45 00
Notcaws and Railway Station	W. Edwards	Vehicle	1	12	12	do	do	68 50	42 50
Novar and Railway Station	R. W. Nichols	Optional	5	2	3	do	do	356 45	80 00
Novar and Swindon	J. Large	do	5	2	3	do 26 dys (from Dec. 6, '86)	do	80 00	265 00
Oakland and Wintham Centre, &c	J. Aspien	Horse or vehicle	13	6 & 12	12	do	do	12 50	45 00
Oak Leaf and Soperton	C. W. Murphy	do	2 1/2	2	11	do (from May 1, 1886)	do	45 83	225 00
Oakville and Trafalgar	E. Hillmer	Optional	4	6	12	do	do	93 60	250 00
Oakwood and Railway Station	W. H. McLaughlin	do	1 1/2	12	12	do	do	116 00	50 00
Odessa and Railway Station	A. A. Babcock	do	6	6	12	do	do	116 00	50 00
Odessa and Violet	D. Shea	do	6	6	12	do	do	116 00	50 00
Odessa and Wilton	A. Babcock	do	4	6	3	do (to June 30, 1886)	do	116 00	50 00

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Oshweken and Tuscarora.....	J. McKelvey.....	Vehicle.....	24	3	3 months (to June 30, 1886).....	28 75
do do.....	J. Porter.....	do.....	34	3	from do.....	75 00
Oil City and Wheeler.....	J. Galloway.....	Optional.....	67	2	do.....	75 00
Oil City, Railway Station and Oil Springs.....	J. W. Gates.....	do.....	24	12	do.....	270 00
Oldcastle and Railway Station.....	M. McCarthy.....	Horse or vehicle.....	4	3	do.....	140 00
Olinda and Ruthven.....	J. Hill.....	do.....	24	6	do.....	60 00
Oliver and Thorndale.....	J. G. McLeod.....	Optional.....	6	2	do.....	100 00
Oliver's Ferry and Railway Station.....	D. McTavish.....	Horse or vehicle.....	54	6	13 dys. (to Nov. 30, '86).....	80 72
do do.....	W. McCue.....	do.....	54	6	from do.....	80 00
Olivet and Rothsay.....	J. Tremain.....	do.....	4	7	(from Sept. 1, 1886).....	35 00
Omenee and Railway Station.....	R. Grandy.....	do.....	12	24	do.....	260 00
Omaha Station and Railway Station.....	A. Wright.....	do.....	20 yds.	3	(from Dec. 1, 1886).....	4 00
do do.....	J. A. Munny.....	do.....	14	6	(to June 30, 1886).....	24 96
do do.....	do.....	do.....	11	6	from do.....	93 75
Onondago and Railway Station.....	L. Buckwell.....	do.....	1	6	do.....	109 55
Orangeville and C. V. Railway Station.....	R. Mann.....	do.....	1	18	(to Dec. 31, 1886).....	87 75
Orangeville and T. G. & B Railway Station.....	do.....	do.....	1	9	do.....	86 58
Orangeville and Railway Station.....	do.....	do.....	1	24	do.....	56 59
Orangeville and Vanater.....	J. O. Reid.....	do.....	5	2	from do.....	66 00
do do.....	M. J. Glover.....	do.....	5	2	(to Dec. 31, 1886).....	22 00
Oranmore and Spence.....	H. Nelson.....	do.....	5	2	from do.....	70 00
Orillia—Midland Railway and N. & N. W. Railway.....	S. McElroy.....	do.....	1	6	do.....	25 00
Orillia and Grand Trunk Railway Station.....	W. Jackson.....	do.....	1	24	do.....	98 58
Orillia and Northern Railway Station.....	J. Harvie.....	do.....	1	24	do.....	176 00
Orillia and Sebright.....	J. Dunn.....	do.....	16	6	do.....	330 00
Orleans and Ottawa.....	H. Dupuis.....	do.....	12	6	do.....	116 67
do do.....	do.....	do.....	12	6	(to Aug. 31, 1886).....	56 28
do do.....	do.....	do.....	12	6	(to Nov. 30, 1886).....	93 33
Ormsby and Railway Station.....	G. Jarman.....	On foot.....	16	12	do.....	33 33
Ormsby and Thanet.....	J. Christie.....	Optional.....	5	1	(from Aug. 1, 1886).....	5 00
do do.....	W. McKillican.....	do.....	5	2	(to Sept. 30, 1886).....	40 00
Oro Station and Railway Station.....	A. Douglas.....	do.....	1	6	from do.....	40 00
Orton and Railway Station.....	F. Mooney.....	do.....	1	12	do.....	55 00
Orwell and Railway Station.....	W. Sutherland.....	do.....	1	12	do.....	50 00
Oscola and Stafdord.....	R. B. Childerhose.....	do.....	8	2	do.....	120 00
do do.....	D. Childerhose.....	do.....	8	1	(to April 30, 1886).....	6 25
do do.....	do.....	do.....	8	11	from do.....	138 33

Station/Location	Name	Vehicle	As req.	6	12	do	Amount
Osgoode Station and Russell	J. Drew	Vehicle	1	18	do	455 16	
Osgoode Station and West Winchester	J. McKercher	do	1	12	do	500 00	
Oshawa and Regina	W. H. Thomas	do	9	6	do	360 00	
Ossian and Sarnia	F. B. Rudd	do	18	3	do	344 00	
Oso Station and Zealand	W. Armstrong	Optional.	3	2	do	45 00	
Ottawa Division			34		Special trips; snow blockade on railway.	91 50	
Ottawa and Post Office Department	E. Batterton	Vehicle	18	12	months	469 60	
Ottawa and C. A. and C. P. Railway Stations	B. D'Arpenigny	do	18	12	do	783 80	
Ottawa and Railway Stations	F. McKenna	do	As req.	12	do	2,878 20	
Ottawa and Richmond	H. Rielly	Stage.	20	6	do	725 00	
Otterville and Railway Station	P. Mitchell	Vehicle	12	12	do	96 58	
Oungah and Wallaceburg	J. B. McDonell	do	6	12	do	400 00	
Overton and Roblin	W. Paul	do	2	12	do	60 00	
Owen Sound and Railway Station	W. M. Mathew	Optional.	24	12	do	250 00	
Owen Sound and Street Letter Boxes	E. Miller	do	18	12	do	195 00	
Owen Sound and Tara	J. Morden	Vehicle	6	12	do	548 00	
Oxenden and Warton	J. Grandon	Horse or vehicle	6	12	do	120 00	
Oxford Station and Railway Station	G. L. Cook	Optional.	3	6	do	14 04	
do	do	do	3	6	do	16 00	
Paisley and Railway Station	R. Crnickshank	do	24	12	do	115 00	
Paisley and Vesta	do	do	6	12	do	390 00	
Pakenham and Paumure	G. McClinton	Horse or vehicle	20	6	do	279 90	
Pakenham and Railway Station	R. Clark	Optional.	25	12	do	178 00	
Palmer Rapids and Rockingham	W. Mahon	do	8	1	do	50 00	
Palmer Rapids and Wingle	J. Wingle	do	6	1	do	45 00	
Palmerston and Railway Station	T. W. Johnston	do	36	12	do	170 00	
Paris and Railway Station	C. L. Newell	Vehicle	1	30	do	338 04	
Parkdale and Railway Station	W. Gray	Optional.	24	12	do	90 00	
Park Head and Railway Station	F. Fattison	do	6	12	do	40 00	
Parkhill and Railway Station	F. Donley	do	6	12	do	75 00	
Parkhill and Strathroy	do	do	3	12	do	350 00	
Parry Sound and Rosseau	J. T. Harvie	do	6	12	do	600 00	
Patulo and Railway Station	D. Coutis	Vehicle	25	6	do	25 00	
Pearceley and Sundridge	T. G. Pearce	Optional.	8	1	do	20 84	
Pelee Island, South, and Pelee Island	J. Ferguson	Horse or vehicle	11	7	do	43 75	
Pembroke and Railway Station	M. Belsaire	Vehicle	19	3	do	75 00	
do	do	do	24	9	do	300 00	
Pendleton and Railway Station	J. Chabot	Optional.	17	6	do	100 00	
do	H. Roy	do	17	6	do	325 00	
Penetanguishene and Railway Station	J. Smith	do	12	12	do	74 00	
Peninsula Harbor and Railway Station	H. Wilson	do	6	12	do	120 00	
Penville and Tottenham	J. Dobson	do	6	12	do	172 20	
Perch Station and Railway Station	T. Irwin	do	2	9	do	21 00	
do	do	do	2	3	do	12 50	
Perin and Rosemont	J. J. Morrow	Horse or vehicle	6	12	do	285 00	
Perth and Railway Station	J. Allan	Vehicle	36	12	do	397 08	
Perth and Stanleyville	M. Stanley	Horse or vehicle	1	6	do	29 00	

53

**REPORT No. 2, A—Continued.**  
**DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Perth and Stanleyville .....	M. Stanley .....	Horse or vehicle	9 $\frac{1}{2}$	2	6 months (from Oct. 1, 1886) .....	58 00
do .....	P. McParland .....	do	9 $\frac{1}{2}$	2	do (from Jan. 1, 1887) .....	21 00
Perth and Tennyson .....	W. Devlin .....	do	10	12	do .....	78 00
Perth and Westport .....	A. Hoben .....	Vehicle	23 $\frac{1}{2}$	2	(to June 30, 1886) .....	51 25
do .....	A. P. Palmer .....	do	23	2	from .....	131 25
Peswaga and Railway Station .....	S. Devine .....	Optional.	1 $\frac{1}{2}$	3	do .....	80 00
Peterboro' and Railway Stations .....	J. Buller .....	Vehicle	1 $\frac{1}{2}$	60 & 31	do .....	583 37
Peterboro' and Warsaw .....	P. Kennedy .....	Horse or vehicle.	16	6	do .....	276 00
Petersburg and Roseville .....	G. Nadiger .....	do	12	6	(to June 30, 1886) .....	298 50
do .....	F. Krael .....	do	12	6	from .....	125 00
Petersburg and St. Agatha .....	J. Raiser .....	do	2	6	do .....	100 00
Petrolia and Railway Station .....	P. Barclay .....	Optional	1	24	do .....	75 00
Petrolia and Willsoncroft .....	J. L. Wilson .....	do	4 $\frac{1}{2}$	2	do .....	60 00
Phepston and Vigo .....	D. Gallagher .....	Horse or vehicle.	4 $\frac{1}{2}$	3	(to Dec 31, 1886) .....	25 00
do .....	do .....	do	5	3	from .....	204 00
Pictou and Railway Station .....	McGaw & Williams .....	Optional .....	17	18	do .....	349 00
Pictou and Solmesville .....	H. Goodwin .....	Vehicle	8	6	do .....	94 48
Pictou and West Lake .....	J. Hicks .....	Horse or vehicle.	8	3	do .....	60 00
Pike Creek and Tecumseh .....	G. Bedell .....	Optional.	2	3	do .....	48 75
Pinedale and Wick .....	H. Ferguson .....	do	4	2	(to Dec. 31, 1886) .....	16 25
do .....	D. Ferguson .....	do	4	2	from .....	60 00
Pine Grove and Woodbridge .....	R. S. Haslan .....	do	1 $\frac{1}{2}$	6	do .....	120 00
Pinkerton and Railway Station .....	J. Pinkerton .....	Horse or vehicle.	2	6	do .....	30 05
Playfair and Perth .....	W. G. Cameron .....	do	14	6	(from Mar. 1, 1887) .....	100 00
Point Alexander and Railway Station .....	J. Mireau .....	Optional.	9	3	do .....	55 00
Pointe aux Pins and Sault Ste. Marie .....	H. Wood .....	Horse or vehicle.	6	12	do .....	156 50
Point Edward and Sarnia .....	T. Symington .....	Vehicle	2	2	do .....	70 00
Pomona and Priceville .....	D. Black .....	Horse or vehicle.	5	2	do .....	18 75
Pond Mills and Railway Station .....	J. Gilmour .....	Optional.	3	3	(from Jan. 1, 1887) .....	33 75
Pond Mills and Wiltton Grove .....	do .....	do	3	3	(to Dec. 31, 1886) .....	80 00
Pontypool and Railway Station .....	T. H. Williamson .....	do	1 $\frac{1}{2}$	12	do .....	104 00
Poplar Grove and Rydal Bank .....	W. R. Smyth .....	do	13	1	(to April 30, 1886) .....	16 68
Port Arthur and Rabbit Mountain .....	O. Hopkins .....	Vehicle	25	1	(to June 30, 1886) .....	78 00
Port Arthur and Railway Station .....	F. S. Wiley .....	Optional.	4	12	from .....	187 50
do .....	do .....	do	4	12	do .....	270 58
Port Arthur and Silver Mountain .....	O. Hopkins .....	Vehicle	6 $\frac{1}{2}$	1	(from May 1, 1886) .....	270 58

	18	6	13	do	475 00
Port Burwell and Port Rowan.....	4	24 & 12	2	Season, 1886-87	25 00
Port Cockburn and Front Lake.....	1	6	12	do	148 96
Port Colborne and Railway Station.....	1	6	12	do	46 96
Port Credit and Railway Station.....	1	24	12	do	120 00
Port Dalhousie and Railway Station.....	3	6 & 12	12	do	100 83
Port Dover and Railway Station.....	3	6	9	do (to Dec. 31, 1886)	62 50
Port Dover and Victor.....	4	3	3	do from do	18 75
do	16	18	12	do	96 00
Port Elgin and Railway Station.....	2	6	12	do	372 00
Port Elgin and Tara.....	6	2	2	Season, 1886	45 75
Port Franks and Richard's Landing.....	6	3	12	do	125 00
Port Franks and Theford.....	4	36	12	do	200 00
Port Hope and Railway Station.....	2	12	12	do	200 00
Port Hope and Street Letter Boxes.....	2	12	5	do 28 dys. (from Oct. 4, '86)	24 59
Port Lambton and Railway Station.....	2	12	12	do	70 00
Port Maitland and Stromness.....	7	18	12	do	74 00
Port Perry and Railway Station.....	7	2	3	do (to June 30, 1886)	19 75
do	7	2	9	do from do	75 00
Port Perry and Scugog.....	5	2	12	do	60 00
do	12	6	12	do	380 00
Port Perry and Shirley.....	1	24	12	do	160 00
Port Perry and Uxbridge.....	5	2	3	do (to June 30, 1886)	16 25
Port Robinson and Railway Station.....	5	2	9	do from do	48 00
Port Rowan and Rowan Mills.....	5	6	12	do	390 00
do	31	6	12	do	139 00
Port Rowan and Simcoe.....	5	3	12	do	166 00
Port Ryerse and Simcoe.....	5	24	12	do	160 00
Port Severn and Waubashene.....	3	6	12	do	69 00
Port Stanley and Railway Station.....	2	6	3	do Balance of season, 1885-86	50 17
Port Stanley and Utterson.....	2	6	4	do 26 dys. (from Dec. 6, '86)	15 00
do	1	As req.	Special service	do	578 24
Powassan Station and Railway Station.....	2	18	12	do	8 00
Prescott and Military Camp.....	2	18	12	do	149 86
Prescott and Ogdensburg, U.S.....	2	18	12	do	133 00
do	16	2	12	do	
Prescott and Railway Station.....	1	6	12	do	156 50
Prescott and Throopdown.....	7	6	12	do	312 00
Prescott—St. L. & O. Railway Station and G. T. Railway Station.....	10	12	12	do	600 00
Preston and Strasburg.....	4	6	12	do	156 00
Preston and Waterloo.....	4	12	12	do	80 00
Primrose and Whitfield.....	4	12	12	do	18 74
Prince Albert and Railway Station.....	6	6	9	do (to Jan. 31, 1887)	9 33
Proton Station and Railway Station.....	6	2	2	do from do	50 00
do	6	2	12	do	45 00
Purbrook and Uffington.....	5	1	12	do	20 00
Purple Grove and Ripley.....	5	12	9	do (to Dec. 31, 1886)	8 75
Pushinch and Railway Station.....	1	12	3	do from do	
do	1	12	3	do	



REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

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Quinn and Tilbury Centre.	T. Grieve	Optional	5	2	11 months (to Feb. 28, 1887)	\$ 68 75
do	W. L. Clark	do	5	3	1 do from do	9 37
Ratho and Railway Station	G. Steedman	On foot	1	6	do	52 00
Ravenshoe and Railway Station	R. Hancock	Vehicle	4	6	do	150 00
Reaboro' and Railway Station	J. Holbert	do	1	12	do	70 00
Read and Shannonville	P. McKenny	Horse or vehicle	10	6	do	225 00
Red Rock and Railway Station	N. Flanagan	Optional	12	2 & 1	do	78 25
Red Rock and Vert Island	do	do	12	2 & 1	6 dys. (to Nov. 6, '86)	107 50
Renfrew and Railway Stations	J. Smith	do	1	24 & 12	do	273 81
Renton and Railway Station	W. Renton	do	1	12	do	78 00
Renton and Tyrrell	W. Blanchard	do	2	3	do	52 00
Renton Station and Railway Station	T. Wilkinson	do	1	6	do	35 40
Riceville and Vankleek Hill	T. Rowe	On foot	13	6	(to Dec. 31, 1886)	198 50
Richard's Landing and Sea Gull	W. Young	Horse or vehicle	6	1	do	55 00
Richmond Hill and Railway Station	W. R. Proctor	do	3	12	do	237 88
Richmond Hill and Toronto	J. Palmer	do	16	6	do	1 00
Richwood and Railway Station	W. Taylor	Optional	1	18	do	78 25
Ridgetown and Railway Station	L. S. Hancock	Vehicle	1	6	do	150 24
Ridgeway and Railway Station	R. Disher	On foot	1	12	do	100 00
Ridgeway and Stone Quarry	A. House	Vehicle	3	2	(from June 1, 1886)	50 00
Ridgeway and Welland	L. House	do	19	3	do	248 00
Ripley and Railway Station	D. McInnes	Optional	1	12	do	84 00
Ripley and Verdun	S. Irwin	Vehicle	5	2	do	50 00
Riverside and Toronto	H. Parry	Optional	1	6	do	125 00
Riverview and Railway Station	J. H. Peters	do	3	2	do	48 00
Robin and West Plain	A. Sedore	do	3	2	do	5 00
Rob Roy and Singhampton	J. Banerman	do	6	1	do	7 50
do	do	do	6	2	do	30 00
do	R. Shields	do	6	2	do	42 00
Rockford and Railway Station	W. Lemon	Horse or vehicle	4	3	do	240 00
Rockland and Railway Station	A. Campbell	Optional	17	6	do	103 90
do	do	do	2	6	do	61 00
Rockliffe and Railway Station	W. H. McIntyre	do	2	4	27 dys. (to Nov. 27, '86)	32 00
Rockside and Salmonville	L. Harber	Vehicle	300 yds	12	3 dys., from do	69 00
Rodney and Railway Station	A. Humprey	On foot	30 rods	18	do	93 80

Rosemont and Shelburne .....	T. Henderson, junr. ....	Vehicle .....	12	6	12	do	630 00
Ross and Portage du Fort .....	M. McLaren .....	do .....	3	3	12	do	72 00
Rosseau and Rosseau Falls .....	P. Mutchenbacher .....	Optional .....	4	3	Part of seasons, 1885-86 & 1886-87		20 00
Rosseau and Shannon Hall .....	W. Fletcher .....	do .....	12 <sup>1</sup> / <sub>2</sub>	1	12 months		78 00
Rosseau and Uterson .....	J. Cook .....	Vehicle .....	23	6	3 do		151 25
Rostock and Strbringville .....	C. Schmidt .....	Optional .....	12 <sup>1</sup> / <sub>2</sub>	3	29dys. (from Dec. 3, '86)		73 50
Rouge Hill and Toronto .....	R. H. Crew .....	Vehicle .....	17	6	12 do		399 00
Round Plains and Waterford .....	B. H. Ramage .....	do .....	4	3	12 do		95 00
Ruscom Station and Railway Station .....	J. D. Mathers .....	Optional .....	50 yds	12	12 do		10 00
Russell and South Indian Railway Station .....	R. Young .....	Vehicle .....	10	6	12 do		200 00
Rutherford Glen and Railway Station .....	C. Legris .....	do .....	1	6	9 do		15 00
do .....	S. McDonald .....	do .....	1	6	3 do	(to Dec. 31, 1886)	5 00
St. Catharines and Railway Station .....	M. Iverson .....	Horse or vehicle .....	1	24	12 do		225 36
St. Eugene and Vankeek Hill .....	X. Proulx .....	Vehicle .....	10	6	12 do		272 23
St. George and Railway Station .....	A. Brockbank .....	Horse or vehicle .....	1	24	12 do		162 78
St. Joachim, River Ruscom and Railway Station .....	F. Pinsonnault .....	do .....	3	6	12 do		145 00
St. Lawrence and Wolfe Island .....	D. S. Woodman .....	do .....	12	1	12 do		75 00
St. Oia and Railway Station .....	P. P. Clark .....	Optional .....	2	6	8 do	(from Aug. 1, 1886)	33 33
St. Patrick and Railway Station .....	B. Payment .....	do .....	1 <sup>1</sup> / <sub>2</sub>	3	12 do		48 00
St. Paul's and Railway Station .....	A. Thom .....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	12 do		62 00
St. Thomas and C. V. Railway Station .....	M. A. Boughner .....	Vehicle .....	1	12	1 do	(to April 30, 1886)	7 80
St. Thomas and G. W. & C. S. Railway Station .....	do .....	do .....	1	60	1 do	do do	48 61
St. Thomas and Railway Stations .....	do .....	do .....	1	72	11 do	from do	499 38
St. Thomas and Sparte .....	W. Gregory .....	Optional .....	11	6	12 do		185 00
St. Thomas and Talbotville Royal .....	J. Wait .....	do .....	34	6	12 do		120 00
Sadova and Sebrigt .....	J. H. Vanvick .....	do .....	5 <sup>1</sup> / <sub>2</sub>	1	12 do		31 20
Sand Point and Railway Station .....	G. Drysdale .....	do .....	2	6	12 do		157 90
Sandwich and Windsor .....	A. G. Kennedy .....	Vehicle .....	2	12	12 do		174 00
Sarnia and Port Barou, U.S. .....	J. Dawson .....	Optional .....	2	12	12 do		150 00
Sarnia and Railway Station .....	J. Lucas .....	Vehicle .....	1	12	5 do		46 20
Sarnia and Wallaceburg .....	I. Secor .....	do .....	35	6	6 do	28 dys. (from Oct. 4, '86)	711 41
Sauge Falls and Warton .....	I. Post .....	Optional .....	12	2	12 do	3 dys. (to Oct. 3, 1886)	157 60
Saugeux and Railway Station .....	T. Lee .....	Vehicle .....	12	18	12 do		120 00
Sault Ste. Marie, and Sault Ste. Marie, U.S. .....	R. T. Pin .....	Optional .....	1 <sup>1</sup> / <sub>2</sub>	6	Season, 1886		127 48
do .....	W. Turner .....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	Part of seasons, 1885-86 & 1886-87		158 65
Sault Ste Marie and Thessalon .....	W. H. Plummer .....	do .....	60	12	3 months (to June 30, 1886)		228 00
Saurin and Railway Station .....	D. A. Cooper .....	do .....	1	12	9 do	from do	15 00
do .....	do .....	do .....	1	12	10 do	(from June 1, 1886)	20 83
Sebreber and Railway Station .....	D. B. Bruce .....	do .....	100 yds	6	12 do		78 00
Scotch Block and Railway Station .....	J. McKenzie .....	do .....	1	6	4 do		20 00
Scotia and Mail Catching Post .....	J. Buck .....	On foot .....	1	12	12 do	(from Dec. 1, 1886)	30 00
Scouten and Railway Station .....	D. A. Spencer .....	Optional .....	1	24	12 do		187 80
Seaforth and Railway Station .....	J. Dickson .....	do .....	1	6	12 do		69 88
Seagrave and Railway Station .....	J. Allen .....	do .....	1	12	12 do		90 00
Sebringville and Railway Station .....	I. R. Paton .....	do .....	1	24	12 do		120 00
Seyern Bridge and Railway Station .....	J. H. Jackson .....	do .....	7	2	2 do	(from Feb. 1, 1887)	18 67
Shamrock and Sheedy .....	M. Sheedy .....	Horse or vehicle .....	1	12	12 do		60 00
Shanty Bay and Railway Station .....	T. Linton .....	Optional .....	1	12	12 do		60 00

REPORT NO. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. \$ cts.
Sharbot Lake and Railway Station	M. Avery	Optional	1	14	12 months	146 00
Shelburne and Railway Station	E. Berwick	do	1	24	do	125 20
Sherkton and Railway Station	B. F. Sherk	do	1	6	12 do	50 00
Shetland and Sutherland's Corners	J. Walker	Vehicle	5	3	do	90 00
Shrubmount and Vivian	F. Stevens	do	2½	3	do	65 00
Silsoam and Uxbridge	Bascom & Davidson, Ex's.	Horse or vehicle.	17 r. t.	3	do	150 00
Simcoe and Railway Stations	E. Hall	Vehicle	1 & ½	12	do (less fine)	220 12
Skye and Railway Station	D. McMillan	Horse or vehicle.	8	6	do	240 00
Smith's Falls and Railway Station	H. Carley	Optional	1	24	do	175 00
Smithville and Wellandport	J. Wilson	Vehicle	9	6	do (to June 30, 1886)	68 25
do do	do	do	9	6	do from do	201 75
Snake River and Railway Station	G. Douglas	Optional	3½	2	do	64 16
Snyder and Railway Station	T. Snyder	do	1½	6	do (from Nov. 1, 1886)	52 08
Solway and Walkerton	M. McIntyre	Vehicle	6½	3	do	149 00
Sombra and Marine City, U.S.	P. Cattanaach	Boat	2	3	do	36 00
Sombra and Railway Station	do	Optional	1	12	do	24 59
Sombra and Thornyhurst	J. Featherston	do	6	2	do	68 00
Sombra and Wilkesport	N. Cornwall	Vehicle	8	6	do	185 00
Sonya and Railway Station	J. Campbell	Optional	3	6	do (from Dec. 1, 1886)	8 33
South Casselman and Railway Station	J. St. Denis	do	1	12	do	50 00
South Indian and Railway Station	F. McLennan	do	1	6	do	400 00
South March and Railway Station	P. Orchard	On foot	15½	6	do (from Dec. 1, 1886)	25 00
South River and Railway Station	W. Holditch	Optional	4½	3	do (to Sept. 30, 1886)	54 60
South River and Uplands	W. Adams	do	4½	3	do (to Jan. 31, 1887)	35 00
do do	do	do	4½	3	do	60 00
Spencerville and Railway Station	W. Spencer	do	1½	6	do	130 00
Springville and Railway Station	M. Halloran	Horse or vehicle.	2	3	do	52 00
Spring Arbor and Walsingham Centre	J. McKay	Optional	1	12	do	100 00
Springfield and Railway Station	L. Marshall	do	3	6	do	200 00
Springford and Railway Station	T. McMeahan	do	3	3	do	130 00
Spry and Stoke's Bay	G. Myles	do	6	3	do	39 00
Stanleydale and Yearley's	G. S. Yearley	do	2½	3	do	96 00
Stayner and Railway Station	W. B. Sanders	do	6	3	do	125 00
Stayner and Sunnisdale	J. Sherrick	do	6	3	do	96 00
Stayner and Vanlack	J. D. Laidlaw	do	13	1	do	74 00

Stevensville and Railway Station	C. Tytheligh	do	12	12	do	80 00
String and Railway Station	W. Gould	Vehicle	12	12	do	62 80
Stittville and Railway Station	S. Mann	Optional	12	6	(to Sept. 30, 1886)	21 98
do	do	do	6	6	from do	10 92
do	do	do	1	12	do	232 00
Stoke's Bay and Tobermory	M. Belrose	Horse or vehicle	3	12	do	116 48
Stony Creek and Woodburn	J. Cowan	do	1	12	do	75 00
Stony Lake and Warsaw	H. Bell	do	24	12	do	100 00
Stonerville and Railway Station	J. E. Addison	Optional	6	9	(to Dec. 31, 1886)	300 00
Strathalan and Woodstock	R. Langdon	do	6	3	from do	96 25
do	do	do	48	12	do	356 82
Stratford and Railway Station	J. Putland	Vehicle	30	9	(to Dec. 31, 1886)	93 75
Streetsville and Railway Station	S. Gill	do	30	3	from do	31 25
do	J. Johnston	do	12	12	do	125 20
Stromess and Railway Station	G. Latimer	Optional	12	12	do	120 00
Stroud and Railway Station	R. G. McCraw	do	12	6	(to Sept. 30, 1886)	31 40
Sturgeon Bay and Railway Station	J. Playfair	do	12	9	from do	40 00
do	do	do	12	3	from do	18 75
do	J. Stillar	do	12	12	do	62 60
do	do	do	24	12	do	68 00
Sudbury and Railway Station	S. Fournier	do	6	4	(from Dec. 1, 1886)	15 00
Sunderland and Railway Station	N. Steffins	do	12	9	(to Dec. 31, 1886)	45 00
Sundridge and Railway Station	J. Carter	Foot or vehicle	12	3	from do	25 00
Surton West and Railway Station	W. D. Townley	Optional	2	6	(to Sept. 30, 1886)	50 00
do	do	do	2	6	from do	60 00
Sutton West and Vachel	do	Vehicle	3	6	(to Sept. 30, 1886)	39 50
do	do	do	3	6	from do	47 50
Sweaburg and Woodstock	H. McCunley	Optional	2	9	(from July 1, 1886)	75 00
do	do	do	6	12	do	130 00
Sydenham and Wilmur	W. D. Waters	Vehicle	2	6	do	27 50
Sylvan and Widder	W. Randall	Optional	2	6	from do	25 00
Talbotville Royal and Tempo	J. Wait	do	12	12	do	145 00
do	do	do	12	12	do	60 00
Tara and Railway Station	G. H. Tomlinson	do	12	12	do	100 00
Taxistock and Railway Station	G. Matheson	do	6	12	do	50 00
Tecwaster and Railway Station	W. Zinger	do	6	3	do	45 00
Theford and Railway Station	J. G. Brown	do	12	6	(from Jan. 1, 1887)	20 00
The Brook and South Indian Railway Station	T. Lefebvre	Horse or vehicle	12	6	(to Sept. 30, 1886)	25 00
The Grove and Railway Station	T. A. Robinson	Optional	12	6	from do	110 00
do	do	do	12	12	do	115 00
Thompsonville and Railway Station	J. T. Schmiendorf	do	6	12	do	187 80
Thornhill and Railway Station	W. T. Brown	Horse or vehicle	6	12	do	250 00
Thornhill and Toronto	J. Thompson	Vehicle	12	12	do	78 00
Thornton and Railway Station	W. A. Nixon	Optional	24	12	do	187 80
Thorold and Railway Station	J. Dale	Vehicle	1	8	(from Aug. 1, 1886)	13 33
Thwaites and Railway Station	D. W. Thwaites	Optional	12	12	do	96 00
Tillbury Centre and Railway Station	M. Hudson	do	12	3	(to June 30, 1886)	34 37
Tilsonburg and Railway Station	J. Ostrander	do	12	9	from do	89 30
do	W. Parker	do	2	2	do	

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Tilsonburg and Railway Station.....	Becker & Pierce .....	Optional .....	1	12	12 months.....	\$ 125 00
Tioga and Railway Station.....	G. Fitzsimmons .....	do .....	1	12	do .....	45 00
Toronto and Railway Stations.....	J. Heady .....	Vehicle .....	1 & 1/2	24, 30 & 48	do .....	1,994 05
Toronto and Street Letter Boxes.....	F. Johnston .....	do .....	As req.	7	(to Oct. 31, 1886).....	1,400 00
do .....	I. Johnston .....	do .....	As req.	5	do .....	1,416 68
do .....	W. Ould .....	Optional .....	3 1/2	12	do .....	45 00
Tottenham and Railway Station.....	D. Kitchen .....	Horse on vehicle.....	3	3	do .....	90 00
Townsend Centre and Waterford.....	J. B. McQuigg .....	do .....	3	12	do .....	60 00
Toye's Hill and Winchester Springs.....	O. W. Smith .....	Vehicle .....	1 1/2	18	(to July 31, 1886).....	59 85
Trenton and Railway Station.....	do .....	do .....	1 1/2	30	(to Sept. 30, 1886).....	52 00
do .....	Cunningham Bros.....	do .....	9	30	do .....	155 00
do .....	H. Sharp .....	do .....	1 1/2	6	do .....	175 00
Trenton and Wooler.....	S. Tufts .....	do .....	1 1/2	3	do .....	20 00
Tuffville and North Hastings Junction.....	Holmes & Pake.....	do .....	30 yds.	6	(to June 30, 1886).....	13 25
Tupperville and Railway Station.....	S. Sureties .....	do .....	1	6	do .....	18 80
do .....	J. J. Sutor .....	do .....	1	6	do .....	18 86
do .....	W. M. Turner .....	do .....	1	6	(from Aug. 1, 1886).....	109 52
Turnerville and Railway Station.....	S. J. McKeivry .....	do .....	1	6	do .....	158 45
Tuscarora and Railway Station.....	W. J. Bowell .....	do .....	1	20	do .....	105 00
Tweed and Railway Station.....	W. Hall .....	do .....	4	6	do .....	40 00
Tyrcornell and Wallacestown.....	J. Meyers .....	do .....	9	2	do .....	80 00
Uffington and Vankoughnet.....	J. Lyne .....	do .....	6 1/2	12	do .....	45 00
Uthoff and Railway Station.....	J. Lyde .....	do .....	12	1	do .....	87 64
Underwood and Willow Creek.....	H. C. Stewart .....	do .....	12	24	do .....	78 00
Unionville and Railway Station.....	G. Sharp .....	do .....	12	3	do .....	80 00
Uphill and Victoria Road.....	T. Mulvihill .....	do .....	12	24	(to Sept. 30, 1886).....	180 00
do .....	P. Connor .....	do .....	12	12	do .....	50 00
Uptergrove and Railway Station.....	E. Hanes .....	do .....	12	12	do .....	50 00
Utopia and Railway Station.....	N. K. Nesbitt .....	Optional .....	6	12	(from Dec. 1, 1886).....	40 00
Uterson and Railway Station.....	J. S. Kimmerly .....	Vehicle .....	14 r. l.	3	do .....	100 00
Uttoxeter and Wanshead.....	W. Bell .....	do .....	9	3	do .....	90 00
Uxbridge and Railway Station.....	N. Schooley .....	Optional .....	12	3	do .....	158 00
Uxbridge and Victoria Corners.....	W. Lawlor .....	Vehicle .....	9	3	do .....	115 09
Vandear and Woodstock.....	do .....	Boat or vehicle.....	12	6	do .....	628 00
Vankleeck Hill and Railway Station.....	do .....	do .....	do	do	do .....	do

Station Name	Vehicle	Owner	Height	Weight	Capacity	Period	Amount
Varney and Railway Station	Optional	F. Eden	1	13	3	do	13 00
do	do	do	1	12	9	do	48 00
Vasey and Waverley	do	J. Fraser	4	3	12	do	100 00
Venor and Railway Station	Horse or vehicle	J. McAnley	5 1/2	6	12	do	180 00
Ventry and Railway Station	do	E. Johnston	6	2	1	do	8 33
Vener and Railway Station	Optional	J. Michaud	2	12	9	do	15 00
Victoria Harbor and Railway Station	do	M. Vasey	1	24	12	do	85 00
Ville Nova and Railway Station	On foot	M. M. Alpine	1	6	3	do	10 14
do	do	do	1	6	9	do	37 50
Villiers and Railway Station	Horse or vehicle	W. West	2	3	12	do	75 36
Vine and Railway Station	Optional	V. P. Kelvey	1 1/2	3	12	do	56 00
Victoria and Walsh	Vehicle	S. Ottley	4	13	12	do	63 00
Vivian and Railway Station	Optional	N. L. McCormick	1	13	12	do	60 00
Waldemar and Railway Station	do	J. Tebutt	1	12	9	do	60 00
do	do	D. Jenkins	1	12	3	do	16 00
Wabnapise and Railway Station	do	D. McLaren	1	12	9	do	28 17
Wales and Railway Station	do	J. W. Baker	1	12	12	do	62 60
Walkerton and Railway Station	do	A. McLean	1	21	12	do	281 00
Walker and Wroeter	Horse or vehicle	F. Sage	1 1/2	36	12	do	483 00
Walker's and Railway Station	Optional	J. Greaves	2 1/2	12	12	do	30 00
Walkerville and Windsor	do	J. Egan	2	12	12	do	120 00
Wallaceburg and Railway Station	do	J. Delorme	2 1/2	24	12	do	156 50
Wallacetown and Railway Station	do	C. McGregor	2 1/2	12	12	do	156 50
Waller and Harney's Crossing	do	P. Harney	1 1/2	2	9	do	30 00
Walnut and Waterford	Vehicle	P. E. Willoughby	6	2	9	do	56 25
do	do	do	8	2	3	do	25 00
Warwick and Railway Station	Optional	J. Smith	8	6	12	do	195 00
Washington and Railway Station	do	J. C. Marshall	1	24	12	do	124 80
Waterford and Railway Station	do	E. H. Ramage	1	12	3	do	14 83
do	do	H. Dochstader	1	12	9	do	70 41
Waterloo and Railway Station	Vehicle	F. Sara	2	30	12	do	400 00
Waubashene and Railway Station	Optional	F. Scott	1	24	12	do	60 00
Weidman and Railway Station	do	O. Jansohn	1	12	9	do	11 25
do	do	J. E. Weldon	1	12	3	do	3 75
Weldon and Railway Station	do	O. H. Garner	1	12	3	do	40 00
Welland and C. S. Railway Station	do	J. McQueen	1	12	9	do	35 88
Welland and Welland Railway Station	do	A. W. McAlpine	1	24	12	do	75 30
Welland and Wellandport	Vehicle	L. Durham	15	6	12	do	118 94
Wellington and Railway Station	do	M. Pettit	1	12	12	do	375 00
Wellman's Corners and Railway Station	do	P. Hubbe	2	12	12	do	65 00
Wendigo and Railway Station	Optional	L. M. Cody	1	12	9	do	50 00
do	do	do	3	12	3	do	28 11
Wendover and Railway Station	do	F. Corbelle	1	6	12	do	12 50
Westeyville and Railway Station	do	J. Barrowclough	1	6	12	do	125 00
West Toronto Junction and Railway Station	do	J. Kirkwood	1	12	12	do	75 60
Westwood and Railway Station	Vehicle	J. Comstock	2 1/2	6	12	do	125 00
Whitby and Railway Station	do	J. Scott	1	18	12	do	103 28

REPORT No. 2, A—Continued.  
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Whitechurch and Railway Station.	H. D. Henderson.	Optional.	1	12	12 months	\$ 80 00
White River and Railway Station.	D. S. McOrthy.	do	1	12	do (from Dec. 1, 1886)	10 00
Warton and Railway Station.	L. Post.	do	1	12	do	124 80
Wilbur Station and Railway Station.	T. B. Caldwell.	do	1	6	do	25 00
Williamston Station and Railway Station.	C. Price.	do	1	24	do (to April 30, 1886)	9 16
Willow Grove and Railway Station.	H. Stewart.	do	1	6	do (to Aug. 31, 1886)	33 53
Wilton Grove and Railway Station.	P. Murray.	do	1	6	do	30 00
Windsor and Detroit, U.S.	B. G. Davis.	Boat	2	30	do	479 00
Windsor and Canada Southern Railway Station.	do	Vehicle	1	24	do (less fine)	295 00
Windsor and Grand Trunk Railway Station.	T. Bradley.	do	1	14	do	150 00
Wingham and Railway Stations.	D. Campbell.	do	1	14	do	219 28
Wingham and C. P. Railway Station.	W. Black.	do	5	12 & 24	do	125 00
Wolverton and Railway Station.	R. Given.	Optional	1	12	do	95 00
Woodbridge and Railway Station.	R. S. Haslam.	Vehicle	1	24	do	75 00
Woodlee and Railway Station.	J. P. Henry.	Optional	1	12	do	166 50
Woodstock and Railway Stations.	J. A. McKenzie.	Vehicle	1	12	do	326 20
Woodville and Railway Station.	H. Ferguson.	do	1	24	do	210 00
Wroxeter and Railway Station.	D. Hood.	do	1	12	do	70 00
Wyebridge and Wyevale Station.	W. Edwards.	Optional	5	6	do	149 00
Wylie and Railway Station.	J. Lyons.	do	2	3	do (to Dec. 31, 1886)	37 50
do	do	do	2	3	do from do	15 50
Wyton Station and Railway Station.	G. Scatcherd.	do	1	12	do	20 00
Yarmouth Centre and Railway Station.	G. A. Parlee.	do	1	6	do	100 00
Zephyr and Railway Station.	R. Marshall.	do	3	6	do (to Sept. 30, 1886)	79 50
do	J. N. Dsfoe.	do	3	6	do from do	79 50
Suspension Bridge Tolls.	W. G. Swan, Supt.	do	do	12	do	40 00
Total						\$267,638 18

A. W. McLELAN,  
 Postmaster-General,

H. A. WICKSTEED,  
 Accountant.

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.  
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Burk's Falls and Magnetawan .....	R. H. Menzies.....	25	3	Season, 1886 (see land service).....	\$ 54 75
Byng Inlet and Midland .....	U. Duffy.....	120	2	do .....	495 00
Deseronto and Picton.....	Deseronto Navigation Co.....	17	12	do (see land service) .....	1,883 18
French River and Midland .....	Ontario Lumber Co.....	130	1	do .....	310 00
Gananoque and Clayton, U.S. ....	Thousand Island Railway Co.....	10	6	do .....	200 00
Gravenhurst and Rosseau, &c .....	Muskoka & Nipissing Navigation Co.....	24, 48, 51	6 & 3	do (less fine).....	2,576 50
Kingston and Cape Vincent, U.S. ....	do .....	11	12 s, 6 w.	13 months .....	1,200 00
Kingston and Thousand Island Park, U.S. ....	H. Folger .....	24	6	Season, 1886.....	200 00
Kingsville and Pelée Island.....	T. R. Lidwell .....	20	1	6 months (see land service).....	287 50
Lindsay and Sturgeon Point .....	G. Grandell .....	12	6	do .....	75 00
Niagara and Toronto .....	Niagara Navigation Co.....	36	6	Season, 1886.....	553 50
Nipissing and North Bay.....	Muskoka & Nipissing Navigation Co.....	72 r. t.	3	do .....	504 00
Outer Duck Island and Windsor.....	C. W. Gauthier.....	270	2	Part of season, 1886 .....	54 17
Parry Sound and Fenetauguishene .....	Muskoka & Nipissing Navigation Co.....	66	6	Season, 1886.....	264 00
Port Hope and Charlotte, U.S. ....	C. F. Gilderaleeve.....	60	6	do .....	499 99
				Total.....	\$9,157 59

A. W. MCLELAN,  
 Postmaster-General.

H. A. WICKSTEED,  
 Accountant.



**REPORT No. 2, A.—Continued.**  
**DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1887.**  
**CONVEYANCE OF MAILS BY RAILWAYS.**

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Bay of Quinté Railway and Navigation Co.....	4	28	12 months (to March 31, 1887) .....	\$ 730 00
Canada Atlantic Railway .....	132	6 & 12	11 do (to April 30, 1887) .....	8,208 24
Canada Southern Railway .....	347½	6 & 12	12 do (to March 31, 1887) .....	32,983 90
Canadian Pacific Railway (main line within Ontario) .....	1,171½	With varying fre-	12 do do	60,408 54
Canadian Pacific Railway (Barrie Division) .....	122	quency over dif-	12 do do	8,238 16
Canadian Pacific Railway (Ottawa Division) .....	110½	ferent sections of	12 do do	11,698 64
Canadian Pacific Railway (Toronto Division) .....	51½	the line.	12 do do	35,968 38
Central Ontario Railway .....	104	6	12 do do	4,271 78
Erie and Huron Railway .....	66	6 & 12	12 do do	3,443 52
Grand Trunk Railway (main line within Ontario) .....	478½	With such frequency	12 do do	101,560 00
Grand Trunk Railway (Barrie Division) .....	312½	as may be required	12 do do	16,043 11
Grand Trunk Railway (Kingston Division) .....	90½	by the Post Office,	12 do do	4,583 30
Grand Trunk Railway (London Division) .....	724½	from the trains run.	12 do do	69,460 70
Grand Trunk Railway (Toronto Division) .....	443		12 do do	31,236 15
Kingston and Pembroke Railway .....	104	6 & 12	12 do do	7,019 11
Napanee, Tamworth and Quebec Railway .....	281	12	12 do do	3,759 42
Northern and North-Western Railway .....	483½	6 & 12	12 do do	30,371 60
Thousand Island Railway .....	2	24	12 do do	730 00
Total .....				\$430,082 95

A. W. MCLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, A—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge .....	Mail bags, labels, &c., for Post Office Department....	2,847	31
E. S. Montgomery .....	Mail bags, rivet seals, &c., for do .....	528	72
E. Chanteloup .....	Brass mail locks for do .....	200	00
G. Bailey .....	do and repairs for do .....	88	32
Pritchard & Andrews .....	Mail bag labels for do .....	179	47
Pritchard & Mingard .....	do do .....	22	54
S. Smith .....	Patent mail bag do .....	10	10
E. Chanteloup .....	Mail lock keys for Post Office Inspector, Barrie .....	5	00
R. S. Montgomery .....	Mail bags for do Kingston .....	26	64
L. W. Shannon .....	Stencilling mail bags for do .....	9	26
Tackaberry & Wigmore .....	Repairing do do London .....	58	00
Lou, hery & Tackaberry .....	do do do do .....	18	90
E. Chanteloup .....	Mail lock keys for do do .....	10	00
do .....	do do Ottawa .....	5	00
T. Thompson .....	Mail bag labels for do Toronto .....	190	81
J. & E. H. Roberts .....	Rep'g brass mail locks for do .....	49	30
E. Chanteloup .....	Brass mail locks for do do .....	25	10
T. Hill & Son .....	Stencilling mail bags for do do .....	3	28
J. K. Morris, P.M. ....	To pay for repairing mail bag for Postmaster, Blenheim	0	45
S. Day .....	Repairing mail bag for do Cheapside .....	0	30
R. J. Drysdale, P.M. ....	To pay for repairing mail bag for do Drysdale .....	0	10
J. Gordon .....	Repairing mail bags for do Flesherton .....	0	50
J. Philp & Son .....	Repairing mail bags, &c., for do Hamilton .....	4	85
R. S. Montgomery .....	Letter Carriers' straps for do do .....	1	25
G. McDonald .....	Repairing mail bags for do Kingston .....	2	25
R. S. Montgomery .....	Mail bags for do London .....	9	72
S. Outhbert .....	Repairing mail bag for do Nobleton .....	0	25
R. S. Montgomery .....	Mail bags, &c., for do Ottawa .....	799	51
E. Chanteloup .....	Brass mail locks for do do .....	100	40
T. Thompson .....	Repairing mail bags, &c. do Toronto .....	1,905	61
E. Chanteloup .....	Brass mail locks for do do .....	376	50
N. H. Ferris .....	Repairing mail bag for do Victoria .....	0	15
	Total .....	\$7,479	59

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF QUEBEC.

REPORT No. 2, B.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Abbotsford and Railway Station	D. Sharkey	Vehicle	1	12	12 months	60 00
Abercorn and Railway Station	E. B. Shepard	Optional	3	12	do	75 00
A-ton Vale and Railway Station	S. Eastern Ry. Co	do	7	12	do	40 00
Acton Vale and St. Théodore d'Acton	A. Laplante	Vehicle	4	6	12 do	100 00
Adamsville and Brigham	D. Larivière	do	4	6	12 do	140 00
Adenley and St. Pierre Baptiste	P. A. Drolet	Horse or vehicle.	3	3	12 do	45 00
Adstock and St. Ephrem de Iring	J. Roy	do	9	1	12 do	39 72
Agnes and Nadeau's Crossing	P. Roy	Vehicle	4 1/2	1	12 do	25 01
Agnes and Railway Station	J. S. Wilson	Optional	9	12	12 do	36 00
Agnes and Ste. Océile de Whitton	A. Loubier	Vehicle	9	2	3 do	17 50
do	do	do	9	3	3 do	24 00
Agnes and Three Lakes	W. H. Flint	do	10	1	6 do	20 00
do	G. Flint	do	10	1	6 do	20 00
Aird, Clarenceville and Miranda	M. J. Burwort	do	6 & 4	3	12 do	96 00
Allan's Corners and Cairnside	J. Bryson	do	4	2	12 do	52 00
Allan's Corners and Railway Station	do	do	1	6	12 do	40 00
Allard Settlement and Nouvelle	T. Keays	Horse or vehicle.	3	1	12 do	20 00
Allumette Island and Pembroke	J. J. McGuire	Vehicle	7	2	12 do	70 00
Amqui and Railway Station	A. Grant	On foot	80 yds.	12	12 do	48 00
Anicenne Loreite and Railway Station	J. Dufresne	do	400 yds.	12	12 do	80 00
Ancienne Loreite and Sub Office	G. Dufresne	Optional	3	6	12 do	60 00
Anderson's Corners and Dewittville	J. Anderson	Horse or vehicle.	4	2	12 do	60 00
Angé Gardien and Railway Station	P. Lajoie	Optional	4	12	12 do	50 00
Angers and Railway Station	O. Boisvert	Vehicle	4	3	12 do	78 00
Annesley and North Ouslow	L. Moncton	Optional	4	6	12 do	60 00
Antoinette and Lost River	C. Boon	do	22	1	12 do	25 00
Antoinette and St. Jovite	do	do	7	2	12 do	150 00
Armagh and St. Raphaël	J. Bélanger	do	15	2	12 do	66 00
Arthabaskville and Chester	G. Bourassa	do	8	3	12 do	56 00
Arthabaskville and Victoriaville	do	do	24	6	12 do	192 00
do	P. Beugeron	do	24	12	6 do	45 00
Arthabaskville, Victoriaville and Railway Station.	G. Bourassa	do	24	6 & 12	12 do	90 00

Location	Optional	C. Sinclair	As req.	Season, 1886	Amount
Arundel and Rockway Valley	do		1	do	30 00
Ascot Corner and Railway Station	do	A. Stacey	12	do	50 00
Ascot Corner and Westbury	Vehicle	J. P. Woodrow	3	do	50 00
Aston Station and Railway Station	do	O. Ouellette	6	do	20 00
Aston Station and St. Leonard	Horse or vehicle	N. Doucet	6	do	198 00
Atbelstan and Powscourt	Vehicle	P. O. McGinnis	3	do	49 00
Aubert Gallion and St. George, Beauce	Horse or vehicle	W. M. Pizer	2	do	31 25
Avoca and Matapédia	Optional	A. Gallant	6	do	144 00
Avoca and Pointe au Chêne	Horse or vehicle	J. McCallum	3	do	108 00
Ayer's Flat and Kingscroft	Vehicle	G. M. Hunt	2	do	52 00
Ayer's Flat and Railway Station	On foot	H. G. Ayer	12	do	40 00
Aylmer and Ottawa	Vehicle	G. H. O'Reilly	12	do	600 00
Aylmer and Portage du Fort	do	J. Wyman	6	do	1,342 00
Aylmer and Railway Station	do	A. M. Holt	6	do	50 00
Bagotville and Chicoutimi	do	F. Lavéque	10	As req.	67 50
Bagotville and Grande Baie	do	J. Savard	3	do	67 50
Bagotville and Wharf	do	do	3	As req.	20 00
Bailargon and Railway Station	Optional	R. Hnot	3	12 months	40 00
Baldwin's Mills and Barnston	Vehicle	W. K. Baldwin	3	do	84 00
Barachois de Malbaie and Wharf (vis à St. Peter)	do	F. S. Vardon	5	do	57 75
Bassin du Lièvre and Railway Station	Optional	F. X. Nanaville	4	Season, 1886	33 75
do	do	do	6	9 months (to Dec. 31, 1886)	16 50
Batiscan and Railway Station	Vehicle	T. Leguerre	3	do from	54 00
do	do	do	12	9 do (to Dec. 31, 1886)	26 00
Batiscan and St. Pierre les Becquets	Boat	C. A. Maguy	3	do from	54 00
Beauce Junction and Jersey Mills	Vehicle	T. Lessard	6	do	180 00
Beauce Junction and Railway Station	Optional	V. Blodéan	12	do	21 77
Beauharnois and Gougnawaga	Vehicle	O. Duquette	6	do	345 00
Beauharnois and Laberge	do	O. Primeau	2	do	50 00
Beauharnois and St. Louis de Gonzague	do	B. Paré	6	do	198 00
Beauharnois and Valleyfield	do	E. Rapin	10	do	185 00
do	do	do	15	do	49 62
Beaupré and St. Férol	Horse or vehicle	F. Michel	6	do	45 03
do	do	do	3	do from	25 00
Beaurivage and Parkhurst	do	do	3	do	58 00
Beauvoir and Ste. Marthe	Optional	J. Machell	6	do	41 66
Bécanour and Railway Station	Vehicle	S. E. Poirier	3	do	225 00
Bécanour and Ste. Gertrude	do	J. Charron	6	do	249 00
Bécanour and St. Grégoire	do	M. Deshais	6	do	25 00
do	do	S. Charron	6	do	32 86
Bécanour Station and Ste. Julie de Somerset	do	N. Vigneault	6	1 do	12 00
do	do	D. Johnston	3	do	36 00
do	do	W. Johnston	12	do	210 00
Bedford and Pearceton	do	J. Briggs	6	do	75 00
Beebe Plain and Railway Station	On foot	C. H. McClintock	12	do	30 00
Bell Mount and Otter Lake	Horse or vehicle	G. Palmer	1	do	160 00
Bellefleur Village and St. Hilaire Station	Optional	P. Authier	12	do	50 00
Bennett and Maple Grove	do	J. Bennett	3	do	6 25
Béranget and Dunham	do	S. Cook	2	1 month 14 dys. (from Feb. 15, '87)	

**REPORT No. 2, B—Continued.**  
**DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
Bergerville and Quebec	J. Drolet	Vehicle	3	6	12 months	\$ 80 00
Berimis and Moisie	Girouard & Beaudet	Optional	216	1 p season	Season, 1888-87	1,260 00
Berimis and Sault au Cochon	J. Miller	do	26	2	3 months (to June 30, 1886)	137 50
do	S. Miller	do	26	2	9 do from do	412 50
Berthier (en bas) and Railway Station	V. Guillet	do	24	12	do	78 00
Berthier (en haut) and Isle Dupas	P. Moreau	do	24	3	do	48 00
Berthier (en haut) and Railway Station	F. Plante	do	24	12	do	106 79
do	do	do	24	13	17 dys. (to Dec. 17, '85)	46 80
do	do	do	5	3	14 dys. from do	44 00
Berthier and Sorel	S. Velois	do	6	14 s, 7 w	do	25 00
Bethel and South Durham	W. Bartlett	Vehicle	6	2	(to Sept. 30, 1886)	22 80
Bic and Railway Station	J. R. Coitelough	Optional	10 yds	12	do	8 33
Bic and St. Valerien de Rimouski	J. Moisan	do	3 1/2	6	do (from Mar. 1, 1887)	26 00
Birchton and Railway Station	J. A. McNeight	On foot	7 1/2	12	do	54 00
Birchton and Sand Hill	D. M. Oswell	Vehicle	4	3	do	260 00
Birchton and Sawyerville	H. Munn	Horse or vehicle	3	12	do	40 00
Bishop's Crossing and East Dudswell	H. R. Bishop	Vehicle	3	2	do	20 00
Bishop's Crossing and Railway Station	J. McFaddin	do	60 yds.	12	do	34 84
Bisson and Railway Station	F. Hamane	Optional	350 yds.	12	13 dys. (to Feb. 13, '87)	33 75
Bisson and Saints Anges	F. Grenier	do	6	2	3 do (to June 30, 1886)	67 50
do	O. Drouit	do	6	2	9 do from do	50 00
Bianche and Mayo	O. Conroy	Horse or vehicle	8	2	do	50 00
Bianche and Thurso	do	do	16	1	do	20 00
Bianchet and St. Lambert	J. Paquet	Optional	9	6	do	20 00
Blandford and Stanfold	A. Richard	Vehicle	9	1	(to Sept. 30, 1886)	34 46
do	do	do	9	2	do from do	13 00
do	do	do	9	1	3 do (to Sept. 30, 1886)	58 38
do	J. Demers	do	9	4	do from do	70 00
do	N. Buill	do	9	1	do	55 00
Boileau and Rivington	P. Boileau	Horse or vehicle	14	1	do	40 00
Boileau and St. Rémi d'Amherst	E. Thomas	Optional	10	2	do	125 00
Bois de Filion and Ste. Thérèse de Blainville	O. Chapleau	Vehicle	4	1	do	548 09
Bois Franc and Mattawa	O. Rankin	Optional	40	5	do (from Nov 1, 1886)	26 00
Bolton Centre, Knowlton and Knowlton Landing	L. Poulin	Vehicle	9	1	do (less fine)	60 00
Bolton Forest and Railway Station	O. Fortin	do	3	3	do	300 00
Bonaventure Island and Percé	P. Bossy	Optional	3	1	do	10 00
Booth and Dumoine	J. Lafrenière	do	46	12	do	300 00
Bordeaux and Railway Station	G. Picard	On foot	1 1/2	12	do	10 00

Station	W. Hackwell	Horse or vehicle.	8	1	12	do	30 00
Beachebel and Roxton Falls	W. Hackwell	Horse or vehicle.	8	1	12	do	30 00
Bectreux and Ormstown	O. Bergevin	Vehicle	4 1/2	2	12	do	42 00
Boulogne and St. Eugène de Grantham	P. Roudeau	Optional.	4 1/2	2	12	do	72 00
Bourg Louis and Railway Station	P. Russell	Vehicle	3	6	12	do	75 00
Boytoun and Fairfax	R. Towle	do	4 1/2	3	2	do	12 50
Boytoun and Railway Station	J. Froebie	Optional.	1	3	2	do	25 00
Brigham and Farnham Centre	P. E. O'Connor	do	2	16	12	do	80 00
Brigham and Railway Station	A. S. Newell	do	1 1/2	12	12	do	48 00
Bristol and Caldwell	R. Horner	do	4	3	12	do	48 00
Bristol and Maple Ridge	H. Creighton	Vehicle's	5	6	12	do	168 00
Britannia Mills and Railway Station	E. Guilbert	On foot.	60 yds.	13	12	do	20 00
Britonville and St. Sauréur	G. Hamilton	Horse or vehicle.	8	3	12	do	100 00
Brome and Railway Station	E. S. Chapman	Optional.	1 1/2	6	12	do	60 00
Brompton and Brompton Falls	H. Addison	Horse or vehicle.	4	3	12	do	80 00
Brookbury and Robinson	R. Rowe	Vehicle.	5	2	12	do	48 00
Brookdale and Montebello	L. Ether	Horse or vehicle.	16	1	10	do	86 67
do	do	do	21	1	2	do	22 75
Broughton and Railway Station	J. Stewart	do	3	3	12	do	45 00
Broughton Station and East Broughton	L. Beaudoin	Vehicle	5 1/2	6	12	do	150 00
Broughton Station and Railway Station	J. McGee	Horse or vehicle.	50 yds.	12	10	do	20 90
Broughton Station and West Broughton	M. Rousseau	Vehicle	6 1/2	6	12	do	140 00
Browsburg and Mount Maple	I. Warwick	do	3 1/2	1	12	do	24 00
Buckingham and High Rock	O. W. Pearson	Boat or vehicle.	21	6	12	do	550 00
Buckingham and Railway Station	do	Vehicle.	1 s, 4 w.	13	12	do	97 00
Buckland and St. Lazare	L. Laflamme	Horse or vehicle.	15	3	12	do	140 00
Buckland and St. Magloire	P. Tanguay	Vehicle	18	3	12	do	177 00
Bulwer and Railway Station	A. Sanborn	Optional.	3 1/2	12	12	do	20 00
Burnside and St. Hermas Station	J. Wood	do	3	3	12	do	56 00
Cacouns and Railway Station (1/2 St. Arsène)	J. B. Beaulieu	do	5	12	12	do	250 00
Cacouns and Railway Station	do	do	2 1/2	12	3	do	33 56
Calumet Island and Oulfield	J. E. Cahill	do	1 1/2	12	12	do	120 00
Calumet Island and Dumraven	O. Barsalon	Vehicle	5	3	12	do	78 00
Campbellton and Paspebiac	A. Cyr	do	88	6	12	do	3,880 00
Canterbury and Scotstown	R. Groom	do	4	2	12	do	42 00
Cantley and Kirk's Ferry	M. Reid	Optional.	3	3	12	do	85 00
Cantley and Lucerne	R. Blackburn	do	19	1	12	do	100 00
Cap à l'Aigle and Murray Bay	A. Desbiens	Vehicle	3	6	Season, 1888	do	33 00
Cape Cove and Wharf	J. Savage	Optional.	1 1/2	As req.	do	do	71 50
Cap Magdeleine and Railway Station	O. Toupin	do	5	12	12 months	do	180 00
Cap Rouge and Quebec	J. Drolet	Stage	9	6	12	do	199 00
Cap St. Ignace and Railway Station	C. Larue	Optional.	1 1/2	12	12	do	90 00
Cap Santé and Les Ecureuils	P. Pagé	Vehicle	4 1/2	6	12	do	150 00
Cap Santé and Portneuf	E. Marcotte	do	5	6	12	do	150 00
Carillon and Lachute	M. Campeau	do	10 1/2	6	12	do	247 00
Carillon and Vaudreuil Station	D. Rochon	do	26 1/2	6	12	do	1,173 75
Casault and Railway Station	J. Ouellet	do	2	3	12	do	40 00
Castellar and Danville	G. W. Barlow	Optional.	5	6	3	do	31 25
do	do	do	5	6	9	do	112 50

REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Caughnawaga and Wharf.....	A. de Lorimer.....	Vehicle.....	3	12	12 months.....	88 00
Caussepal and Railway Station.....	E. A. Blais.....	On foot.....	250 yds	12	do and special expense.....	58 25
Cedar Hill and Railway Station.....	J. Smith.....	Optional.....	80 yds	6	do.....	12 00
Cedars and St. Dominique Station.....	E. Bissonnette.....	Vehicle.....	4 1/2	6	do.....	159 60
Chambly Basin and Railway Station.....	G. E. Mayrand.....	Optional.....	1 1/2	12	do.....	80 00
Chambly Canton and Railway Station.....	J. Hackett.....	do.....	1 1/2	12	do.....	80 00
Chamford and Dablon.....	J. Bilodeau.....	Horse or vehicle.....	17	7	do.....	40 83
Champlain and Railway Station.....	J. Abel.....	Vehicle.....	2	12	(from Sept. 1, 1886).....	90 00
Champlain and Vincennes.....	M. Desseault.....	Optional.....	5	3	do.....	83 33
Channay and Piopolis.....	F. Poulin.....	do.....	9	1	(to Jan. 31, 1887).....	50 00
Chantelle and Rawdon.....	A. Morin.....	Vehicle.....	17	3	do.....	210 00
Chapeau and Fort Coulonge.....	L. G. Poupore.....	do.....	21	3	do.....	172 50
Chapeau, Pembroke and Fort William.....	A. S. Maloney.....	do.....	23	6 & 3	(from Oct. 1, 1886).....	499 00
Charlemagne and L'Assomption.....	J. Belhumeur.....	do.....	9	6	do.....	250 00
Charlemagne and Montreal.....	M. Archambeault.....	do.....	15	6	do.....	400 00
Charlesbourg and Quebec.....	E. Lefebvre.....	do.....	5	2	do.....	80 00
Chartiers and North Clarendon.....	J. Ralph.....	do.....	3	1	do.....	15 00
Charterville and La Patrie.....	A. Daigneau.....	Optional.....	9	2	(from July 1, 1886).....	75 00
Chathoro and St. Philippe.....	W. Douglas.....	Vehicle.....	2 1/2	3	do.....	39 00
Chathoro and St. Zéphirin.....	O. Gastonguay.....	do.....	5 1/2	3	do.....	64 00
Chaudière Curve and Railway Station.....	A. Lemieux.....	Optional.....	30 yds	12	do.....	20 00
Chaudière Mills and Railway Station.....	do.....	Horse or vehicle.....	3 1/2	6	do.....	100 00
Chaudière Station and Railway Station.....	A. McTeer.....	On foot.....	300 yds.	6	do.....	35 00
Chamont and St. Agépit.....	E. T. Pâquet.....	Optional.....	3	3	do.....	40 00
Chelsea and Old Chelsea.....	H. W. Edmonds.....	do.....	1 1/2	6	do.....	50 00
Chemin Taché and St. Cyprien.....	G. Dallaire.....	Horse or vehicle.....	6	1	do.....	35 00
Cherry River and St. François Xavier de Viger.....	O. Tremblay.....	Optional.....	6	2	do.....	60 00
Chester and North Ham.....	R. A. Buzzell.....	Horse or vehicle.....	4	2	do.....	60 00
Chichester and Fort Coulonge.....	G. Bourassa.....	Horse or vehicle.....	13	3	do.....	75 00
Chicoutimi and Lebarre.....	L. G. Poupore.....	Vehicle.....	21	3	(to Sept. 30, 1886).....	149 00
Chicoutimi and Latérière.....	E. Girard.....	do.....	40	6	do.....	751 00
Chicoutimi and Murrey Bay River.....	P. Blackburn.....	do.....	10	6	do.....	236 00
Chicoutimi and Tremblay.....	A. Savoie.....	do.....	53	6	do.....	1,810 00
Chicoutimi and Wharf.....	N. Laforge.....	Optional.....	2	6	do.....	80 00
	F. Simard.....	Vehicle.....	1 1/2	As req.	Season, 1886.....	66 75

Location	Name	Horse or vehicle	15	12 months	75 00
Châte aux Iroquois and L'Annonciation	J. Demers	Vehicle	20	2 12 do	180 00
Châte aux Iroquois and St. Jovite	P. Maurice	Vehicle	7 1/2	2 12 do	168 00
Clairvaux and St. Paul's Bay	E. Gauthier	Horse or vehicle	13	3 12 do	72 00
Clapham and Inverness	J. Forbes	Vehicle	4	3 12 do	240 00
Clarenceville and Lacolle Railway Station	M. J. Burnot	do	4	3 12 do	40 00
Clarenceville and Wolf Ridge	do	do	4	3 12 do	180 00
Coaticook and Canaan, U. S.	A. Trihey	do	1 1/2	2 12 do	50 00
Coaticook and North Coaticook	E. Tomkins	Horse or vehicle	23	2 12 do	300 00
Coaticook and Paquette	T. Pâquette	Vehicle	19	6 12 do	475 00
Coaticook and Rock Island	C. N. Remick	do	14	12 12 do	40 00
Coleraine Station and Railway Station	J. Roberge	Optional.	67 yds.	3 6 do	104 50
Coleraine Station and Senborn	M. Hurley	do	14	3 6 do	90 00
do	F. Hagarty	do	9	3 12 do	128 00
Coleraine Station and Wolfstown	N. Roy	On foot.	1	6 12 do	93 90
Como and Oka	O. Chaurrette	Horse or vehicle	6	6 12 do	200 00
Compton and Martinville	F. Pierce	Vehicle	10	3 12 do	150 00
Compton and St. Edwidge	G. Boulay	do	18	6 12 do	498 00
Confrecoeur and Varennes	C. Hurteau	do	10	6 12 do	225 00
Cookshire and Island Brook	J. Miller	do	1 1/2	12 12 do	52 00
Cookshire and Railway Station	S. J. Osgood	Foot or vehicle	1 1/2	12 12 do	96 00
Cooper's Corners and Laguerre	T. Cooper	Vehicle	3	6 12 do	60 00
Corbin and Frontier	A. Roberts	do	2	12 12 do	200 00
Côteau du Lac and Côteau Landing	O. Phrand	do	2	19 6 do	16 50
Côteau Landing and Railway Station	G. Gauthier	do	2	19 6 do	100 00
do	do	do	2 1/2	6 12 do	60 00
Côteau Landing and St. Zotique	O. Prieur	do	6	12 3 do	61 50
Côteau Landing and Valleyfield	St. Francis Tow-Boat Co	Boat or vehicle	6	6 12 do	200 00
Côte Station and St. Clet	J. Lalonde	Vehicle	6 1/2	3 12 do	52 00
Côte St. Louis and Mile End	M. Hotté	Optional	6 1/2	3 12 do	120 00
Côte St. Michel and Montreal	L. Tassé	do	1	12 12 do	96 00
Côte St. Paul and Railway Station	E. Latour	Vehicle	2	6 12 do	52 00
Covey Hill and Vicars	W. Orr	Optional	2 1/2	12 12 do	72 00
Cowansville and Railway Station	J. E. O'Halloran	Vehicle	8	3 12 do	50 00
Craig's Road Station and Fréchette	N. Fréchette	Horse or vehicle	2 1/2	6 12 do	590 00
Craig's Road Station and St. Sylvester East	L. Demers	Vehicle	5	2 11 do	41 25
Cranbourne and Guldurf	W. Wilson	Horse or vehicle	5	3 1 do	6 62
do	do	do	8	3 do	20 00
Cranbourne and Frampton	V. Lacroix	Optional	8	3 do	90 00
do	do	do	14	6 12 months	48 40
Cross Point and Matapedia	C. Keane	do	2	Special trips	100 00
Cross Point and Ste. Anne de Restigouche	C. Guay	Vehicle	10 1/2	2 12 do	84 00
Cross Point and Sillarville	A. McDonald	Optional	8	1 12 do	50 00
Cumberland Mills and River Gilbert	T. J. Taylor	do	6	1 12 do	30 00
Edina	J. Tomalty	Vehicle	6	6 12 do	180 00
Jaltesville and Lachute	P. McArthur	Horse or vehicle	5	2 12 do	44 00
Dalvesville and Louisa	W. Watchorn	Vehicle	9	7 12 do	43 00
Dalvesville and St. Michel de Wentworth	M. Miller	do			



REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Dalhousie Mills and Peveril .....	A. Morrison .....	Vehicle .....	2	6	12 months .....	60 00
Dalling and South Ry .....	L. W. Weed .....	Optional .....	6	3	do (to Sept. 30, 1886) .....	55 00
Danby and Railway Station .....	S. D. McGeer .....	do .....	50 yds.	12	do (to Sept. 30, 1886) .....	12 00
Danora Lake and Kazabazus .....	J. Barnes .....	do .....	9	2	do from do .....	45 00
do .....	H. Heney .....	do .....	9	2	do .....	45 00
Danford Lake and Otter Lake .....	do .....	do .....	18	1	do .....	120 00
Danville and Railway Station .....	R. M. Gibson .....	On foot .....	4	6	do .....	34 00
Danville and St. Camille .....	W. Paicheud .....	Vehicle .....	17	3	do (from Jan. 1, 1887) .....	62 50
Danville and St. George de Windsor .....	J. Godbout .....	Horse or vehicle .....	10	3	do .....	120 00
Danville and South Ham .....	G. Goodenough .....	do .....	24	3	do (to Dec. 31, 1886) .....	299 25
do .....	L. A. Turcotte .....	do .....	24	3	do from do .....	92 50
do .....	J. D. Morin .....	do .....	6 1/2	1	do (to June 30, 1886) .....	10 00
D'O'Auteuil and Kingsy Falls .....	do .....	do .....	6 1/2	2	do from do .....	6 00
do .....	do .....	do .....	7	2	do .....	126 00
Denison's Mills and Richmond, East .....	J. R. Denison .....	do .....	14	12	do .....	180 00
Derby Line, Rock Island, Stanstead and Ry. Station .....	H. A. Channell .....	Vehicle .....	14	12	do (to Dec. 31, 1886) .....	44 25
Deschambault and Railway Station .....	O. Perrault .....	do .....	24	12	do from do .....	24 75
do .....	do .....	do .....	24	12	do .....	20 00
Desjarrias and Railway Station .....	A. Blondeau .....	Optional .....	100 yds.	12	do .....	75 00
Dewville and Railway Station .....	J. Holiday .....	Vehicle .....	3	12	do .....	63 00
Dillon and Eastman .....	F. P. Dufresne .....	do .....	3	12	do .....	32 00
D'Israel and Railway Station .....	J. E. Ruesant .....	Optional .....	120 yds.	12	do .....	60 00
Dixville and Railway Station .....	O. Baldwin .....	do .....	9	12	do .....	45 00
Domine de Gently and Gently .....	D. Beauchesne .....	Vehicle .....	9	2	do .....	100 00
Dorval and Railway Station .....	D. Desceary .....	do .....	4	12	do .....	70 00
Doyle and Sh-enboro' .....	J. Bush .....	Horse or vehicle .....	12	1	do .....	579 00
Drummondville and Melbourne .....	D. Cussan .....	do .....	24	6	do .....	48 00
Drummondville and Railway Station .....	J. F. Picotin .....	On foot .....	5	12	do (to June 30, 1886) .....	18 50
Drummondville and St. Cyrille de Wendover .....	S. Guévremont .....	Vehicle .....	5	3	do from do .....	111 00
do .....	do .....	do .....	5	6	do (to Dec. 31, 1886) .....	69 00
Duclou and Wakefield .....	A. A. Duclou .....	Horse or vehicle .....	15	2	do from do .....	23 75
do .....	S. F. Gatignol .....	do .....	15	2	do .....	150 00
Dudswell Centre and Railway Station .....	W. H. Lothrop .....	Vehicle .....	1	12	do (to Dec. 31, 1886) .....	30 00
Dudswell Centre and South Dudswell .....	E. F. Orr .....	do .....	4 1/2	2	do .....	50 00
Dufresne's Mills and South Durham .....	J. U. Dufresne .....	do .....	4	6	do .....	65 00
Dunboro', Scotsmore and Railway Station .....	F. E. Scott .....	do .....	2 1/2 & 2	3 & 6	do .....	160 00
Dundee and Railway Station .....	J. Tye .....	do .....	2 1/2 & 2	3 & 6	do .....	160 00

Dunham and East Dunham.....	J. G. Wales.....	do	2½	6	12	do	141 00
Dunham, Stanbridge, East and Stanbridge Station.....	J. H. Martin.....	do	13 & 7	6	12	do	447 00
East Angus and Linda.....	D. B. Hall.....	do	1½	3	12	do	39 00
East Angus and Railway Station.....	F. P. Buck.....	do	100 yds.	12	12	do	16 00
East Angus and South Dudswell.....	E. F. Orr.....	do	4½	3	3	do	15 00
East Athabaska and Larochelle.....	L. Boulanger.....	do	17	3	12	do	60 00
East Athabaska and St. Fortunat.....	P. Janean.....	do	5	3	12	do	300 00
East Athabaska and Stanfold.....	D. Lunan.....	do	28 & 6	6	12	do	195 00
East Clifton, Sawyerville and Canaan, U.S.....	W. Sawyer.....	Horse or vehicle.		2 & 1	12	do	260 00
East Farnham and Railway Station.....	C. Mansfield.....	Vehicle		6	12	do	80 00
do	do	do		6	12	do	20 00
East Magdala and Lyster.....	A. Rousseau.....	do	4	1	12	do	26 00
Eastman and Railway Station.....	T. Perdue.....	Optional	¾	6	12	do	48 00
East Templeton and Perkins.....	J. Freney.....	Horse or vehicle.	9	2	5	do	41 87
do	do	do		2	7	do	68 33
do	do	do		9	9	do	
East Templeton and Railway Station.....	P. Doyon.....	Vehicle	33 yds.	12	12	do	110 00
Echo Vale and Railway Station.....	J. P. Jones.....	On foot		12	12	do	18 00
Echo Vale and Railway Station.....	J. Francaux.....	Vehicle	8½	6	12	do	240 00
Eden Dale and Table Falls.....	O. Johnson.....	do	6	1	12	do	54 00
Egypte and St. Ephem d'Upton.....	C. Dupont.....	do	8½	6	12	do	195 00
Elgin Road and Railway Station.....	F. Bélangier.....	Optional	1	3	12	do	75 00
Elmside and Kenock.....	R. Campbell.....	do	3	3	12	do	40 00
Emileville and St. Pie.....	M. Gauthier.....	do	1	1	12	do	25 00
Escuminac and Fleurant.....	L. LeBlanc.....	do	8	1	12	do	40 00
Esquimaux Point and Lourdes du Blanc Sablon.....	P. Thérage.....	Horse or vehicle.	304	3	trips,	season '86-87 and arrears	440 00
Esquimaux Point and Moisie.....	O. Ahiers.....	Optional	150	6	do	season '86-87	670 00
Etchemin and Lévis.....	F. Samson.....	do	6	6	do	(to Sept. 30, 1896)	240 00
Etchemin and St. Jean Chrysostôme.....	A. Pichet.....	Vehicle	3	6	do	from	56 00
do	do	do	3	6	do	(from Feb. 1, 1887)	16 67
Etchemin and South Quebec.....	P. E. Bourassa.....	do	4	6	2	do	
Farnboro' and West Shefford.....	J. Enright.....	Optional	2½	3	12	do	52 00
Farnham and Railway Station.....	A. Truax.....	do	14 rods.	6	9	do	18 75
do	do	do	14 rods.	6	3	do	6 25
Farnham and Magenta.....	J. Paquette.....	Vehicle	5	2	12	do	50 00
Farnham and Railway Station.....	J. Fournier.....	Optional	¾	30	12	do	130 00
Farnham and Starbury.....	S. S. Choquette.....	Horse or vehicle.	8	2	12	do	80 00
Father Point and Rimouski.....	P. Beatie.....	Vehicle	6½	6	12	do	140 00
Fleuriant and Ste. Luce.....	P. Beaulieu.....	do	18	2	12	do	120 00
Fontenelle and Gaspé Basin.....	A. Caron.....	do	8	1	12	do	32 00
Fontenoy and Melbourne.....	J. Stanley.....	Horse or vehicle.	23	2	12	do	48 00
Fort Coulonge and Portage du Fort.....	S. Fraser.....	Vehicle	6	6	12	do	999 00
Fortville and St. Jean des Chailions.....	J. B. Kelly.....	do	9½	3	12	do	75 00
Foster and Matane.....	J. B. Forner.....	do	6	1	12	do	30 00
Foster and Railway Station.....	N. Fortin.....	Optional	20	3	12	do	12 00
Fox River and Grande Grève.....	J. Philbert.....	do	107	2	12	do	298 00
Fox River and Ste. Anne des Monts.....	A. Lepage.....	do	19	3	12	do	1,054.75
Frampton and Ste. Héneidine.....	J. Audette.....	Vehicle	13	6	12	do	1,260 00

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Frampton and Springbrook .....	J. Clark .....	Horse or vehicle.	4	3	12 months .....	60 00
Franklin Centre and Hemmingford .....	J. Lemieux .....	do	16	6	do (to June 30, 1886) .....	131 25
do .....	O. McGinnis .....	do	16	6	do from do .....	307 50
Franklin Centre and Huntingdon .....	J. Paulman .....	do	16	6	do .....	445 00
Franklin Centre and Starnesboro' .....	S. Huet .....	Optional .....	2	6	do .....	64 00
Freighsburg and North Pinnacle .....	G. C. Chadburn .....	Vehicle .....	6½	3	do .....	89 48
Freighsburg and St. Armand Station .....	A. Shelters .....	Horse or vehicle.	10	6	do .....	368 00
Freighsburg and Sweetaburg .....	A. Pickle .....	Vehicle .....	13½	6	do .....	339 00
Frost Village and Waterloo .....	G. Moynan .....	do	2½	6	do .....	91 00
Fulford and Waterloo .....	L. Bourgeois .....	do	4	2	do .....	60 00
Galion and Gould .....	M. L. McIver .....	do	5½	2	do .....	42 00
Garland and St. Chrysostôme .....	F. Delisle .....	do	3	3	do .....	48 00
Garby Station and Railway Station .....	T. Jacques .....	On foot .....	½	12	do .....	73 32
Gaspine and Holton .....	F. DeJage .....	Optional .....	3	2	do .....	8 50
Gaspé Basin and Gaspé Bay, South .....	J. H. Eden .....	Vehicle .....	4½	3	do (from Jan. 1, 1887) .....	60 00
Gaspé Basin and Grande Grève .....	A. G. Bennett .....	Optional .....	15	3	do .....	230 00
Gaspé Basin and Percé .....	D. Grant .....	Vehicle .....	36	6	do .....	1,400 00
Gaspé Basin and Wharf .....	A. J. Carier .....	Optional .....	½	As req.	Season, 1886 .....	58 00
Genos and St. Hermas .....	J. Gordon .....	do	3½	2	12 months .....	48 00
Georgeville and Knowlton Landing .....	D. A. Bullock .....	do	2½	6	do (to April 30, 1886) .....	16 64
do .....	do .....	do	2½	6	do (from Oct. 1, 1886) .....	39 00
Georgeville and Magog .....	E. G. Merrick .....	Vehicle .....	10	6	do (to June 30, 1886) .....	75 00
do .....	O. A. Rexford .....	do	10	6	do from do .....	195 00
Georgeville and Magoon's Point .....	A. Magoon .....	Horse or vehicle.	5½	2	do .....	52 00
Georgeville and Smith's Mills .....	W. Tuck .....	do	10½	6	do (to June 30, 1886) .....	73 75
do .....	do .....	do	10½	6	do (to Jan. 31, 1887) .....	157 50
Georgeville and Stanstead Junction .....	do .....	do	13	6	do from do .....	66 83
Geraldine and Stockwell .....	C. Newman .....	do	3½	2	do .....	26 00
Glen Iver and Sherbrooke .....	J. Melver .....	Vehicle .....	7½	1	do (to Jan. 31, 1887) .....	26 68
do .....	do .....	do	7½	2	do from do .....	10 68
Glen Robertson and Mongenais .....	W. Robinson .....	do	8	6	do .....	218 00
Gould and North Hill .....	D. W. McDonald .....	do	4½	2	do .....	42 00
Gould and Red Mountain .....	C. Smith .....	do	6	2	do .....	40 00
Gould and Robinson .....	P. Dunsmore .....	do	12	6	do (to Dec. 31, '86; less fines) .....	248 25
Gould and Scotstown .....	S. Laboune .....	do	1½	6	do from do .....	55 00

Grand Station and Railway Station Grandboro' and Granby	E. H. Cowan G. Vittle	Optional Vehicle	do	12 12	40 00
do	do	do	do	3 9	90 00
Granby and Milton	E. Caroline	do	do	3 3	28 50
Granby and Railway Station	S. Page	Optional	do	6 12	299 00
Granby and Shefford Mountain	E. Deslauriers	Horse or vehicle	do	13 12	75 00
Grand Ratic and L'Anse St. Jean	R. Gagnon	Optional	do	3 12	160 00
Grand Oacapedia and New Richmond	W. Robertson	Horse or vehicle	do	2 12	230 00
Grandes Cordées and Jersey Mills	M. Cabill	do	do	3 12	80 00
Grande Ligne and Mont St. Nicholas	M. Bossouanant	Optional	do	3 12	40 00
Grand Méris and St. Octave Station	W. E. Page	Vehicle	do	12 9	112 50
Grandes Piles and Ste. Fiors	J. B. G. Lajoie	do	do	6 1	12 41
do	T. Maheun	do	do	6 11	126 50
Grand River and Wharf	T. A. Bondin	Optional	Season, 1886	As req.	51 00
Grand St. Esprit and Ste. Monique	J. A. Pinard	Vehicle	12 months	3	60 00
Green River and St. Antonin	J. April	Horse or vehicle	do	6 12	60 00
Green River and St. Modeste	O. Chouinard	do	do	6 12	115 60
Greer Mount and Thorne Centre	T. Hodgins	do	do	3 12	50 00
Grenville and Lost River	A. McPhee	Vehicle	do	2 12	186 00
Grenville and Railway Station	H. F. Cumming	do	do	6 3	25 00
do	J. A. Williamson	do	do	6 9	38 00
Grondines and Railway Station	L. Ooté	do	do	12 12	192 00
Hadlow Cove Road and St. David de Lévis	J. Hallé	Optional	do	6 12	50 00
Halerton and Hemmingford	T. Kenney	Vehicle	do	3 12	75 00
Halverson and Masham Mills	J. Moore	Horse or vehicle	do	2 12	100 00
Hardwood Flat and Robinson	S. W. Tracy	Vehicle	do	2 9	19 50
Harrington and Rivington	D. McIntosh	do	do	1 12	28 00
Hatley and Railway Station	T. B. Curtis	do	do	6 9	138 75
do	B. Martin	do	do	6 3	31 25
Heathton and South Barnston	W. W. Heath	On foot	do	6 2	6 66
Heberville and St. Roch de Québec	J. DeBlais	do	do	12 12	62 60
Helena and White's Station	P. Tallon	Vehicle	do	6 12	198 00
Hemison and St. Malachie	T. Smith, jun.	Horse or vehicle	do	3 1	25 00
Hemmingford and Roxham	W. C. Kingsbury	Vehicle	do	2 12	35 00
Henryburg and Lacolle	G. Giroux	do	do	3 12	120 00
Henryville and Stacbridge Station	P. Girard	do	do	6 12	189 00
High Rock and Notre Dame du Laus	D. Vincent	Horse or vehicle	do	1 12	209 00
Hochelega and Lougue Point	J. H. Brown	Vehicle	do	6 12	166 00
Hochelega and Montreal	do	Optional	do	18 12	350 00
Holland s Mills and Chalfoux Point	A. Holland	do	do	3 12	53 00
Holtton and Ste. Clothilde de Chateauguay	E. Dejae	Vehicle	do	2 9	25 50
do	C. B. Bergevin	do	do	3 1	4 25
House Harbor and Magdalen Islands	P. Turbull	Optional	Season, 1886	Fuly,	70 00
Howick and Railway Station	J. Marchant	Vehicle	12 months	12	49 00
Howick and St. Chrystostome	T. Hébert	do	do	6 12	240 00
Huntertown and Louiseville	T. Marneau	do	do	6 12	370 00
Huntingdon and Railway Station	T. Paulman	do	do	12 12	70 00

REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Inverness and Kinnear's Mills	J. Franklin	Optional.	9½	3	12 months	128 00
Inverness and Leeds	H. McCutcheon	Horse or vehicle.	12	6	do	394 00
Inverness and New Ireland	J. Jamieson	Vehicle	17	3	do	178 00
Inverness and Ste. Julie de Somerset	D. Johnston	do	34	6	do	68 00
do	W. Johnston	do	34	6	do	198 00
do	W. Moffat	do	8	3	do	120 00
Iron Hill and Sweetburg	J. Dufour	Optional	9	2	do	234 00
Isle aux Coudres and St. Paul's Bay	do	do	9	2	do	85 00
do	do	do	6	3	do	87 75
Isle aux Coudres and Wharf	E. Dufour	do	6	As req.	Season, 1886	225 00
Isle aux Grues and Montmagny	N. Lebel	do	6	2	12 months	50 00
Isle Bizard and Ste. Geneviève	A. Barbeau	Vehicle	7	6	do	158 00
Isle Perrot and Ste. Anne de Bellevue	J. Montpeut	Horse or vehicle.	6	1	do	50 00
Isle Verte and Notre Dame de l'Isle Verte	T. Fraser	Optional.	6	1	do	80 00
Isle Verte and Railway Station	L. A. Bertrand	do	1	13	do	37 50
Isle Verte and St. Paul de la Croix	A. Boucher	Horse or vehicle.	10	2	do	50 00
do	do	do	10	2	do	230 00
Jersey Mills and Marlow	M. Cahill	do	13	3	do	28 00
Johnville and Railway Station	C. Smith	Optional.	4	6	do	544 00
Joliette and Railway Station	J. Mireault	Vehicle	8	12	do	147 00
Joliette and St. Liguori	O. Robichaud	do	9	6	do	285 00
Joliette and Ste. Melanie	L. Belleville	do	14	6	do	80 00
Joliette and St. Paul d'Industrie	F. Perreault	do	4	6	do	105 00
Joynt and North Wakefield	B. Joynt	Horse or vehicle.	9	2	do	300 00
Kamouraska and Railway Station	J. B. Pelletier	Vehicle	5	12	do	160 00
do	N. Pelletier	do	5	12	do	26 67
Kamouraska and St. Germain de Kamouraska	J. Moreau	do	7	1	do	7 00
Katavale and North Hatley	H. Courtemanche	Horse or vehicle.	4½	2	do	23 32
Katavale and Railway Station	do	do	14	6	do	23 34
do	E. Lemay	do	14	6	do	7 50
Karabazus and Lake St. Mary	S. O. Kenney	Optional.	5	1	do	37 50
do	X. Levaille	do	5	1	do	50 00
do	J. McCaffrey	Horse or vehicle	7	1	do	24 00
Karabazus and Venosta	J. McLennan	do	8½	3	do	130 00
Keth and Robinson	J. Morison	Optional	34	6	do	
Kelso and Trout River Railway Station	do	do	34	6	do	

Location	Applicant	Vehicle	Yds.	Days	Amount
Kildare and St. Alphonse	T. Jenson	Vehicle	12	3	155 00
Kings Falls and Lorne	M. Morin	Horse or vehicle	4	12	230 00
Kings Falls and Robson	H. Gagnon	Vehicle	7	2	30 00
Kinnear's Mills and Leeds	T. McEntcheon	do	9	3	29 75
do	H. F. Goff	do	9	3	120 00
Knowlton and Railway Station	S. N. Courtney	do	1	24	72 00
Knowlton and St. Etienne de Bolton	L. Poulin	Horse or vehicle	9	3	135 00
La Baie and Nicolet	T. Vigneau	Vehicle	9	6	120 00
do	R. Garrison	do	9	6	124 50
La Baie and St. Zéphirin	T. Vigneau	do	8	6	220 00
La Baie and Yamaska	do	do	24 1/2	6	780 00
Labarre and Métachouan	O. Hébert	do	30	6	780 00
La Beauce and Railway Station	J. B. Gregoire	Foot or vehicle	1	12	43 54
La Beauce and St. Elzéar	I. Racine	Horse or vehicle	3	6	80 00
L'Acadie and St. Jacques le Mineur	E. F. Poirier	Vehicle	5	6	160 00
Lachenaie and Terrebonne	A. Lapierre	Horse or vehicle	4 1/2	6	144 00
Lachetrotière and Railway Station	V. Portelance	Optional	4	6	12 00
Lachine and Lachine Rapids	D. Dunberry	Vehicle	3 1/2	6	130 00
Lachine and Lachine Mills	J. Fish	Optional	1	12	62 00
Lachine and Lakefield	A. McKnight	Horse or vehicle	9	2	104 00
Lachine and Railway Station	G. L. Meikle	Optional	1	12	86 00
Lachine and Shrewsbury	J. Armstrong	do	14 1/2	2	133 00
Lac Masson and St. Jérôme	T. Legault	Vehicle	22	3	195 00
do	N. Forget	do	10	2	78 00
Lac Masson and Ste. Lucie de Doncaster	do	do	10	3	39 00
Lacolle and Odelltown	J. McOallum	do	3	12	48 00
Lacolle and St. Bernard-Sud	T. Samoisette	do	2	3	15 00
do	J. B. Bédard	do	2	3	15 00
Lac Rond and Namur	B. Corbeil	Optional	7	1	33 33
La Décharge de la Rivière à l'Ours and La Fourche des Chemins	J. Sheehy	Vehicle	6	1	36 00
Lake Aylmer and Lake Weedon	A. Gagnon	do	12	6	179 00
Lake Beauport and Quebec	P. Brown	do	13	2	150 00
Lake Etchemin and Langevin	L. Mercier	Horse or vehicle	12	3	36 25
do	do	do	12	3	48 33
do	do	do	12	6	145 00
Lake Etchemin and Ste. Rose de Watford	A. Chabot	do	12	1	50 00
Lake Etchemin and Standon	J. Fortin	do	12	3	56 25
do	do	do	12	5	157 50
Lake Témiscamingue and Mattawa	E. J. Smith	Optional	131	1	737 59
do	do	do	142	1	568 19
Lake Témiscamingue and North Témiscamingue	A. McBride	do	28	1	100 00
Lake Weedon and Railway Station	F. Brière	Vehicle	60 yds.	6	24 00
Lamartine and L'Islet Station	P. Plouvier	Optional	3	4	50 80
Lambton and Railway Station	L. Langlois	do	14	6	375 00
Lambton and Stornoway	G. Boninger	do	9	6	213 00
Lambton and Valletort	A. Blouin	Horse or vehicle	8	6	250 00
Landreville and Ormstown	V. Brault	Vehicle	4	2	50 00

REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Land Villa and Railway Station	C. Lavalle	Vehicle	6	2	12 months	40 00
Lanoraie and Railway Station	P. Delisle	do	6	6	12 do	89 50
L'Anse à Giles and Railway Station	J. F. Glason	Horse or vehicle	2	6	12 do	65 00
L'Anse à la Cabane and Magdalen Islands	W. Cormier	Boat	8½	1	Season, 1886	40 00
L'Anse au Foin and Tremblay Station	E. Harvey	Vehicle	8	2	12 do	78 00
La Petite Rivière and Railway Station	A. Roy	On foot	½	12	12 do	35 00
La Petite Rivière St. François and St. Cassien de Caps	P. Bouchard	Horse or vehicle.	7	6	12 do	200 00
La Patrie and Notre Dame des Bois	I. Framet	Vehicle	10	3	12 do	85 00
La Plaine and Railway Station	O. Gauthier	do	14	12	12 do	12 00
L'Aprairie and St. Philippe	G. S. Alexander	do	6	6	12 do	136 00
La Présentation and St. Hyacinthe	E. Provençal	do	6	6	12 do	200 00
L'Assomption and Railway Station	E. Archambault	do	4½	12	12 do	260 00
L'Assomption and St. Sulpice	J. Royal	do	5	6	12 do	175 00
Laurentides and Railway Station	J. M. Latour	Optional.	4	12	12 do	80 00
Laurentides and St. Oalixte de Kikenny	D. Thoun	Vehicle	10	3	12 do	160 00
Laurel and Lost River	M. McCluskey	do	6	1	12 do	36 00
Lazon and Lévis	H. Martin	Horse or vehicle.	2	12	12 do	100 00
Lazon and St. Joseph de Lévis	E. Ruel	Optional.	1½	12	12 do	140 00
Laval and Quebec	T. Keough	Vehicle	17	2	12 do	192 00
Lavallrie and Railway Station	A. A. Laviolette	do	8	6	12 do	100 00
Lawrenceville and North Stukely	C. Grondin	Optional.	4	3	12 do	100 00
Lazy Bogan and New Richmond	R. Brash	do	45	6	2 do	234 00
Leeds and St. Sylvester	J. Craigie	Vehicle	9	3	12 do	100 00
Lennoxville and Milby	A. Aldrich	Optional.	5	6	12 do	124 00
Lennoxville and Railway Station	E. W. Abbott	On foot	½	24	12 do	101 00
Leopold and Shrewsbury	J. Thompson	Vehicle	6	2	12 do	60 00
L'Epiphanie and Railway Station	E. Leblanc	do	3	12	12 do	100 00
L'Epiphanie and St. Jacques	G. Forest	do	12½	6	12 do	325 00
L'Epiphanie and Ste. Julienne	S. Bertrand	do	18	6	12 do	350 00
Les Aboulemens and S-t-Jean	T. Lapointe	Horse or vehicle	8	2	12 do	55 00
Les Aboulemens and Wharf	J. Tremblay	Optional.	3	3	Season, 1886	318 00
Les Escoumains and Sault au Cochon	M. Boissonnault	Vehicle	35	3	12 months	615 00
Les Escoumains and Tadoussac	R. Morin	do	27	3	9 do	374 25
do do	L. Deschenes	do	27	1	9 do	120 00
do do	P. Brisson	do	27	4	3 do	120 00

Location	Name	Optional	Quantity	Period	Amount
Lévis and Quebec	H. Martin	Optional	1	do	25 00
do	do	do	1	do	262 50
do	do	do	1	do	109 00
do	do	do	1	do	18 00
do	do	do	1	do	80 00
Lévis and Grand Trunk Railway Station	F. Guay	do	1	do	17 40
do	F. Bégin	do	1	do	13 75
Lévis and Intercolonial Railway Station	J. Rouleau	do	1	do	50 00
Lévis and Quebec Central Railway Station	H. Martin	do	1	do	39 19
Lévis and St. Michel	F. Bégin	do	1	do	255 00
Lévis and Street Letter Boxes	N. Guay	Vehicle	15	do	313 60
Lévis and Sub-Office	M. Gagnon	do	24	do	200 60
Lévis and Three Rivers	E. Bédard	Optional	9	do	695 00
do	H. Lavigne	Vehicle	92	do	1,935 00
do	P. Genest	do	8	do	16 00
Lineboro' and Railway Station	J. Wood	On foot	13	do	171 00
Limère and Métgermette	T. Gagné	Horse or vehicle	2	do	140 00
L'Islet and Railway Station	M. E. Ballantyne	Optional	24	do	86 79
L'Islet Station and St. Cyrille	do	do	74	do	104 00
Longueuil and St. Lambert Railway Station	J. B. Cloutier	do	3	do	93 75
Longueuil and St. Lambert and Longueuil Railway Stations	P. Lespérance	do	3	do	30 00
Longueuil and Railway Station	I. Brodeur	do	3	do	27 50
Lorette and Railway Station	G. Frisette	do	12	do	200 00
Lorne and Railway Station	R. Richard	Vehicle	2	do	40 00
Lotbinière and Rivière Boisclair	E. D. Adams	On foot	300	do	75 00
Louiseville and Railway Station	J. N. Lemay	Horse or vehicle	6	do	39 00
Louiseville and Ste. Ursule	P. Picotte	Optional	12	do	220 00
Lourdes and Somerset	do	do	8	do	50 00
Low and Maniwaki	G. Nadeau	Horse or vehicle	54	do	1,700 00
Low, Maniwaki and North Wakefield	W. Brooks	do	54	do	1,400 00
Lucerne and Pittimore	do	do	54	do	1,900 00
do	J. H. Bonnell	do	11	do	400 00
Macnider and St. Damase de Rimouski	F. X. Perreault	Vehicle	67	do	38 67
Maddington Falls and Railway Station	E. Madley	do	47	do	16 66
Magog and Railway Station	M. Crochetière	do	44	do	53 33
do	L. Allard	do	7	do	22 50
Malmaison and Notre Dame de Stanbridge	do	do	12	do	75 00
Maniwaki and Montcerf	J. Granger	do	3	do	90 00
Maniwaki and River Joseph	P. Paradis	Horse or vehicle	15	do	79 17
do	T. White	Optional	8	do	56 25
Mansonville and Railway Station	do	do	8	do	13 50
Mansonville and Vale Perkins	W. B. Manson	Vehicle	31	do	125 00
do	M. Geer	Horse or vehicle	54	do	55 00
Mansonville Railway Station and West Potton	C. H. Gordon	do	3	do	60 00
do	M. L. Elkins	Vehicle	3	do	71 25
Maple Grove and Richardville	D. Poudrier	Optional	7	do	24 00
do	J. Neagle	do	7	do	260 00
Maple Grove, St. Sophie de Mégantic and Somerset	T. Dubois	do	37	do	



REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Maple Grove and Wolfstown, via Gosford Road.	R. Boulanger	Vehicle	64	2	12 months	\$ 75 00
Maple Leaf and Sawyerville.	W. G. Planché	Horse or vehicle.	31	3	do	60 00
Marbleton and Railway Station	O. Côté	Vehicle	34	12	do	203 00
Marlow and U. S. Boundary Line	D. M. Cathcart	Horse or vehicle.	144	3	do	150 00
Marsden and Railway Station.	J. R. Morrison	Vehicle	6	12	do	24 00
Marsden and Whitwick	J. R. McDonald	do	3	2	do	36 00
Mascouche and Mascouche Rapids	C. Alexander	do	34	3	do	98 26
Mascouche and Railway Station	D. Larose	do	14	6	do	60 00
Masham Mills and Wakefield	P. Bertrand	Horse or vehicle.	7	1	do	36 00
Mastigoche and St. Gabriel de Brandon	J. O. Hénault	Vehicle	9	1	do	494 00
Matane and Railway Station	W. Pelletier	Optional.	28	6	do	598 00
Matane and Ste. Anne des Monts	S. Letourneau	do	67	3	do	45 00
Matapédia and Railway Station	D. Fraser	On foot	200 yds.	12	do	70 00
Matapédia and Runnymede	J. Lawlor	Optional	12	2	do	75 00
Mayo and Thurso	C. Conroy	do	8	6	do	250 00
Melbourne and New Rockland	A. Torrance	do	7	12	do	64 58
Melbourne and Richmond Station	J. Largie	do	2	5	do	29 17
do	do	do	2	12	do	100 00
Melbourne and Upper Melbourne.	N. Coburn	do	13	12	do	500 00
Melbourne and Waterloo	S. Jamieson	Horse or vehicle.	33	3	do	472 00
Metsbeouhan and Roberval.	A. G. Matte	Vehicle	18	6	do	180 00
Méthot's Mills and Ste. Agathe	J. Fournier	Horse or vehicle	8	6	do	125 00
Méthot's Mills and St. Flavien	do	do	4	6	do	60 00
Métis and Métis Point	W. E. Page	Optional.	6	6	Season, 1886	37 50
Métis and Métis Road Station	do	Vehicle	34	12	3 months (to June 30, 1886)	120 00
Mille Isles and St. Jérôme	T. Campbell	do	12	2	do	8 66
Minton and North Hailey	A. E. Fish	do	24	3	do	65 00
Mont Carmel and Railway Station	R. Lavoie	Horse or vehicle.	3	4	do	13 40
Montbello and Railway Station	O. Major	Foot or vehicle.	1	6	do	30 00
do	do	do	1	6	do	52 00
Montfort and Morin Flats	M. Bouleary	Vehicle	6	2	do	120 00
Montmagny and Railway Station	L. P. Gendreau	do	1	12	do	100 00
do	O. Larcher	do	1	12	do	280 00
do	L. Laplante	do	8	6	do	369 76
Montmorency Falls and Quebec	do	Horse or vehicle.	do	do	Special trips; snow blockade on railway	do
Montreal Division	do	do	do	do	do	do

Location	Vehicle	As req.	3 months (to June 30, 1888)	As req.
Montreal and Notre Dame de Grace	P. M. Hennickson.	21	12	45 00
do	O. F. Tilly	21	12	135 00
Montreal and Outremont	B. Cooke	31	9	23 33
Montreal and O. P. Railway Station	C. A. Dumaine	31	7	1,897 25
Montreal Receiving Houses and Street Letter Boxes	P. Kennedy	49	6	1,601 25
do	do	49	7	2,266 33
Montreal and St. Eustache	J. B. Binette	21	6	200 00
do	E. Manila	21	6	750 00
Montreal, St. Gabriel de Montreal and Point St. Charles	J. Skeith	13 & 2	3	87 50
Montreal and St. Gabriel de Montreal	P. Doyle	2	3	157 50
Montreal and Sault au Recollet	F. St Vincent	7	6	150 00
Montreal and Varennes	E. Brodeur	15	6	680 00
Moore's Station and Railway Station	C. A. Dumaine	13	12	621 80
Mount Johnson and Versailles	P. O. Moore	9	12	13 00
Murray Bay and St. Adolphe de Howard	H. Pâquet	4	9	33 75
Murray Bay and Ste. Agnès	F. X. Latontaine	9	12	125 00
Murray Bay and St. Paul's Bay	J. Savard	30	3	69 72
Murray Bay and Tadoussac	A. Bouchard	42	6	1,170 00
Murray Bay and Wharf	J. Gaudrait	3	12	660 00
Murray Bay River and St. Paul's Bay	F. Tremblay	37	6	187 00
do	A. Côté	23	6	780 00
Namur, Papineauville Station and St. André Avellan	D. Ranger	9 & 23	12	500 00
Napierville and Stottville	F. Hélier	7	6	145 00
Negette and Ste. Flavie Station	N. Beaulieu	6	12	80 00
New Armagh and St. Sylvester	J. Orr	4	2	50 00
Newbold, St. Bernard and Scott Junction	O. Genest	9	3	50 00
do	do	9	6	50 00
New Carlisle and Wharf	T. J. Caldwell	3	9	225 00
New Glasgow and Railway Station	F. Langlois	9	Season, 1886	57 00
New Glasgow and St. Jérôme	do	9	12 months	52 00
Newport and Wharf	J. Jessop, sen.	3	Special trips	12 00
New Richmond and Steamer	J. A. Campbell	3	Season, 1886	72 00
Nicolet and St. Grégoire	J. Pagé	8	As req.	3 00
Nicolet and St. Monique	H. Beaudry	8	Special trip	187 00
Nicolet, St. Grégoire, Three Rivers and Pointe du Lac	J. Pagé	19 & 13	12 6 months (from Oct. 1, 1886)	150 00
Normandin and St. Félix	N. Picard	20	6	187 00
North Georgetown and Railway Station	L. Turcot	8	12	195 00
North Ham and St. Adrien	F. X. Ocharland	8	6	40 00
North Hatley and Railway Station	B. LeBaron	3	11	55 00
North Nation Mills and Railway Station	D. Landrian	3	11	30 00
North Onslow and O'Connell	G. Grier	6	6	100 00
North Onslow and Quyon	U. O'Donnell	7	12	80 00
do	do	7	6	72 92
North Sutton and West Bromo	O. Sweet	2	5	39 52
North Wakefield and Ottawa	S. Hasty	2	12	50 00
North Wakefield and Rupert	R. Joyant	5	6	509 61
do	do	5	12	80 00

REPORT No. 2, B--Continued.  
 . . . . .DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Norton Creek and St. Rémi	J. B. Boyer	Vehicle	9½	6	12 months	250 00
Notre Dame des Anges and St. Ubalde	F. Bertrand	Optional	11	3	do (to Dec. 31, 1886)	96 75
do	X. Marcotte	do	11	3	do from do	21 50
Notre Dame du Lac and St. Ensébe de Cabano	J. F. Audet	do	7½	2	1 do (from May 1, 1887)	6 87
Notre Dame du Lac and St. Gérard de Montarville	A. Bisais	do	37	1	3 do (to June 30, 1886)	50 00
do	B. Grenier	do	37	1	2 do (to Aug. 31, 1886)	41 67
do	D. Vincent	do	37	1	4 do (to Dec. 31, 1886)	100 00
do	B. Grenier	do	37	1	3 do from do	60 00
Notre Dame du Portage and Railway Station	G. St. Pierre	Vehicle	7	6	12 do	240 00
Notre Dame de Rimouski and Railway Station	E. Drapeau	do	½	6	12 do	40 00
Old Lake Road and Railway Station	P. Caron	On foot	½	6	12 do	25 00
Ormetown and Railway Station	T. H. Paling	Vehicle	½	12	13 do	49 00
Other Lake and Shawville	O. R. Morrison	do	24	3	12 do	275 00
Other Lake and Thornby	J. Hill	Horse or vehicle	7	2	12 do	87 00
Painchaud and Somerset	T. Dubois	Optional	4	3	12 do	35 00
Papineauville and St. Amédée	R. Robinson, jun.	Horse or vehicle	7½	2	12 do	53 00
Paquette and St. Malo	C. Breault	do	8	2	12 do	80 00
Paspébiac and Percé	W. P. Ramier	Vehicle	68	6	2 do (to May 31, 1886)	439 70
do	do	do	68	6	6 do (to Nov. 30, 1886)	1,299 89
do	do	do	68	6	4 do from do	879 40
Paspébiac and Wharf	P. D. Loisel	Optional	½	As req.	Season, 1886	59 00
Pauline and St. Oésaire	A. Garceau	Vehicle	5	2	12 months	60 00
Percé and Wharf	J. E. Tuzo	Optional	2	12	Season, 1886	59 00
Pierreville and St. Elphège	A. Parent	Horse or vehicle	7	6	3 months (from Jan. 1, 1887)	50 00
Phillipsburg and St. Armand Railway Station	E. Best	Vehicle	2	12	do	245 00
Pointe au Oshéne and Railway Station	T. Mathews	do	33 yds.	12	12 do	30 00
Pointe aux Orignaux and Rivière Ouelle	J. B. Hudon	Horse or vehicle	2½	6	12 do	80 00
Pointe aux Trembles and Quebec	F. Voyer	Vehicle	22	6	12 do	588 00
Pointe aux Trembles and Rivière des Prairies	F. Roy	do	6	6	12 do	160 00
Pointe Bloue and Roberval	J. Launier	Horse or vehicle	5	3	12 do	65 00
Pointe Claire and Railway Station	F. Leauthier	Vehicle	1	6	8 do (to Mar. 31, 1887)	26 11
Pointe du Lac and Railway Station	O. Descoteau	Optional	½	12	12 do	30 00
Pointe Gâtineau and Railway Station	J. O'Hagan	do	14	12	2 do	16 80
Pointe Roche and Ste. Helene	T. Pelletier	Horse or vehicle	5½	3	12 do	80 00

Pont de Maskinongé and Railway Station	A. Lafrénière	Optional.	12	12	do	50 00
Pont de Maskinongé and St. Justin	E. Chapdelaine	Vehicle	6	12	do	240 00
Pont Rouge and Railway Station	A. Bussière	Foot or vehicle.	12	12	do	100 00
Pont Vian and Sault au Récollet	T. Bélanger	Optional.	6	12	do	48 00
Portage du Fort and Railway Station	D. M. Rattray	Vehicle	18	6	do	156 00
do	D. King	do	18	4	do	110 36
do	D. M. Rattray	do	18	1	do	37 27
Port Daniel and Wharf	J. Lawrence	Optional.	As req.	do	Season, 1886	67 20
Port Lewis and St. Anicet	S. Dupuis	Vehicle	3	12	months	74 00
Portneuf and Railway Station	E. Marcotte	Horse or vehicle.	12	12	do	100 00
Quebec Division					Special trips; snow blockade on railway	1,468 19
Quebec and Railway Station	C. Hough	Vehicle	13	12	months	980 00
Quebec, St. François and St. Jean d'Orléans	A. Maranda	Boat or vehicle.	6	12	do	495 00
Quebec and St. John Suburb	J. Bilodeau	Optional.	30	9	do	412 50
do	M. Martel	do	30	3	do	78 75
Quebec and St. Sauveur de Quebec	W. Sancier	do	30	9	do	469 17
do	do	do	1	9	do	15 60
do	do	do	31	3	do	161 59
Quebec and St. Tite des Caps	J. Tremblay	do	6	12	do	1,140 00
Quebec and Spencer Cove	A. Flanagan	do	12	12	do	320 00
Quebec and Stoneham	J. Corrigan	do	2	12	do	145 00
Quebec and Wharf	C. Hough	do	12	24	do	1,389 32
do	do	do	As req.	do	Season, 1886	260 75
do	J. Chanbesten	do	12	do	do	120 00
Quebec-Grand Trunk Ferry Wharf and Seguenay Steamers	P. Campbell	do			Special trips	15 00
Quinnville and Templeton	J. Gahagan	Horse or vehicle.	1	12	months	40 00
Radford and Shawville	J. Dale	Optional.	3	12	do	45 00
Roadboro' and Sawyerville	L. Munn	Vehicle	6	12	do	40 00
Rapides des Joachim and Rowanton	A. McDougall	Horse	3	12	do	360 00
Kawdon and St. Liguori	P. O. Morin	Vehicle	20	6	do	199 00
Keedham and Robertson Station	J. Savage	Horse or vehicle.	4	1	do	30 00
Repentigny and St. Paul l'Ermité	A. Ferreault	Optional.	6	12	do	80 00
Ricards and St. Herménégilde	L. Letourneau	do	2	12	do	30 00
Richmond East and Sydenham Place	C. Grégoire	Vehicle	6	12	do	375 00
Rigaud and St. Récompenseur	E. Bertrand	do	3	6	do	42 00
do	B. Laonde	do	3	6	do	42 00
Rimouski and Railway Station	L. Lavoye	Optional	12	12	do	141 85
Rimouski and Ste. Blandine	B. Proulx	do	1	12	do	50 00
Ripon and Thurso Railway Station	M. St. Pierre	Horse or vehicle.	6	3	do	75 00
Rivière à l'Ours and Tremblay	F. B. Gaudin	Vehicle	1	12	do	52 00
Rivière aux Pins and St. Gabriel Station	J. Armstrong	do	2	12	do	60 00
River David and Railway Station	O. Houde	Optional	12	12	do	8,000 00
Rivière du Loup and Edmundston	J. Turner	Vehicle	6	12	do	163 72
Rivière du Loup and Railway Station	A. L. Marchand	do	48	12	do	65 00
Rivière du Loup and Wharf	L. T. Finlay	do	As req.	do	Season, 1886	

**REPORT No. 2, B—Continued.**  
**DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
River Gilbert and River Gilbert Gold Mines.....	J. T. Lachance.....	Optional.....	3 $\frac{1}{2}$	6	12 months.....	140 00
Rivière Noire and Railway Station.....	A. E. Beauchemin.....	On foot.....	10 yds.	12	do.....	20 00
Rivière Noire and St. Valère de Bulatode.....	do.....	Vehicle.....	4 $\frac{1}{2}$	6	do.....	160 00
Rivière Ouelle and Railway Station.....	L. Anctil.....	do.....	5	12	do.....	140 00
Rivière Ste. Marguerite and Tadoussac.....	J. Dechenes.....	do.....	21	1	do.....	130 00
Rivière Trois Pistoles and Railway Station.....	I. G. Seton.....	do.....	240 yds.	6	do.....	40 00
Roberson Station and Railway Station.....	A. Talbot.....	Optional.....	60 yds.	12	do.....	20 00
Roberval and St. Prime.....	G. Laberge.....	Vehicle.....	10	6	do.....	240 00
Robinson and Railway Station.....	P. Dunsmore.....	do.....	1 $\frac{1}{2}$	12	do.....	60 00
Rook Forest and Sunfield Station.....	S. Simpson.....	do.....	1 $\frac{1}{2}$	3	do.....	52 00
Rougemont and Railway Station.....	J. Becheider.....	do.....	1 $\frac{1}{2}$	12	do.....	52 00
Roxton Falls and Railway Station.....	J. Wood.....	On foot.....	1 $\frac{1}{2}$	12	do.....	26 66
Roxton Poud and South Roxton.....	A. Naiser.....	Vehicle.....	3 $\frac{1}{2}$	12	do (to Jan. 31, 1887).....	90 00
Russeltown and Vicars.....	O. Struthers.....	Optional.....	2	6	do.....	60 00
Ste. Adélaïde de Pabos and Wharf.....	R. Manger.....	do.....	1	As req.	Season, 1886.....	88 00
Ste. Adèle and Ste. Agathe.....	V. Charbonneau.....	Vehicle.....	12	6	12 months.....	230 00
Ste. Adèle and St. Jérôme.....	E. Beauchamp.....	do.....	17	6	do.....	450 00
St. Adrien and Wotton.....	F. X. Charland.....	do.....	8	3	1 do (from March 1, 1887)....	7 50
St. Agapt and Railway Station.....	G. Olivier.....	Optional.....	1 $\frac{1}{2}$	9	do (to Dec. 31, 1888)....	30 00
do.....	J. Paquet.....	do.....	1 $\frac{1}{2}$	12	do from do.....	18 75
Ste. Agathe and St. Jovite.....	L. Robert.....	Vehicle.....	19	3	do.....	453 00
Ste. Agnès de Dundee and Railway Station.....	T. Rowley.....	Foot or vehicle.....	1	6	do.....	48 00
St. Aimé and St. Hyacinthe.....	P. Mathieu.....	Vehicle.....	23 $\frac{1}{2}$	6	do.....	500 00
St. Alban and Railway Station.....	H. Salvas.....	do.....	6 $\frac{1}{2}$	6	do.....	135 00
St. Alban and Yamaska.....	A. Frenette.....	do.....	5	6	do.....	104 00
St. Alexandre d'Iberville and Railway Station.....	E. Trépanier.....	do.....	1	12	do.....	60 00
St. Alexandre de Kamouraska and Railway Station.....	G. Brochu.....	do.....	400 yds.	12	do.....	40 00
St. Alexandre and St. Euenhère.....	A. Gagné.....	Optional.....	24	1	do.....	96 00
St. Alexandre Station and Railway Station.....	E. Trépanier.....	do.....	10	3	do.....	175 00
St. Alexis des Monts and St. Paulin.....	J. B. Drolet.....	Vehicle.....	12	2	do.....	112 00
St. Alphonse and St. Côme.....	A. Lapine.....	Optional.....	2 $\frac{1}{2}$	6	do.....	50 00
St. Anaclet and Railway Station.....	O. Couture.....	do.....	4 $\frac{1}{2}$	8	do.....	200 00
St. André and Railway Station.....	E. Michand.....	do.....	4 $\frac{1}{2}$	12	do.....	24 00
Ste. Angèle de Laval and Railway Station.....	M. E. Desilets.....	do.....	1 $\frac{1}{2}$	12	do.....	48 00
Ste. Angèle de Monnoir and Railway Station.....	B. Loisele.....	do.....	1 $\frac{1}{2}$	12	do.....	24 00

Station Name	Owner	Foot or vehicle	Yards	Length	Cost
Sté. Anne de la Pénade and Railway Station	J. U. Marcotte	Foot or vehicle	7	12	105 00
Sté. Anne de la Pénade and St. Prosper	J. A. Fignon	Vehicle	1	6	180 00
Sté. Anne de la Pénade and Railway Station	J. O. Ouellet	Optional	1	12	120 00
do	do	do	6	12	35 00
Sté. Anne de la Pénade and St. Onésime	C. Dubé	do	1	3	59 00
Sté. Anne de Bellevue and Railway Station	A. St. Denis	do	1	6	7 90
Sté. Anne des Plaines and Railway Station	D. Gaudette	do	3	12	32 00
Sté. Anne de Sorel and Sorel	E. Latraverse	Vehicle	3	12	75 00
St. Aicet and White's Station	E. Choquette	do	10	6	242 00
St. Anselme and Railway Station	F. Lamontagne	do	1	12	80 00
St. Anselme and Ste. Claire	do	do	7	6	175 00
St. Antoine and St. Appollinaire	J. H. Lambert	do	5	12	75 00
St. Antoine and St. Denis	A. Lacroix	do	1	6	70 00
St. Arsene and Viger	C. Gagnon	Horse or vehicle	6	12	150 00
St. Athanase and Railway Station	P. Savaria	On foot	24	12	69 00
St. Aubert and Railway Station	C. Dubé	Optional	14	6	100 00
St. Aubert and St. Pamphile	A. Tremblay	Vehicle	31	2	99 50
do	do	do	31	2	90 00
St. Augustin and Railway Station	A. Savoy	do	14	6	66 00
St. Augustin Railway Station and Ste. Monique	B. Rochon	do	2	12	45 00
St. Basile Station and Railway Station	D. Leonard	do	2	6	78 00
Sté. Beatrix and St. Stanislas de Kostka	N. Lemieux	do	4	12	75 00
St. Barnabé and St. Elie	E. Lacroix	do	9	6	159 00
St. Barnabé and Yamachiche	F. Menanson	do	12	6	193 00
St. Barthélemi and Railway Station	L. Michaud	do	14	12	87 08
do	do	do	14	1	7 50
St. Bazile and Railway Station	J. B. Joinville	do	24	12	39 00
St. Bazile le Grand and Railway Station	F. Pâquet	Optional	24	6	40 00
St. Bazile Station and Railway Station	E. Latumière	do	12	6	12 00
Sté. Beatrix and Ste. Mélanie	C. A. Delage	do	9	6	75 00
Sté. Brigitte and Railway Station	N. Ladouceur	Vehicle	3	2	110 00
Sté. Brigitte des Sautes and Ste. Monique	J. Donnelly	do	3	12	200 00
St. Bruno and Ste. Julie de Verchères	A. B. Beaulieu	Horse or vehicle	13	6	140 00
St. Bruno and St. Paschal	A. Hebert	do	5	6	60 00
St. Camille and Sherbrooke	P. Côté	Optional	7	1	150 00
St. Casimir and Railway Station	O. Manseau	Horse or vehicle	26	1	93 75
do	do	Vehicle	44	12	64 00
St. Casimir and St. Ubalde	L. Martin	do	44	3	95 00
Sté. Catherine and Railway Station	A. Pepin	Horse or vehicle	11	3	70 00
Sté. Cécile de Whittion and Spring Hill	P. Julien	Optional	1	6	35 00
St. Césaire and Railway Station	C. E. Houdes	Horse or vehicle	6	2	60 00
St. Charles and Railway Station	F. Garceau	Optional	14	6	60 00
St. Charles and St. Marc	E. Bilodeau	do	1	6	25 00
St. Charles and St. Marie	H. Desjardins	Boat or vehicle	14	7	60 00
St. Clément and Ste. Eloi	P. Turgeon	Vehicle	10	12	190 00
Sté. Clothilde and Victoriaville	J. Boucher	Horse or vehicle	12	3	98 00
St. Columbin and Ste. Scholastique	T. Perrault	Vehicle	18	6	250 00
St. Constant and Railway Station	M. Phean	do	9	6	300 00
Sté. Cunégonde and St. Henri de Montréal	O. Robert	Optional	12	12	24 48
do	G. N. Ducharme	Vehicle	12	12	100 00

120 yds.

REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
St. Outbert Station and Railway Station.....	J. Marchand.....	Optional.....	300 yds.	12	7 months (from Sept. 1, 1886)....	7 00
St. Cyr and Richmond Station .....	R. Dyon .....	do .....	6½	1	do .....	50 00
St. Demase and St. Hyacinthe .....	J. Vigneux .....	do .....	7½	6	do .....	230 00
St. Damase de Rimouski and Railway Station.....	A. Langlois .....	do .....	7	3	do (from March 1, 1887) .....	6 86
St. Damien de Brandon and St. Gabriel de Brandon.	J. Clermont .....	do .....	6	4	do (to June 30, 1886) .....	47 50
do .....	L. Peltier .....	do .....	6	4	do from do .....	142 20
St. Denis and Railway Station.....	N. Dionne .....	do .....	4	12	do .....	140 00
St. Didace and St. Norbert .....	E. Lauzon .....	do .....	16½	6	do .....	400 00
St. Dominique de Bagot and St. Hyacinthe .....	J. Vigneux .....	Vehicle .....	7	6	do .....	200 00
St. Dominique des Cèdres and Railway Station.....	S. Troitier .....	do .....	2	3	do .....	86 00
St. Donat de Montcalm and St. Théodore de Chertsey	W. Aubin .....	do .....	27	1	do .....	175 00
St. Eloi and Railway Station.....	F. Coupat .....	do .....	4½	6	do .....	118 00
St. Édouard and St. Michel de Napierville.....	P. Langelier.....	Vehicle .....	3	6	do .....	100 00
St. Eloi and Railway Station.....	N. Billette.....	do .....	7	6	do .....	145 00
St. Ephrem d'Union and Ste. Hélène de Bagot	H. P. Blair .....	Boat or vehicle.....	10	1	do (to Feb. 28, 1887) .....	143 00
St. Ktienne du Saguensy and Tadoussac .....	do .....	do .....	10	1	do from do .....	19 50
St. Eulalie and Railway Station .....	E. Prince.....	do .....	10	1	do .....	80 00
St. Eustache and Railway Station .....	J. M. Goulet.....	Optional.....	300 yds.	6	do .....	45 00
St. Eustache and St. Joseph du Lac.....	J. K. Saurin .....	do .....	11	6	do .....	150 00
St. Evariste de Forsyth and Railway Station .....	R. Pierre .....	Horse or vehicle.....	26	3	do .....	524 72
St. Evariste de Forsyth and St. Honoré .....	R. Bellegarde .....	Vehicle .....	7	6	do .....	70 00
St. Fabien and Railway Station .....	J. D'Anjou .....	Horse or vehicle.....	7	4	do .....	49 00
St. Famille and St. Pierre d'Orléans .....	A. Maranda .....	Optional.....	1	12	do .....	120 00
St. Félicien and St. Prime .....	T. Bouchard .....	Horse or vehicle.....	9	3	do .....	128 00
St. Félicien and Ticonaté.....	O. Perrault .....	do .....	6	2	do .....	60 00
St. Félix de Valois and Railway Station .....	S. Tessier .....	Vehicle .....	13	6	do .....	480 00
St. Félix de Valois and St. Jean de Maths.....	E. Lessard .....	do .....	8	6	do .....	176 40
St. Flavie and Railway Station.....	J. Lavoie .....	do .....	3	12	do (to Dec. 31, 1886) .....	187 50
do .....	do .....	do .....	3	12	do 6 days (to Sept. 19, '86) .....	66 71
do .....	do .....	do .....	3	12	do (from Jan. 1, 1887).....	37 37
do .....	do .....	do .....	3	12	do (from May 1, 1886).....	36 66
St. François de Sales and Terrebonne .....	P. Chouinard .....	On foot.....	4	6	do (from May 1, 1886) .....	73 00
St. François Montigny and Railway Station .....	E. O. Boulet .....	Foot or vehicle .....	1½	2	do .....	55 00
St. François Xavier de Brampton and Windsor Mills.	J. Levesque .....	Vehicle .....	4	3	do .....	68 60
St. François Xavier de Viget and Viget .....	F. Plourde .....	Horse or vehicle .....	6	2	do .....	87 22
St. Frédéric and Railway Station.....	J. Baillargson .....	do .....	2	6	do 13 days (to Feb. 13, '87) .....	87 22
St. Frédéric and St. Séverin de Beauvillage.....	G. A. Legendre.....	Vehicle .....	8	3	do (to Dec. 31, 1886).....	61 83

Station Name	Person	Mode	Distance	Count	Unit	Start Date	End Date	Amount
St. Gabriel Station and Railway Station	F. X. Plante	On foot	10 yds.	6	3	do	do	25 00
St. Geneviève and Railway Station	A. W. Landrigan	Vehicle		8	12	do	do	16 00
St. Geneviève and Railway Station	A. Légnault	do		3	6	do	do	130 00
St. Geneviève de Batiscan and St. Stanislas	A. Lacourrière	do	4	12	12	do	do	149 00
do	W. Boivert	do	8	6	3	(to June 30, 1886)	do	50 00
do	A. Despins	do	8	6	9	do	do	108 75
St. George, East and St. Prosper de Dorchester	L. N. Riendeau	Optional	11	1	12	do	do	82 48
St. Germain de Grantham and Railway Station	E. Paré	On foot		12	12	do	do	60 00
St. Gervais and Railway Station	F. Roy	Vehicle	5 1/2	6	12	do	do	56 00
St. Gervais and St. Lazare	J. Bélanger	do	6	6	12	do	do	179 00
St. Gervais and St. Nérée	J. Goulet	Horse or vehicle	9	3	12	do	do	75 00
St. Guillaume and Railway Station	A. Réné	On foot		12	12	do	do	100 00
St. Guillaume and St. Pie de Guire	E. Poirier	Optional	11 1/2	3	12	do	do	140 00
St. Hélène and Railway Station	J. B. Bérubé	Foot or vehicle		12	12	do	do	28 00
St. Hérodine and Railway Station	J. Mercier	Optional		12	10	do	do	43 54
St. Henri and Railway Station	T. Conest	do		12	6	do	do	25 96
do	do	do		12	4	do	do	45 00
St. Henri and St. Isidore	J. N. Guilmet	Vehicle	10	6	3	do	do	114 00
do	A. Samson	do	10	6	9	do	do	148 00
St. Henri and St. Lambert	A. Boucher	do	10	6	6	do	do	99 50
do	P. Lacasse	do	10	6	6	do	do	45 00
St. Henri de Montréal and Railway Station	F. Faurey	Optional		24	6	do	do	45 00
do	A. Bissonnette	do		24	6	do	do	75 00
St. Henri Station and Railway Station	G. Demers	Vehicle		12	12	do	do	166 00
St. Hermas and Railway Station	P. E. Clairvoux	do	4	6	12	do	do	100 00
St. Hilaire Station and Railway Station	F. Martin	On foot	100 yds.	36	12	do	do	117 00
St. Hilaire Station and St. Jean Baptiste de Rouville	M. Grenier	Vehicle		6	9	do	(to Dec 31, 1886)	39 00
do	G. E. Goulet	do	5	6	3	do	do	1,096 00
St. Hilaire Station and Sorel	J. B. Fenet	do	33	6	12	do	do	70 00
St. Hubert and Railway Station	F. Robert	On foot		7	12	do	do	525 00
St. Hugues and St. Hyacinthe	E. Phaneu	Vehicle	1 1/2	6	12	do	do	184 00
St. Hugues and St. Marcel	P. Gaumon	do	7	6	12	do	do	72 00
St. Isidore and Railway Station	A. Trudeau	do		12	12	do	do	16 00
St. Isidore Junction and Railway Station	F. Baillargeon	Optional	17 yds.	12	12	do	do	39 50
St. Janvier and Railway Station	J. Jérôme	Vehicle		12	12	do	(less fine)	188 00
St. Jean de Dieu and Trois Pistoles	E. Rouseau	Horse or vehicle	10 1/2	3	12	do	do	219 00
St. Jean de Matha and St. Michel des Saints	J. B. Robitaille	do	46	2	12	do	do	160 00
St. Jean Port Joli and Railway Station	D. Poitras	do	1 1/2	12	12	do	do	104 00
St. Jérôme and Railway Station	E. Marchand	Vehicle	7 1/2	24	12	do	do	168 00
St. Joachim and Warden	J. Rachand	Optional		12	12	do	do	100 00
St. John's and Railway Station	A. Samoisette	Optional		12	12	do	do	80 00
St. John's and St. Luc	A. Marsan	do	6	3	12	do	do	108 00
St. John's and Sabrevois	A. M. White	do	8 1/2	3	12	do	do	48 00
St. Joseph de Sorel and Sorel	A. Bouvier	do	11 1/2	12	12	do	do	150 00
St. Louise and Railway Station	A. Anctil	do	13	12	12	do	do	24 00
St. Luce and Railway Station	M. Gagnon	Horse or vehicle	2	12	12	do	do	194 00
St. Madeleine and Railway Station	J. D. Rainville	Optional		12	12	do	do	39 00
St. Malachie and Standon	C. Lantagne	Vehicle	13	6	12	do	do	
St. Marie de Monnoir and Railway Station	G. Poulin	Optional	1/2	12	9	do	(to Dec 31, 1886)	



REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
St. Marie de Monnoir and Railway Station.	M. Bessette.	Optional.	2	12	3 months (from Jan. 1, 1887).	12 25
St. Marthe and Vaudreuil.	D. Rochon.	Vehicle	15	6	do	540 00
St. Martin and Railway Station.	G. Marchand.	do	4	12	do	70 00
St. Martin Railway Station and St. Urbain.	Z. Bergeron.	do	4	6	do	130 00
St. Mathias and Village Richelieu.	O. Dache.	do	3	6	do	140 00
St. Mathieu and St. Simon.	T. Levesque.	Optional.	8	3	do	44 00
St. Moïse and Railway Station.	J. Smith.	Horse or vehicle	6	3	do	90 00
St. Narcisse and Three Rivers.	F. Nohert.	Vehicle	19	6	do	440 00
St. Norbert and Railway Station.	S. Carpentier.	do	9	6	do	280 00
St. Ours and St. Roch de Richelieu.	J. B. Paquette.	do	7	6	do	20 00
St. Pacôme and Railway Station.	A. Hudon.	Optional.	13	12	do	112 00
St. Patrick and Railway Station.	T. C. Picard.	Vehicle	4	12	do	103 50
St. Paul du Bunon and St. Pierre, Montmagny.	A. Cloutier.	do	17	3	do	190 00
St. Paul's Bay and St. Tite des Caps.	F. Rouchard.	do	26	6	do	1,248 00
St. Paul's Bay and St. Urbain.	E. Fortin.	Horse or vehicle.	9	3	do	64 00
St. Paul's Bay and Wharf.	O. Bouchard.	Optional.	3	As req.	Season, 1886.	364 00
St. Philippe de Nory and Railway Station.	F. Deschênes.	On foot.	9	12	do	40 00
St. Philippe Railway Station and Stonefield.	J. Fletcher.	Vehicle	9	6	do	269 00
St. Philomène and Railway Station.	J. B. Damour.	do	27	6	do	145 00
St. Pie and Railway Station.	M. Drolette.	Optional.	7	12	do	38 00
St. Pierre les Becquets and Ste. Sophie de Lévrard.	D. Fournier.	do	10	3	do	125 60
St. Pierre, Montmagny, and Railway Station.	N. Samson.	do	2	12	do	300 00
St. Placide and Ste. Scholastique.	A. Gratton.	do	13	6	do	80 00
St. Polycarpe and Railway Station.	F. Lavergne.	Vehicle	5	6	do	52 00
St. Polycarpe and St. Téléphore.	L. Daoust.	do	6	6	do	54 00
St. Raphaël and Railway Station.	P. X. Bernard.	do	6	6	do	18 00
do	F. Gauthier.	do	6	3	do	40 00
do	H. Pelletier.	do	7	12	do	60 00
St. Raymond and Railway Station.	R. Tyré.	Optional.	6	2	do	60 00
St. Régis and Cornwall.	N. Champagne.	Vehicle	13	6	do	398 00
St. Robert and Railway Station.	L. Poirier.	do	2	6	do	100 00
St. Rose and Railway Station.	A. E. Léonard.	do	4	12	do	72 00
St. Samuel de Gayhurst and Valletort.	L. Languy.	Horse or vehicle.	8	2	do	50 00
St. Sauveur de Québec and Street Letter Boxes.	W. Saucier.	Optional.	1	24	do	196 00
St. Scholastique and Railway Station.	J. Souche.	Vehicle	1	12	do	40 00
St. Sébastien and Venice.	A. T. Hunter.	Horse or vehicle.	3	2	do	48 00

St. Simon and Railway Station.....	J. B. Martin.....	Optional.....	1	12	do	48 00
St. Sophie de Laorne and Railway Station.....	U. Levesque.....	do	1	12	do	48 00
St. Stanislas de Koska and Valley field.....	E. Cardinal.....	Vehicle.....	9	6	do	250 00
St. Thècle and St. Tite.....	J. B. Magnan.....	Horse or vehicle.....	9	3	do	145 00
St. Théotiste and Vercheres.....	L. N. Handfield.....	Vehicle.....	6	3	do	78 00
St. Tite and Railway Station.....	F. Boismenu.....	do	24	12	do	80 00
St. Thérose and Railway Station.....	G. Lahaye.....	do	6	6	do	139 00
St. Valentin and Stottville.....	F. Hetier.....	Optional.....	3	6	do	72 00
St. Valter and Railway Station.....	A. Bélanger.....	Horse or vehicle.....	3	6	do	96 00
St. Victoire and Sorel.....	H. Paulhus.....	Vehicle.....	9	3	do	140 00
St. Vincent de Paul and Railway Station.....	O. E. Germain.....	do	4	12	do	40 00
Sacré Cœur de Marie and Railway Station.....	J. Vallière, jun.....	do	5	6	do	114 32
Sand Point and Shawville.....	D. Wilson.....	do	11	6	do	313 00
Savage's Mills and Railway Station.....	H. T. Yamlin.....	Horse or vehicle.....	4	6	do	48 00
Saybec and Railway Station.....	G. Bonlay.....	Foot or vehicle.....	1	12	do	18 00
Scott Junction and Railway Station.....	E. Garon.....	On foot.....	60 yds.	12	do	43 54
Scotstown and Railway Station.....	R. B. Scott.....	Optional.....	4	12	do	40 00
Scotstown and West Dutton.....	J. B. Brousseau.....	do	12	6	do	180 00
Shawenagan and Three Rivers.....	J. B. Lapolice.....	Vehicle.....	21	6	do	275 00
Sheffington and West Sheford Railway Station.....	A. Potvin.....	Optional.....	4	6	do	90 00
Sherbrooke and Post Office, Exhibition Building	R. A. Biron.....	do	1	12	do	9 00
Sherbrooke and Railway Station.....	J. J. Foes.....	do	1	36	12 months.	150 00
Sherbrooke and Stoke Centre.....	M. Biron.....	Vehicle.....	9 1/2	2	do	104 00
Sherbrooke, Sherbrooke East and Street Letter Boxes	O. Martin.....	do	18 & 7	12	do	350 00
Sherbrooke—O. V. Railway and G. T. Railway.....	C. H. Foss.....	do	12	1	do	23 50
Sherrington and Railway Station.....	B. Vautin.....	Optional.....	2 1/2	6	do	109 00
Sillery Cove and Spencer Cove.....	J. Brown.....	do	1 1/2	6	do	42 00
Smith's Mills and Railway Station.....	W. T. Knight.....	do	1	12	do	16 00
Sorel and Railway Station.....	P. Lavallée.....	Vehicle.....	1	12	do	120 00
South Durham and Valcourt.....	T. A. Fee.....	do	15	3	do	93 60
South Ham and Railway Station.....	A. Valée.....	do	9 1/2	6	do	300 00
South Quebec and Railway Station.....	J. Ritchie.....	do	36	12	do	160 00
South Stukely and Railway Station.....	L. H. Knowlton.....	do	6	12	do	26 00
Spring Hill and Railway Station.....	M. A. McLean.....	Optional.....	1	12	do	40 00
Spring Hill and Stornoway.....	P. Legendre.....	Vehicle.....	9	6	do	313 00
Stagsburn and Upper Wakefield.....	A. McDonald.....	Optional.....	6	1	do	48 00
Stanbridge East and Stanbridge Ridge.....	N. Martindale.....	do	3	12	do	40 00
Staynerville and Railway Station.....	J. M. Dorion.....	do	240 yds.	12	do	13 00
Stoneham and Tewkesbury.....	G. X. Deschamps.....	Horse or vehicle.....	7 1/2	2	do	50 00
Suffield and Railway Station.....	P. Fitzpatrick.....	Foot.....	1	12	do	13 00
do	do	do	1	6	do	10 00
Sutton and Railway Station.....	F. Jenne.....	Optional.....	1	12	do	44 00
Sutton Junction and Railway Station.....	A. W. Westover.....	do	1	12	do	30 00
Sweetsburg and Railway Station.....	G. T. Batchelder.....	Vehicle.....	1	12	do	64 00
Tadoussac and Wharf.....	P. Marquis.....	Optional.....	1	As req.	Season, 1886.	54 00
Templeton and Railway Station.....	J. O'Hagan.....	do	1 1/2	6	8 months 6 dys. (to Jan. 6, '87).	27 60
Terbonne and Railway Station.....	E. Brière.....	do	3	6	12 do	50 00
Thetford Mines and Railway Station.....	S. Blondeau.....	On foot.....	150 yds.	12	do	30 00

**REPORT No. 2, B—Continued.**  
**DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.**

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Three Rivers Division.....					Special trips; snow blockade on railway.....	133 75
Three Rivers and Railway Station.....	O. Godin.....	Vehicle.....	14	31	1 month (to Apr. 30, 1886).....	33 58
do.....	do.....	do.....	14	25	2 months (to June 30, 1886).....	54 16
do.....	do.....	do.....	14	31	(to Sept. 30, 1886).....	100 75
do.....	H. Osimirand.....	do.....	14	31	do 19 dys. (to Nov. 19, '86).....	54 75
do.....	do.....	do.....	14	37	do 11 dys. from do.....	175 13
Three Rivers and Street Letter Boxes.....	J. P. Marineau.....	do.....	2	18	do.....	300 10
Three Rivers and Valmont.....	L. Ducharme.....	do.....	15	3	(to Dec. 31, 1886).....	135 50
do.....	H. Sigman.....	do.....	15	3	do from do.....	40 00
do.....	M. St. Pierre.....	Horse or vehicle.....	13	3	do (to Dec. 31, 1886).....	26 25
Sturso and Valency.....	F. Pichet.....	do.....	14	12	do (from Feb. 1, 1887).....	8 33
Traban's Mill and Railway Station.....	E. Vallée.....	On foot.....	14	12	do 13 dys. (to Feb. 13, '87).....	34 83
Tring Station and Railway Station.....	T. P. Pelletier.....	Optional.....	14	12	do.....	40 00
Trois Pistoles and Railway Station.....	do.....	do.....	14	12	do.....	10 78
do.....	do.....	do.....	2	6	do 6 dys. (to Sept. 19, '86).....	56 00
Trois Saumons and Railway Station.....	B. Gaumont.....	do.....	2	6	do.....	185 00
Valcartier and Railway Station.....	J. McBain.....	Vehicle.....	6	6	do.....	25 00
Valleyfield and Railway Station.....	V. Monette.....	do.....	3	24	do (from Jan. 1, 1887).....	72 00
Valleyfield and Street Letter Boxes.....	D. Dim.....	do.....	3	12	do.....	50 00
Valois and Railway Station.....	P. G. Vailois.....	Optional.....	180 yds.	12	do.....	20 00
Versailles and Railway Station.....	T. Lacombe.....	On foot.....	30 yds.	12	do.....	32 00
Victoriaville and Railway Station.....	O. Foisy.....	Optional.....	12	12	do.....	180 00
Village des Annaies and Railway Station.....	O. Dubé.....	Vehicle.....	5	12	do.....	48 00
Village Richelieu and Railway Station.....	N. D. Bessette.....	Optional.....	1	12	do.....	25 00
Vincennes and Railway Station.....	M. Dessuresault.....	do.....	3	6	do (from Feb. 1, 1887).....	12 00
Walker's Outting and Railway Station.....	R. D. Pepin.....	do.....	120 yds.	12	do.....	30 00
Warden and Railway Station.....	A. Berry.....	do.....	46 rods.	12	do.....	13 50
Warwick, East and Railway Station.....	P. Johnson.....	do.....	180 yds	6	do.....	125 00
Waterloo and Railway Station.....	E. A. Beaulne.....	do.....	24	12	do.....	166 00
Weedon Centre and Railway Station.....	J. E. Gôté.....	do.....	24	6	do.....	20 00
Weedon Station and Railway Station.....	N. Tanquay.....	On foot.....	60 yds	6	do.....	50 00
West Brome and Railway Station.....	L. Scott.....	Optional.....	1	12	do.....	24 00
Westbury Basin and Railway Station.....	O. Lepître.....	do.....	1	12	do.....	24 00

Wickham, West and Railway Station.....	M. Léonard.....	On foot.....	12	12	do	32 00
Yamachiche and Railway Station.....	L. Duchaine.....	Optional ..	12	12	do	63 00
Yamaska and Railway Station.....	L. H. Lafleur .....	On foot.....	12	12	do	32 00
Yamaska East and Railway Station.....	L. Levallée.....	Optional .....	12	2	do	5 00
					Total.....	\$152,264 62

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.  
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Dis- tance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bagotville, Chicoutimi and Quebec.....	Richelieu and Ontario Navigation Co.	235	As required.	Season, 1886.....	4,500 00
Caughnawaga and Lachine. ....	J. Delisle .....	14	12	12 months.....	313 00
Coteau Landing and Valleyfield .....	Lake St. Francis Tow Boat Co. ....	6	12	Season, 1886 (see land service) ...	125 00
Esquimaux Point and Rimouski.....	Fraser & Holliday .....	284	Fortnightly.	do .....	2,500 00
Gaspé Basin and North Shore of River St. Lawrence	E. Adams .....	366	do	do .....	1,137 60
Georgeville and Knowlton Landing.. ..	C. A. R. Macpherson .....	3	6	Part of season, 1886. ....	69 62
do .....	J. B. Futvoyé .....	3	6	Balance of do (see land service)	19 00
Laprairie and Montreal .....	Laprairie Navigation Co. ....	9	6	Season, 1886.....	179 00
Lévis and Quebec. ....	Quebec and Lévis Ferry Co.....	1	24	12 months.....	416 84
do .....	do .....	1	12	12 do .....	180 00
Lourdes du Blanc Sablon and Natashquan.....	E. Jones .....	220	.....	3 trips.....	60 00
Magdalen Islands, &c., and Pictou, N S .....	J. Holliday.....	180, 405	3 & 1 per mo.	(In addition to subsidy) .....	3,450 00
Magdalen Islands and Souris, P.E.I. ....	F. W. Bullock .....	.....	.....	1 trip.....	130 00
Montreal and Quebec .....	Richelieu and Ontario Navigation Co.	180	6	Season, 1886.....	1,200 00
Rimouski Wharf and Ocean Steamers .....	Intercolonial Railway .....	.....	As required	do .....	6,866 67
				Total .....	\$21,136 33

H. A. WICKSTEED,  
 Accountant.

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REPORT No. 2, B—Continued.  
 DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1887.  
 CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canada Atlantic Railway (Montreal Division) .....	20	6	3 months (to March 31, 1887).....	\$ 117 44
Canadian Pacific Railway (within Quebec).....	362	With varying frequency over different sections of the line.....	do	22,132 19
Central Vermont Railway .....	107	6 & 12 .....	do	6,425 63
C. & P. River and Massawippi Valley Railway .....	35	12 .....	do	1,971 50
Grand Trunk Railway (main line within Quebec).....	40½	With such frequency as may be required by the Post Office, from the trains run. ....	do	64,380 00
Grand Trunk Railway (Montreal Division).....	54	12 .....	do	2,599 08
Grand Trunk Railway (within Quebec).....	.....	Special trips with British mails .....	do	4,918 00
Great Northern Railway.....	8	6 .....	12 months (to March 31, 1887).....	122 40
Intercolonial Railway (within Quebec).....	303	With varying frequency over different sections of the line.....	do	39,390 00
International Railway.....	69	6 .....	do	2,591 64
Quebec Central Railway .....	143	6 .....	do	6,730 56
Quebec and Lake St. John Railway.....	58	6 .....	do	2,904 64
South Eastern Railway.....	221	6 .....	do	11,585 16
			Total.....	\$186,258 69

A. W. MCLELAN,  
 Postmaster-General.

H. A. WICKSTEED  
 Accountant.

REPORT No. 2, B—*Concluded*—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Quebec, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge.....	Mail bags, labels, &c., for Post Office Department.....	2,376	13
R. S. Montgomery.....	Mail bags, rivet seals, &c. do .....	467	39
E. Chanteloup.....	Brass mail locks for do .....	200	00
G. Bailey.....	Repairing mail locks for do .....	80	97
Pritchard & Mingard.....	Mail bag labels for do .....	18	96
P. O'Donoghue.....	Repairing mail bags for Post Office Inspector, Montreal.....	9	75
R. S. Montgomery.....	Rivet seal locks for do do .....	6	00
E. Chanteloup.....	Mail lock keys for do Quebec.....	25	00
P. C. Dupuis, P.M.....	To pay for mail bag covering and repairs for Postmaster Bersimis	20	50
J. Grace.....	Mail lock for Postmaster Bouchette.....	0	30
J. H. Topping, P.M.....	To pay for repairing mail bag for Postmaster Les Escoumains	1	00
P. O'Donoghue.....	Repairing mail bags for Postmaster, Montreal.....	1,841	84
R. S. Montgomery.....	Rivet seal, locks, &c., for do .....	68	94
O. Dassylra.....	Repairing mail bags for Postmaster, Murray Bay.....	0	80
H. Gauthier.....	do do St. Charles, Rivièrs Richelieu	0	10
R. Quintal.....	do do St. Rémi.....	1	25
H. S. Hunter.....	do do Stanstead.....	1	75
	Total.....	\$5,120	68

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

REPORT No. 2, C.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Abercrombie and New Glasgow	W. Munro	Horse or vehicle.	5	2	6 months (to Sept. 30, 1886)	31 00
do	R. Dunbar	do	5	2	do do	34 00
Acadia Mines and Bass River	J. W. Davison	do	14	3	do do	197 48
Acadia Mines and Londonderry Station	J. M. Bigny	do	24	12	do do	210 00
Addington Forks and Keppoch	D. Campbell	Vehicle	7	1	do do	60 00
Advocate Harbor and Apple River	J. Ward	do	10	6	do do	345 00
Afton and Bayfield	T. W. Taylor	Optional.	2 1/2	6	do do	97 00
do	W. G. Atkins	Vehicle	15	1	(to Sept. 30, 1886)	36 38
do	A. Chisholm	do	15	1	from do	27 50
Afton and Guysboro' Intervale	V. Connor	Optional.	4	12	do do	65 00
do	H. Horn	do	4	1	do do	20 00
Albert Ridge and Horn's Road	W. Landry	Horse or vehicle.	2	3	do do	50 00
Alderney and Petite de Grat	S. Plant	do	6	1	do do	35 00
Alder Point and Little Bras D'Or	T. Lindsay	On foot	75 yds.	6	do do	20 00
Alton and Railway Station	I. B. Stuart	Optional.	4 1/2	3	do do	67 00
Amberst and Amberst Point	W. Pipes	Horse or vehicle.	6	1	do do	32 00
Amberst and Fenwick	E. Chapman	Vehicle	6	1	do do	40 00
Amberst and Hastings	K. Hunter	Horse or vehicle.	20	3	do do	205 95
Amberst and Linden	D. M. Quigley	do	22 1/2	2	do do	145 00
Amberst and Little River	M. Hillson	On foot	2 1/2	As reqd.	do do	407 01
Amberst and Railway Station	E. Gares	Horse or vehicle	21	6	(to Dec. 31, 1886)	371 25
Anapolis and Digby	R. H. Hardwick	do	21	6	from do	95 00
do	H. M. Irvine	Optional.	67	6	do do	125 00
Anapolis and Granville Ferry	G. & E. Stalling	Vehicle	9	6	do do	2,959 00
Anapolis and Liverpool	N. Dargie	Horse or vehicle	31	12	do do	115 00
Anapolis and Ferrit Settlement	A. W. Corbett	On foot	17	3	do do	42 00
Anapolis and Railway Station	R. Harris	Horse or vehicle.	3 1/2	12	do do	70 00
Anapolis and Saw Mill Creek	J. Gormley	do	31	1	do do	140 00
Anapolis and Steel Mt.	H. S. Cochrane	Vehicle	11 r. t.	2	do do	55 00
Anthony's Line and Scotch Village	J. Gillis	do	17	1	do do	64 00
Antigonishe and Arisaig	H. Dunn	Horse or vehicle.	14	2	(from Nov. 1, 1886)	66 66
Antigonishe and Brophy's	do	do	5	1	(to June 30, 1886)	1 66
Antigonishe and Cloverville	do	do	5	1		



REPORT No. 2, C—Continued.  
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Antigonishe and Gloverville.....	J. Thompson .....	Horse or vehicle.	5	1	9 months (from July 1, 1886).....	30 00
Antigonishe and Cross Roads, Ohio.....	T. McAmis .....	do	13	2	do do from do .....	85 53
Antigonishe and Georgetown .....	R. McDonald .....	Vehicle .....	.44 r. t.	4	do do .....	398 00
Antigonishe and Glen Uig .....	do .....	Horse or vehicle.		1	do do .....	30 00
Antigonishe and Hallowell Grant .....	H. Dunn .....	do	7	1	(to Oct. 31, 1886).....	30 33
Antigonishe and Railway Station .....	W. G. Cunningham .....	Vehicle .....	4	12	do do (to June 30, 1886).....	95 00
Antigonishe and Sherbrooke .....	W. McGrath.....	do	40	6	do do (to June 30, 1886).....	273 00
do do .....	do .....	do	40	3	do do from do .....	539 46
Antigonishe and South End, Lochaber .....	T. McAmis .....	do	22	2	do do (to June 30, 1886).....	48 25
Antigonishe and William's Point .....	D. McDonald .....	do	2 1/2	2	do do (from Feb. 1, 1887) ....	6 66
Antigonishe Harbor (South Side) and Lower Settlement, South River .....	J. Kiely .....	Horse or vehicle.	4 1/2	2	do do .....	100 00
Antigonishe and East Chebogue .....	J. H. Taylor .....	Vehicle.....	16 r. t.	2	do do .....	65 00
Ardrass and Lismore .....	W. W. Coffin.....	Horse or vehicle.	4	2	do do .....	40 00
Ardois Hill and Newport Station .....	A. McDonald.....	Optional.	3	2	do do .....	50 00
Argyle and Argyle Head .....	M. Harvey.....	Vehicle.....	22	3 & 2	do do .....	95 00
Argyle Sound and Lower Argyle .....	A. J. Nickerson .....	do	2	3	do do .....	40 00
Arichat and Grandique Ferry .....	E. Murphy .....	do	3 1/2	1	do do .....	19 00
Arichat and Petite de Grat.....	F. & D. Fennelly .....	Horse or vehicle.	5	4	Season, 1886.....	50 00
Arichat and Robins.....	A. McDonald .....	Vehicle .....	3	3	12 months .....	80 00
Arichat and West Arichat.....	C. Le Noir .....	Optional.....	3	6	do do .....	73 00
Ashdale and Glen Road .....	A. McDonald.....	Horse or vehicle.	3	6	Season, 1886.....	25 00
Athol and Railway Station .....	O. McGillivray .....	Optional.....	4	1	6 months (to Sept. 30, 1886).....	32 50
do do .....	J. C. Taylor.....	do	1 1/2	12	do do do .....	14 00
Auburn and Aylesford .....	E. Donkin .....	do	2	12	do do from do .....	32 50
Auburn and Greenwood .....	J. Foster .....	do	2	6	(to June 30, 1886).....	16 50
Auburn and Railway Station .....	G. W. Eaton .....	do	6 1/2	1	do do from do .....	22 50
Auld's Cove and Railway Station .....	J. M. Smith.....	On foot .....	1 1/2	12	do do (from Oct. 1, 1886)....	21 50
Avondale Station and Railway Station .....	H. McMillan.....	do	1 1/2	6	do do .....	50 00
Avonport and Avonport Station .....	A. F. Robertson.....	do	1 1/2	6	do do .....	25 00
Avonport Station and Railway Station .....	J. B. Newcomb.....	Optional .....	12 yds.	12	do do .....	100 00
Aylesford and Bridgewater .....	do .....	do		2	do do .....	30 00
Aylesford and Harmony .....	J. Franey .....	Vehicle .....	60	1	do do .....	294 72
Aylesford and Morden .....	A. D. Nichols.....	do	20 r. t.	1	do do .....	57 00
do do .....	J. Redgate .....	do	22 r. t.	2	do do .....	130 00

Aylesford and Palmer's Road.....	I. Foster .....	do .....	2	6	3	do	16 50
Aylesford and Railway Station.....	C. A. Williamson.	do	1	12	12	do	60 00
Baccharo and Port Le Tour .....	W. P. Snow .....	Optional .....	3	2	12	do	39 00
Back Meadows and Poplar Hill.....	J. Morrison.....	do .....	3	2	3	do	7 50
do .....	G. Clark .....	do .....	4	2	3	do	20 00
Baddeck and Big Bras d'Or.....	G. Fraser .....	Horse or vehicle.	26	3	12	do	549 00
Baddeck and Boom .....	F. Campbell .....	Optional .....	24	2	2	do	49 66
Baddeck and Grand Narrows .....	P. McNeill .....	Vehicle .....	15	1	12	do	65 95
Baddeck and New Campbellton .....	F. McDonald .....	do .....	30	3	12	do	597 00
Baddeck and Rear of Baddeck Bay .....	J. McLeod .....	Horse or vehicle.	8	1	12	do	48 00
Baddeck and Upper Settlement, Baddeck River .....	I. McKay .....	do .....	16	2	12	do	74 00
Baddeck and Upper Settlement, Middle River.....	C. Ingraham .....	do .....	19	2	12	do	95 00
Baddeck Bay and Plaister Mines .....	H. Fraser .....	On foot .....	4	2	12	do	27 00
Baddeck River, North Branch, and Forks Baddeck.....	W. McInnes .....	Optional .....	5	2	12	do	30 00
Bate Verte and Linden .....	S. Moore .....	Optional .....	21	3 & 2	12	do	160 00
Bailey's Brook and Railway Station .....	D. McLean .....	do .....	4 1/2	6	12	do	105 00
Baker Settlement and Greenfield .....	A. Turner .....	Horse or vehicle.	8 & 5	3 & 1	12	do	126 24
Balmoral Mills and The Falls .....	A. McKay .....	do .....	2	3	12	do	16 00
Banks of Broad Cove and Strathlone .....	L. McDougall .....	do .....	4	1	12	do	38 86
Barney's River and Marsh .....	G. Campbell .....	do .....	18 r. t.	1	12	do	119 00
Barney's River and Railway Station .....	D. R. McKenzie .....	do .....	4	6	12	do	260 00
Barrington and Port Clyde .....	O. L. Davison .....	Vehicle .....	30 r. t.	6	12	do	456 00
Barrington and Pubnico Beach .....	J. McDermisky .....	Horse or vehicle.	22	6	12	do	275 00
Barrington Passage and Cape Sable Island.....	F. Robertson .....	Optional .....	1 1/2	6	12	do	40 00
Barron's Beach and Big Iracadie .....	J. Boudrot.....	do .....	4	3	12	do	11 53
Barry Settlement and Shubenacadie .....	J. W. Dunsmore .....	do .....	27	1	2	do	20 00
Barry's Corner and Chesley's Corner .....	J. Jefferson .....	Horse or vehicle	27	2 & 1	6	do	35 00
do .....	A. Trethewey .....	do .....	18	1	12	do	79 00
Barry's Corner and Mahone Bay .....	J. DeLong .....	Vehicle .....	3	12	3	do	48 75
Barton and Railway Station .....	J. T. Thomas .....	do .....	3	2	12	do	28 00
Basin River Inhabitants and Lower River Inhabitants .....	J. A. McCarthy.....	Horse or vehicle.	3	2	9	do	22 80
Basin River Inhabitants and McNamara's Island .....	E. McNamara .....	Optional .....	2	2	3	do	11 25
do .....	do .....	do .....	7	3	7	do	61 25
Battery Hill and New Gairloch .....	R. McLeod .....	Horse or vehicle.	8	3	5	do	49 00
do .....	do .....	do .....	750 yds.	12	12	do	60 00
Battery Hill and Railway Station .....	P. A. Grant .....	On foot .....	7	1	12	do	43 60
Baxter's Harbor and Sheffield Mills .....	W. E. Harris .....	Vehicle .....	7	2	12	do	495 00
Bay St. Lawrence and Ingonishe .....	A. S. McDonald .....	do .....	50	2	12	do	65 00
Bay St. Lawrence and Meat Cove .....	J. McIntosh .....	do .....	11	10 & 2	12	do	230 00
Bear River (West Side) and Deep Brook.....	J. H. McOlellan .....	Horse or vehicle	7	6 & 3	12	do	150 00
Bear River (West Side) and Digby.....	do .....	Vehicle .....	10	1	12	do	15 00
Beaulieu and Black River .....	C. Grant .....	Optional .....	2 1/2	6	12	do	291 48
Beaver Bank and Middle Sackville .....	L. L. Hamilton .....	Horse or vehicle.	8	2	12	do	95 00
Beaver Bank and North Beaver Bank .....	W. Lively .....	do .....	12 yds.	12	3	do	13 75
Beaver Bank and Railway Station .....	D. Hallisey .....	On foot .....	12 yds.	1	9	do	49 75
do .....	do .....	do .....	18 r. t.	1	12	do	40 00
Beaver River Corner and Cedar Lake.....	A. Porter .....	Vehicle.....	9 1/2	3	12	do	154 00
Bedford Basin and English Corner .....	N. Melvin .....	Horse or vehicle.	9 1/2	3	12	do	

REPORT No. 2, C—Continued.  
 --- DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Bedford Basin and Railway Station.....	W. McKenzie.....	On foot.....	100 yds.	42	12 months.....	100 00
Beemout and North West Arm.....	G. K. Ball.....	Horse or vehicle.....	4	2	do.....	38 00
Belmont and Railway Station.....	T. Lindsay.....	Optional.....	2	12	do.....	120 00
Berwick and Rucki-y's.....	J. C. Power.....	Horse or vehicle.....	22½ r. t.	2	do.....	149 00
Berwick and Morris-town.....	G. E. Prim.....	do.....	14 r. t.	1	6 do (to Sept. 30, 1886).....	18 00
do.....	E. Nichols.....	do.....	14 r. t.	1	6 do from do.....	20 00
Berwick and Railway Station.....	W. Shaw.....	Vehicle.....	3	6	11 do (to Feb. 28, 1887).....	29 33
do.....	E. C. Foster.....	do.....	3	6	1 do from do.....	4 16
Berwick Railway Station and Harborville.....	G. Collins.....	Horse or vehicle.....	11½	2	do.....	100 00
Berwick Railway Station and Somerset.....	G. W. Kinsman.....	do.....	11	4	do.....	70 00
Big Intervale, Margaree and Margaree Forks.....	T. Coady.....	do.....	17	2	do.....	195 00
Big Island and Merigonishe.....	D. L. McLean.....	do.....	16	3	do.....	55 00
Big Lorraine and Sydney.....	R. Martin.....	Optional.....	31	1	do.....	349 00
Big Marsh and Lower Hallowell Grant.....	J. McGillivray.....	Vehicle.....	2½	3 & 1	do.....	15 00
Big Marsh and Maryvale.....	A. McLehlan.....	Vehicle.....	3	1	do.....	18 00
Big Pond and Rear of Ben Erin.....	A. Gillis.....	Horse or vehicle.....	6	1	do.....	25 00
Big Pond and Salem Road.....	H. D. Munro.....	do.....	12	2	do.....	68 00
Big Port LeBear and Sable River.....	G. Harding.....	Optional.....	12	1	do.....	90 00
Big Tracadie and Railway Station.....	W. Gerrion.....	On foot.....	100 yds.	12	do.....	40 00
Big Tracadie and Upper Big Tracadie.....	E. Ooly.....	do.....	4	1	do.....	24 00
Birchtown and Church Over.....	J. J. Gregory.....	Optional.....	4	1	do.....	42 00
Black Rock and Parrshoro'.....	M. Phinney.....	Vehicle.....	6	2	do.....	160 00
Blaichard Road and New Glasgow.....	D. Fraser.....	do.....	14	2	do.....	40 00
Bianche and Cape Negro.....	T. C. Thomas.....	Horse or vehicle.....	4	2	do.....	280 00
Blandford and Hubbard's Cove.....	J. Link.....	Vehicle.....	17	3	do.....	38 00
Blandford and Tancook Island.....	J. Pearl.....	do.....	4	1	do.....	199 04
Blomidon and Canning.....	E. J. Loomer.....	do.....	7½	6	do.....	25 00
Blomidon and Lower Blomidon.....	A. Kennedy.....	Horse or vehicle.....	24	2	do.....	25 00
Bloomfield and Main Post Road.....	H. R. Jones.....	do.....	4	12	do.....	25 00
Blue Rock and Lunenburg.....	J. E. Hunt.....	do.....	5	2	do (to May 31, 1886).....	6 66
do.....	do.....	do.....	5	2	do (to Sept. 30, 1886).....	26 66
do.....	do.....	do.....	5	4	do from do.....	20 00
Boom and Lower Washbuck.....	H. Campbell.....	do.....	15	2	do (from June 1, 1886).....	248 34
Boom and Whyecomagh.....	H. McDougal.....	Vehicle.....	15	1	do.....	51 00
Boulardrie and Little Bras d'Or.....	J. Day.....	do.....	20	3	do.....	289 00

Location	Owner	Vehicle	Dimensions	Notes	Class	Rate	Amount
Boulevard and Point Clear	O. Munro	do	7		do	2	76 36
Boyiston and Pirate Harbor	A. Hall	do	50 r. t.		do	3	395 00
Brazil Lake and Railway Station	L. Crosby	Optional	1 1/2		do	6	20 00
Brenton and South Ohio	E. Pennell	do	4		do	1	20 00
Bridgetown and Granville Ferry	R. Reed	Vehicle	14		do	3	194 00
Bridgetown and Granville Ferry (viz Chute's Cove)	J. Brinton	do	35		do	1	94 00
do	J. G. Phinney	do	35		do	1	94 00
Bridgetown and Lawrencetown	W. E. Poole	do	18		do	1	75 00
Bridgetown and Middleton	E. Poole	do	17		do	2	147 00
Bridgetown and Railway Station	F. Crosskill	do	1 1/2		do	12	37 50
do	do	do	1 1/2		do	6	50 00
Bridgewater and Halifax	B. Blair	do	91		do	6	4,550 00
Bridgewater and Lawrencetown	A. R. Saunders	do	57		do	2	424 00
Bridgewater and Mill Village	A. Feindel	do	38		do	3	399 00
Bridgewater and New Canada	W. J. Cronin	do	26 r. t.		do	1	70 00
Bridgewater and Pleasant River	J. Whitman	do	20		do	3	239 00
Bridgewater and Shelburne	J. K. Hogg	do	74		do	6	3,900 00
Brighton and Railway Station	E. Spittle	do	4		do	12	45 00
Briley's Brook and Railway Station	F. Chisholm	do	8		do	6	20 00
Brookfield and Pleasant River	F. Waterman	Optional	100 yds.		do	3	116 00
Brookfield and Railway Station	J. Graham	Vehicle	18		do	13	120 00
Brookfield and Upper Stewiacke	J. J. Brenton	do	18		do	6	524 72
Brookland and Salt Springs	W. Gray	Horse or vehicle	3		do	1	24 00
Brooklyn and Yarmouth	J. H. Pitman	Vehicle	4		do	2	40 00
Brown's Brook and Halfway River Station	S. S. Brown	do	4		do	1	40 00
Bruné and Forbes	J. McDonald	do	5 1/2		do	1	25 00
Buckley's and Kentville	J. Forbes	Optional	2		do	1	30 00
Burlington and Victoria Harbor	M. A. Kingman	do	34 1/2		do	5	500 00
Burracoat and Noel	W. H. Clem	do	16 r. t.		do	1	37 00
do	L. A. O'Brien	do	4 1/2		do	3	52 00
Caledonia Corner and West Caledonia	W. Butler	do	3		do	3	85 00
Caledonia, St. Mary's and Upper Caledonia	D. M. Cameron	Vehicle	6		do	1	32 00
Cambridge Station and Condon Settlement	J. Caldwell	do	10 1/2 r. t.		do	1	45 00
Cambridge Station and Railway Station	A. Nelly	do	50 yds.		do	12	7 00
do	do	do	50 yds		do	12	19 50
Canaan and Kentville	A. Bishop	Horse or vehicle	6		do	6	164 00
Canaan and Tusket	A. Harburt	do	26 r. t.		do	1	70 00
Canada Creek and Waterville	S. Thomas	Vehicle	3 1/2		do	2	67 00
Canard and Lower Canard	E. H. Lockwood	Optional	2		do	12	125 00
Cannes and River Bourgeois	C. Sampson	Horse or vehicle	2 1/2		do	3	54 50
Canning and Kentville	J. A. Ward	do	12		do	6	285 00
Canning and Medford	W. West	Vehicle	5		do	6	150 00
Canning and North Medford	J. Weaver	do	4		do	1	247 00
Canning and Port William Station	J. L. Bishop	Horse or vehicle	7		do	6	20 00
Canning and Scot's Bay	W. H. Jess	Vehicle	16		do	3	176 00
Canco Lake and Gaborouse	A. Munro	Optional	32		do	1	13 33
Canco and Guysboro'	G. W. Scott	Horse or vehicle	4		do	6	1,090 00
Cape George and Georgeville	L. McInnes	do	20 r. t.		do	1	40 00

REPORT No. 2, C—Continued.  
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Cape la Ronde and Rocky Bay.....	C. Doyle.....	Optional.....	3	2	12 months.....	20 00
Cape Negro Island and North East Harbor.....	J. R. King.....	Horse or vehicle.....	3	2	do.....	55 00
Cape North and Dingwall.....	M. McAskill.....	Optional.....	4½	2	do (to July 31, 1886).....	21 66
do	J. McPherson.....	do.....	4½	4	do from.....	25 33
Cape Sable Island and Clark's Harbor.....	T. W. Covert.....	Vehicle.....	20 r. l.	6	do.....	392 00
Carriboo Gold Mines and Upper Musquodoboit.....	A. Burnett.....	do.....	8	3	do.....	186 00
Carroll's Corner and Elmsdale.....	J. Carroll.....	do.....	19½ r. l.	2	do.....	64 00
Catalone and Catalone Gut.....	A. McDougall.....	Optional.....	12	1	do.....	24 00
Catalone and Little Lorraine.....	H. McIntyre.....	do.....	12	3	do (to April 30, 1886).....	10 41
do	do.....	do.....	12	3	do from.....	183 33
Catalone and New Boston.....	J. McDonald.....	do.....	4	2	do.....	29 00
Centreville and Hall's Harbor.....	B. Kirby.....	Horse or vehicle.....	18 r. l.	1	do.....	110 00
Chance Harbor and Pictou Landing.....	D. Cameron.....	Optional.....	4	1	do.....	20 00
Chapman Settlement and Head of Amherst.....	J. Greeno.....	Horse or vehicle.....	6	1	do.....	25 00
Oheboque Point and Yarmouth.....	J. D. Archibald.....	do.....	12 r. l.	3	do (to June 30, 1886).....	33 75
do	W. Cain.....	do.....	12 r. l.	3	do from.....	87 75
do	D. H. Waterman.....	do.....	9	1	do (to June 30, 1886).....	10 00
do	H. Dexter.....	do.....	9	1	do from.....	30 00
do	J. L. Bishop.....	do.....	46	2	do.....	650 00
Chester and Kentville.....	R. Robinson.....	do.....	35	2	do.....	370 00
Chester and Windsor.....	J. A. Sanford.....	do.....	9	1	do.....	44 00
Cheverie and Kennetcook.....	J. A. S. McLean.....	do.....	18	6	do.....	396 00
Cheverie and Newport.....	J. W. Morris.....	Vehicle.....	12	3	do.....	165 00
Cheverie and Walton.....	M. B. Harrison.....	Optional.....	3½	3	do.....	140 00
Chignecto and Macan.....	L. M. McPherson.....	Horse or vehicle.....	18 r. l.	2	do.....	28 00
Chimney Corner and Dunvegan.....	E. R. McDonald.....	Vehicle.....	29	2	do.....	375 00
Chimpan's Brook and Lakeville.....	C. N. Porter.....	do.....	3	2	do.....	20 00
Christmas Island and East Bay.....	R. Urquhart.....	Horse or vehicle.....	6	1	do.....	74 00
Churchville and Mountville.....	J. Robertson.....	Vehicle.....	3	3	do.....	29 00
Churchville and New Glasgow.....	M. Chapman.....	Optional.....	3	1	do.....	29 00
Claremont and River Philip.....	A. McLean.....	Horse or vehicle.....	4½	3	do.....	58 00
Clark's Road and Louisburg.....	G. G. Hicks.....	Optional.....	4	3	do.....	68 00
Clementsport and Clementsvale.....	W. W. Winton.....	Horse or vehicle.....	7	2	do.....	60 00
Cloverdale and Middle Stewiacke.....	A. E. Mack.....	do.....	20	3	do.....	224 00
Clyde River and Gunning Cove.....	B. Sutherland.....	do.....	25	1	do.....	91 00
Clyde River and Upper Clyde River.....	do.....	do.....	25	1	do.....	91 00

Cogmagun River and Kennetcook	J. Reynolds	do	On foot	60 yds.	1	12	do	16 00
Coldbrook Station and Railway Station	H. Porter	Vehicle	do	5	12	do	do	28 00
Coldstream and Gay's River	O. Gay	do	do	5	1	12	do	30 00
Conceauville and Railway Station	J. D. Lombard	do	do	2	12	do	do	185 00
Concession and Railway Station	A. A. Comeau	Optional	do	2	3	10	do	41 66
Conquerall Bank and Conquerall Mills	A. Snyder	Horse or vehicle	do	5	1	12	do	40 00
Corberrie and Weymouth bridge	A. Melanson	Vehicle	do	14	2	12	do	1 26 00
Cow Bay and Mira Gut	E. Phalen	do	25 r. t.	1	6	do	do	49 50
do	J. Martell	do	25 r. t.	1	6	do	do	37 50
Gow Bay and Sydney	J. O'Callahan	do	26 1/2	6	12	do	do	400 00
Coxeach and Sydney	R. Martin	Optional	do	3	12	do	do	25 00
Cranton Section and North-East Branch Margaree	M. A. Ethridge	do	2 1/2	3	12	do	do	30 00
Cross Roads Country Harbor and Goshen	J. G. Sinclair	Horse or vehicle	10	1	12	do	do	35 48
Cross Roads Country Harbor and Guysboro'	E. H. Gurrutt	do	24	3	12	do	do	330 00
Crouse Town and Petite Riviere Bridge	S. Hilton	do	3	1	3	do	do	5 00
Culloden and Digby	O. E. Turnbull	do	17 r. t.	1	12	do	do	47 00
Dalhousie Settlement and Durham	H. McKay	Vehicle	11	2	6	do	do	44 50
do	do	do	11	2	6	do	do	36 50
Dartmouth and Halifax	J. E. Leadley	Optional	1 1/2	19	12	do	do	105 52
Dartmouth and Montague Gold Mines	F. W. Cooper	Horse or vehicle	7	3	12	do	do	120 00
Dartmouth and South-East Passage	J. A. Shiers	Vehicle	6	1	12	do	do	52 00
Dartmouth and West Chezzetcook	W. H. Inar	Horse or vehicle	48 r. t.	6	12	do	do	160 00
Dean and Shubenacadie	G. Hamilton	Vehicle	36	6	12	do	do	1 588 00
Debert Station and Folly Mountain	R. English	do	17 1/2 r. t.	3	12	do	do	285 36
Debert Station and Mosstown	P. Fulmer	Horse or vehicle	4	3	6	do	do	29 00
do	E. G. Fraser	do	4	3	6	do	do	31 00
Dennistown and Judique	A. Gillies	do	7 1/2	1	12	do	do	30 00
Descouse and Lennox Ferry	N. McDonald	Vehicle	3	6	12	do	do	140 00
Digby and Rocky Bay	do	do	3	2	12	do	do	30 00
Digby and Railway Station	G. R. Burton	Optional	200 yds.	12	12	do	do	100 00
Digby and Thornville	H. Sederquist	Vehicle	8	2	12	do	do	100 00
Digby and Westport	G. & E. Stalling	do	43	6	12	do	do	1 199 00
Digby Wharf and Railway Station	G. R. Burton	Optional	400 yds.	6 & 4	12	do	do	50 00
Doherty Creek and Street's Ridge	T. Wilkison	Vehicle	10	3	12	do	do	119 00
Dover East and Peggy's Cove	W. Baker	Optional	4	2	12	do	do	60 00
Dufferin Mines and Salmon River	A. Gallagher	Horse or vehicle	3 1/2	3	11	do	do	55 00
Dunmaglass and McAras Brook	A. McGillivray	Optional	3	3	12	do	do	50 00
East Bay and McAdam's Lake	R. B. McDonald	Horse or vehicle	6 1/2	2	15	do	do	75 00
East Bay and Sydney Mines	J. Workman	Optional	14	6	12	do	do	261 00
East Bay and Syntney Mines	J. W. Peppett	Horse or vehicle	19	6	12	do	do	686 00
East Chezzetcook and Head of Chezzetcook	J. Smith	Optional	3	1	12	do	do	25 00
Eastern Harbor and Pleasant Bay	J. G. McIntosh	Horse or vehicle	24	1	12	do	do	98 75
Eastern Harbor and Port Hastings, &c.	W. P. Fynn	Vehicle	101	6	12	do	do	7 100 00
East Jeddore and Head of Jeddore	D. Wournell	Optional	6	1	12	do	do	40 00
East Mapleton and Mapleton	W. W. O'Brien	do	4	1	12	do	do	25 00
East Margaree and Post Road	J. LeBlanc	do	2	3	12	do	do	70 00
East Mines Station and Folly Village	D. L. Urquhart	Horse or vehicle	4 1/2	12	12	do	do	200 00

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
East Mines Station and Railway Station.....	C. Morrison.....	On foot.....	20 yds.	6	12 months.....	50 00
East River St. Mary's and Green's Brook.....	M. Green.....	Horse or vehicle.....	3 $\frac{1}{2}$	1	12 do.....	20 00
East Side Pubnico Harbor and Forbes' Point.....	J. McComiskey.....	Vehicle.....	10 $\frac{1}{2}$	3	12 do.....	183 00
East Side Regged Island and Lewis Head.....	G. Craig.....	Optional.....	6	1	12 do.....	60 00
East Southampton and Railway Station.....	W. F. Lewis.....	do.....	40 r. t.	12	1 do (from Mar. 1, 1887).....	3 33
Eastville and Upper Stewiacke.....	S. Ellis.....	Vehicle.....	40 r. t.	1	9 do 15 dys (to Jan. 15, '87).....	204 25
do.....	do.....	do.....	10	6	2 do 16 dys, from do.....	83 33
Economy Point and Main Post Road.....	J. Vance.....	Horse or vehicle.....	1	6	12 do.....	60 00
Fel Cove and Main Post Road.....	M. McLeod.....	On foot.....	1	2	12 do.....	10 00
Fel Creek and Linden.....	K. Hunter.....	Horse or vehicle.....	9 r. t.	2	6 do (to Sept. 30, 1886).....	38 56
do.....	do.....	do.....	9 r. t.	2	3 do (from Jan. 1, 1887).....	19 28
Elfershouse and Newport.....	D. Harvey.....	Vehicle.....	6	2	12 do.....	85 00
Elfershouse and Railway Station.....	J. Johnson.....	On foot.....	50 yds.	24	12 do.....	100 00
Elmsdale and Nine Mile River.....	J. Crightart.....	Vehicle.....	8	1	12 do.....	44 80
Elmsdale and Railway Station.....	E. Thompson.....	On foot.....	80 yds.	12	12 do.....	50 00
Emerald and Main Post Road.....	P. Tompkins.....	Optional.....	3 $\frac{1}{2}$	1	12 do.....	20 00
Enfield and Oldham.....	L. Brown.....	Horse or vehicle.....	3	2	12 do.....	40 00
Enfield and Railway Station.....	H. F. Donaldson.....	On foot.....	20 yds.	12	12 do.....	50 00
Enfield and Kenfrew.....	J. McKenzie.....	Vehicle.....	7	1	12 do.....	48 00
Englehtown and Ingonishe.....	M. Morrison.....	do.....	34	2	12 do.....	500 00
Eriville and Roman Valley.....	P. E. Farrell.....	Optional.....	7	1	12 do.....	20 80
Eureka and Railway Station.....	H. Grant.....	do.....	1	12	1 do (from Mar. 1, 1887).....	4 16
Falkland and Herring Cove.....	J. Dempsey.....	Vehicle.....	3	2	3 do (to June 30, 1886).....	12 50
do.....	T. Hayes.....	do.....	3	2	9 do from do.....	33 75
Falkland Ridge and Springfield.....	D. D. Starratt.....	Horse or vehicle.....	5	1	12 do.....	29 48
Falmouth Station and Railway Station.....	W. Armstrong.....	Optional.....	12 yds.	12	12 do.....	47 00
Falmouth Station and Upper Falmouth.....	S. Aker.....	Horse or vehicle.....	10 r. t.	3	12 do.....	80 00
False Bay Beach and South Head Cow Bay.....	H. Spencer.....	do.....	7	1	12 do.....	45 00
Farmington and West Branch River Philip.....	M. Chapman.....	do.....	12 $\frac{1}{2}$ r. t.	3	12 do.....	160 00
Fauxbourg and Lunenburg.....	E. Steverman.....	do.....	6 $\frac{1}{2}$	1	2 do.....	10 83
Fifteen Mile Stream and Tafalgar.....	W. D. McLean.....	do.....	16	1	12 do (from Feb. 1, 1887).....	104 00
Fletcher's Crossing and M. pleton.....	W. A. Lodge.....	Optional.....	2	2	12 do.....	45 00
Fletcher's Station and Wellington Station.....	E. Lergie.....	do.....	3	6	12 do.....	75 00
Folly Lake and Railway Station.....	N. McPherson.....	On foot.....	100 yds.	12	12 do.....	40 00
Fort Lawrence and Railway Station.....	O. E. Baker.....	Optional.....	1	12	12 do.....	100 00

Location	Applicant	Horse or vehicle	Days	Amount	Notes
Fort Lawrence and Upper Fort Lawrence	M. Chapman	do	3	60 00	
Foster's and Newburn	W. Veinot	do	1	25 00	
Fonchie and Gaberoux	W. McDonald	do	3	210 00	
Fonchie and Grande-River	M. McLeod	do	3	388 00	
Four Mile Brook and West River	J. McKay	do	2	24 00	
Four Mile House and Railway Station	T. Payne	Optional	12	10 00	(to June 30, 1886)
Four Mile House Station and Three Mile House	J. McDonald	Horse or vehicle	3	12 50	do
Fox Harbor and Pugwash	F. Tuttle	do	2	65 00	
Framboise and North Framboise	A. McQueen	do	1	30 00	
Fraser's Grant and Heatheron	A. McDougall	do	1	30 00	
French River and McGrath's Mountain	D. Cameron	do	1	28 00	
Frenchvale and North-West Arm	L. McMullin	Optional	1	29 00	
Gaberoux and Gull Cove	A. Hardy	do	1	15 00	(from July 1, 1886)
Gaberoux and Sydney	S. Martin	Horse or vehicle	3	370 36	
Gaspereaux and Gaspereaux (circular route)	R. Westcoat	Vehicle	1	63 00	
Gaspereaux and Newtonville	do	do	1	2 50	14 days (from Feb. 15, '87)
Gaspereaux and Wolfville	E. A. Eagles	Optional	3	51 00	
George's River and Little Bras d'Or	L. Day	Vehicle	1	32 00	
Gilbert Cove and Railway Station	I. Kinney	Optional	12	200 00	
Gillander's Mountain and Middle River	O. McLennan	do	1	20 00	
Glen Hard and Railway Station	J. McLean	Vehicle	2	30 00	
Glenbervie and Stewiacke Cross Roads	S. Deyarmond	do	2	12 50	15 days (from Jan. 17, '87)
Glendale and Mabou	A. Boyd	Horse or vehicle	2	393 00	
Glendale and River Inhabitants Bridge	do	do	3	147 00	
Glendyer and Mabou	W. McDonald	do	3	40 00	
Glendyer and Upper Cross Roads, St. Mary's	A. Kirk	do	3	42 48	
Glencig and Waternish	K. McKenzie	do	1	20 00	
Glengarry and Port Hood	S. Campbell	do	1	48 72	
Glengarry Station and Pleasant Valley	A. McKay	Optional	2	100 56	(to Dec. 31, 1886)
do	do	do	3	54 50	do
do	do	do	2	80 10	(from Dec. 31, 1886)
Glengarry Station and Railway Station	D. Graham	On foot	12	50 00	
Glen Margaret and Head of St. Margaret's Bay	G. Dauphinée	Vehicle	6	340 00	
Glen Margaret and Peggy's Cove	W. Pace	do	6	165 00	
do	do	do	6	18 87	(to Feb. 28, 1887)
do	do	do	6	75 00	from do
Glenhee and Merigonishe	D. Campbell	Horse or vehicle	2	49 00	
Goffs and Waverly	J. McDonald	do	1	49 00	
Goldenville and Sherbrooke	M. McGrath	Vehicle	6	135 00	
Gore and Maitland	M. Tucker	Optional	2	208 33	(to Jan. 31, 1887)
do	do	do	3	62 50	from do
Gore and Mount Uniacke	G. Lively	Horse or vehicle	3	128 00	(from Jan. 1, 1887)
Gore and Newport	E. Dimock	Optional	1	317 00	
Gore and Shubenacadie (via Blois Road)	A. Densmore	do	1	88 00	
Gore and Shubenacadie (via North Salem)	W. J. McDonald	Horse or vehicle	2	37 50	(to Dec 31, 1886)
Gore and West Gore	A. Manson	do	1	40 00	
Goshen and St. Andrews	A. McPherson	do	3	143 72	
Grand Anse Stables and Grandique Ferry	A. McDonald	Optional	6	97 00	



REPORT No. 2, C—Continued.  
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Grandique Ferry and Lennox Ferry	G. M. Shaw	Optional.	3	6	12 months	\$ 600 00
Grandique Ferry and West Arichat	N. McDonald	Vehicle	10	6	12 do	490 00
Grand Lake Station and Railway Station	G. Nichols	On foot.	100 yds.	12	12 do	20 00
Grand Narrows and Grand Narrows Rear	A. McDonald	Optional.	5	1	12 do	25 00
Grand Pré and Long Island	A. Fullerton	Horse or vehicle	2 1/2	3	12 do	80 00
Grand Pré and Railway Station	A. Borden	On foot.	2 1/2	12	12 do	100 00
Grand Pré and Wallbrook	A. Mitchell	Optional	2	1	12 do	20 00
Grand River and S. Peter's	A. Morrison	Vehicle	17	6	12 do	600 00
Granton and Westville	A. Hood	do	7	2	12 do	110 00
Granville Ferry and Victoria Beach	J. Morrison	do	16	6	12 do	498 00
Great Village and Londonderry Station	D. M. Kent	do	4	12	12 do	300 00
Green Cove and Lower Five Islands	J. W. Davison	do	29 1/2	6	12 do	630 00
Green Cove and Ingonishe	D. Smith	Optional.	6	2	12 do	50 00
Green's Creek and Lower Stewiacke	A. Bigelow	Horse or vehicle.	30 r. t.	1	12 do	80 00
Greendale and Malignant Cove	J. W. Chisholm	do	4	1	12 do	20 00
Greenfield and Middlefield	H. G. Freeman	Vehicle	5	2	12 do	75 00
Greenfield and Valley Station	R. McKenzie	do	5	2	12 do	50 00
Greenville and Westchester	S. A. Purdy	do	16 r. t.	2	12 do	110 00
Greenville Station and Head of Wallace Bay, North Site	J. Dotten	do	17	3	12 do	188 00
Greenville Station and North Greenville	G. Rushton	Horse or vehicle	5	1	12 do	26 00
Greenville Station and Wallace	B. Setts	Vehicle	17	6	12 do	280 00
Greenwood and Palmer's Road	G. W. Eaton	Horse or vehicle	6 1/2 r. t.	1	3 do	7 50
Groses Coques and Railway Station	A. C. Melanson	do	4	12	12 do	240 00
Grosvenor and Railway Station	S. O'Neill	Vehicle	4	3	12 do	80 00
Guyshoro' and Heatherton	D. D. Harrington	Optional	26	6	12 do	1,378 00
Guyshoro' and Port Mulgrave	W. H. McKough	Horse or vehicle	24	3	12 do	448 00
Guyshoro', Tor Bay and New Harbor	J. Tory	do	20 & 7	4 & 2	12 do	493 00
Hainsville and North Range Corner	W. H. Hains	Optional.	2	2	12 do	31 00
Half Island Cove and Port Felix	A. F. Ehler	Horse or vehicle.	26 r. t	2	12 do	116 00
Halfway River Station and Harrison Settlement	W. Harrison	do	7	2	12 do	82 48
Halfway River Station and Railway Station	G. Lewis	On foot.	50 yds.	12	12 do	60 00
Halifax and Lower Prospect	J. Drysdale	Horse or vehicle.	22 1/2	1	9 do	71 25
do	H. Purcell	do	22 1/2	1	3 do	21 25
Halifax and Prospect	G. Purcell	do	21	2	12 do	190 00

Halifax and Railway Station	E. Fishwick	Vehicle	1	As req.	12	do	1,000 00
Halifax and Sambro'	A. Neville	Optional.	20	2	3	do	49 75
do	P. Scallion	do	21	2	9	do	123 75
Halifax and West River Sheet Harbor	T. Archibald	Horse or vehicle.	80	3	3	do	346 80
do	H. W. Quinn	do	80	3	9	do	1,040 70
Halifax Post Office and Wharf, also Railway Station and Wharf	S. Cunard & Co.	Vehicle	2	As req.	Season, 1888	66 00	
do	A. Conlon	do	2	As req.	Season, 1886 87	57 00	
do	Sundry persons	do	2	As req.	Special trips	8 75	
Hansford and Street's Ridge	W. Sutherland	Optional.	14 r. t.	3	6 months (to Sept. 30, 1886)	47 00	
do	A. D. Lockhart	do	14 r. t.	3	do	100 00	
do	do	do	14 r. t.	6	do	15 60	
Hansford and West Hansford	W. Sutherland	do	14	2	12	do	24 00
Hantsport and Lochartville	B. Mason	do	2	3	6	do	37 00
do	do	do	3	3	6	do	37 00
Hantsport and Railway Station	L. Shaw	On foot	1 <sup>6</sup>	24	6	do	36 00
do	J. Dodge	do	1 <sup>6</sup>	24	6	do	34 00
do	V. Leverage	Optional.	2	12	12	do	73 00
Harbor au Bouche and Railway Station	E. Corbet	do	2	12	Arrears from July 5 to Sept. 30, '81	28 81	
do	H. Johnson	do	4	1	6 months (from Oct. 1, 1886)	12 50	
Harmony Mills and Westfield	M. McGrath	Horse or vehicle	33 r. t.	3	12	do	213 68
Head of Indian Harbor Lake and Sherbrooke	P. Myers	Optional.	9	2	6	do	51 00
Head of Jeddore and West Jeddore	A. W. Day	do	6	2	6	do	37 50
do	J. N. Holden	Horse or vehicle.	5	1	12	do	20 00
Head of Jordan River and Jordan Bay, East Side	B. Baird	do	5	3	9	do	58 50
Head of River Hebert and River Hebert	do	do	5	3	9	do	30 00
do	E. Spittle	Optional.	4	12	9	do	135 00
Head of St. Mary's Bay and Railway Station	H. Kenny	Vehicle	15	1	12	do	37 80
Head of South River Lake and Salmon River Lake Settlement	W. Dobson	do	5	3	12	do	117 00
Head of Tatamagouche Bay and Tatamagouche	A. Fraser	do	2	12	12	do	140 00
Heatherton and Railway Station	D. Boudroit	Optional.	3	1	12	do	27 72
Heatherton and Summerside	C. Oshan	do	4	12	12	do	50 00
Hobron and Railway Station	H. Holmes	do	1	2	1	do	1 75
Hodgeville and Main Post Road	L. Waterman	do	7	1	3	do	7 50
Hemford and Pleasant River	J. Yanp	do	7	1	9	do	23 50
do	G. Flick	do	3	3	12	do	38 75
Holland Harbor and Port Hillford	J. M. Daniel	Vehicle	48	6	12	do	188 00
Hopewell and Melrose	J. Gunn	On foot	4	12	12	do	85 00
Hopewell and Railway Station	J. McDonald	Optional	18	3	12	do	140 00
Hopewell and Trafaigar	F. G. Curry	On foot.	4	12	12	do	75 00
Horton Landing and Railway Station	J. Ernst	Optional.	5	1	12	do	30 00
Indian Point and Mahone Bay	J. McDonald	do	4	1	12	do	25 00
Iron Ore and Sunnybrae	P. Sinclair.	do	3	3	9	do	12 87
Isaac's Harbor and Isaac's Harbor, East Side	S. McMillan	do	3	3	9	do	19 85
do	J. McGrath	Vehicle	28	3	6	do	117 36
Isaac's Harbor and Melrose	M. H. Grant	do	28	3	6	do	114 00
do	do	Optional.	12	1	3	do	19 75
Isaac's Harbor, East Side, and New Harbor	W. Fanning	do	12	1	3	do	19 75

REPORT No. 2, C—Continued.  
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Isaac's Harbor, East Side, and New Harbor.....	A. McDonald.....	Optional.....	12	1	9 months (from July 1, 1886)....	\$ 56 16
Jackson's and West Branch River Philip.....	M. Chapman.....	Vehicle.....	6	3	do.....	58 00
James River and James River Station.....	J. Chisholm.....	Optional.....	3	2	do (from June 1, 1886).....	41 66
James River Station and Railway Station.....	J. McDonald.....	do.....	100 yds.	12	do.....	40 00
Jarvin's Harbor and West Archat.....	P. Dorey.....	Boat.....	7	2	do.....	70 00
Johnson's Crossing and Railway Station.....	G. Riess.....	On foot.....	1/2	12	do.....	30 00
Jordan Bay and Shelburne.....	A. Morrison.....	Optional.....	22 r. t.	3	do.....	138 00
Judique and Upper South West Mabou.....	D. McDonell.....	Horse or vehicle.....	11	1	do (from Dec. 1, 1886)....	16 66
Kempt and New Grafton.....	R. Katherns.....	Optional.....	3	1	do.....	24 00
Kemptown and Riversdale.....	K. J. McLean.....	do.....	5	2	do (to Jan. 31, 1887).....	80 00
Kennetcook Corner and Noel.....	O. W. Hadley.....	do.....	20 r. t.	2	do.....	70 00
Kennington Cove and Louisburg.....	J. McLean.....	do.....	6	1	do.....	40 00
Kerrogare and Sunnybrae.....	D. K. McDonald.....	do.....	4	2	do.....	46 00
Kentville and Railway Station.....	J. E. Eaton.....	do.....	200 yds.	24	do.....	150 00
Kewstoke and Whyocomagh.....	A. McQueen.....	Horse or vehicle.....	7 1/2	1	do.....	35 00
Kingsbury and Lunenburg.....	J. E. Hunt.....	Vehicle.....	31 r. t.	2	do.....	322 60
Kingston Station and Melvern Square.....	W. H. Goucher.....	do.....	2 1/2	6	do (to June 30, 1886).....	18 25
do.....	do.....	do.....	2 1/2	6	do.....	73 50
Kingston Station and Railway Station.....	A. Vanbuskirk.....	Horse or vehicle.....	100 yds.	12	do.....	36 00
Kingston Station and Rhodes.....	Randall & Goucher.....	do.....	14 r. t.	2	do (to Sept. 30, 1886).....	20 00
do.....	Randall & Walker.....	do.....	14 r. t.	2	do.....	20 00
Kingston Station and Tremont.....	A. G. Vanbuskirk.....	do.....	16 r. t.	2	do.....	125 00
Kolbeck and Oxford.....	T. R. Smith.....	do.....	16 r. t.	1	do.....	52 00
La Have Island and West Dublin.....	J. Rembey.....	Optional.....	5	1	do.....	67 29
Lake Ainslie, South Side, and Lewis Mountain.....	N. Martin.....	do.....	4	1	15 dys. from June 16, '86.....	16 00
Lake Annis and Railway Station.....	A. Whittman.....	On foot.....	40 yds.	6	do.....	20 90
Lakelands and Railway Station.....	J. E. Brown.....	Optional.....	1/2	6	do.....	60 00
Lake Ramsay and New Ross.....	G. Ross.....	Horse or vehicle.....	5	2	do.....	40 00
Lakevale and West Lakevale.....	A. J. McHillivray.....	Optional.....	3	4	do (to Dec. 31, 1886).....	26 25
do.....	do.....	do.....	3	4	do.....	12 00
Lapland and Newcombe.....	J. Garber.....	Horse or vehicle.....	17 r. t.	1	do (to June 30, 1886).....	13 00
do.....	S. Demou.....	do.....	18 r. t.	1	do.....	38 25

do	Port Felix.	J. Pelrine.	do	do	do	do	(to Sept. 30, 1886)	do
do	do	C. DeYoung	do	do	do	do	from	65 00
do	do	S. J. Hiltz	do	do	do	do	do	60 00
do	do	J. Balcom	do	do	do	do	do	30 00
do	do	J. T. James	do	do	do	do	do	73 33
do	do	J. Balcom	do	do	do	do	do	74 00
do	do	G. O. Banks	do	do	do	do	do	110 00
do	do	M. Hiltz	do	do	do	do	do	30 00
do	do	G. Nelson	do	do	do	do	do	8 33
do	do	M. Beaton	do	do	do	do	do	8 74
do	do	P. McDougald	do	do	do	do	do	18 75
do	do	W. Herkins	do	do	do	do	do	189 00
do	do	K. Hunter	do	do	do	do	do	100 00
do	do	J. O'Callaghan	do	do	do	do	do	299 00
do	do	T. W. Kinney	do	do	do	do	do	59 00
do	do	R. R. Elliott	do	do	do	do	do	22 50
do	do	N. O'Handly	do	do	do	do	do	39 58
do	do	D. J. Walker	do	do	do	do	do	50 00
do	do	A. Comean	do	do	do	do	do	40 00
do	do	P. Grant	do	do	do	do	do	74 00
do	do	J. P. Reid	do	do	do	do	do	5 00
do	do	D. McMillan	do	do	do	do	do	20 06
do	do	H. S. Smith	do	do	do	do	do	47 00
do	do	J. F. Putnam	do	do	do	do	do	100 00
do	do	S. Cohoon	do	do	do	do	do	381 00
do	do	A. A. Shand	do	do	do	do	do	149 00
do	do	M. McKenzie	do	do	do	do	do	98 80
do	do	J. Patterson	do	do	do	do	do	29 00
do	do	G. Walls, jun.	do	do	do	do	do	383 00
do	do	S. Williamson	do	do	do	do	do	60 00
do	do	M. McBurny	do	do	do	do	do	50 00
do	do	J. W. Fraser	do	do	do	do	do	89 00
do	do	W. Higgins	do	do	do	do	do	450 00
do	do	G. H. Lewis	do	do	do	do	do	40 00
do	do	T. McGradick	do	do	do	do	do	340 00
do	do	W. McCurdy	do	do	do	do	do	19 00
do	do	G. Rowling	do	do	do	do	do	39 00
do	do	C. R. Pearson	do	do	do	do	do	70 00
do	do	C. Carter	do	do	do	do	do	230 00
do	do	J. D. McDonald	do	do	do	do	do	141 08
do	do	D. D. McDonald	do	do	do	do	do	165 00
do	do	W. J. Bonnet	do	do	do	do	do	150 00
do	do	J. Crawford	do	do	do	do	do	48 75
do	do	W. Ramsay	do	do	do	do	do	50 00
do	do	B. Stevens	do	do	do	do	do	26 00
do	do	N. D'Entremont	do	do	do	do	do	60 00
do	do	E. Stevermar	do	do	do	do	do	69 00
do	do	do	do	do	do	do	do	124 00
do	do	do	do	do	do	do	do	33 33

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Lunenburg and Second Peninsula.....	E. Mason.....	Horse or vehicle	5	1	12 months.....	40 00
McKenzie's Road and Parker's Cove.....	J. Burney.....	Optional.....	10	1	do.....	52 48
McPherson and Pinedale.....	J. McDonald.....	Horse or vehicle	5	2	do.....	40 00
Mabou and Mabou Harbor Mouth.....	D. McDonald.....	Optional.....	5	2	do.....	28 00
Mabou and Sight Point.....	A. McQuarrie.....	Vehicle.....	16	1	do.....	51 00
Mahone Bay and Northfield.....	A. Lobnes.....	Horse or vehicle	16	1	do.....	94 00
Main-a-Dien and Scatarie Island.....	M. McQuish.....	Optional.....	9	1	do.....	100 00
Main Post Road and Spryfield.....	J. Neville.....	On foot.....	4	2	do.....	7 50
Maitland and Noel.....	J. Woodworth.....	Vehicle.....	12	6	(to June 30, 1886).....	288 00
Maitland and Shubencadie.....	A. S. Smith.....	do.....	20	6	do.....	800 00
Malagash Point and Wallace.....	W. F. Harrison.....	do.....	34 r. t.	3	do.....	67 50
do	A. McInnis.....	do.....	30 r. t.	3	(to Sept. 30, 1886).....	45 00
do	C. McPhail.....	do.....	14	1	do.....	32 00
Malagawatch and River Denis.....	K. McKenzie.....	do.....	14	1	do.....	39 72
do	A. McLeod.....	do.....	16	3	do.....	206 48
Malagawatch and West Bay.....	M. McNeil.....	Horse or vehicle	22	6	do.....	578 00
Malignant Cove and Merigonishe.....	T. Coady.....	Vehicle.....	18	2	do.....	130 00
Margaree Forks and Upper Settlement Middle River.....	D. Feindal.....	do.....	23 r. t.	3	(from Jan. 1, 1887).....	78 00
Margareville and Middleton.....	J. Redgate.....	do.....	14	1	do.....	59 00
Margareville and Morden.....	G. Neely.....	do.....	22 r. t.	2	do.....	70 50
Margareville and Wilnot.....	D. Lamond.....	Optional.....	5	1	(to Dec. 31, 1886).....	33 32
Marion Bridge and Trout Brook.....	W. Marshall.....	do.....	14	12	do.....	97 00
Marshalltown and Railway Station.....	A. McDonald.....	On foot.....	100 yds.	2	do.....	20 00
Marshy Hope and Railway Station.....	W. Forbes.....	Horse or vehicle	4	1	do.....	20 00
Marydale and St. Andrew's.....	A. Patriquin.....	do.....	9	1	do.....	40 00
Matata's Lake and Tatamagouche.....	N. Bishop.....	do.....	20	6	do.....	374 08
Mayville and Yarmouth.....	D. McInnis.....	Optional.....	4	1	(to Dec. 31, 1886).....	15 00
Meiklefield and Sutherland's Mills.....	W. McDonald.....	do.....	4	1	from.....	9 50
do	J. W. Dunn.....	do.....	4	12	do.....	96 00
Merigonishe and Railway Station.....	E. E. Shehan.....	Horse or vehicle	5	12	do.....	200 00
Meteghan and Railway Station.....	F. Geddry.....	On foot.....	4	12	do.....	40 60
Meteghan Station and Railway Station.....	W. McQuarrie.....	Vehicle.....	5	2	do.....	11 12
Middle Musquodoboit and Murohville.....	do	do.....	5	2	(to June 30, 1886).....	36 75
do	G. McLeod.....	do.....	5	1	from.....	17 34
Middle Musquodoboit and Newcombe's Corner.....	do	do.....	5	1	(to Sept. 30, 1886).....	17 34
do	do	do.....	5	1	from.....	24 00

Middle Musquodoboit and Wyse's Corner.....	do	Optional	27 r. t.	3	12	do	156 00
Middle River and West Side Middle River.....	Horse or vehicle.	do	4	1	12	do	18 00
Middleton and Nictaux Falls.....	do	Horse or vehicle.	4	6	12	do	66 66
Middleton and Port George.....	do	do	8	3	8	do	30 00
Middleton and Railway Station.....	On foot	do	1	12	12	do	60 00
Milford Station and Railway Station.....	do	do	1	12	9	do	30 00
do	do	do	1	3	3	do	10 00
do	do	do	1	12	3	do	20 00
do	do	do	1	12	12	do	40 00
do	do	do	6	1	12	do	239 72
Minudie and River Hebert.....	Vehicle	do	8	2	12	do	30 00
Monk's Head and Pomquet Chapel.....	Horse or vehicle.	do	2 1/2	1	12	do	24 00
Morden and Victoria Harbor.....	Vehicle	do	13	1	12	do	50 00
Mooseland and Tangier.....	Horse or vehicle	do	3	1	12	do	28 00
Mountain Road and River John.....	Optional	do	7	2	12	do	35 00
Mount Cusack and Sydney.....	Horse or vehicle	do	1 1/2	6	12	do	80 00
Mount Denison and Railway Station.....	On foot	do	15 r. t.	1	4	do	26 66
Mount Hanly and Upper Clarence.....	Horse or vehicle	do	4	2	11	do	70 00
Mount Thom Settlement and Salt Springs.....	Vehicle	do	4	3	12	do	60 00
Mount Uniaske and Mount Uniaske Gold Mines.....	Optional	do	135 yds	12	12	do	56 00
Mount Uniaske and Railway Station.....	do	do	14	2	9	do	78 75
Mount Uniaske and Rawdon.....	do	do	6	2	3	do	12 60
Musquodoboit Harbor and Petpeswick Harbor.....	do	do	6	2	9	do	37 50
do	do	do	6	2	9	do	37 50
Napan Station and Railway Station.....	On foot	do	75 yds.	12	12	do	80 00
New Campbellton and New Harris.....	Horse or vehicle.	do	5	1	12	do	30 00
New Campbellton and North Sydney.....	do	do	19	3	5	do	141 66
do	do	do	20	3	7	do	208 77
do	do	do	5 1/2	2	12	do	55 00
New Edinburgh and Weymouth Bridge.....	do	do	20 yds.	12	8	do	40 00
New Glasgow—Eastern Extension Railway and Intercolonial Railway.....	Optional	do	1	12	8	do	40 00
New Glasgow and Railway Station.....	do	do	1	12	8	do	40 00
do	do	do	1	24	8	do	166 66
do	do	do	1	30	4	do	104 16
New Glasgow and Thorburn.....	Horse or vehicle	do	5	6	9	do	160 00
New Glasgow and Trenton.....	Optional	do	1 1/2	6	12	do	121 00
New Glasgow and Upper Cross Roads, St. Marys.....	Vehicle	do	43	3	12	do	694 00
New Glasgow and Vale Colliery.....	do	do	5	6	6	do	50 00
Newport and Newport Landing.....	do	do	17 r. t.	4	12	do	225 00
Newport and Newport Station.....	do	do	5	6	12	do	190 00
Newport and South Rawdon.....	do	do	24 r. t.	1	12	do	73 00
Newport and Upper Newport.....	do	do	10 1/2 r. t.	1	12	do	36 00
Newport and Walton.....	do	do	20	6	10	do	486 66
do	do	do	20	6	2	do	129 77
do	do	do	12 yds.	24	12	do	60 00
Newport Station and Railway Station.....	On foot	do	26	2	12	do	163 00
New Ross and Stoddart's.....	Vehicle	do	15	2	12	do	99 66
New Ross and Vaughan's.....	do	do	15	2	12	do	10 00
Newville and Railway Station.....	do	do	20 yds.	12	12	do	21 33
Nictaux Falls and Wilmot.....	do	do	4 1/2	3	4	do	21 33
Nine-Mile River and Shubenacadie.....	do	do	28 r. t.	1	10	do	47 50

REPORT No. 2, C—Continued.  
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Noel and Shubenacadie .....	J. Woodworth.....	Vehicle .....	32	1	12 months .....	112 00
Noel and Walton .....	J. Murray .....	do .....	15	3	do .....	248 00
North End Lochaber and West Side Lochaber .....	J. A. Stewart .....	Horse or vehicle .....	3	3	do (from July 1, 1886) .....	37 50
North Range Corner and Railway Station.....	C. B. McNeill.....	Optional .....	4	12	do .....	60 00
North Range Corner and South Range .....	J. Marshall .....	do .....	3	2	do .....	40 00
North River Bridge and South Gut St. Ann's .....	A. G. Morrison.....	Vehicle .....	11	2	do (to May 31, 1886) .....	14 16
North Side Grand Narrows and South Side Grand Narrows.....	H. A. Archibald .....	Horse or vehicle.....	1	3	do .....	173 88
do do .....	do .....	do .....	1	6	do 12 dys. (to Feb. 12, '87) .....	52 22
do do .....	do .....	do .....	87	3	do 16 dys., from do .....	2,175 80
North Sydney and Port Hastings (including ferrriage) .....	do .....	do .....	87	6	do 16 dys. (to Feb. 12, '87) .....	653 44
do do .....	G. K. Ball .....	do .....	3	1	do .....	13 00
North-West Arm and Rear of Ball's Creek .....	D. A. Saunders.....	Optional .....	100 yds.	6	do .....	30 00
Norwood and Railway Station.....	J. Ferguson .....	On foot .....	100 yds.	12	do .....	40 00
Oakfield and Railway Station.....	J. Morrison .....	Horse or vehicle .....	6	2	do .....	32 00
Oban and St. Peter's .....	F. J. Mitchell .....	On foot .....	1	6	do (from June 1, 1886) .....	33 33
Old Bridgeport Mines and Main Post Road .....	A. McCurdy .....	do .....	4	12	do .....	40 00
Onslow Station and Railway Station .....	W. D. Smith .....	Boat .....	3	3	do .....	30 00
Outer Island of Port Hood and Port Hood.....	E. Thompson .....	Vehicle .....	3 1/2	12	do .....	148 00
Oxford and Railway Station .....	J. A. Fraser .....	Horse or vehicle.....	11	1	do .....	45 00
Oxford and Rocky .....	A. Cameron .....	do .....	11	1	do .....	40 00
do do .....	do .....	do .....	do	do	do .....	do
Paradise Lane and Railway Station.....	W. F. Morse .....	Optional .....	1 1/2	12	do .....	60 00
Paradise Lane and Roxbury .....	W. Gornley .....	Horse or vehicle.....	7	1	do .....	35 00
Parrboro' and Partridge Island .....	J. W. Jenks .....	Optional .....	2	6	do .....	160 00
Parrboro' and Railway Station .....	do .....	do .....	4	12	do .....	50 00
Parrboro' and Three Sisters .....	E. D. Fullerton.....	Vehicle .....	45	6	do .....	1,168 64
Parrboro' and Two Islands .....	T. W. McKay .....	Horse or vehicle.....	6 1/2	2	do .....	65 00
Pictou and Pictou Island .....	J. Currie .....	Boat .....	12	1	do .....	240 00
Pictou and Railway Wharf .....	W. McDougald .....	Optional .....	4	24	do .....	150 00
Pictou and River John .....	T. Meagher .....	Vehicle .....	20	6	do (to Dec. 31, 1886) .....	358 25
do do .....	W. Gannon .....	do .....	20	6	do from do .....	118 75
do do (via Shore) .....	D. M. Geldert.....	do .....	29	2	do .....	350 00
Pictou and Truro .....	W. Gannon .....	Horse or vehicle .....	50	3	do .....	895 00
Pictou and West River Station .....	T. G. Anderson.....	Vehicle .....	23	3	do .....	311 00

Location	On foot	As req.	As reg.	Season, 1886	16 dys. (to Sept. 16, '86)	14 dys., from do	12 months	1886	1887	1888
Pictou Landing and Railway Station	do	12	6	do	16 dys. (to Sept. 16, '86)	do	do	18 33		
Pictou Landing Station and Railway Station	do	18	6	do	14 dys., from do	do	do	82 50		
Piedmont Valley and Railway Station	Optional	6	6	Season, 1886	do	do	do	75 00		
Pine Tree and Railway Station	do	3	12	do	do	do	do	15 00		
Private Harbor and Railway Station	do	12	12	do	do	do	do	60 00		
Pleasant Point and West Jeddore	do	1	12	do	do	do	do	80 00		
Pleasant Valley and Railway Station	do	1	12	do	do	do	do	38 00		
Plympton and Railway Station	do	1	12	do	do	do	do	30 00		
Point Edward and Sydney	do	12	12	do	do	do	do	148 00		
Pomquet Chapel and Railway Station	Vehicle	1	12	do	(less fine)	do	do	40 00		
Port Acadie and Railway Station	Optional	6	12	do	do	do	do	70 00		
Port Beckerton and Port Hillford	do	12	12	do	do	do	do	200 00		
Porter's Lake and West Chezzetcook	do	1	12	do	do	do	do	52 00		
Port Hastings and Port Hawkesbury	do	3	12	do	do	do	do	40 00		
Port Hastings and Railway Wharf	Horse or vehicle	12	12	do	do	do	do	220 00		
Port Hawkesbury Railway Wharf and Port Hawkesbury	do	12	12	do	do	do	do	166 50		
Port Hawkesbury and Railway Wharf	do	As req.	154	trips	do	do	do	154 00		
do	do	12	12	Season, 1886	do	do	do	156 50		
Port Hawkesbury and Sydney	do	As reg.	27	80	do	do	do	27 80		
Port Hood and Port Hood Island	Vehicle	6	12	do	do	do	do	6,724 88		
Port Joli and St. Catharine's River	Optional	2	12	do	do	do	do	24 00		
Port Mulgrave and Railway Wharf	Horse or vehicle	1	12	do	do	do	do	40 00		
Port Philip and Pungwash	Optional	12	12	do	do	do	do	80 00		
Port Royal and West Arichat	Horse or vehicle	3	12	do	do	do	do	80 00		
Port Williams and Port Williams Station	Optional	3	12	do	do	do	do	100 00		
Port Williams and Town Plot	Vehicle	6	12	do	do	do	do	70 56		
Port Williams Station and Railway Station	do	3	12	do	do	do	do	55 00		
Port Williams Station and White Lock Mills	do	24	12	do	do	do	do	61 60		
Preston and Main Post road	do	3	12	do	do	do	do	80 00		
Princeport and Furo	On foot	6	5	do	(from Nov. 1, 1886)	do	do	26 00		
do	Optional	6	10	do	(to Jan. 31, 1887)	do	do	406 66		
Pugwash and Thomson's Mills	do	6	2	do	from do	do	do	45 35		
Purbrook and Salt Springs	do	6	12	do	do	do	do	461 88		
Quinan and Tusket	do	1	12	do	do	do	do	20 00		
Rear Black River and West Bay	Horse or vehicle	4	12	do	do	do	do	90 00		
Rear Lands Sporting Mountain and St. Peters	Vehicle	1	12	do	do	do	do	38 48		
River Bourgeois and River Tear	do	2	12	do	do	do	do	50 00		
Riverdale and Weymouth Bridges	do	6	12	do	do	do	do	190 00		
River Hebert and Shule	Horse or vehicle	10	12	do	do	do	do	40 00		
River Inhabitants Bridge and West Bay	Vehicle	14	12	do	do	do	do	273 00		
River John and Tatamagouche	Optional	5	12	do	do	do	do	150 00		
River Philip Station and West Branch River Philip	do	6	12	do	do	do	do	292 48		
Riversdale and Railway Station	Vehicle	6	12	do	do	do	do	180 00		
Riversdale and Upper Kempton	do	6	12	do	do	do	do	44 00		
Rockingham and South Ohio	Optional	12	12	do	(from Feb. 1, 1887)	do	do	27 20		
Rockingham Station and Railway Station	Horse or vehicle	2	12	do	do	do	do	225 00		
do	On foot	2	12	do	do	do	do	30 00		
do	do	12	9	do	(from July, 1, 1886)	do	do			



REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Rockingham Station and Three Mile House.....	J. McDonald.....	Optional.....	1	3	9 months (from July 1, 1886).....	48 75
Roman's Valley and St. Andrews.....	A. H. McIsaac.....	do.....	15	3	do.....	199 00
Round Hill and Railway Station.....	O. E. Spurr.....	On foot.....	3	12	do.....	59 00
St. Andrews and Vernal.....	A. McDonald.....	Vehicle.....	5	2	do.....	43 48
St. Peter's Bay and West Bay.....	S. McLeod.....	Horse or vehicle.....	28	3	do.....	480 00
Salem and Yarmouth.....	U. S. Davison.....	do.....	2	6	(to Oct. 31, 1886).....	21 59
do.....	A. Bain.....	do.....	2	6	from do.....	18 75
Salmon River and Sheet Harbor Passage.....	W. C. Wambold.....	Optional.....	7	2	do.....	21 25
do.....	do.....	do.....	7	2	do.....	90 00
Salt Spring's Station and Railway Station.....	J. W. Black.....	On foot.....	20 yds.	12	do.....	20 00
Sandford and Yarmouth.....	D. C. Weston.....	Horse or vehicle.....	20 r. t.	2	do.....	123 72
Sand River and Shulie.....	E. J. White.....	do.....	7	2	do.....	75 00
Saunierville and Railway Station.....	A. Potter.....	do.....	1 1/2	12	do.....	200 00
Scotch Village and Woodville.....	H. S. Cochran.....	do.....	10 r. t.	1	do.....	45 00
Shad Bay and (White's) Prospect Road.....	C. Christian.....	Optional.....	2	2	do.....	15 00
Shelburne and Upper Ohio.....	J. Hogg.....	Vehicle.....	36 r. t.	1	do.....	75 00
Shelburne and Yarmouth.....	O. S. Davison.....	do.....	70	6	do.....	1,800 00
Sherbrooke and West River Sheet Harbor.....	G. M. Elliott.....	Horse or vehicle.....	60	3	do.....	800 00
Ship Harbor Lake and Ship Harbor Lake (circular route).....	J. W. Webber.....	Vehicle.....	23 r. t.	1	do.....	100 00
Shubenacadie and Railway Station.....	A. Kirkpatrick.....	(On foot.....	100 yds.	30	do.....	109 00
Six Mile Brook and West River.....	J. McKay.....	Horse or vehicle.....	6	2	do.....	30 00
Six Mile Road and Wallace Grant.....	O. Cooke.....	do.....	5	3	do.....	60 00
Skye Mountain and Whycoomagh.....	A. Ross.....	do.....	6	1	do.....	7 50
do.....	A. G. Nicholson.....	do.....	6	1	do.....	22 50
Sluice Point and Surette Island.....	H. Surette.....	Optional.....	2	1	do.....	25 00
Sluice Point and Tusket.....	W. D. Vanorden.....	do.....	6	1	do.....	51 00
Southampton and Railway Station.....	J. Megeny.....	do.....	3	12	do.....	115 00
South Branch and Upper Steviacke.....	W. Cox.....	do.....	19 r. t.	3	(to April 30, 1886).....	13 00
do.....	C. P. McCulloch.....	do.....	19 r. t.	3	from do.....	91 63
South Farmington and Railway Station.....	D. E. McGregor.....	do.....	1 1/2	12	do.....	70 00
South Gut St. Ann's and Fairbert.....	A. G. Morrison.....	do.....	4	2	(from June 1, 1886).....	90 13
South Harbor and White Point.....	A. McPherson.....	do.....	9	2	do.....	125 00
South Merland and Tracadie.....	M. Delorey.....	do.....	8	1	(to June 30, 1886).....	12 00
do.....	do.....	do.....	8	1	from do.....	25 50

South Ohio and Railway Station .....	M. Crosby .....	do	12	12	do	40 00
South Waterville and Waterville .....	F. Parish .....	do	1	12	do	32 00
South West Margate and Upper Margate .....	J. S. McDonald .....	do	2	12	do	34 48
Spitche's Ove and Railway Station .....	J. F. Thomas .....	do	12	9	do	146 25
Spring Hill Junction and Railway Station .....	J. A. Dunn .....	do	12	9	do	30 00
Spring Hill Mines and Railway Station .....	M. C. Cooper .....	do	18	12	do	135 00
Spring Hill Mines and Windham Hill .....	J. M. Bragg .....	do	2	12	do	80 00
Stellarton and Railway Station .....	J. Bartley .....	On foot .....	24	12	do	180 00
Stellarton and Westville .....	A. Hood .....	Vehicle .....	12	12	do	240 00
Strathlone and Whycomagh .....	N. McMillan .....	Horse or vehicle .....	2	12	do	260 00
Sutherland's River and Railway Station .....	W. Sutherland .....	Optional .....	3	12	do	45 00
Tatamagouche and Waugh's River .....	J. Lombard .....	Vehicle .....	3	12	do	140 00
Tatamagouche and Wentworth Station .....	A. Purdy .....	do	6	12	do	440 00
The Falls and West New Annan .....	D. U. Byers .....	do	3	12	do	183 00
Thomson's Mills and Westchester .....	E. J. Purdy .....	do	2	12	do	150 00
Thorburn and Merigonishe Station .....	H. McDonald .....	Optional .....	6	2	do	30 00
Torbroke and Tremont .....	W. Brown .....	Horse or vehicle .....	1	12	do	50 00
Tracadie and Railway Station .....	P. Delorey .....	do	12	12	do	60 00
Trafalgar P.O. (old site) and Trafalgar P.O. (new site) .....	J. McDonald .....	Optional .....	2	12	do	26 00
Truro and Railway Station .....	O. B. Archibald .....	do	24	12	do	300 00
Tunperville and Railway Station .....	D. S. Chipman .....	do	12	12	do	50 00
Tusket Wedge and Yarmouth .....	B. LeBlanc .....	Vehicle .....	3	12	do	187 48
Upper Musquodoboit and West River Sheet Harbor .....	I. S. Stewart .....	do	3	1	do	66 66
do do .....	J. A. Logan .....	do	3	11	do	364 83
Upper Newport and Woodville .....	E. Sweet .....	Optional .....	1	12	do	11 68
Valley Station and Railway Station .....	W. Christie .....	Optional .....	12	12	do	40 00
Waterville and Railway Station .....	J. S. Pineo .....	Optional .....	12	12	do	50 00
Waverley and Windsor Junction .....	J. Otto .....	Vehicle .....	6	12	do	130 00
Wentworth Creek and Windsor .....	J. Trider, sen .....	do	3	12	do	70 00
Westbrook and Railway Station .....	J. O. Taylor .....	do	12	12	do	104 00
Westbrook Mills and Railway Station .....	J. A. Kilam .....	Optional .....	6	11	do	27 50
West Merigonishe and Railway Station .....	J. R. McDonald .....	Vehicle .....	6	12	do	40 00
West River and Westville .....	J. Munro .....	do	3	12	do	180 00
West River Station and Railway Station .....	D. Graham .....	On foot .....	12	12	do	40 00
Weymouth and Railway Station .....	G. D. Jones .....	Optional .....	12	12	do	100 00
Weymouth Bridge and Railway Station .....	C. J. Hoyt .....	On foot .....	12	12	do	40 00
Whycomagh and Whycomagh Rear .....	H. McDonald .....	Optional .....	1	12	do	24 00
Winnot and Railway Station .....	E. Cumming .....	do	12	12	do	95 00
Windsor and Railway Station .....	P. Burnham .....	On foot .....	24	12	do	209 00
Windsor Junction and Railway Station .....	P. Hessian .....	do	36	12	do	80 00
Windsor Junction—I. O. By. and W. & A. Ry .....	A. G. Hebert .....	do	6	12	do	60 00

REPORT No. 2, C—Continued.  
 DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Windsor Junction—I. C. Ry. and W. & A. Ry	P. Hessian	On foot	20 yds	6	9 months 15 dys. (fr. June 16, '86).	\$ 47 50
Wolfville and Railway Station	G. V. Rand	do	1 1/2	2 1/2	do	100 00
Woodbourne and Railway Station	T. J. Christison	Optional	1 1/2	2	do	50 00
Yarmouth and Railway Station	A. Bain	Horse or vehicle.	1/2	12	do	48 00
					Total	\$114,679 42

A. W. McLELAN,  
 Postmaster-General.

H. A. WICKSTEED,  
 Accountant.

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.  
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Annapolis and Digby .....	G. E. Corbitt.....	17	6	12 months (to Mar. 31, 1887) and extra trips.....	\$ 3,690 00
Barrington Passage and Yarmouth.....	W. H. Cook.....	53	2	Season of 1886 .....	900 00
East Bay and North Sydney .....	Bras d'Or Steam Navigation Co.	33	3	do .....	1,000 00
Halifax and Boston, U.S. (half of postage collected).....	J. F. Phelan & Son.....	400	1	do .....	400 00
North Sydney and Sydney.....	Owners of steamer "Lady of the Lake" .....	5	6	do .....	100 00
Yarmouth and Boston, U.S. (portion of postage collected).....	Yarmouth Steamship Co. ....	240	2	do .....	314 45
				Total.....	\$5,804 45

A. W. MCLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**REPORT No. 2, C—Continued.**  
**DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1887.**  
**CONVEYANCE OF MAILS BY RAILWAYS.**

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cumberland Coal and Railway Co .....	32	6 & 12	12 months (to 31st March, 1887).....	\$ cts. 895 18
Eastern Extension Railway (including ferriage).....	80	6	do do (and arrears)...	7,267 60
Intercolonial Railway (within Nova Scotia) .....	196	With varying frequency over different sections of the line. .... 6	12 do do do .....	26,480 00
Western Counties Railway.....	67	6	do do do .....	3,355 38
Windsor and Annapolis Railway .....	130	6 & 12	do do do (and arrears)...	8,690 24
			Total.....	\$45,688 38

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, C—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge.....	Mail bags, labels and repairs for Post Office Department.	721	57
R. S. Montgomery .....	Mail bags and repairs for do ...	19	04
E. Chanteloup.....	Brass mail locks for do ...	50	00
G. Bailey .....	Repairing mail locks for do ...	7	94
H. B. Fidler .....	Repairing mail bags for Post Office Inspector, Halifax...	26	10
A. V. Allen .....	do do do ...	14	08
do .....	do for Postmaster do ...	17	08
A. McMaster, P.M.....	To pay for stencilling mail bag for Postmaster, Low Point.....	0	16
	Total .....	\$855	97

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Acadie, Acadie Siding and Railway Station.	J. McDonald	Vehicle	7	2	12 months (and arrears)	\$ 137 50
Adamsville and Railway Station.	J. M. Kennedy	On foot	16	6	do (from Aug. 1, 1886)	13 33
Albert and Elgin	F. Doty	Vehicle	28	1	do	160 00
Albert and Lunenburg	W. Fillmore	Optional.	7	1	do	25 00
Albert and Point Wolf.	W. Martin	Vehicle	20	6	do (to Sept. 30, 1886)	233 50
do	W. J. Anderson	do	20	6	do from do	233 50
Albert and Railway Station	J. S. Fullerton	do	4	12	do (to Sept. 30, 1886)	30 00
do	do	do	4	6	do from do	27 74
Albert Mines and Railway Station	G. Woodworth	do	4	12	do	30 60
Aldonane and Richibucto.	M. Daigle	do	8	2	do (to Dec. 31, 1886)	37 50
do	P. Richard	do	8	3	do from do	11 62
Alexander's Point and Miscon Lighthouse	O. Valley	do	26	2	do (to Sept. 30, 1886)	166 00
do	C. Vibert	do	26	2	do from do	142 50
Alexander's Point and Shippigan.	R. Dugue	do	3	3	do (to Dec. 31, 1886)	70 32
do	do	do	3	3	do from do	37 50
Alexandria and Scovill's Mills.	T. Stevenson	Horse or vehicle.	4	1	do	29 80
Allison and Moncton.	L. Wilson	Vehicle.	10	1	do	52 00
Alliandre and Poquock.	D. Connelly	Horse or vehicle.	6	1	do	35 00
Alma and Hastings	J. E. McQuaid	Vehicle	4	1	do	26 00
Anagance and Corn Hill	W. S. Dickey	do	6	2	do	36 50
do	S. Stockton	do	6	2	do (to Sept. 30, 1886)	34 00
Anagance and Elgin	E. A. Robinson	do	18	2	do from do	144 00
Andover and Fort Fairfield, U.S.	J. Sboat	do	7	2	do (to Sept. 30, 1886)	30 00
do	do	do	7	2	do from do	48 00
Andover and Railway Station.	J. C. McOuskey	do	4	12	do	56 00
Annidale and English Settlement.	W. Joslin	Optional.	4	2	do	25 00
Apohaqui and Case Settlement	G. Z. Parlee	Horse or vehicle.	10	1	do	50 00
Apohaqui, Collins and Pearson's	J. Miles	do	11, 13 & 17	3 & 2	do (to April 30, 1886)	14 68
do	do	do	11, 14 & 17	3 & 2	do from do	162 36
Apohaqui and Erb Settlement.	J. Smiley	do	4	1	do (to Dec. 31, 1886)	12 50
do	H. E. Sannott	do	4	1	do from do	11 05
Archibald Settlement and River Louison	J. Black	do	3	1	do (to June 30, 1886)	6 80

Location	Person	Vehicle	Quantity	Value	Date	Total
Archibald Settlement and Sunnyside	W. D. Miller	do	1	12	do	7 50
Armstrong and Waterford	J. Gray	Vehicle	1	12	do	45 72
Armstrong Brook and Jacquet River Station	W. Barclay	Optional	12	12	do	150 00
Armstrong Brook and River Louise	do	do	6	12	do	75 00
Armstrong's Corner and Round Hill	R. Corbett	Horse or vehicle	2	12	do	230 00
Aroostock Portage and California	D. Murchison	do	1	3	do	25 00
					(to June 30, 1886)	
Back Bay and St. George	A. J. Seely	Vehicle	3	12	do	224 88
Bairdsville and Beaconsfield	H. Baird	Horse or vehicle	1	12	do	55 00
Barachois and Lower Abouoggin	H. Gallang	Vehicle	1	12	do	44 48
Barnaby River and Railway Station	M. McDonald	do	12	12	do	30 00
Barthob and Chatham	J. Doyle	do	1	12	do	40 00
Barlett's Mills and Railway Station	J. Bartlett	On foot	6	12	do	90 00
Bass River and South Branch	J. A. Campbell	Vehicle	3	12	do	269 00
Bath, Johnville and Kiffoil	B. McGuire	do	2 & 1	3	do	20 00
do	G. Gibson	do	2 & 1	3	do	63 75
Bath and Railway Station	T. E. Han	On foot	12	12	do	60 00
Bathurst and Caraqueet	J. Foley	Vehicle	6	12	do	975 09
Bathurst and Railway Station	S. P. Melanson	do	18	12	do	174 54
do	do	do	3	6	do	19 50
Bathurst Village and Dumfries	J. Nicol	Horse or vehicle	1	12	do	31 00
Bathurst Village and Tête à Gouche River (South Side)	A. Branch	Vehicle	1	9	do	52 50
do	do	do	1	3	do	9 87
Bay du Vin and Chatham	H. Sinclair	Horse or vehicle	2	6	do	100 00
Ray du Vin and Point Escuminac	E. Nowlan	do	2	6	do	110 00
Ray du Vin Mills and Upper Bay du Vin	W. Dickins	Vehicle	1	12	do	40 00
Bayfield and Port Egin	E. D. Silliker	do	3	12	do	156 00
Bayfield, Port Egin and Spence	J. H. Trenholm	Optional	2 & 1	12	do	170 00
Bayside and St. Andrews	J. Simpson	Vehicle	2	9	do	45 00
do	J. Richardson	do	2	3	do	25 00
Bear Island and Scotch Lake	J. Sianett	Horse or vehicle	1	12	do	27 00
Beaufort and Bristol	J. Royer	do	3	6	do	130 00
Beaufort and Highlands	J. Gray	do	3	6	do	55 00
Beaver Dam and Rusaognis	W. Haining	do	1	12	do	26 00
Beaver Harbor and Black's Harbor	G. W. Cross	do	1	12	do	35 00
Beaver Harbor and Pennfield Ridge	W. Ash	do	3	12	do	100 00
Belledune and Belledune River	D. McQuiry	Optional	4	4	do	76 00
Belledune and Railway Station	J. Chalmers	do	12	12	do	87 00
Belleisle Creek and Norton Station	J. M. Hugbard	Vehicle	2	12	do	60 00
Bellevean Village and St. Joseph	S. Bourgeois	do	2	12	do	70 00
Bellevean Cove and Heunis Landing	J. B. Mott	Horse or vehicle	2	12	do	39 00
Benton and Railway Station	A. J. Teed	On foot	12	12	do	20 00
Berestford and Railway Station	J. Aubé	do	6	12	do	15 00
Bigger Ridge and Foreston	W. H. Statten	Horse or vehicle	1	12	do	25 00
Black Brook and Chatham	A. Marshall	Vehicle	2 & 1	3	do	19 87
do	J. A. Ward	do	2	6	do	39 74
do	A. Manderson	do	4	3	do	32 50
do	W. Cook	Optional	3	12	do	38 00
Black Lands and River Obarlo						



REPORT No. 2, D—Continued.  
 DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Black Point and New Mills.....	P. Devereux.....	Optional.....	4	3	12 months.....	45 96
Black Rock and Three Brooks.....	L. Reed.....	do.....	1½	2	do.....	25 00
Blackville and Coughlan.....	D. Coughlan.....	Horse or vehicle.....	4	1	do.....	26 00
Blackville and Shinnickburn.....	W. T. Underhill.....	Vehicle.....	18	1	(to Dec. 31, 1886).....	96 00
do.....	do.....	do.....	18	1	from do.....	30 00
do.....	do.....	do.....	19	1	do.....	70 00
Blair Ahol and Dalnoisie.....	J. McIntyre.....	Optional.....	2	1	do.....	56 00
Bloomfield and Railway Station.....	N. Wetmore.....	do.....	6	13	do.....	42 00
Bloomfield Ridge and Boiestown.....	T. McDonald.....	Horse or vehicle.....	3½	3	do.....	65 00
Bloomfield Station and Central Norton.....	N. Wetmore.....	Optional.....	16	12	do.....	20 00
Bloomfield Station and Railway Station.....	T. W. Kierstead.....	On foot.....	9	3	do.....	195 00
Boabec and St. Andrews.....	P. McLaughlin.....	Horse or vehicle.....	5	1	do.....	25 00
Boiestown and Parker's Ridge.....	J. W. Parker.....	Vehicle.....	4½	1	do.....	30 00
Boiestown and Texas River.....	T. McDonald.....	Horse or vehicle.....	5	2	(to Oct. 31, 1886).....	23 33
do.....	do.....	do.....	5	2	from do.....	33 33
do.....	do.....	do.....	6	1	do.....	32 00
do.....	do.....	do.....	6	1	do.....	24 00
Bon Accord and Kincardine.....	J. Frost.....	do.....	1	13	do.....	22 00
Bonny River Station and Elmercroft.....	J. Matheson.....	On foot.....	1	12	do.....	30 00
Bonny River Station and Railway Station.....	G. Sutherland.....	Vehicle.....	1 & 5½	2 & 6	do.....	273 00
Boudreau Village, Rockland Station and South Rockland.....	R. B. C. Weldon.....	On foot.....	3½	12	do.....	30 00
Boundary Creek and Railway Station.....	do.....	Vehicle.....	4 & 2	1	do.....	38 00
Boundary Creek and Steeve's Mountain.....	R. Poirier.....	do.....	1	3	do.....	90 00
Bourgeois, Grandique and Poirier's.....	A. McNair.....	Optional.....	2	12	do.....	50 00
Breadalbane, New Mills and Railway Station.....	F. McGowan.....	Vehicle.....	38	2	do.....	281 26
Briggs' Corner and Sheffield.....	H. L. Bailey.....	do.....	38	2	(to Dec. 31, 1886).....	85 00
do.....	do.....	do.....	11	3	from do.....	98 50
Bristol and Highlands.....	J. Tooley.....	do.....	11	3	(from Oct. 1, 1886).....	25 00
Bristol and Railway Station.....	J. Boyer.....	On foot.....	5	12	do.....	25 84
Brownville and Stewarton.....	A. McGregor.....	Horse or vehicle.....	16 & 30	2	do.....	180 00
Buctouche and McLaughlin Road.....	T. Roberts.....	Vehicle.....	18	3	do.....	28 00
Buctouche and Richibucto.....	do.....	do.....	6½	1	do.....	30 00
Buctouche and St. Castin.....	L. Sawyer.....	Horse or vehicle.....	22	6	do.....	494 00
Buctouche and Shediac.....	J. D. Weldon.....	Vehicle.....	5	1	do.....	18 60
Bull Moose Hill and Springfield.....	W. E. Benson.....	Horse or vehicle.....	5 & ½	1 & 12	do.....	70 00
Bumfran, Mineral and Railway Station.....	A. Kearney.....	do.....	9	3	do.....	100 00
Burnville and Pockshaw.....	B. Cushing.....	do.....	4	3	do.....	40 00
Burnt Church and Church Point.....	J. McKnight.....	Vehicle.....	4	3	do.....	40 00

Butternut Ridge and Carsonville .....	H. F. Price .....	do .....	15	1	12	do	93 00	
Butternut Ridge, New Canaan and Forks .....	A. Perry .....	do .....	12 & 3	2 & 1	12	do	128 00	
Butternut Ridge and Pettitodiack .....	do .....	do .....	10	6	5	do	283 08	
Caledonia, Turtle Creek and Railway Station .....	G. D. Reid .....	Horse or vehicle.	17 & 1	2	12	do	97 96	
Calhoun and Railway Station .....	J. B. Calhoun .....	On foot .....	10	12	12	do	25 00	
Cameron's Mills and St. Louis de Kent .....	N. Mazerole .....	Vehicle .....	10	2	9	do	82 50	
do .....	A. Babineau .....	do .....	6	3	do	from	23 75	
Campbell Settlement and Lower Southampton .....	I. Pries .....	do .....	6	2	6	do	44 88	
do .....	J. C. Munro .....	do .....	6	2	6	do	22 74	
Campbellton and Railway Station .....	A. McLean .....	do .....	1	13	12	do	207 96	
Campo Bello and Wilson's Beach .....	J. Brown .....	do .....	7	1	9	do	45 09	
do .....	do .....	do .....	7	1	3	do	18 75	
Canaan Station and Railway Station .....	J. J. Bernard .....	On foot .....	8 & 12	12	12	do	20 00	
Canaan Station and Swenryville .....	J. P. Bernard .....	Horse or vehicle.	3	2	12	do	80 00	
Canobie and Orlifton .....	W. Glendinning .....	do .....	3	1	12	do	30 00	
Canterbury and Canterbury Station .....	J. Hermin .....	Vehicle .....	9	2	9	do	93 75	
Canterbury and Woodstock .....	J. W. Scott .....	do .....	12	2	3	do	37 00	
do .....	L. Veysy .....	do .....	22	2	9	do	142 50	
do .....	M. Dickinson .....	do .....	22	2	3	do	62 50	
Canterbury Station and North Lake .....	W. Main .....	On foot .....	100 yds.	12	12	do	50 00	
Canterbury Station and Railway Station .....	T. Ratigan .....	Horse or vehicle.	8	1	12	do	50 00	
Canterbury Station and Ratigan .....	J. Wilson .....	Vehicle .....	39	6	3	do	2 50	
Cape de Moselle Creek and Railway Station .....	do .....	do .....	17	12	9	do	18 75	
do .....	Hewson & Nuttall .....	do .....	17	6	Season,	1885-86	230 00	
Cape Tormentine and Amherst, N. S., Railway Station .....	do .....	Horse or vehicle.	3	6	do	1885-86	354 00	
Cape Tormentine and Port Elgin .....	W. A. Wills .....	do .....	74	6	1	month	1886-87	102 00
Cape Tormentine Railway Station and Ice Boat .....	S. Carter .....	do .....	74	6	1	do	126 42	
do .....	J. F. Carter .....	do .....	4	3	12	months	120 08	
Caracquet and Oshatham .....	A. Lantagne .....	Vehicle .....	9	1	3	do	34 00	
do .....	J. R. Lebenteller .....	do .....	20	6 & 3	6	do	7 50	
Caracquet and Lower Caracquet .....	M. Neving .....	do .....	20	6 & 3	6	do	165 00	
Caracquet and St. Simon .....	J. Duke .....	do .....	38	6	do	from	135 00	
Caracquet and Shipping .....	R. Blackhall .....	do .....	22	Special trip.	do	do	6 00	
Caracquet and Tabucintac .....	do .....	do .....	22	Special trips.	do	do	162 00	
Caracquet and Tracadie .....	P. Thériault .....	do .....	22	6	9	months	268 90	
Carleton and St. John .....	R. Duncan .....	Optional .....	1	24	3	do	50 00	
do .....	do .....	do .....	1	15	4	do	42 50	
do .....	do .....	do .....	1	18	4	do	49 50	
Carleton and Street Letter Boxes .....	W. Lane .....	do .....	1	12	12	do	78 00	
Carlie and Lower Windsor .....	G. W. Shaw .....	do .....	2	3	12	do	40 00	
Central Blissville and Fredericton Junction .....	J. Sheehan .....	Horse or vehicle	4	2	12	do	48 88	
Central Blissville, Hart's Mills and Fredericton Junction .....	do .....	Optional .....	3 & 1	2 & 6	1	do	6 67	
Central Hampstead and Hibernia .....	D. Gardner .....	Horse or vehicle	3	2	12	do	40 00	
Centreville, Florenceville, Tracy's Mills and Greenfield .....	W. A. Taylor .....	Vehicle .....	2, 4, 6 & 12	6, 3 & 2	12	do	293 76	

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Chambers' Settlement and Foster'scroft .....	J. McShane .....	Horse or vehicle .....	5 .....	1 .....	12 months .....	28 00
Chamford and Grand Falls .....	L. Michaud .....	do .....	4 & 6 .....	6 .....	do .....	50 00
Chance Harbor, Lepreaux and Little Lepreaux .....	U. J. Hope .....	do .....	19 & 4 .....	2 & 6 .....	(to June 30, 1886) .....	42 50
do .....	do .....	do .....	19 & 4 .....	3 & 6 .....	from do .....	150 00
Charleston and Middle Simonds .....	M. Mulheron .....	Vehicle .....	11 .....	1 .....	do .....	50 00
Chatham and Doug'sfield .....	J. Baldwin .....	Horse or vehicle .....	5 1/2 .....	1 .....	do .....	25 00
Chatham and Kouchibouguac .....	J. Phelan .....	Vehicle .....	26 .....	2 .....	do .....	275 00
Chatham, Newcastle and Railway Station .....	J. Johnston .....	Optional .....	5 & 1 .....	2 .....	do .....	6 25
Chatham and Point Neuminc .....	J. Noble .....	do .....	4 1/2 .....	2 .....	Special trips, 1886-86 .....	191 58
Chatham and Railway Station .....	J. A. Ward .....	do .....	1 .....	24 .....	6 months (to Sept. 30, 1886) .....	200 00
Chatham and Tabouintac .....	do .....	do .....	38 .....	Special trip .....	do .....	6 50
Chatham and Tracadie .....	M. Cowhig .....	do .....	52 .....	As req .....	9 days (to May 11, 1886) .....	40 00
do .....	J. O. Coughlan .....	do .....	53 .....	do .....	2 months 29 days (to July 31, 1886) .....	320 00
do .....	T. Fitzpatrick .....	do .....	52 .....	do .....	1 month 19 days (to July 31, 1886) .....	273 00
do .....	Robertson & McCallum .....	do .....	52 .....	6 .....	8 months (from Aug. 1, 1886) .....	853 33
Chelmsford and Doyle's Brook .....	J. Gratten .....	Horse or vehicle .....	7 .....	2 .....	do .....	50 00
Chelmsford and South Nelson .....	J. Casey .....	Optional .....	10 .....	2 & 1 .....	do .....	99 00
Chipman and Harley Road .....	J. D. Brown .....	do .....	6 .....	1 .....	do .....	35 00
Chipman and Weldford .....	S. M. Dunn .....	Horse or vehicle .....	40 .....	1 .....	do .....	232 00
Clapton and Gaspreaux Station .....	I. M. Washburn .....	Vehicle .....	6 .....	2 .....	(to Sept. 30, 1886) .....	45 00
do .....	do .....	do .....	6 .....	2 .....	from do .....	29 50
Clarendon Station and Railway Station .....	W. H. Jones .....	On foot .....	10 .....	6 .....	do .....	40 00
Clifton and Grey's Mills .....	G. S. Lacy .....	Horse or vehicle .....	21 .....	6 .....	do .....	244 00
Clifton and Land's End .....	J. Rodgers .....	Vehicle .....	22 .....	2 .....	(to May 31, 1886) .....	43 40
do .....	O. M. Flewelling .....	do .....	4 .....	2 .....	from do .....	227 33
do .....	do .....	do .....	4 .....	2 .....	(to Dec. 31, 1886) .....	45 00
Olinch's Mills and Gooseberry Cove .....	J. Ferguson .....	do .....	4 .....	2 .....	from do .....	16 25
do .....	do .....	do .....	4 .....	3 .....	do .....	23 45
Olinch's Mills and Little Musquash .....	J. McGuire .....	Horse or vehicle .....	10 .....	12 .....	do .....	156 50
Olinch's Mills and Railway Crossing .....	U. F. Clinch .....	On foot .....	3 1/2 .....	12 .....	do .....	156 00
Olover Hill and Sussex Vale .....	F. O. Buchanan .....	Horse or vehicle .....	16 .....	2 .....	do .....	44 00
Coal Creek and Coal Mines .....	J. Brown .....	Vehicle .....	4 .....	2 .....	do .....	25 00
Coal Creek and Upper Coal Creek .....	M. E. Weaver .....	Horse or vehicle .....	4 .....	1 .....	do .....	17 88
Cocagne and Cocagne Cape .....	J. S. Lucas .....	do .....	4 .....	2 .....	do .....	70 00
Cocagne and Seavill's Mills .....	H. Dyart .....	Vehicle .....	6 .....	2 .....	do .....	155 00
Cote's Island and Narrow .....	D. H. Marr .....	Horse or vehicle .....	12 .....	3 .....	do .....	155 00

<i>Cole's Island and New Canaan</i>	J. Thorne	do	23	1	12	do	100 00
<i>College Bridge and Railway Station</i>	D. F. Richard	On foot	14 & 10	12	12	do	50 00
<i>Collins and Springfield</i>	J. Killier	Vehicle	11 & 7	1	12	do	42 00
<i>Corn Hill and Petitcodiac</i>	W. W. Price	Horse or vehicle	15 & 7	1	6	do	21 67
do	do	do	5	1	7	do	37 07
<i>Cox's Point and Cumberland Bay</i>	A. G. McLean	do	5	1	3	do	4 91
do	T. H. Branscombe	do	5	1	9	do	15 60
<i>Cross Creek and Stanley</i>	T. Sansom	Optional	2	1	13	do	30 00
<i>Curryville and Railway Station</i>	J. A. Beaumont	Vehicle	1	13	12	do	30 00
<i>Dalhousie and Point la Nim</i>	P. Stewart	do	3	3	12	do	45 00
<i>Dalhousie and Railway Station</i>	H. A. Johnson	do	1	24	12	do	250 43
<i>Dalhousie and Wharf</i>	do	do	1	4	12	do	33 30
<i>Dalhousie Junction and Railway Station</i>	J. McNair	Optional	15	12	12	months	25 00
<i>Dawson Settlement and Hillborough</i>	P. Broney	do	8	2	12	do	83 00
<i>Debec and Railway Station</i>	A. Harron	Horse or vehicle	1	12	12	do	30 00
<i>Doaktown and Shinnickburn</i>	J. McDuff	Vehicle	18	1	12	do	100 00
<i>Donegal, Waterford and Sussex Vale</i>	F. O. Buchanan	do	8	2 & 1	3	do	97 50
do	do	do	8	2 & 1	3	do	43 75
<i>Dorchester and Fairview</i>	A. Crossman	Horse or vehicle	34	1	12	do	26 00
<i>Dorchester and Railway Station</i>	S. W. Tingley	Vehicle	1	24	12	do	433 60
<i>Dorchester and Rockport</i>	I. Read	do	1	3 & 2	12	do	159 60
<i>Dorchester Crossing and Railway Station</i>	P. L. Belliveau	On foot	1	2	12	do	8 00
<i>Dorn Ridge and Mouth of Keewick</i>	W. H. Pugh	Horse or vehicle	14	2	12	do	87 00
<i>Douglstown and Newcastle</i>	J. Fisher	Vehicle	5	2	12	do	250 00
<i>Dover and Moncton</i>	J. Macfarlane	do	18	2	12	do	137 00
<i>Downeyville and Springfield</i>	W. Kellier	Horse or vehicle	11	2	12	do	80 00
<i>Downeyville and Tootleton</i>	V. Vanwart	do	11	4	12	do	71 00
<i>Dayle Settlement and River Louison</i>	T. Hayes, jun	Vehicle	3	1	12	do	12 00
<i>Dumbarton Station and Railway Station</i>	T. Irvin	Optional	30 yds.	13	12	do	40 00
<i>Dundee and Shacon Vale</i>	W. Wright	do	20 & 5	2	12	do	102 96
<i>Dungiven and Memramcook</i>	E. Tools	Vehicle	5	1	12	do	25 00
<i>Dupey's Corner and St. Andre de Shediac</i>	R. Hebart	Horse or vehicle	4	1	12	do	21 00
do	do	do	34	1	12	do	18 00
<i>Egmondston and Grand Falls</i>	M. Hartt	Vehicle	37	6	12	do	1,395 00
<i>Egmondston and Mouth of St. Francis</i>	I. Lavigne	do	36	3	3	do	87 50
do	do	do	36	3	9	do	315 00
<i>Egmondston and Upper Medawaska</i>	D. Sirois	do	3	6	12	do	24 00
<i>El River and River Charlo</i>	J. Goulette	Optional	4	3	12	do	69 00
<i>El River Crossing and Railway Station</i>	A. McKenzie	On foot	18	6	9	do	18 75
<i>Elgin and Meadow</i>	W. P. Robinson	Horse or vehicle	7	1	12	do	96 20
<i>Elgin and Pleasant Vale</i>	R. A. Golpits	Optional	1	6	12	do	30 00
<i>Elgin and Railway Station</i>	G. M. Gilliam	Vehicle	1	6	12	do	39 88
<i>Elmsville and Railway Station</i>	J. H. Dyer	On foot	1	6	12	do	40 00
<i>Enniskillen Station and Railway Station</i>	B. McAlloon	Optional	1	6	12	do	25 00
<i>Fairhaven and Lord's Cove</i>	T. McLaughlin	Vehicle	10	3 & 2	12	do	195 00
<i>Fairhaven and Steamer</i>	do	B. bat	1	3 & 2	12	do	100 00

REPORT No. 2, D—Continued.  
 -DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Fairville and Railway Station.....	O. J. Tilton.....	Optional.....	1	24	3 months (to June 30, 1886).....	25 00
do do.....	do do.....	do.....	1	18	do from do.....	56 25
Fonwick and McKnight.....	G. E. McKnight.....	Horse or vehicle.....	1	2	do (from Aug. 1, 1886).....	16 00
Fonwick and Shebs.....	T. Simpson.....	do.....	4	2	do (from July 1, 1886).....	24 75
Ferguson's Point and Intersection of Carquet and Chatham Route.....	W. Ferguson.....	On foot.....	3	6	do do.....	31 20
Flatlands and Railway Station.....	J. Steeves.....	do.....	6	12	do do.....	50 00
Florenceville and Railway Station.....	W. McMillin.....	Optional.....	1	12	do do and arrears.....	275 00
Florenceville, Florenceville East and Railway Station.....	H. Taylor.....	do.....	1 & 1/2	12	Arr's from 1st April to July 31, '84.....	40 00
Florenceville, East, Upper Peel and Riverbank.....	do do.....	do.....	2 & 2	3 & 2	6 months (to Sept. 30, 1886).....	41 24
Florenceville and Riverbank.....	W. W. Boyer.....	Horse or vehicle.....	4	3	do from do.....	28 00
Forks and Ida.....	E. Kierstead.....	Optional.....	4	1	do do.....	25 00
Four Falls and Ortonville.....	P. G. Fraser.....	Horse or vehicle.....	11	1	do do.....	50 00
Frederickton and Hanwell.....	J. D. O'Brien.....	Optional.....	10	1	do (to Sept. 30, 1886).....	3 00
do do.....	P. Lucy.....	do.....	10	6	do from do.....	29 74
Frederickton and Lower St. Marys.....	T. B. Dunphy.....	do.....	6	2	do do.....	72 00
Frederickton and Marysville.....	do do.....	do.....	4	6	do do.....	140 81
do do.....	do do.....	do.....	4	1	16 days (to Feb. 16, '87).....	38 20
Frederickton and Newsonworth.....	S. K. Nason.....	Horse or vehicle.....	9	1	do do.....	8 67
Frederickton and Newcastle.....	R. Swim.....	Optional.....	105	3	12 days, from do (from Feb. 1, 1887).....	1,145 00
Frederickton and New Maryland.....	M. Goff.....	do.....	5	1	do do.....	15 00
do do.....	J. McKnight.....	do.....	5	1	(to Sept. 30, 1886).....	9 00
Frederickton and Railway Station.....	P. D. McKenzie.....	do.....	3	24	(to Jan. 31, 1887).....	58 50
do do.....	do do.....	do.....	3	3	(to June 30, 1886).....	131 61
Frederickton and Stanley.....	T. B. Dunphy.....	do.....	3	18	do from do.....	52 00
do do.....	do do.....	do.....	3	1	do from do.....	110 00
Frederickton and Woodstock, East.....	R. H. Rainsford.....	do.....	33	1	do do.....	298 50
do do.....	J. Phillips.....	do.....	70	2	do (to Sept. 30, 1886).....	375 00
Frederickton and Woodstock, West.....	R. H. Rainsford.....	do.....	63	3	do from do.....	699 00
Frederickton Junction and Railway Station.....	J. Shehan.....	do.....	25 yds.	24	(less fine).....	40 00
French Village and St. John.....	J. Patton.....	On foot.....	15 & 17	1	do do.....	34 00
do do.....	D. O'Connell.....	Vehicle.....	15 & 17	1	(to June 30, 1886).....	102 00
Gagetown and Mouth of Nerepis.....	S. Cameron.....	do.....	45 s. 40 w.	3	do (to Oct. 31, 1886).....	402 50
do do.....	do do.....	do.....	45 s. 40 w.	3	do from do.....	289 58

Gagetown and Narrows.....	F. E. Wilson.....	19	Optional.....	3	9	do	(to Dec. 31, 1886).....	225 00
Gagetown and Wellford.....	H. J. Inston.....	28	Vehicle.....	3	12	do	.....	470 00
Galley and Thomas Gaffard's.....	W. Hamilton.....	13	do.....	3	2	do	.....	250 00
Gasperaux Station and Railway Station.....	J. White.....	2	Optional.....	2	12	do	.....	30 00
Garthorne and Tabusinat.....	P. W. Mooney.....	1	Vehicle.....	6	12	do	.....	40 00
Gillespie and Grand Falls Ports.....	E. McCallum.....	4	do.....	1	12	do	.....	30 00
Gladstone and Kintore.....	J. McCallan.....	2	Optional.....	1	12	do	(to Oct. 31, 1886).....	25 67
do.....	T. Watt.....	8 $\frac{1}{2}$	Horse or vehicle.....	2	7	do	from.....	50 00
do.....	do.....	8 $\frac{1}{2}$	do.....	3	5	do	.....	16 60
Glasville and Rafter Glen.....	E. D. Martin.....	4	do.....	1	12	do	.....	34 00
Golden Ridge and Knowlesville.....	G. Campbell.....	6	Vehicle.....	1	12	do	.....	60 00
Goose Creek and Sheepody Road.....	J. Prescott.....	13	do.....	1	11	do	.....	100 00
Grafton and Woodstock.....	A. D. Shea.....	1 $\frac{1}{2}$	do.....	6	12	do	.....	30 00
Grainfeld and Reznors River.....	M. Hayes.....	4	Horse or vehicle.....	1	12	do	.....	75 00
Grand Anso and Mizonette.....	S. Thériault.....	8	do.....	2	12	do	.....	20 00
Grand Bay and Railway Station.....	D. Hamon.....	1	On foot.....	6	12	do	.....	75 00
Grand Falls and Railway Station.....	P. McMillan.....	13 & 11	do.....	12	12	do	.....	118 00
Grand Falls and Undine.....	F. Pettit.....	74	Vehicle.....	6	12	do	.....	2,700 00
Grand Falls and Woodstock.....	J. A. Perley.....	6	do.....	2	12	do	.....	125 00
Grand Harbor and Whitehead.....	C. Guphill.....	13	Optional.....	2	1	do	(to April 30, 1886).....	9 39
Grand Maun and Seal Cove.....	T. A. Kendrick.....	13	do.....	3	6	do	21 dys. (to Nov. 21, '86).....	94 30
do.....	do.....	13	do.....	2	4	do	9 dys. from do.....	40 42
do.....	do.....	13	do.....	1	6	do	(to Sept. 3 $\frac{1}{2}$ , 1886).....	10 00
Great Shemogue and Little Ospe.....	R. Bryant.....	4	Vehicle.....	1	1	do	(to Oct. 31, 1886).....	2 00
do.....	do.....	4	do.....	1	5	do	from do.....	10 42
do.....	do.....	4	do.....	1	12	do	.....	93 00
Great Shemogue and Upper Sackville.....	J. S. Leger.....	20 & 27	do.....	1	12	do	.....	35 00
Green Point and Petit Rocher.....	D. Wharton.....	3 $\frac{1}{2}$	Horse or vehicle.....	1	12	do	.....	40 00
do.....	J. Morrison.....	5	do.....	1	12	do	.....	104 00
Halcomb and Lyttleton.....	J. Somers.....	12	Vehicle.....	2	16	do	(to Sept. 30, 1886).....	20 00
Hammond Vale and Sheepody Road.....	W. Fowler.....	2	do.....	2	6	do	from do.....	40 00
Hamstead and Wickham.....	G. H. Clark.....	2	do.....	6	12	do	.....	40 00
do.....	W. H. Lawrence.....	1	do.....	2	9	do	(to Dec. 31, 1886).....	108 75
Hampton and Oseekeag.....	F. Williams.....	13	do.....	2	3	do	from do.....	32 50
Hampton and Urquhart's.....	H. Piers.....	13	do.....	2	12	do	.....	29 00
do.....	J. McLaughlan.....	4	do.....	1	12	do	.....	48 00
Hardingville and Onasco Road.....	F. J. Johnstone.....	13	do.....	3	12	do	.....	271 00
Harewood and Salisbury.....	J. Perry.....	20	do.....	12	12	do	.....	40 00
Hartland and Knowlesville.....	W. Craig.....	1	Optional.....	6	12	do	.....	70 00
Hartland and Railway Station.....	S. H. Shaw.....	1	do.....	1	12	do	.....	20 00
Harvey, Harvey Bank and Railway Station.....	R. Smith.....	11	Horse or vehicle.....	3	6	do	(to Sept. 20, 1886).....	53 50
Harvey and Midway.....	S. L. Richardson.....	24	Vehicle.....	3	6	do	from do.....	60 00
Harvey and Waterside.....	R. Smith.....	21	do.....	6	3	do	23 dys. (to Jan. 23, '87).....	242 00
do.....	do.....	21	Optional.....	6	12	do	Special trip.....	5 00
Harvey Bank and Hillsboro'.....	J. Irving.....	18	do.....	2	12	do	.....	30 00
do.....	W. B. Wells.....	18	do.....	12	12	do	.....	138 00
Harvey Bank and Railway Station.....	W. Messer, jun.....	50 yds.	Horse or vehicle.....	12	12	do	.....	20 00
Harvey Station and Magagadavic.....	J. Rutheirford.....	50 yds.	Optional.....	12	12	do	.....	20 00
Harvey Station and Railway Station.....	do.....	50 yds.	do.....	12	12	do	.....	20 00

REPORT No. 2, D—Continued.  
 -DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Harvey Station and Yoho.....	R. McLaughlin.....	Vehicle.....	8	1	12 months.....	28 76
Halford Point and West Scotch Settlement.....	F. D. Garong.....	do.....	4	1	do.....	22 00
Head of Millstream and Perry Settlement.....	G. Hayes.....	Horse or vehicle.....	5	1	do.....	30 00
Head of Millstream and Sussex Vale.....	do.....	do.....	19	2	do.....	175 00
Head of Tide and Railway Station.....	J. Gillis.....	On foot.....	19 <sup>1</sup> / <sub>2</sub>	6	do.....	50 00
Head of Tide and Robinsonville.....	D. Duncan.....	Horse or vehicle.....	7	1	do.....	85 00
Henry's Lake and St. Martin's.....	W. W. Andrews.....	do.....	12	2	(to Nov. 30, 1886).....	33 33
Heron Island and New Mills.....	J. McNair.....	Vehicle.....	3	1	do.....	27 00
Hillsborough and Lower Cape.....	J. Bray.....	Horse or vehicle.....	9	12	do.....	200 00
Hillsborough and Railway Station.....	do.....	Vehicle.....	12	12	do.....	78 00
Hillsborough and Rosevale.....	H. J. Stevens.....	do.....	12	3	(to Dec. 31, 1886).....	111 00
do.....	do.....	do.....	12	3	from do.....	35 00
Hillsdale and Macville.....	M. Houlaban.....	Horse or vehicle.....	17	1	(to Dec. 31, 1886).....	19 76
Hillsdale and Sussex Vale.....	S. P. Kyle.....	Vehicle.....	3	12	do.....	210 00
do.....	do.....	do.....	17	3	(to Dec. 31, 1886).....	60 00
do.....	R. Brewing.....	do.....	17	3	from do.....	60 00
Hopewell Hill, Hopewell and Railway Station.....	J. Deegan.....	do.....	1 & 1/2	6 & 1/2	do.....	80 00
Hopewell Hill and Memel.....	W. Hunt.....	do.....	7 & 5	1	do.....	60 00
Hopper and Salisbury.....	J. Colpitts.....	do.....	18	1	(to Dec. 31, 1886).....	74 25
do.....	do.....	do.....	18	1	from do.....	20 50
Hoyt Station and Juvenile Settlement.....	J. McFee.....	do.....	18	3	do.....	75 88
Hoyt Station and Railway Station.....	J. E. Paterson.....	Horse or vehicle.....	12 & 9	2	do.....	25 00
do.....	A. W. Mesereau.....	On foot.....	100 yds.	12	do.....	45 00
Indian Mountain and Moncton.....	M. Horseman.....	Vehicle.....	14	1	(to Sept. 30, 1886).....	39 00
do.....	A. M. Bonnen.....	do.....	14	6	from do.....	116 00
Indiantown and St. John.....	W. McLaughlin.....	do.....	2	12	do.....	30 00
Inkerman and Pockmouche.....	V. Lezier.....	do.....	3	3	do.....	30 00
Irishtown and Moncton.....	J. Larracey.....	do.....	8	1	(to Dec. 31, 1886).....	30 00
Irishtown and Shediac.....	W. Larracey.....	do.....	20	1	do.....	76 50
do.....	U. Sullivan.....	do.....	20	1	from do.....	31 50
Jenkins and Thorsetown.....	H. Worden.....	Optional.....	1 1/2	3	(to Sept. 30, 1886).....	20 00
do.....	M. B. Perry.....	do.....	2	3	from do.....	19 00
Jordan Mountain and Newtown.....	J. C. Coates.....	Horse or vehicle.....	4	1	(to July 31, 1885).....	13 33
do.....	S. H. Snider.....	do.....	4	8	from do.....	25 33
Keats and Petticoodiac.....	W. W. Price.....	do.....	4	1	(from Sept. 1, 1886).....	19 83

Location	Vehicle	26 <sup>th</sup> & 29 <sup>th</sup>	27 <sup>th</sup> & 29 <sup>th</sup>	1	12	do	25 00
Kerry and New Ireland Road.	Vehicle	26 <sup>th</sup> & 29 <sup>th</sup>	27 <sup>th</sup> & 29 <sup>th</sup>	2	9	do	128 49
Keewick Bridge and Millville	do	26 <sup>th</sup> & 29 <sup>th</sup>	27 <sup>th</sup> & 29 <sup>th</sup>	2	3	do	72 50
do	Optional	6	6	3	12	do	75 00
Kilburn's Landing and Kintore	Horse or vehicle	5	5	12	9	do	18 75
Kilburn's Landing and Railway Station	do	6	6	12	12	do	18 00
Kingsclear and New Market	Vehicle	7	7	2	12	do	100 00
Kingston (Ken) and Railway Station	Horse or vehicle	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	1	6	do	60 00
Kingston (Kent) and Richibucto Village	Vehicle	10	10	6	12	do	12 50
Kingston (King's) and Perry's Point	Horse or vehicle	4	4	1	12	do	49 00
Kingston (King's) and Robsby	Vehicle	9	9	2	2	do	26 00
Knoxford and Upper Knoxford	do	9	9	2	10	do	16 00
Kouchibouguac and Kouchibouguac Beach.	Vehicle	20	20	1	12	do	60 00
do	do	12	12	1	12	do	65 00
Kouchibouguac and Point Sapin	do	12	12	6	12	do	265 00
Kouchibouguac and Richibucto	do	22	22	2	12	do	190 00
Lake George and Prince William Station	Optional	3	3	3	6	do	20 00
Lakeview and Narrows	do	3	3	3	6	do	25 00
do	Vehicle	28	28	2	9	do	145 16
Lakeville Corner and Newcastle Creek	do	23	23	2	3	do	43 00
do	Horse or vehicle	5	5	1	7	do	13 42
Landry and Pockmouche	On foot	200 yds.	200 yds.	12	12	do	52 00
Lawrence Station and Railway Station	Vehicle	4	4	3 & 2	6	do	30 00
Ledge and St. Stephen	do	4	4	3 & 2	6	do	37 50
do	do	2	2	3	3	do	7 50
Legerre and Portage River	Optional	2	2	13	12	do	25 00
Lepreaux and Railway Station	On foot	12 & 13 <sup>th</sup>	12 & 13 <sup>th</sup>	1	5	do	30 33
Lewis Mountain and Petitcodiac	Vehicle	17 & 13	17 & 13	1	7	do	50 93
do	do	2	2	1	12	do	16 00
Lime Hill and Junction Springhill Road	Optional	4	4	3	12	do	65 00
Lincoln and Oromoto	Vehicle	4	4	1	13	do	26 00
Little River (Egin) and Prosser Brook	Optional	8	8	1	12	do	75 83
Little Salmon River Mills and Shepody Road	do	20	20	1	12	do	100 00
Loch Lomond and St. Martin's	Horse or vehicle	3	3	2	3	do	4 87
Long Creek and Sheba	Vehicle	7 & 10	7 & 10	1	12	do	35 41
Long Point and Springfield	Horse or vehicle	25	25	2	6	do	127 00
Long Settlement and Woodstock	Vehicle	8	8	2	6	do	98 50
do	do	8	8	2	6	do	50 00
Lower Brighton and Woodstock	do	5	5	2	12	do	54 00
do	do	10	10	2	6	do	60 00
Lower Narpan and Point an Oar	Vehicle	10	10	2	6	do	41 24
Lower Southampton and Norton Dale	do	3	3	1	13	do	15 00
do	do	4	4	1	3	do	11 25
Lower Turtle Creek and Turtie Creek	do	4	4	1	9	do	29 10
Lower Woodstock and Speerville	do	5	5	3	12	do	80 00
do	do	14	14	3	12	do	80 00
Lytleton and Red Banks	Horse or vehicle	14	14	3	12	do	80 00
McGinley and Memramcook	Optional	14	14	3	12	do	80 00



REPORT No. 2, D—Continued.

—DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
McLaughlin and Rexous Bridge.....	W. Hogan.....	Vehicle.....	5	2	9 months (to Dec. 31, 1886)....	33 75
McNaughton and Mount Middleton.....	C. W. Sinnott.....	Horse or vehicle.....	2	1	do (from Aug 1, 1886)....	13 87
Maple Green and Railway Station.....	J. Fraser.....	On foot.....	1	3	do.....	40 00
Maplehurst, Upper Kent and Railway Station.....	A. A. Hawthorne.....	Vehicle.....	3 & 4	1 & 12	do.....	50 00
Maplewood and Millville.....	H. Palmer.....	Horse or vehicle.....	5	1	do.....	24 00
Martin's Head and Salmon River.....	W. J. Davidson.....	do.....	15	1	do.....	100 00
Maryville and Peniac.....	T. B. Duphy.....	do.....	4	2	do.....	60 00
Maugerville and Upper Mangerville.....	P. McCluskey.....	Optional.....	5	3	do.....	68 00
Miramamcook and Railway Station.....	S. C. Charters.....	do.....	4	3	do.....	100 00
St. Wilford and Railway Station.....	I. Irvine.....	Vehicle.....	4	24	do.....	75 00
St. Millidgeville and St. John.....	D. O'Connell.....	do.....	4	12	do.....	65 00
Millstream and Mountain Dale.....	W. E. Fenwick.....	do.....	6 & 7	1	do.....	36 00
Millstream and Mount Middleton.....	G. P. Fenwick.....	Horse or vehicle.....	2	1	do.....	23 40
do	J. & F. Keys.....	Optional.....	2	12	(to Sept. 30, 1886).....	69 50
do	do.....	do.....	4	12	from do.....	74 24
do	do.....	do.....	3	1	do.....	52 00
do	do.....	do.....	3	2	do.....	29 17
do	G. Lovejoy.....	do.....	6	7	(from Sept. 1, 1886)....	14 91
do	G. Wilson.....	do.....	9	1	(to June 30, 1886).....	44 81
do	J. Paton.....	do.....	9	1	do.....	14 75
do	D. O'Connell.....	do.....	15	1	(from Jan. 1, 1887)....	300 00
do	J. McQuade.....	do.....	1	30	do.....	9 75
do	G. M. Sweeney.....	do.....	1	1	(to June 30, 1886)....	39 07
do	J. B. Scott.....	do.....	8	1	from do.....	105 01
do	do.....	do.....	14	2	do.....	117 00
do	E. S. Goodall.....	Horse or vehicle.....	14	2	do.....	40 00
do	W. G. Bateman.....	do.....	6	1	(to Dec. 31, 1886)....	39 01
do	W. Kirk.....	do.....	27 & 20	2	from do.....	61 00
do	J. Kennedy.....	do.....	27 & 20	2	do.....	20 00
do	A. Connick.....	do.....	300 ft.	3	do.....	20 00
do	J. Wheaton.....	Horse or vehicle.....	3	1	do.....	20 00
do	J. Wilbur.....	Optional.....	100 yds.	12	do.....	20 00
do	S. Vanwart.....	do.....	3	12	Season, 1886.....	20 00
do	J. M. Nase.....	do.....	4	18	3 months (to June 30, 1886)....	18 75
do	do.....	do.....	4	18	from do.....	37 50
do	do.....	do.....	4	12	do.....	26 00
do	J. F. E. Garman.....	do.....	4	12	do.....	26 00
Masquash and Railway Crossing.....	do.....	do.....	4	12	do.....	26 00

Narrows and Norton Station	W. Linden	Optional	21	3	12	do	425 07
Narrows and Upper Gaspeaux	J. B. Wiggins	Vehicle	50	3	12	do	595 00
Narrows and Wickham	J. M. Ducey	do	24	3	12	do	398 00
Nashwanak and Stanley	J. A. Young	Horse or vehicle	10	1	12	do	52 00
Nasworthy and New Maryland	S. K. Nason	do	47	1	10	do	18 87
Nanwigewauk and Railway Station	W. W. Dodge	On foot	1	12	12	do	25 00
Nerepis Station and Railway Station	D. McKeuzie	do	1	12	9	do	7 50
do	do	do	1	12	3	do	15 00
Nerepis Station and Round Hill	D. W. McKenzie	Horse or vehicle	12	1	12	do	70 00
New Brunswick Division		Special trips, snow blockade on railway					40 50
Newcastle and Railway Station	J. Fisher	Vehicle	1	24	12	months	188 20
Newcastle and Red Bank	J. O. Millar	Horse or vehicle	15	3	12	do	233 00
Newcastle and Sevegit	A. Cain	Vehicle	26	1	12	do	181 00
Newcastle and South Nelson	J. Doonan	do	2	6	12	do	199 00
New Mills and Railway Station	A. McNair	Optional	1	12	12	do	49 88
Newtown and Sussex Vale	A. McLean	Vehicle	12, 10 & 14	3	12	do	140 00
Nixon and Turtle Creek	G. Wilson	Optional	4	1	12	do	20 00
North Forks of Salmon Creek and Salmon Creek	C. T. Fowler	Vehicle	4	1	12	do	32 00
North Renous and Renous Bridge	J. Singleton	Horse or vehicle	5	2	3	do	10 50
North River Platform and Railway Station	F. Jones	On foot	1	12	12	do	25 00
Oak Bay and Railway Station	R. W. Wilson	do	1	12	12	do	65 00
Oakham and Thornetown	M. Perry	Vehicle	3	2	12	do	30 00
Oak Hill and St. Stephen	J. & E. Keys	do	23	1	12	do	159 00
Oak Point and Round Hill	T. Harrison	Horse or vehicle	3	6	Season, 1886		20 00
Oakville and Richmond Corner	A. H. Kirk	do	10	1	6	months (to Sept. 30, 1886)	37 50
do	L. S. Purinton	do	10	1	6	do from do	40 00
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. W. Carrier	do	10, 21 & 12	6 & 3	12	do	344 28
Oromocto and Waasis Station	J. Hubble	do	6	6	12	do	190 00
Oromocto and Woodside	W. Rutledge	do	12	2	12	do	79 00
Osekeag and Upperton	N. M. Barnes	Vehicle	18	2	2	do	45 00
do	do	do	19 1/2	2	7	do	147 50
Painsec Settlement and Railway Station	E. Babin	do	1	2	12	do	27 00
Pasekeag and Railway Station	J. P. Waterbury	On foot	100 yds.	12	9	do	18 75
do	W. Deniston	do	100 yds.	12	3	do	12 50
Pasekeag and Sherlock	J. McVey	Horse or vehicle	4 1/2	1	12	do	30 00
Pearson's and Starkey's	J. McLeod	do	9 & 12	2	12	do	180 00
Pennfield Ridge and Railway Station	J. McRay	do	2	6	12	do	60 00
Penobscuis and Roxburgh	W. Haslam	Vehicle	19	2	12	do	168 40
Perth Centre and Railway Station	G. W. Larlee	Optional	60 & 8	12	12	do	50 00
Perth Centre and Riley Brook	W. Iman	Vehicle	15	2 & 1	12	do	585 84
Perth Centre and Tilley (No. 1)	C. Craig	do	15	1	12	do	53 00
Perth Centre and Tilley (No. 2)	J. Goslin	Horse or vehicle	15	2	12	do	75 00
Petersville and Welsford	J. Furton	Vehicle	10	2	12	do	100 00
Petersville Church and South Clones	J. Chittick, sen.	Optional	4	1	12	do	30 00
Pett Rocher and Railway Station	J. Morrison	do	1 1/2	12	12	do	75 00

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Pioneer and Woodstock	O. T. Hanson	Vehicle	25	3	6 months (to Sept. 30, 1886)	186 50
do	J. R. Tupper	do	25	3	do do	148 50
Piarsino and Spruce Lake	S. Maguire	do	6	2	do do	39 48
Pocologan and New River Railway Station	J. Knight	Horse or vehicle	6	2	do do	50 00
Point du Chêne and Railway Station	E. McDonald	Optional	1	12	do do	25 00
Point and Scovill's Mills	F. Cyr	Horse or vehicle	6	1	do do	30 00
Pollett River and Railway Station	A. E. Killam	On foot	100 yds.	3	do do	20 00
Portage River and Junction of Caraquet and Chatham Route	L. Mauzerall	Optional	2	3	do do	23 50
Port Elgin and Shediac	O. L. Gautreau	Vehicle	35	3	do do	400 00
Port Elgin, Westmoreland Point and Railway Station	T. J. Balmer	do	16 & 1	6 & 12	do do	400 00
Prince of Wales and Railway Crossing	J. Cairns	On foot	1	6	do do	31 00
Prince William Station and Railway Station	W. G. Hatch	do	30 yds.	12	do do	25 00
Prince William Station and York Mills	W. Murray	Horse or vehicle	3	2	do do	60 00
Reynolds and South Nelson	B. Reynolds	do	7	2	do do	50 00
Richibucto and Railway Station	J. O. Vantrien	do	12	6	do do	75 60
Richibucto and Weldford	L. J. Wathen	do	27	6	do do	737 00
River Chertio and Railway Station	W. R. Jamieson	Optional	1	12	do do	65 00
River Louison and Sunnyside	J. Millar	Horse or vehicle	7	1	do do	34 50
Riverside and Railway Station	M. Daley	On foot	1	12	(to June 1, 1886)	7 25
do	do	do	1	9	do do	18 00
Rockland Station and Railway Station	J. Sutherland	do	100 yds.	12	do do	20 00
Rockport and Sackville	J. Read	Optional	16	1	(to Dec. 31, 1886)	45 00
do	A. Tower	do	16	1	do do	16 25
Rogersville and Railway Station	D. Fontaine	Horse or vehicle	100 yds.	12	do do	25 00
Rogersville and Rogersville, East	J. Haebe	do	4	1	do do	39 00
Rogersville and Viennau	F. McNeill	do	5	1	do do	35 00
Rosedale and Upper Woodstock	W. E. Hoyt	Vehicle	8 & 6	2	do do	80 00
Rusagornis and Waasis Station	A. Grass	do	3	3	do do	40 00
St. Andrew's and Railway Station	J. Cummings	do	1	6	do do	60 00
St. Andrew's and Wharf	R. Stow	do	1	As req.	Season, 1886	32 80
St. Croix and Vanceboro Railway Station	A. W. Sears	Optional	1	6	do do	35 00
St. George and Railway Station	M. Parks	do	1	12	do do	50 60

Location	Person	Vehicle	Distance	Days	Amount	Notes	Amount
St. Isidore and Tracadie	P. LeBretton	Horse or vehicle	11	2 12 do	70 00		
St. John and Grand Southern Railway Station	J. Monseon	Vehicle	1	6 12 do	125 00		
St. John and Intercolonial Railway Station	D. O'Connell	do	1	42 & 30 12 do	1,160 39		
St. John and St. Martin's	A. E. Malbery	do	30	6 12 do	1,076 40		
St. John and Sand Point Road	D. Peacock	Horse or vehicle	3	3 12 do	40 00		
St. John and River Steamers	J. B. Hamm	Vehicle	2	6 12 do	106 60		
St. John and Street Letter Boxes	D. O'Connell	do	2	18 12 months	483 00		
St. John—Railway Station and Wharf	Sundry persons	Optional	4	Special trips	89 47		
St. Joseph and Railway Station	A. Landry	On foot	1	12 12 months	88 00		
St. Leonard Station and Van Buren, U.S.	W. C. Hammond	Horse or vehicle	9	6 12 do and arrears	79 17		
St. Martin's and Salmon River	A. W. Fownes	Vehicle	5	3 & 2 12 do	180 84		
St. Norbert and West Branch	D. Gallant	do	5	1 12 do	19 48		
St. Stephen and Calais, U.S.	J. & E. Keys	do	1	12 12 do	110 00		
St. Stephen and Grand Southern Railway Station	J. Green	Horse or vehicle	1	6 12 do	69 00		
St. Stephen and New Brunswick Railway Station	Hardy & Bridges	Vehicle	1	18 6 do	114 45		
do	do	do	8	7 do from do	68 69		
St. Stephen and Wharf	do	Optional	1	Season, 1886	68 00		
Sackville and Railway Station	J. A. Bowes	Vehicle	1	24 12 months	179 72		
Sackville and Second Westcock	A. Doe	do	8	1 12 do	30 00		
Sackville and Upper Sackville	G. Snowden	do	4	6 12 do	95 60		
Sackville and Wood Point	E. Snowden	do	6	1 9 do	26 25		
do	do	do	6	1 9 do	6 12		
Salmon and Shenstone	J. Stevens	Optional	1	from do	9 00		
Salt Springs and Titusville	H. O'Brien	Horse or vehicle	6	2 12 do	56 00		
Sargent and Junction of Chatham and Point Escuminac Route	H. Sargent	Optional	1	2 12 do	20 00		
Shediac and Railway Station	G. W. Smith	do	1	42 12 do	219 10		
Shediac Road and Railway Station	G. Rodgerson	Horse or vehicle	1	3 9 do	25 50		
do	do	do	1	3 3 do	8 75		
Shippigan and Shippigan Island	J. Goodin	Vehicle	9	2 & 1 3 do	12 60		
do	do	do	12	2 & 1 9 do	45 10		
do	do	On foot	100 yds.	12 12 do	£0 00		
South Bay and Railway Station	W. Roxborough	do	1	6 12 do	30 00		
Spruce Lake and Railway Crossing	J. Robinson	do	1	6 12 do	20 00		
Spruce Lake Station and Railway Station	E. McCarthy	do	11	1 12 do	36 00		
Starkey's and Young's Cove	S. J. Thorne	Vehicle	5	2 12 do	57 48		
Slymest Settlement and Upper Neguac	P. Gratton	do	3	2 3 do	8 75		
Summerfield and Upper Wicklow	J. Wilson	Optional	2	2 9 do	18 75		
do	A. Gee	do	2	6 12 do	43 68		
Sussex Corner and Sussex Vale	J. Rogers	Vehicle	2	30 12 do	150 00		
Sussex Vale and Railway Station	R. D. Boal	Optional	250 yds.	1 12 do	20 00		
The Range and Wiggins	J. L. Barton	do	2	12 12 do	30 00		
Three Mile House and Railway Station	P. O'Neill	On foot	7	6 12 do	15 00		
Three Tree Creek and Railway Station	J. McQuestion	do	2	2 12 do	35 00		
Tower Hill and Railway Station	J. Irons	Horse or vehicle	2	12 12 do	80 00		
Tracey Station and Railway Station	D. S. Duplisa	do	6	1 12 do	35 00		
Tracey Station and Traceyville	W. E. Morgan	do	6	6 12 do	40 00		
Wawelg and Railway Station	M. J. Greenlaw	On foot	1	6 12 do	20 00		

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Weldford and Railway Station .....	B. B. Bailey .....	Optional.....	1	18	7 months (to Oct. 31, 1886) .....	\$ 81 08
do .....	do .....	do .....	1	24	do from .....	68 33
Welsford and Railway Station .....	H. W. Wood .....	On foot .....	1	18	do (to June 30, 1886) .....	28 12
do .....	do .....	do .....	1	12	do from .....	58 25
Woodstock and Houlton U.S. ....	F. W. Bull .....	Vehicle .....	14	6	do .....	245 00
Woodstock and Railway Station .....	J. R. Tupper, jun. ....	do .....	1	36	do .....	225 38
					Total .....	\$54,660 89

H. A. WICKSTEED,  
Accountant.

A. W. MCLELAN,  
Postmaster-General.

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Campobello and Indian Island.....	W. O. Sulis.....	3	2	12 months (to March 31, 1887).....	\$ 100 00
Fredericton and Indian town.....	R R. Humphrey, Agent.	84	6	Season, 1888.....	535 00
Grand Manan and Eastport, U.S.....	W. E. Sulis.....	21	2 & 3	12 months (to March 31, 1887).....	1,111 59
St. John, Digby, N.S., and Annapolis, N.S.....	Nova Scotia Steamship Co	45 & 16	3	do do .....	10,000 00
St. John and Eastport, U.S.....	International do ...	45	2 & 3	do do .....	1,200 00
St. John and Eastport, U.S.....	J. Murchie.....	30	2 & 3	do do .....	300 00
				Total.....	\$13,246 59

A. W. MCLELLAN,  
Postmaster-General..

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Albert County Railway .....	48	6	12 months (to March 31, 1887) .....	\$ cts. 2,119 69
Chatham Branch Railway .....	9	2½	do do .....	896 00
Elgin Branch Railway .....	14	6	do do (to Sept. 30, 1886) .....	175 81
Elgin, Petitcodiac and Havelock Railway .....	13	6	do do .....	27 04
do .....	27	6	do do (to March 31, 1887) .....	326 96
Grand Southern Railway .....	82½	6	do do .....	2,036 76
Intercolonial Railway (within New Brunswick) .....	344	With varying frequency over different sections of the line .....	do do .....	44,730 00
do .....	27	6	do do .....	637 20
Kent Northern Railway .....	306	With varying frequency over different sections of the line .....	do do .....	28,813 72
New Brunswick Railway .....	20	6	15 days (to April 17, 1886) .....	60 00
New Brunswick and Prince Edward Island Railway .....	36	6	From Jan. 31 to April 29, 1887, with P. E. I Mails .....	732 00
do .....			do do .....	760 00
St. John Bridge and Railway Extension Co. ....	1½	As required .....	12 months (to March 31, 1887) and arrears .....	
			Total .....	\$31,305 20

A. W. MCLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, D.—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge .....	Mail bags, labels and repairs for Post Office Department.....	387	44
R. S. Montgomery.....	Mail bags, rivet seals and repairs for Post Office Department.....	598	96
Pritchard & Andrews .....	Mail bag labels for Post Office Department.....	67	50
G. Bailey .....	Repairing mail locks for do .....	5	72
D. Brown .....	Mail bags and repairs for Post Office Inspector, St. John.....	59	92
"Sun" Publishing Co .....	Stencilling mail bags for Post Office Inspector, St. John.....	53	40
D. Brown .....	Repairing mail bags for Postmaster, St John .....	6	27
R. Cluff.....	do do Woodstock.....	1	75
	Total .....	\$1,180	96.

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF MANITOBA, &c.

REPORT No. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Adelphi and Killarney .....	C. Bate .....	Vehicle .....	20	2	3 months (from Jan. 1, 1887) .....	75 00
Alexander Station and Railway Station .....	O. T. Weatherley .....	On foot .....	1	12	do .....	30 00
Allaburn and Railway Station .....	H. M. Porteous .....	do .....	1	12	do .....	35 00
Allaburn and Rosburn .....	R. Ross .....	Vehicle .....	16	2	do .....	200 00
Allaburn and Shellmouth .....	F. Miller .....	do .....	42	2	do .....	310 00
Allasippi and Campbellville .....	G. Gray .....	do .....	8	12	(to Sept. 30, 1886) .....	80 75
Antler and Brandon .....	E. P. Sieder .....	do .....	109	1	(and arrears) .....	963 75
Antler and Carnduff .....	J. P. Carnduff .....	do .....	16	1	do .....	160 00
Archibald and Beaconsfield .....	G. Saunders .....	Optional .....	48½	2	do .....	690 00
Archibald and Clearwater .....	Stewart & Elliott .....	do .....	32	2	do .....	234 45
Archibald and Mowbray .....	W. Shields .....	Vehicle .....	26	2	do .....	548 92
Archibald and Musselboro' .....	do .....	Horse or vehicle .....	17½	1	do .....	145 00
Archibald and Railway Station .....	Maxwell & Beggs .....	Vehicle .....	12	12	do .....	260 00
Arden Station and Railway Station .....	M. E. Boughton .....	On foot .....	8	12	do .....	60 00
Arpatrick and Assesippi .....	R. H. Marshall .....	Horse or vehicle .....	30	Fortn'tly	do .....	110 00
Argyle and Stonewall .....	A. Guthrie .....	do .....	9	1	do .....	120 00
Arnaud and Railway Station .....	A. Hadow .....	Foot or vehicle .....	2½	3	do .....	75 00
Arrochar and Railway Station .....	R. McDonald .....	do .....	4	3	do .....	18 63
Arrow River and Beniah .....	W. Elliot .....	do .....	22	6	(from Sept. 1, 1886) .....	260 00
Assesippi and Shell River .....	W. Dunkin .....	Vehicle .....	15	2	do .....	300 00
Ash Creek and Morepano .....	R. Johnston .....	do .....	5	1	do .....	8 67
Assiniboine and Poplar Point .....	H. Armstrong .....	Horse or vehicle .....	4	2	(from Feb. 1, 1887) .....	100 00
Aubigny and Ste. Agathe .....	F. Roy .....	do .....	7	2	do .....	166 25
Austin and Railway Station .....	E. Broadfoot .....	Optional .....	12	12	(and arrears) .....	30 00
Aweme and Two Rivers .....	W. A. Lindsay .....	Vehicle .....	5	1	(to Sept. 30, 1886) .....	32 50
do .....	O. Bellhouse .....	do .....	5	1	from do .....	30 00
Baie St. Paul and Fortier .....	J. A. Fortier .....	do .....	7	1	(from Feb. 1, 1887) .....	13 33
Baie St. Paul and Railway Station .....	F. Chénier .....	On foot .....	1	12	do .....	62 60
Baiecarres and Indian Head .....	J. Morrison .....	Vehicle .....	30	1	do .....	845 00
Baigouie and Railway Station .....	A. R. Dickson .....	Optional .....	12	12	do .....	60 00
Balmorino and Binecarth .....	A. Fletcher .....	Horse or vehicle .....	5½	2	do .....	125 00
Balmoral and Pleasant House .....	R. Rutherford .....	Vehicle .....	18	1	do .....	200 00

Beimoral and Stonewall .....	do	Optional	7	2	12	do	140 00
Bruff and Railway Station .....	F. Woodworth	Foot or vehicle	4	4	1	do	6 30
do	do	do	4	12	9	do	75 00
Barnsley and Lintathen .....	J. Gienn	Vehicle	19	2	3	do	78 00
Barnsley and Railway Station .....	D. S. McNeill	do	4	3	do	do	7 50
Baswood and Fairmount .....	E. McGill	do	4	1	6	do	39 00
Batoche and Saskatoon .....	F. Clarke	do	55	Fortn'tly	12	do	450 00
Battleford and Swift Current .....	Leeson & Scott	do	193	Fortn'tly	12	do	4,000 00
Battleford and Fort Pitt, &c., also Calgary and Fort Saskatchewan .....	do	do	218, 90 & 198	do	do	do	16,061 84
Beauséjour and Brokenhead .....	E. A. Dugard	Foot or vehicle	14	1	5	do	54 17
Bever Creek and Railway Station .....	W. J. Thompson	Horse or vehicle	54	1	12	do	41 60
Bellevue and Warden .....	J. A. Schoenan	Optional	35	1	12	do	368 75
Benbecula and Wapella .....	D. Miller	Vehicle	8	1	12	do	40 00
Beniah and Elkhorn .....	G. H. Roswell	Horse or vehicle	25	2	12	do	469 00
Binscarth and Silver Creek .....	T. S. Rutherford	do	8	1	7	do	58 33
Bird's Hill and Snake Creek .....	do	do	124	1	5	do	65 10
Bird's Hill and Cook's Creek .....	J. S. McLeod	do	174	2	12	do	360 00
Bird's Hill and Railway Station .....	G. Chudleigh	do	4	6	12	do	125 20
Birtle and Moosomin .....	G. H. Bradshaw	Vehicle	37	2	12	do	570 00
Birtle and Solgirth Railway Station .....	H. M. Porteous	do	9	2	3	do	43 23
Birtle and Railway Station .....	W. G. L. Porteous	Optional	4	6	1	do	18 01
do	do	do	4	6	7	do	55 86
Birtle and Shellmouth .....	A. B. Wood	Vehicle	45	2	6	do	313 00
Birtle and Waiteigh .....	W. Hovey	Optional	8	1	12	do	100 00
Blythfield and Headingley .....	W. H. Mellow	Horse or vehicle	13	1	12	do	135 00
Boissevain and Desford .....	P. Robertson	Vehicle	24	2	3	do	52 00
Boissevain and Headip .....	G. F. Brown	do	184	2	3	do	78 00
Boissevain and Langvayle .....	W. B. Gillam	do	21	2	3	do	78 00
Boissevain and Railway Station .....	A. McKnight	Foot or vehicle	12	6	5	do	23 50
Boissevain and Wapaha .....	W. A. Munro	Vehicle	17	1	12	do	890 00
Boncurvia and Moosomin .....	W. A. Turrif	do	14	1	12	do	145 00
Bradwardine and Logoch .....	G. Levins	do	66	1	9	do	624 75
Brandon and Deloraine .....	S. A. Heaslip	do	27	2	3	do	130 00
Brandon and Minnewawa .....	H. M. Sage	Optional	17	1	12	do	130 00
Brandon and Pendenis .....	W. J. Sargent	Foot or vehicle	24	12	12	do	364 00
Brandon and Railway Station .....	H. M. Sage	Vehicle	24	2	9	do	322 50
Brandon and Rapid City .....	D. McNaught	do	334	2	6	do	156 00
Brandon and Souris .....	W. A. Dolmage	do	334	2	6	do	539 17
do	E. B. Kirchoffer	Optional	3	2	5	do	334 46
do	W. Vary	do	3	2	5	do	117 00
Brandon and Two Rivers .....	W. Telford	do	3	1	12	do	4 16
do	R. Osmpbell	do	6	1	12	do	29 00
Bridge Creek and Railway Station .....	D. Aitkin	Vehicle	12	6	do	do	80 00
Brierwood and Roden .....	H. I. Painter	Optional	13	6	do	do	705 00
Broadview and Railway Station .....	J. Clementson	do	104	1	9	do	100 00
do	A. E. Boake	Vehicle	54	2	6	do	100 00
Broadview and Wallace .....	do	Optional	54	2	6	do	100 00
Burtside and Railway Station .....	T. Oliver	do	54	2	6	do	100 00

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Burnside and Railway Station.....	W. A. McIntosh .....	Optional.....	57	2	6 months (from Oct. 1, 1886).....	90 00
Butterfield and Workman .....	W. A. Smith .....	Vehicle .....	22	1	9 do (to Dec. 31, 1886) .....	225 00
do .....	do .....	do .....	22	1	3 do from do .....	43 75
Cadareis and Minnedosa .....	do .....	do .....	6	2	12 do .....	155 00
Calf Mountain and Darlingford .....	F. Boulton.....	Optional .....	4	2	12 do .....	125 00
Calgary and Fort McLeod.....	J. Stewart.....	Vehicle .....	102	1	3 do (to June 30, 1886) .....	625 00
Calgary and High River .....	do .....	do .....	40	1	9 do from do .....	735 27
Calgary and Railway Station .....	G. C. King.....	Optional.....	7	6 & 12	5 do (to Aug 31, '86) & arrears .....	107 49
do .....	Douglas & Shirrett.	do .....	7	12	7 do from do .....	105 00
do .....	do .....	do .....	8	2	3 do (from Jan. 1, 1887).....	41 80
Camille and Treherne.....	W. Cooper.....	Vehicle .....	100	Monthly	1 do (to April 30, 1886) .....	100 00
do .....	C. P. Construction Co .....	Optional .....	100	12	12 do .....	60 00
do .....	do .....	On foot .....	100	3	3 do (to June 30, 1886) .....	39 00
Camrose and Railway Station .....	S. A. Gumpston .....	do .....	167	12	12 do .....	31 28
do .....	do .....	Foot or vehicle.....	167	2	12 do .....	250 00
Carberry and Railway Station .....	H. A. Perley.....	Vehicle .....	17	1	12 do .....	240 00
Carberry and Wellwood .....	J. W. Newton.....	Optional .....	13	1	12 do .....	150 00
Carlingville and Oak River .....	S. C. Drumore .....	Horse or vehicle.....	13	1	6 do (from Oct. 1, 1886) .....	41 63
Carlyle and Clare .....	T. Hislop .....	do .....	8	1	9 do (to Dec. 31, 1886) .....	60 00
Carlyle and Dennington .....	W. D. Kisley .....	do .....	8	1	3 do from do .....	20 00
do .....	E. Gurry.....	do .....	8	2	3 do (from Jan. 1, 1887) .....	26 00
do .....	J. Sutton.....	do .....	4	1	3 do .....	104 00
Carman and Salterville .....	R. Squires.....	Vehicle .....	40	1	3 do .....	30 00
Carnduff and Sourisford .....	D. Elliott .....	do .....	40	6	6 do (to Sept. 30, 1886) .....	16 00
Caron and Railway Station .....	J. G. McDonald .....	On foot .....	7	3	6 do from do .....	16 00
Carson and Railway Station .....	J. P. Taylor .....	do .....	7	3	6 do .....	16 00
do .....	G. C. Battiscombe.	do .....	21	1	12 do .....	170 00
do .....	E. Cars .....	Optional .....	16	1	7 do (to Oct 31, 1886) .....	91 00
Carssdale and Regina .....	G. Widmeyer .....	do .....	16	6	5 do (to Oct 31, 1886) .....	24 44
Cartwright and Clearwater .....	T. S. Menary .....	Foot or vehicle.....	14	1	20 days (from Oct 12, '86) .....	117 00
Cartwright and Railway Station .....	J. Dugan, jun .....	Horse or vehicle.....	6	1	12 do .....	169 30
Gastleavery and Shellmouth .....	D. Bick .....	do .....	8	2	12 do .....	62 60
Chater and Elton.....	P. Dickson .....	Optional.....	8	1	10 do (to Jan. 31, 1887) .....	68 32
Chater and Railway Station .....	A. M. Muckie.....	Horse or vehicle.....	8	2	2 do from do .....	26 67
Clandeboye and Selkirk.....	do .....	do .....	8	2	do .....	do

Location	Name	Vehicle	Days	Period	Amount
Clarkleigh and Minnewakan	J. Clark	Vehicle	10	from Jan. 1, 1887	21 25
Clarkleigh and Reburn	J. Clark, jun.	do	39	(to Feb. 28, 1887)	288 33
do	do	do	40	from do	27 35
Clearwater and Railway Station	R. Rogers	Foot or vehicle	6	20 dys. (from Oct. 12, '86)	38 66
Clearwater and Wakopa	G. Widmeyer	Vehicle	1	(to June 30, 1886)	112 50
do	do	do	4	(to Oct. 31, 1886)	160 66
do	do	do	1	.....	96 20
do	do	do	1	.....	130 00
do	do	do	2	.....	28 60
do	do	do	6	.....	28 60
do	do	do	3	.....	6 50
do	do	do	4	.....	6 50
do	do	do	8	.....	43 50
Dalton and Mail Catching Post	J. Parke	On foot	12	.....	30 00
Darlingford and Railway Station	D. Brown	Optional	6	.....	135 00
De Clare and Welwyn	J. Scott	Vehicle	1	.....	74 00
Deloraine and Railway Station	R. D. Martin	Foot or vehicle	6	(from Jan. 1, 1887)	12 50
Deloraine and Sourisford	H. McTavish	Vehicle	2	do	130 00
Deloraine and Waskada	M. Huycke	do	1	(to Dec 31, 1886)	266 34
do	R. Taylor	Foot or vehicle	12	.....	80 00
do	J. McCurdy	do	2	(to June 30, 1886)	12 50
do	do	do	3	from do	56 25
do	do	do	3	.....	39 00
Douglas Station and Railway Station	T. E. Greenwood	Optional	6	.....	52 25
Drumconnor and Railway Station	E. Brown	On foot	4	.....	104 00
Dunbow and Okotoks	R. A. Regg	Horse or vehicle	1	.....	47 33
Dunmore Junction and Railway Station	W. B. Higginson	On foot	12	14 dys. (to Jan. 14, '87)	47 33
do	do	do	24	17 dys. from do	22 80
East Selkirk and Railway Station	A. Purdy	Horse or vehicle	6	.....	100 00
East Selkirk and Selkirk	R. Comber	Optional	3	(from Oct. 1, 1886)	37 50
Edgeley Farm and Qu'Appelle Station	W. C. Cameron	Horse or vehicle	2	.....	200 00
Edmonton and St. Albert	Fielders & Osborne	Vehicle	2	.....	125 00
do	C. W. Wainwright	Optional	9	.....	100 00
do	J. McLeod	Foot or vehicle	12	.....	78 00
do	J. H. Van Whort	Horse or vehicle	2	.....	335 00
do	do	do	18	.....	182 00
do	C. Whitman	do	24	(to Sept. 30, 1886)	295 00
do	A. Simpson	Vehicle	24	from do	131 04
do	A. J. Bell	do	12	(to April 30, 1886)	187 80
do	J. Vaas	do	1	.....	11 66
do	S. Carson	do	25	from do	152 75
do	do	do	26	17 dys. (to Aug. 31, 1886)	12 00
do	do	do	25	4 months (to Dec. 31, 1886)	83 00
Fairmede and Wapella	A. H. Salmon	do	1	.....	182 00
Fairmount and Minnetons	E. McGill	Horse or vehicle	1	(to Sept. 30, 1886)	91 00
Fleming and Railway Station	M. Morrison	On foot	12	do	60 00
Forest Farm and Whitewood Station	S. Carson, jun.	Vehicle	1	(to Aug. 31, 1886)	49 58
Fort Alexander and Peguis	W. J. McLean	Optional	50	.....	91 00
do	M. Fontaine	do	6	(to Sept. 30, 1886)	91 00
do	do	do	6	from	91 00

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Fort Francis and Rat Portage.....	G. Lewis.....	Optional.....	160	Fortn'tly.....	12 months.....	960 00
Fort McLeod and Fort Gouna, U.S.....	I. G. Baker & Co.....	Vehicle.....	170	Fortn'tly.....	12 do.....	1,560 00
Fort McLeod and Lethbridge.....	Stewart Rancho Co.....	do.....	30	3 do.....	(to June 30, 1886).....	312 00
do.....	do.....	do.....	30	3 do.....	from.....	562 50
Fort McLeod and New Oxley.....	do.....	do.....	28	1 do.....	(from July 1, 1886).....	514 68
Fort McLeod and Pincher Creek.....	G. O. Ives.....	do.....	32	1 do.....	.....	570 00
Groux and Winnipeg.....	R. Ramsay.....	do.....	50	1 do.....	(to Jan. 31, 1887).....	450 00
do.....	do.....	do.....	50	1 do.....	from do.....	150 00
Glasstone and Golden Stream.....	D. McConnell.....	do.....	8	1 do.....	.....	78 00
Gladstone and Melvin.....	J. McGregor.....	Horse or vehicle.....	15	2 do.....	.....	225 00
Gladstone and Railway Station.....	J. Logie.....	Foot or vehicle.....	20	12 do.....	.....	180 00
Gladstone and Richmond.....	L. A. Dunning.....	Vehicle.....	20	1 do.....	.....	160 00
Gleichen and Railway Station.....	V. J. Beaufré.....	On foot.....	3	12 do.....	.....	60 00
Glenboro' and Grund.....	S. Christopherson.....	Vehicle.....	9½	2 do.....	(from Jan. 1, 1887).....	25 00
Glenboro' and Railway Station.....	J. Duncan.....	Foot or vehicle.....	4	3 do.....	do.....	7 50
Glenboro' and Sittakaw.....	F. W. Lipsett.....	Vehicle.....	4	2 do.....	do.....	26 00
Glenboro' and Stockton.....	A. F. Andrews.....	do.....	7	2 do.....	do.....	26 00
Glendale and Sewell.....	W. J. Litster.....	do.....	30	1 do.....	.....	418 00
Glendinning and Pilot Mound.....	J. M. Fraser.....	do.....	28	1 do.....	12 days (to Oct. 12, '86).....	173 09
Glendinning and Roseberry.....	do.....	do.....	29½ & 22	1 do.....	(from Jan. 1, 1887).....	113 84
Gonor and Railway Station.....	J. Gunn.....	On foot.....	5	2 do.....	.....	100 00
Gonor and Portage la Prairie.....	A. Creighton.....	Vehicle.....	5	1 do.....	(to Dec 31, 1886).....	780 00
Grange and St. Alphonse.....	J. A. DeCosse.....	Foot or vehicle.....	6	1 do.....	do.....	41 25
Green Ridge and Sarnaburn.....	L. G. Ramsay.....	Vehicle.....	11½	1 do.....	.....	125 00
Grenfell and Railway Station.....	R. Routh.....	do.....	11	1 do.....	.....	78 00
Grena and Railway Station.....	J. R. Hoffman.....	Foot or vehicle.....	4	12 do.....	.....	146 70
Greta and Reinfeld.....	J. Wieler.....	Vehicle.....	17	12 do.....	.....	211 00
Griswold Station and Railway Station.....	A. J. Leitch.....	do.....	4	12 do.....	.....	80 00
Griswold Station and Viola Dale.....	S. A. Bangs.....	do.....	42½	1 do.....	.....	590 00
Grund and Stockton.....	S. Christopherson.....	Horse or vehicle.....	11	1 do.....	(to Dec. 31, 1886).....	75 00
Haulan and Meadow Lea.....	O. Stewart.....	Optional.....	6½	1 do.....	.....	52 00
Hayward and Qu Appelle.....	H. H. Hayward.....	Vehicle.....	12	1 do.....	.....	130 00
High Bluff and Railway Station.....	J. A. Drummond.....	do.....	12	12 do.....	.....	60 00

Holmfield and Railway Station.....	T. S. Young.....	Foot or vehicle.....	6	5	do	20 dys (from Oct. 12, 1886)	28 40
Holmfield and Smith's Hill.....	do	Optional.....	2	5	do	4 days (to Mar. 19, 87)	43 13
Holland and Railway Station.....	J. Barr.....	Foot or vehicle.....	4	3	do	(from Jan. 1, 1887)	10 00
Hun's Valley and Minnetosa.....	J. Murchison.....	Vehicle.....	16	1	do	(from Nov. 1, 1886)	65 00
Hun's Valley and Murchison.....	do	do	6	1	do	(to Oct. 31, 1886)	5 00
Icelandic River and Peguis.....	S. Jonasson.....	Foot or vehicle.....	65	12	do	Fortn'tly	375 00
Ignace and Railway Station.....	W. H. Jackson.....	Vehicle.....	8	3	do	(to June 30, 1886)	6 25
do	do	do	8	3	do	from do	18 75
Indianford and Treherne.....	H. Hamilton.....	do	10	3	do	(from Jan. 1, 1887)	13 00
Indian Head and Railway Station.....	R. Orsawford.....	do	12	12	do		166 00
Joly and Otterburne.....	E. Vinette.....	Horse or vehicle.....	8	3	do		132 00
Joly and Steinbach.....	do	Vehicle.....	34	1	do		175 00
Kearwin Mills and Railway Station.....	A. Torrance.....	Optional.....	1	12	do		313 50
Killarney, Langrals and Souris City.....	O. Bate.....	Vehicle.....	93 & 15	9	do	(to Dec. 31, 1886)	562 50
Killarney, Glendinning and Wakopa.....	do	do	12 & 14	1	do	do	60 00
Killarney and Railway Station.....	do	Foot or vehicle.....	4	5	do	20 dys (from Oct. 12, 86)	24 41
Killarney and Rowland.....	J. Bate.....	Vehicle.....	60	2	do	(from Jan. 1, 1887)	51 00
Kinbrae and Moosomin.....	P. Cooke.....	do	10	3	do	(to Dec. 31, 1886)	460 00
Kinship and Puckahn.....	R. Pritchard.....	Horse or vehicle.....	25	9	do		263 00
Kinship and Westbourne.....	Smalley & Ohanter.....	do	65	12	do	(to Jan. 31, 1887)	60 00
do	O. Anderson.....	do	65	2	do	from do	41 33
Langburn and Seeburn.....	O. G. Miller.....	Vehicle.....	9	7	do	(from Sept. 1, 1886)	37 92
Larivière and Railway Station.....	W. H. Swales.....	On foot.....	4	2	do	(from Feb. 1, 1887)	8 67
Lebrat and Qu'Appelle.....	J. P. Magnan.....	Foot or vehicle.....	14	2	do		104 00
Lennox and Montefiore.....	E. Huycke.....	Vehicle.....	14	1	do	(from Jan. 1, 1887)	31 85
Lethbridge and Railway Station.....	H. F. Greenwood.....	Foot or vehicle.....	8	9	do	14 days (to Jan. 14, 87)	281 08
do	do	do	12	2	do	and arrears	54 88
Lithrathen and Roseisle.....	A. Beggs.....	Horse or vehicle.....	12	1	do	17 dys (from Jan. 14, 87)	44 30
Loon Creek and Qu'Appelle.....	W. Woolhouse.....	Vehicle.....	27	1	do	(from Oct. 1, 1886)	208 00
Lowestoft and Morden.....	W. H. Lowe.....	do	18	1	do		160 00
McGregor Station and Railway Station.....	T. R. Vardon.....	Optional.....	8	6	do		31 20
McGregor Station and Wellington.....	W. J. Thompson.....	Vehicle.....	8	1	do		73 80
McLean and Railway Station.....	J. B. Davis.....	On foot.....	13	12	do		160 00
Maple Creek and Railway Station.....	J. Dixon.....	Optional.....	12	12	do		166 00
Mariborough and Mouse Jaw.....	J. G. Beesley.....	Vehicle.....	14	1	do		104 00
Marionet and Regina.....	S. Beach.....	do	36	1	do	(to July 31, 1886)	130 00
do	do	do	40	1	do	from do	294 68
Marionet and Strasbourg.....	O. H. Hineck.....	do	16	1	do	(to Oct. 31, 1886)	66 66
do	J. Wolf.....	do	16	1	do	from do	68 33
Marvay and Railway Station.....	P. Butchart.....	do	5	4	do		168 00
Marringhurst and Ottenaw.....	W. Playfair.....	Horse or vehicle.....	15	1	do		134 80
Medicine Hat and Railway Station.....	T. Tweed.....	Optional.....	12	3	do	(to June 30, 1886)	81 20
do	do	do	12	9	do	from do	139 20

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Melbourne and Railway Station	W. G. Alcock	Optional	1 1/2	12	7 months (to Oct. 31, 1886)	18 87
do	do	do	1 1/2	6	do	5 00
Melgund and Souris	W. A. Dolmage	Vehicle	20	2	do (from Jan. 1, 1887)	100 00
Melita and Menota	E. P. Snider	Optional	4 1/2	11	do (to Feb. 28, 1887)	83 42
Miami and Nelson	J. Blair	Vehicle	10	2	do (from Jan. 1, 1887)	29 00
Millford and Ninette	J. Brown	Optional	13	1	do (to Sept. 30, 1886)	52 00
do	F. Alford	do	13	6	do	52 00
Millford and Sittakaw	J. Dowd	do	19	1	do (from Dec. 31, 1886)	108 75
Millford and Stockton	A. F. Andrews	do	10	2	do	56 25
Millard and Railway Station	J. McDougall	On foot	3	12	do	110 00
Minnedosa and Marchison	J. Murdochson	Vehicle	15	7	do (to Oct. 31, 1886)	85 75
Minnedosa and Railway Station	T. Royd	Foot or vehicle	20 1/2	8	do	104 00
Minnedosa and Scandinavia	J. Hemmingan	Vehicle	20	1	do (from Nov. 1, 1886)	63 60
Minnewawa and Souris City	J. Young	do	11	9	do (to Dec. 31, 1886)	93 75
Moffat and Wolf Creek	E. A. Banbury	do	9	2	do (to June 30, 1886)	50 00
do	do	do	9	2	do	93 00
Moline and Rapid City	D. McNaught	do	8	1	do	130 00
Montgomery and Whitewood Station	T. B. Donohoe	do	20	1	do	182 00
Moose Jaw and Railway Station	J. A. Whitmore	Optional	20	12	do	121 00
do	do	do	1	5	do (to Aug. 31, 1886, & arrears)	116 66
Moosomin and Railway Station	J. Daniel	do	1	12	do (from Aug. 31, 1886)	158 00
Moosomin and Redpath	J. Deavitt	Horse or vehicle	41	1	do	62 25
Morden and Railway Station	J. W. Driver	do	1	3	do (from Jan. 1, 1887)	63 60
Morden and Stodderville	J. Rinn	Foot or vehicle	10	2	do	71 50
do	J. Stodders	Vehicle	10	3	do (to June 30, 1886)	132 60
do	J. W. Kastner	do	10	2	do	64 16
Morris and Railway Station	J. W. Kastner	do	12	7	do (to Oct. 31, 1886)	10 00
do	do	do	12	2	do (to Dec. 31, 1886)	10 00
do	do	do	12	3	do	195 00
do	W. A. Russell	do	6	3	do	
do	F. Bernier	do	19 1/2	2	do	65 55
Morris and St. Jean Baptiste	do	do	22	2	do (to Feb. 28, 1887)	30 33
Napinka and Sourisford	E. Elliott	do	13	2	do	312 00
do	J. McIntyre	Optional	13	1	do	189 00
Neepawa and Oberon	P. Winter	do	12	1	do	
Neepawa and Orange Ridge	do	do	12	1	do	

Neepawa and Railway Station.....	do	.....	.....	8	12	do	104 00
Neepawa and Salisbury .....	do	Vehicle .....	.....	7	12	do	166 00
Nelson and Opawaka .....	R. Sample .....	Optional .....	.....	8 1/2	12	do	91 00
Nelson and Railway Station .....	J. Rinn .....	Vehicle .....	.....	9	12	do	468 00
Nelson and Saltville .....	G. Leary .....	do	.....	3 1/2	12	do	429 00
Newdale and Railway Station .....	J. L. Cook .....	Foot or vehicle .....	.....	2	9	do	67 00
Newdale and Raven's Glen .....	O. A. Rea .....	Vehicle .....	.....	7	12	do	52 00
Niterville and Wapaha .....	W. A. Munro .....	do	.....	9	6	do	50 59
Niterville and Railway Station .....	E. Penner .....	Optional .....	.....	12	12	do	25 00
Norman and Railway Station .....	H. Macaulay .....	On foot .....	100 yds.	12	6	do	50 00
Oakburn and Shoal Lake .....	J. A. Hamilton .....	Vehicle .....	.....	9	12	do	166 00
Oak Lake and Railway Station .....	T. Huddleston .....	Foot or vehicle .....	.....	17	12	do	136 00
Oakland and Portage la Prairie .....	J. Reid .....	Horse or vehicle .....	.....	8	12	do	104 00
Oak River and Tatoka .....	J. Brownridge .....	do	.....	24	12	do	104 00
Orsward and Raven Lake .....	W. Wagner .....	do	.....	2	3	do	39 00
Ossova and Poplar Point .....	J. Wagner .....	do	.....	7	9	do	119 25
do	F. L. Ewing .....	do	.....	7	12	do	26 00
Otterburne and Railway Station .....	J. L. Ewing .....	do	.....	12	12	do	26 00
Parkin and Wapella .....	R. Reid .....	Vehicle .....	.....	12	12	do	100 00
Parklands and Qu'Appelle .....	T. Murray .....	Optional .....	.....	11	12	do	75 00
Pacqua and Railway Station .....	J. Brookfield .....	On foot .....	.....	6	6	do	36 00
do	H. U. Rolison .....	do	.....	6	6	do	36 00
Peguis and Selkirk .....	J. McNabb .....	Horse or vehicle .....	6 1/2	12	12	do	160 00
Pemrith and Virden .....	W. F. Scarth .....	Vehicle .....	15	1	12	do	166 61
Pense and Railway Station .....	P. Bull .....	On foot .....	.....	12	2	do	13 00
do	A. Blair .....	do	.....	12	10	do	65 00
Plasant Forks and Wolf Creek .....	J. M. Peregrine .....	Optional .....	30	1	12	do	308 88
Pigeon Lake and Winnipeg .....	E. Bourke .....	Vehicle .....	25	2	12	do	645 00
Pilot Mound and Railway Station .....	J. M. Fraser .....	Foot or vehicle .....	.....	2	5	do	24 44
Pilot Mound and Roseberry .....	do	Vehicle .....	22	2	2	do	76 08
Poplar Point and Railway Station .....	H. Armstrong .....	Foot or vehicle .....	.....	6	10	do	41 66
do	do	do	.....	12	2	do	14 00
Portage la Prairie and C. P. Railway Station .....	S. Rayner .....	Optional .....	1	12	2	do	268 75
do	W. W. Miller .....	do	.....	12	3	do	56 25
Portage la Prairie and M. & N. W. Railway Station .....	do	Vehicle .....	.....	12	9	do	225 00
do	do	do	.....	12	3	do	56 25
Prince Albert and Puckahn .....	R. Pritchard .....	Horse or vehicle .....	15	1	12	do	148 00
Prince Albert and Qu'Appelle Station .....	Leeson & Scott .....	Vehicle .....	263	1	12	do	7,900 00
Qu'Appelle and Qu'Appelle Station .....	L. W. Mulholland .....	Optional .....	.....	6	6	do	546 00
do	A. G. Hamilton .....	do	.....	18	6	do	285 00
Qu'Appelle Station and Railway Station .....	J. Grieve .....	do	.....	12	6	do	140 85
do	A. G. Hamilton .....	do	.....	12	6	do	72 50
Rat Portage and Railway Station .....	W. Oliver .....	do	.....	24	12	do	250 00
Raven Lake and Shoal Lake .....	T. Parkinson .....	Vehicle .....	4	2	12	do	156 00
Reburn and Railway Station .....	W. J. Paterson .....	Optional .....	.....	12	12	do	156 25



REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
						\$ cts
Reburn and Woodlands	J. Porteous	Vehicle	13	2	12 months	99 48
Redpath and Sumner	W. A. Simpson	Horse or vehicle	11	1	9 do (to Dec. 31, 1886)	75 00
Regina and Railway Station	J. C. Irvine	Optional	4	12	12 do	312 00
Reinland and Schanzefeldt	B. Loewen	Vehicle	9	1	12 do	70 00
Richard and Winnipeg	J. Hourie	do	37	2	12 do	590 00
Rose Plain and Tregarva	P. B. Kelly	do	5	1	4 do (to July 31, 1886)	17 33
Rosser and Railway Station	P. J. Sherlock	Foot or vehicle	4	12	12 do	30 00
Routhwaite and Strathene	G. Stewart	Optional	4	2	12 do	100 00
Ste. Agathe and Winnipeg	V. Olivier	Horse or vehicle	25½	2	12 do	420 00
St. Boniface and Winnipeg	V. Petrim	Vehicle	1	12	12 do	350 00
Seeburn and Toddburn	U. E. Miller	do	9	1	5 do (to Aug. 31, 1885)	27 03
Saskirk and Winnipeg	J. McNabb	do	22½	3	12 do	730 00
Sawell and Railway Station	G. R. Lister	Optional	3	12	12 do	30 00
Shadell and Thornhill	R. Sweet	Horse or vehicle	3½	2	12 do	182 00
Shoal Lake and Railway Station	M. W. Thompson	Foot or vehicle	1	8	12 do	65 00
Sidney and Railway Station	T. Babb	Optional	1	2	5 do	52 00
Silver Spring and Railway Station	R. Armstrong	Vehicle	37	2	20 dys. (from Oct. 12, '86)	61 11
Silverton and Railway Station	L. Lepage	On foot	8	12	2 do (to May 31, 1886)	10 00
Souris and West Hall	A. J. Thompson	Vehicle	20	6	12 do	156 00
Stonewall and Railway Station	C. V. Toule	Optional	4	6	12 do	47 10
Stonewall and Wavy Bank	J. Graham	do	8	1	12 do	75 00
Stony Mountain and Railway Station	A. Ferry	Vehicle	1	2	12 do	100 00
Strathclair and Railway Station	P. Butchart	do	6	12	12 do	156 00
Strathclair Station and Railway Station	H. M. Clark	Foot or vehicle	8	4	4 do (from Dec. 1, 1886)	13 33
Summerberry and Railway Station	J. Love	On foot	1	12	12 do	60 00
Swift Current and Railway Station	W. G. Knight	do	1	12	12 do	96 00
Thornhill and Railway Station	W. Bradley	Foot or vehicle	1	12	12 do	39 00
Touchwood-Hills and Wishart	J. E. Putnam	Optional	10	1	13 do	60 00
Treherne and Railway Station	W. H. Smith	Vehicle	4	4	3 do (from Jan. 1, 1887)	13 00
Turtle Mountain and Railway Station	J. A. Brondeest	do	24	2	3 do do	26 00
Turtle Mountain and Wakopa	A. Stewart	do	25	1	9 do (to Dec. 31, 1886)	300 00
Vermillion Bay and Railway Station	J. Gregg	do	6	2	6 do 15 dys. (to Oct. 15, '86)	32 44

Item	W. F. Scarth	Optional	100	12	12	12	do	78 00
Virden and Railway Station	T. G. Lyons	Optional	100	1	3	do	(from Jan. 1, 1887)	171 00
Wallace and Whitehead Station	E. P. Benoit	Vehicle		12	12	do		60 00
Wapella and Railway Station	A. G. Smalley	Optional		12	12	do		75 00
Westbourne and Railway Station	T. G. Corregan	Foot or vehicle		12	12	do		130 00
Whitemouth and Railway Station	T. G. Lyons	Optional		12	12	do		77 75
Whitehead Station and Railway Station	J. King	Foot or vehicle	1	As req.	7	do	(to Dec. 31, 1886)	2,142 50
Winnipeg and Railway Station	J. Sheppard	Vehicle	1	74	3	do	from do	233 80
do	J. Sheppard	do			7	do	to do	87 50
Winnipeg—Transferring mails at Railway Station	J. Sheppard	do			3	do	from do	75 00
do	P. Lamb	Vehicle		21	9	do	to do	1,058 22
Winnipeg and Street Letter Boxes	J. O. Powell	do		21	1	do	(to Jan. 31, 1887)	58 33
do	do	do		21	14	do	(to Feb. 14, 1887)	27 61
do	do	do		21	1	do	(to Dec. 31, 1886)	90 00
do	do	do		28	9	do	14 days (to Feb. 14, 1887)	112 50
Winnipeg and Street Newspaper Boxes	P. Lamb	do		12	12	do	(to Dec. 31, 1886)	112 50
Winnipeg and Letter Box at Richardson's Corner	J. P. Dill	Optional		1	12	do	do	100 00
Wolf Creek and Railway Station	J. Hallett	do		6	3	do	(to June 30, 1886)	52 00
Woodlands and Woonona	J. Orr	On foot	6	4	9	do	from do	7 50
Woodside and Railway Station	N. Morrison	do				do		22 50
do								
Total								\$85,148 99

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canadian Pacific Railway (within Manitoba, &c, excepting from Calgary to B.O. boundary) .....	1,388½	With varying frequency over different sections of the line .....	12 months (to March 31, 1887) .....	\$ 64,901 33
Manitoba and North-Western Railway .....	138	4	do .....	4,535 72
North-West Coal and Navigation Co .....	109	3	do .....	1,473 20
			Total .....	\$60,910 25

A. W. MCLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, E—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, etc., in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge .....	Mail bags, labels and repairs for the Post Office Department ...	294	87
R. S. Montgomery.....	Mail bags, rivet seals and repairs for do ...	51	89
E. Chanteloup .....	Brass mail locks for do ...	51	00
G. Bailey .....	Repairing mail locks for do ...	5	80
R. S. Montgomery.....	Fitting rivet seal locks on mail bags for Post Office Inspector, Winnipeg .....	9	00
E. Chanteloup .....	Mail lock keys for Post Office Inspector, Winnipeg .....	5	00
	Total .....	\$417	56

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 2, F.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Alberni and Nanaimo .....	W. Watt .....	Optional .....	68	1 & f'tly.	1 month (to April 30, 1886) .....	47 92
do .....	do .....	do .....	68	1 & f'tly.	11 months from do .....	550 00
Aldergrove and Montt Lehman .....	G. Stroebel .....	do .....	9	1	do .....	100 00
Alkali Lake and Clinton .....	N. Hanlon .....	do .....	80	1 & f'tly.	do .....	1,000 00
Asberoft and Railway Station .....	H. P. Cornwall .....	do .....	2	2	do .....	104 00
Asberoft Station and Parkerville .....	B. C. Express Co. ....	Horse or vehicle.	279	1	do (to May 31, 1887) .....	18,540 00
Asberoft Station and Lillooet .....	do .....	do .....	77	1	do .....	5,460 00
Asberoft Station and Railway Station .....	T. G. Kirkpatrick .....	Optional .....	50 yds.	2	do (to June 30, 1886) .....	40 00
do .....	do .....	do .....	200 yds.	12	do from do .....	135 00
Parkerville and Harvey Creek .....	F. Little .....	do .....	50	1 & f'tly.	do .....	790 00
Reaver Point and Burgoyne Bay .....	A. McLennan .....	do .....	10	1	do .....	150 00
Roston Bar and Railway Station .....	P. Fink .....	do .....	100 yds.	2	do .....	24 00
Burrard Inlet, Granville and New Westminster .....	W. B. Townsend .....	Stage .....	9	6	do (to June 30, 1886) .....	180 00
Chemains and Railway Station .....	A. R. Johnson .....	Optional .....	1	6	do (from Oct. 1, 1886) .....	60 00
Chilcoot and Soda Creek .....	J. Salmon .....	do .....	40	f'tly & mo.	do .....	250 00
Chilliwack and Railway Station .....	G. R. Ashwell .....	do .....	5	4	do (from July 1, 1886) .....	470 00
Corfield and Railway Station .....	G. T. Corfield .....	do .....	1 1/2	1	do (from Mar. 1, 1887) .....	10 00
Coutlee and Granite Creek .....	J. J. McDonell .....	do .....	65	1	do 10 dys. (to Aug. 10, '86) .....	450 00
Cowichan and McPherson Station .....	J. Jones .....	do .....	.....	.....	Special trips .....	4 00
Cranbrook and Donald .....	E. Bray .....	do .....	200	8 per ann.	9 months (from July 1, 1886) .....	750 00
Donald and Railway Station .....	G. H. Presswell .....	do .....	1	12	do .....	180 00
Douglas Lake and Quichena .....	R. McRae .....	Horse or vehicle.	20	1	do (to Jan. 31, 1887) .....	208 33
Duck and Pringle and Railway Station .....	I. Duck .....	Optional .....	300 yds.	6	do (from Jan. 1, 1887) .....	15 00
Elgin and New Westminster .....	W. C. McDougall .....	do .....	12	1	do .....	120 00
Emory and Railway Station .....	F. W. Geister .....	do .....	80 yds.	2	do 15 dys. (to July 15, '86) .....	14 58
Emory and Yale .....	do .....	do .....	5	3	do 16 dys. from do .....	74 00
Esquimalt and Victoria .....	W. G. Bowman .....	Vehicle .....	3	24	do .....	400 00

Item	Person	Optional	107	fortn'y.	3 do	12 do	240 00
Farwell and Shuswap	A. McByran	do	4	2	do	60 00	
Ferry Coombe and Railway Station	L. A. Agassiz	do	4	2	do	60 00	
Gabriola Island and Wharf	A. Shaw	do	22	2	do	60 00	
Goldstream and Victoria	J. Phair	Stage	12	2	do	110 00	
Granite Creek and Hope	J. Wardle	Optional	80	1 & f'ly.	do	320 00	
Granville and New Westminster	W. B. Townsend	do	12	3	do	117 00	
Hall's Prairie and New Westminster	H. T. Thrift	do	23	1	do	235 00	
Harrison's River and Railway Station	J. Baker	do	4	2	do	60 00	
Hope and Railway Station	J. M. Drummond	do	2	2	do	26 00	
do	J. Wardle	do	2	5	do	96 00	
Johnson's Landing and Matequi	R. C. Garner	do	57	2	do	127 50	
Johnson's Landing and Railway Station	do	do	24	2	do	29 08	
Kamloops and Okanagan Mission	A. Schubert	Horse or vehicle	120	1	do	1,200 00	
Kamloops and Railway Station	A. J. Venn	Optional	1	12	do	288 00	
do	T. Hornley	do	1	9	do	2 00	
Kamloop's and Savona's Ferry	B. C. Express Co.	do	25	2	do	195 00	
Kamloops and Subsway	A. McByran	Horse or vehicle	35	1	do	130 00	
Kamloops and Spence's Bridge	B. C. Express Co.	do	100	1	do	825 00	
do	J. Clark	do	100	1	do	450 00	
do	C. Crosier	Optional	30	3	do	10 00	
Kootenay and Pen-d'Orelle, U.S.	E. Bray	do	150	8 per ann.	do	245 00	
Ladner's Landing, Lulu Island and New Westminster	T. McNeely	do	4	Special trips	do	50 00	
Langley and Railway Station	K. Morrison	do	4	9 months (from July 1, 1886)	do	378 00	
Langley and Steamer	H. Wark	do	1,013	Special trips	do	5 00	
Lytton and Railway Station	L. Cuvreau	do	3	12 months	do	60 00	
McPherson's Station and Railway Station	G. Jones	do	70	6	do	3 33	
Maple Bay and Quamitchan	W. P. Jaques	do	4	2	do	37 50	
Maple Bay and Railway Station	J. Kier	do	6	2	do	30 00	
Maple Bay and Somenos	do	do	10	2	do	87 50	
Maple Ridge and Railway Station	G. Howison	do	1	2	do	32 70	
Matqui and Railway Station	J. Fretheway	do	25	12	do	90 00	
Metchoin and Victoria	J. Parker	Vehicle	25	1	do	250 00	
Mount Lehman and Railway Station	E. J. Thompson	Optional	5	4	do	310 00	
Nanaimo and Railway Station	J. Ganner	do	7	12	do	90 00	
Nanaimo and Wellington	do	Stage	7	6	do	60 00	
do	do	do	7	6	do	120 00	
New Westminster and Fort Moody	J. W. Sexsmith	Horse or vehicle	6	3	do	136 50	
do	do	do	6	4	do	469 00	
do	W. R. Austin	do	6	6	do	235 00	
do	do	do	6	4	do	67 50	
New Westminster and Railway Station	J. O'Halloran	Optional	12	4	do	23 00	
do	do	do	4	Special trips	do	1 00	

REPORT No. 2, F—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
New Westminster and Vancouver .....	W. B. Townsend.....	Stage.....	12	6	9 months (from July 1, 1886).....	845 00
North Saanich and Victoria .....	E. Simpson.....	do .....	24	2	12 do .....	445 00
Okanagon Mission and Osoyoos .....	E. Lequins .....	Horseback .....	70	1 p. m'th	12 do .....	300 00
Outer Point and Victoria.....	T. Tugwell.....	Horse or vehicle.....	30	1	12 do .....	200 00
Port Hammond and Port Harvey.....	D. Dockstader .....	Optional .....	2	3	9 do (from July 1, 1886).....	112 00
Port Hammond and Railway Station .....	W. J. Harris .....	do .....	100 yds.	3	12 do .....	60 00
Port Harvey and Railway Station.....	D. Dockstader .....	do .....	40 yds.	2	3 do 15 days (to July 16, '86).....	5 84
Port Moody and Railway Station .....	D. B. Grant .....	do .....	1	2	3 do (to June 30, 1886).....	30 00
do .....	do .....	do .....		12	9 do from .....	180 00
Quamichan and Railway Station.....	W. P. Jaynes.....	do .....	1 1/2	2	6 do (from Oct 1, 1886).....	90 00
Revelstoke and Railway Station.....	A. McIntyre.....	do .....	1/2	12	9 do (from July 1, 1886).....	272 00
Salt Spring Island and Wharf .....	J. Broadwell.....	do .....	3	2	12 do .....	100 00
Savona's Ferry and Railway Station .....	G. C. McGuire.....	do .....	30 yds.	2	13 do .....	43 34
Shuswap and Railway Station .....	A. McBryan .....	do .....	200 yds.	6	9 do (from July 1, 1886).....	45 00
Somenos and Railway Station .....	J. Kier .....	do .....	1 1/2	6	6 do (from Oct. 1, 1886).....	90 00
Spence's Bridge and Railway Station .....	D. O'Hara.....	do .....	50 yds.	2	8 do (to Nov. 30, 1886).....	33 33
do .....	J. Murray.....	do .....	4	12	4 do from .....	33 33
Sumas and Railway Station .....	D. W. Miller.....	do .....	4	5	9 do (from July 1, 1886).....	374 00
Sumas and Upper Sumas .....	E. Barker .....	do .....	1 1/2	1	12 do .....	200 00
Vancouver and Wharf .....	E. A. Berry .....	do .....	1/2	12	9 do (from July 1, 1886).....	233 00
Victoria and Railway Station .....	W. G. Bowman.....	do .....	1 1/2	12	6 do (from Oct. 1, 1886).....	157 00
Victoria and Wellington .....	J. Ganner.....	Vehicle .....	7	2	6 do (to Sept. 30, 1886).....	60 00

Victoria and Wharf. ....	Victoria Transfer Co. ....	Optional. ....	$\frac{1}{2}$	12	8 do 22 dys (from July 10, '86) Special trip .....	232 00 6 75
do .....	D. Banfield .....	do .....	$\frac{1}{2}$	.....	.....	
Whonock and Railway Station .....	N. Oliver. ....	do .....	$\frac{1}{2}$	6	9 months (from July 1, 1886).....	45 00
Yale and Railway Station .....	F. Brown. ....	do .....	100 yds.	2	6 do (to Sept. 30, 1886) .....	30 00
do .....	W. Teague. ....	do .....	100 yds.	12	6 do from do .....	30 00
					Total. ....	\$41,677 83

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 2, F—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Burrard Inlet and Vancouver .....	J. Van Bramer.....	8 r. t.	6	3 months (to June 30, 1886) .....	\$ 125 00
do .....	B. I. Steam Ferry and Nav. Co. ....	8 r. t.	6	9 do (to March 31, 1887) .....	375 00
Comox, Nanaimo and New Westminster .....	W. Rogers.....	100	1	12 do .....	3,000 00
Fort Simpson and Victoria .....	J. D. Warren.....	600	1 p month.	12 do .....	2,000 00
Kamloops and Savona's Ferry.....	J. A. Mara.....	26	2	3 do (to June 30, 1886).....	440 00
Nanaimo and Victoria.....	People's Steam Nav. Co.....	75	3	6 do (to Sept. 30, 1886) .....	1,400 00
do .....	do .....	75	2s, 1 w.	6 do (to March 31, 1887) ....	900 00
New Westminster and Sea Island .....	W. F. Stewart.....	15	1	12 do .....	245 00
New Westminster, Victoria and Fraser River .....	C. P. Navigation Co.....	150	As req.	3 do (to June 30, 1886).....	3,750 00
New Westminster and Victoria.....	do .....	75	3	8 do 11 days (to Mar.11, 1887) .....	5,555 55
Port Moody and Victoria .....	C. P. Railway Co .....	.....	.....	9 do (to March 31, 1887)....	12,000 00
Victoria and Port Towasend, U.S.....	Oregon Railway and Navigation Co .....	40	6	12 do .....	8,000 00
				Total .....	\$37,790 65

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, F—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1887.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canadian Pacific Railway Contractors (Port Moody and Savona's Ferry) .....	213	2	4 months (to June 30, 1886) .....	\$ 1,527 00
Canadian Pacific Railway (British Columbia Division) .....	638½	6	9 do (to March 31, 1887) .....	21,470 78
Esquimalt and Nanaimo Railway Co. ....	73	6	6 do .....	1,812 16
Total .....				\$24,809 94

H. A. WICKSTEED,  
Accountant.

A. W. McLELAN,  
Postmaster-General.

**REPORT No. 2, F—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1887.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
S. & H. Borbridge .....	Mail bags, labels and repairs for Post Office Department.....	276	05
R. S. Montgomery .....	do and repairs do .....	4	61
E. Chanteloup.....	Brass mail locks do .....	25	50
G. Bailey.....	Repairing mail locks do .....	5	17
Pritchard & Mingard.....	Mail bag labels for do .....	0	75
	Total.....	\$312	08

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Albany and Tryon viâ North Tryon.....	G. Crawford.....	Vehicle.....	4½ & 1½	2 & 3	12 months.....	100 00
Alberton and Kildare.....	R. Taphin.....	Optional.....	10	2	do.....	60 00
Alberton and Lot 6.....	W. Hardy.....	Horse or vehicle.....	6	2	do.....	60 00
Alberton and Railway Station.....	T. Keefe.....	Optional.....	1	12	do.....	60 00
Alma and Railway Station.....	J. Mountain.....	On foot.....	1	2	do.....	20 80
Argyle Shore and Bonshaw.....	C. Morrow.....	Horse or vehicle.....	3	2	do.....	26 00
Armadale and Railway Station.....	H. A. McPhee.....	On foot.....	1	3	do.....	20 00
Baldwin's Road and Perth Station.....	D. Reid.....	Optional.....	1½	2	do (to Sept. 30, 1886).....	9 00
do.....	do.....	do.....	1½	2	do from do.....	10 40
Bangor and Morell Station.....	W. Jardine.....	do.....	4	2	do.....	39 00
Bay Fortune and Souris East.....	J. McKie.....	do.....	10½	2	do.....	88 00
Beach Point and Montague Bridge.....	A. Martin.....	Horse or vehicle.....	22	2	do.....	460 00
Bear River and Clear Springs.....	C. McDonald.....	Vehicle.....	8	3	do.....	108 00
Bear River and Railway Station.....	D. Costello.....	On foot.....	1	3	do.....	15 60
Bedeque and Charlottetown.....	A. M. Foy.....	Vehicle.....	4½	3	do.....	719 00
Bedeque and Sea Cow Head.....	W. A. Noonan.....	Horse or vehicle.....	4½	3	do.....	46 80
Bedeque and Summerside.....	T. Glover.....	Vehicle.....	11	3	do.....	115 00
Belfast and Garfield.....	G. McKenzie.....	Optional.....	3	2	do (to June 30, 1886).....	6 25
do.....	A. Martin.....	do.....	3	2	do from do.....	22 50
Belfast and Point Prim.....	A. Martin.....	Horse or vehicle.....	6½	3	do.....	49 92
Belfast and Vernon River.....	G. O'Neill.....	Vehicle.....	9	2	do.....	120 00
Big Marsh and Head of St. Peter's Bay.....	J. A. Lewis.....	Optional.....	8½	3	do (to Sept. 30, 1886).....	31 20
do.....	A. D. Cummings.....	do.....	8½	2	do from do.....	31 20
Bloomfield and Railway Station.....	J. O'Halloran.....	Horse or vehicle.....	2	2	do.....	55 00
Bloomfield Station and Railway Station.....	F. Peters.....	On foot.....	1	3	do.....	25 00
Blooming Point and Tracadie Cross.....	A. Rattray.....	Optional.....	4½	6	do (to June 30, 1886).....	10 00
do.....	J. B. McDonald.....	do.....	4½	2	do from do.....	26 04
Bonshaw and Nine Mile Creek.....	A. McDonald.....	Horse or vehicle.....	12	2	do.....	64 00
Brown's Creek and Whim Road Cross.....	J. McDonald.....	Optional.....	1½	2	do.....	26 09

REPORT No. 2, G—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Caledonia and Iris .....	A. Beaton .....	Optional .....	3	2	12 months .....	\$ 32 00
Caledonia and Orwell .....	M. Martin .....	Vehicle .....	10	3	do .....	154 00
Caledonia and Rona .....	J. McLeod .....	Horse or vehicle .....	4	2	do .....	32 00
Cape Egmont and Fifteen Point .....	L. D. Gallant .....	Optional .....	11	2	do .....	41 80
Cape Traverse and County Line .....	J. W. Hughes .....	do .....	11	2	Special trips .....	12 00
Cape Traverse Railway Station and Ice-boat House .....	A. Strang .....	do .....	16	As req. .....	Season, 1886-87 .....	24 84
Cape Traverse and Summerside .....	Sirang & Howatt .....	Vehicle .....	15	do .....	Part of season 1886-87 .....	27 00
do .....	M. Nuttall .....	do .....	15	do .....	Balance of do (less fine) .....	70 80
Cape Wolfe and Lot 4 .....	J. T. Cook .....	Horse or vehicle .....	6	2	do .....	31 00
do .....	J. J. Fish .....	do .....	6	2	6 months (to Sept. 30, 1886) .....	31 00
do .....	J. J. Sigsworth .....	Optional .....	6	2	do from do .....	52 00
Cardigan Bridge and Corraville .....	M. McAuley .....	do .....	4	2	do .....	41 60
Cardigan Bridge and Head of Cardigan .....	J. J. Campbell .....	Vehicle .....	13 $\frac{1}{2}$	3	do .....	289 46
Cardigan Bridge and Lot 56 .....	H. McPhee .....	Optional .....	3	2	do and arrears .....	33 33
Cardigan Bridge and Mitchell River .....	J. McVeane .....	On foot .....	1	12	do (from June 1, 1886) .....	18 72
Cardigan Bridge and Railway Station .....	J. Smith .....	do .....	1	3	do .....	18 72
Cardigan and Hunter's River .....	J. White .....	Vehicle .....	31 r. t.	3	do .....	162 48
Charlottetown and Railway Station .....	T. L. Chappelle .....	do .....	1	As req. .....	do .....	331 63
Charlottetown and Rocky Point .....	J. Smith .....	Optional .....	24	2	do .....	42 54
Charlottetown and Vernon River .....	G. Shillphart .....	Vehicle .....	14 $\frac{1}{2}$	6	do .....	475 00
Cherry Valley and China Point .....	M. Gleeson .....	Optional .....	3	2	do .....	30 00
Clermont and Kensington .....	A. McLellan .....	do .....	2	2	do .....	33 00
Clinton and New London .....	G. McKay .....	do .....	2 $\frac{1}{2}$	2	do .....	28 00
Clyde Station and Railway Station .....	E. Grabe .....	do .....	1 $\frac{1}{2}$	3	do .....	5 00
do .....	do .....	do .....	1 $\frac{1}{2}$	3	do from do .....	7 00
Coleman and Railway Station .....	A. McKinnon .....	do .....	1 $\frac{1}{2}$	3	do (from Oct. 1, 1886) .....	15 80
Coleman and Western Road .....	P. Reid .....	do .....	2 $\frac{1}{2}$	2	do .....	12 80
Commercial Road and Peter's Road .....	W. D. Johnston .....	do .....	2 $\frac{1}{2}$	2	do .....	30 00
County Line and Graham's Road .....	A. Oagh .....	Horse or vehicle .....	7	3	do .....	96 00
County Line and Railway Station .....	M. S. Hughes .....	Optional .....	8	12	do and extra trips .....	67 40
County Line and Somerset .....	J. T. Murphy .....	Vehicle .....	5	2	do .....	103 00
Covehead Road and Grand Tracadie .....	S. McDonald .....	Horse or vehicle .....	5	2	do .....	65 00
Darlington and Kelly's Cross .....	P. Treanor .....	Vehicle .....	8	3	do .....	90 00

Darlington and New Wiltshire .....	J. T. McLeod .....	Optional .....	1	2	12	do	16 00
Darlington and Princetown Road .....	D. L. McLeod .....	do .....	3	2	12	do	18 00
Darlington and Railway Station .....	do .....	do .....	3	6	12	do	35 00
Darlington and Rose Valley .....	do .....	do .....	8	3	12	do	90 00
Darnley and Kensington .....	J. Glover .....	Vehicle .....	12	3	12	do	190 00
Dromore and Railway Station .....	J. McCabs .....	Optional .....	2	2	12	do	26 00
East Baltic and Red Point .....	D. McEachren .....	Horse or vehicle .....	4	2	12	do	30 00
East Point and Souris, East .....	R. Kennedy .....	On foot .....	15	3	12	do	108 00
Elliot's Mills and Railway Station .....	R. Elliott .....	Optional .....	16	3	12	do	16 60
Elliotvale and Peake's Station .....	J. Edmonds .....	do .....	3	2	12	do	27 00
Elmira and South Lake .....	L. McDonald .....	do .....	2	2	12	do	23 82
Elmdale and Railway Station .....	L. Rennie .....	On foot .....	16	3	6	do	7 80
do .....	J. Adams .....	do .....	16	3	6	do	5 50
Emyvale and North River .....	P. McCardel .....	Horse or vehicle .....	8	1	12	do	52 00
Farmington and Head St. Peter's Bay .....	E. Power .....	Vehicle .....	5	2	12	do	50 00
Farmington and Mansfield .....	M. Sullivan .....	Optional .....	3	2	6	do	13 00
do .....	L. Bolan .....	do .....	3	2	3	do	6 50
Fifteen Point and Miscouche .....	G. Des Roches .....	Vehicle .....	9	2	12	do	95 00
Flat River and Selkirk Road .....	J. Callaghan .....	Optional .....	6	2	12	do	40 00
Forest Hill and Head St. Peter's Bay .....	R. Matheson .....	do .....	4	2	12	do	49 00
Fredricton and Railway Station .....	J. Weeks .....	On foot .....	16	3	12	do	18 00
Freetown and Lower Freetown .....	T. Taylor .....	Horse or vehicle .....	2	2	12	do	29 00
Freetown and Railway Station .....	R. E. Auld .....	Optional .....	3	6	12	do	46 96
French Village and Mount Stewart .....	C. McIntyre .....	Vehicle .....	5	2	12	do	64 00
Gasperaux and Mink River Road .....	H. Young .....	Optional .....	3	3	12	do	16 00
Georgetown and Murray Harbor, North .....	do .....	Vehicle .....	12	3	12	do	200 00
Georgetown and Newport .....	P. McIntyre .....	Optional .....	2	3	12	do	68 00
Georgetown and Railway Station .....	R. Jenkins .....	do .....	7	12	12	do	104 28
Georgetown and Steamer "Northern Light" .....	do .....	do .....	7	As req.	Special trips .....	and extra trips .....	12 80
Glencordale and Priest Pond .....	N. McDonald .....	do .....	3	2	12	do	26 00
Glen William and Murray River .....	J. Martin .....	do .....	3	2	12	do	33 28
Gowan Brse and Souris, East .....	J. E. Manning .....	do .....	3	2	12	do	25 13
Greenwich and Head St. Peter's Bay .....	F. McEwan .....	do .....	5	2	12	do	30 00
Harrington and Winsloe Road .....	R. Lawson .....	do .....	1	2	12	do	32 00
Hazel Green and Peake's Station .....	J. Mooney .....	do .....	5	2	12	do	57 20
Head of Hillsboro and Mount Stewart .....	D. D. Coffin .....	do .....	4	2	12	do	41 60
Head St. Peter's Bay and Railway Station .....	J. Curran .....	Foot or vehicle .....	12	12	12	do	78 00
Higgin's Road and Wellington Station .....	D. McNeill .....	Horse or vehicle .....	13	3	12	do	130 00
High Bank and Little Sands .....	D. Livingstone .....	Optional .....	2	3	9	do	15 00
Holmes and New London .....	J. McDonald .....	Horse or vehicle .....	12	6	12	do	289 00
Hopfield and Murray River .....	A. McPhee .....	Optional .....	4	2	12	do	40 00
Hunter's River and North Rustico .....	M. White .....	Vehicle .....	16	3	12	do	150 00
Hunter's River and Railway Station .....	P. McGrath .....	On foot .....	16	12	12	do	65 70
Inverness and Railway Station .....	L. Hughes .....	Optional .....	2	2	12	do	41 00

REPORT No. 2, G—Continued.  
 DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts
Johnson's River and Southport .....	A. Beagan.....	Vehicle .....	11	2	12 months.....	93 60
Kensington and Park Corner .....	G. Mayhew .....	do .....	16½	3	do .....	194 00
Kensington and Railway Station.....	W. Glover .....	On foot .....	16	12	(to Sept. 30, 1886, and extra trips).....	30 78
do .....	G. Glover .....	do .....	16	12	from do do .....	36 90
Kildare Capes and Tignish .....	M. Dillon .....	Optional .....	4	2	do .....	41 60
Kildare Station and Railway Station .....	H. Gaudet.....	do .....	1½	2	do .....	12 48
do .....	A. Morrison .....	do .....	8	2	do .....	65 00
Launching and Newport .....	A. Munn .....	Horse or vehicle .....	6	3	do .....	79 00
Little Sands and Wood Islands .....	J. J. Buote .....	Optional .....	4	2	do .....	25 00
Little Tignish and Tignish .....	R. Lawson .....	do .....	1½	2	do .....	35 00
Little York and Marshfield .....	T. H. Lawson .....	Foot or vehicle .....	1½	12	do .....	62 40
Little York and Railway Station .....	T. Lawson .....	Vehicle .....	22 r. t.	3	do .....	166 00
Little York and Union Road .....	F. Reid .....	Horse or vehicle .....	3	2	(to Sept. 30, 1886).....	19 50
Lot 10 and Railway Station .....	H. Ritchie .....	do .....	1½	2	from do .....	13 00
do .....	T. Ramsay .....	do .....	5½	3	do .....	82 40
Lot 11 and Railway Station .....	R. Hayes .....	do .....	2	12	do .....	87 64
Lot 12 and Railway Station .....	P. L. Praught .....	do .....	5	12	do .....	70 00
Lot 14 and Railway Station .....	M. Lawler .....	do .....	1½	3	do .....	33 28
Lot 35 and Railway Station .....	F. McDonald .....	Optional .....	3	2	(to June 30, 1886).....	6 25
Lot 56 and Sailor's Hope .....	do .....	do .....	5½	2	from do .....	33 75
do .....	P. Long.....	do .....	3½	2	do .....	20 00
Marie and Milburn .....	B. Hughes .....	Vehicle .....	5	3	do .....	45 00
Midgell and Morell Station .....	F. Peters .....	Optional .....	2	12	do .....	20 00
Mill Cove and Railway Station .....	F. Storey .....	do .....	1½	2	do .....	15 00
Mill River and Railway Station .....	do .....	Horse or vehicle .....	1½	3	(to Sept. 30, 1886).....	16 00
Mill View and Vernon River Bridge.....	J. McNeill .....	do .....	1½	6	from do .....	38 00
do .....	W. McNeill .....	Optional .....	2	2	do .....	6 00
Milton Station and North Milton .....	J. McNeill .....	do .....	2	3	from do .....	19 50
do .....	W. McNeill .....	do .....	2	3	to do .....	3 90
Milton Station and Railway Station.....	W. McNeill .....	On foot .....	1	3	do .....	3 90
do .....	do .....	do .....	1	3	(to Sept. 30, 1886).....	3 90





REPORT No. 2, G—Continued.  
 DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Tignish and Railway Station .....	D. Villard .....	On foot .....	$\frac{1}{2}$	12	12 months .....	40 00
Tracadie Cross and Railway Station. ....	A. Johnson .....	Optional. ....	$\frac{1}{2}$	3	12 do .....	28 08
Traveller's Rest and Railway Station .....	T. Townsend .....	Horse or vehicle. ....	1	3	12 do .....	39 00
Vernon River and Wood Islands .....	J. McDonald .....	do .....	24	3	12 do .....	383 00
Wellington and Wellington Station .....	J. A. Arsenault .....	do .....	$1\frac{1}{2}$	2	12 do .....	21 48
Wellington Station and Railway Station .....	F. J. Arsenault .....	do .....	$\frac{1}{4}$	12	12 do .....	20 00
West Point and Railway Station .....	P. McPhee .....	do .....	13	2	12 do .....	104 00
West St. Peter's and Railway Station .....	J. McDonald .....	Optional. ....	2 $\frac{1}{2}$	2	12 do .....	25 00
Wilmot Valley and Railway Station .....	W. B. Brownness .....	do .....	3 $\frac{1}{2}$	2	12 do .....	53 00
					Total .....	\$11,697 78

A. W. McLELAN,  
 Postmaster-General.

H. A. WICKSTEED,  
 Accountant.

REPORT No. 2, G—*Continued*—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1887.

## CONVEYANCE OF MAILS BY RAILWAY.

Name of Railway.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Prince Edward Island Railway .....	201½	With varying frequency over different sections of the line.	12 months (to March 31, 1887), including special winter service for season, 1886-87. ....	\$ cts. 14,824 00
			Total.....	\$14,824 00

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, G—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1887.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge .....	Repairing mail bags, &c., for Post Office Department .....	20 29
R. S. Montgomery .....	Mail bags, rivet seals and repairs for do .....	482 91
G. Bailey .....	Repairing mail locks for do .....	1 21
R. S. Montgomery .....	Mail bags, labels, &c., for Postmaster, Charlottetown .....	151 20
	Total.....	\$855 61

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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PART II.

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PROVINCE OF ONTARIO.

A, IN REPORT No. 3, A.

DETAIL of all payments made for Salaries, &c., in Ontario; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>CHIEF INSPECTOR'S OFFICE.</b>					
J. Dewe.....	Chief Inspector.....	2,800 00			
W. E. Bennett.....	Assistant Inspector from, and Acting Assistant Inspector to, 1st March, 1887,...	1,275 00		4,075 00	
L. F. A. Maingy.....	1st Class Clerk.....	1,300 00		1,300 00	
A. N. Payne.....	3rd do.....	420 00		420 00	
E. A. LeSueur.....	Temporary Clerk, to 30th September, 1886.....	100 00			
K. E. Falconer.....	do do from 1st August, to 31st December, 1886 (transferred to Post Office Department).....	166 67		266 67	
	Total, Chief Inspector's Office.....				6,061 67
<b>BARRIE DIVISION.</b>					
D. Spry.....	Post Office Inspector.....	2,200 00			
J. Henderson.....	Assistant Inspector.....	1,300 00		3,500 00	
J. Forsyth.....	1st Class Clerk.....	1,300 00		1,300 00	
C. J. Mason.....	2nd do.....	1,200 00		1,200 00	
J. Ward.....	3rd do.....	600 00			
J. Powell.....	do do.....	600 00			
T. R. Boys.....	do do.....	440 00			
					1,600 00



REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>KINGSTON DIVISION—Concluded.</b>					
J. Meagher	2nd Class Clerk	1,200 00			
J. E. Hopkirk	do	1,200 00			
P. H. Macarow	do	1,115 00		3,515 00	
	Total, Kingston Inspector's Office				7,215 00
<b>RAILWAY MAIL SERVICE.</b>					
F. Scobell	2nd Class Railway Mail Clerk, to 30th September, 1886 (deceased).	180 00	42 30		
H. F. Ketcheson	do	623 34	183 00		
J. L. Renton	do from 1st October, 1886 (transferred from Kingston Post Office)	450 00	96 95		
J. H. P. Brown	do from 1st December, 1886 (transferred from Winnipeg Division)	373 34	85 10		
J. Hoyland	3rd	543 32	96 60	2,034 03	
D. J. Walker	do	496 67	146 90		
W. J. Doller	do	493 34	143 80		
J. D. Sherman	do to 30th November, 1886 (transferred to Winnipeg Division)	200 00	47 00		
J. R. Sayers	do	480 00	132 80		
M. McKinnon	do from 3rd August, 1886.	437 42	135 70	3,353 55	
	Total, Kingston Railway Mail Service	4,277 43	1,110 15		5,387 68
<b>LONDON DIVISION.</b>					
R. W. Barker	Post Office Inspector	2,400 00			
O. Fisher	Assistant Inspector	1,500 00		3,900 00	

A. Thomson	1st Class Clerk	1,400 00			
W. Blair	do	1,000 00			
F. W. Matthews	do	950 00			
R. G. Mercer	do	800 00			
G. Hampton	do	800 00			
J. Johnson	do	540 00			
R. McNeil	Messenger	520 00			
<b>Total, London Inspector's Office</b>					9,910 00
<b>RAILWAY MAIL SERVICE.</b>					
A. G. McWhinney	Chief Railway Mail Clerk	1,473 80	37 30		1,511 10
P. Purdon	1st Class Railway Mail Clerk	960 00	189 60		
J. Wynn	do	960 00	181 40		
B. D. D. Rorison	do	960 00	130 10		
W. Mathews	do	960 00	140 50		
J. G. Wright	do	960 00	190 90		
H. Cousins	do	960 00	165 40		
T. J. Essex	do	960 00	144 20		
J. Yorick	do	960 00	189 10		
W. Mitchell	do	960 00	195 90		
W. Edgar	do	960 00	159 50		
T. J. O'Meara	do	960 00	178 10		
<b>Total</b>					12,424 70
R. P. Wright	2nd	800 00	241 10		
J. Flynn	do	800 00	176 90		
J. Mitchell	do	500 00	131 50		
J. W. McLaren	do	733 33	124 40		
J. J. Doyle	do	720 00	167 10		
W. D. Tye	do	740 00	175 30		
J. F. Scallan	do	720 00	175 50		
E. O. B. Rogers	do	720 00	97 00		
J. L. G. Elliott	do	720 00	219 20		
W. Cousins	do	720 00	114 00		
W. A. Cleary	do	673 33	106 90		
F. A. Gemmill	do	800 00	94 50		
J. M. Farrow	do	726 66	216 20		
J. G. L. Dawson	do	610 00	124 10		
A. F. Coulter	do	640 00	167 20		
D. J. McLean	do	640 00	241 40		
J. P. Casgrain	do	640 00	181 80		
<b>Total</b>					14,987 43







REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>OTTAWA DIVISION—RAILWAY MAIL SERVICE—Concluded.</b>					
T. J. M. Skelly .....	3rd Class Railway Mail Clerk, (less fine; suspended from 25th September to 1st October, 1886) .....	470 21	249 21		
W. W. McVicar .....	do (less fines) .....	478 50	367 50		
H. P. Thompson .....	do to 28th February, 1887 (transferred to Toronto Division) .....	320 00	105 00		
G. Catellier .....	do from 1st March, 1887 (transferred from Ottawa Post Office) .....	160 00	61 90		
R. McLaren .....	do Probationary, from 27th August, 1886 .....	406 45	199 87		
E. H. Hayes .....	do do from 23rd December, 1886 .....	251 61	66 43	11,418 27	
J. G. Armstrong .....	Temporary Clerk, from 18th October, 1886 .....	338 06	89 70		
co J. J. Lynch .....	do from 13th June, 1887 .....	24 00		451 76	
		20,663 97	8,944 52		29,508 49
Total, Ottawa Railway Mail Service .....					
<b>STRATFORD DIVISION.</b>					
H. G. Hopkirk .....	Post Office Inspector, from 1st February, 1887 .....	916 67		916 67	916 67
Total, Stratford Inspector's Office .....					
<b>TORONTO DIVISION.</b>					
M. Sweetnam .....	Post Office Inspector .....	2,600 00			
G. A. Burnham .....	Assistant Inspector .....	1,800 00			
W. E. Griffith .....	1st Class Clerk .....	1,400 00		4,100 00	
G. T. B. Gurnett .....	2nd do .....	1,200 00		1,400 00	
J. Henry .....	do .....	1,112 50			
W. Crocker .....	do .....	1,100 00			
H. W. Smallpiece .....	do .....	900 00		4,312 50	

H:

		11,045 84
<i>G. B. Sweetnam</i> .....	3rd do .....	480 00
<i>G. B. Wilson</i> .....	Temporary Clerk, from 1st December, 1886 .....	233 34
<i>J. McKillop</i> .....	Messenger.....	520 00
Total, Toronto Inspector's Office .....		1,500 00
<b>RAILWAY MAIL SERVICE.</b>		
<i>O. J. H. Winstanley</i> .....	Chief Railway Mail Clerk.....	1,500 00
<i>J. Sautler</i> .....	1st Class Railway Mail Clerk .....	960 00
<i>T. McCormick</i> .....	do .....	381 59
<i>J. O. Bennett</i> .....	do .....	97 20
<i>W. Beatty</i> .....	do .....	204 70
<i>W. C. Ashdown</i> .....	do .....	387 61
<i>F. Tyner</i> .....	do .....	161 10
<i>G. F. Burns</i> .....	do .....	413 14
<i>G. A. Shaw</i> .....	do .....	960 00
<i>T. S. Birchall</i> .....	do .....	213 90
<i>L. V. Byrne</i> .....	do .....	57 00
	do .....	514 10
	do .....	515 10
Total .....		12,543 44
<i>W. Noble</i> .....	do .....	800 00
<i>J. Egan</i> .....	do .....	369 20
<i>A. Thompson</i> .....	do .....	500 00
<i>J. Dundas</i> .....	do .....	484 61
<i>P. J. Costello</i> .....	do .....	800 00
<i>G. Mathews</i> .....	do .....	187 60
<i>A. Findlay</i> .....	do .....	800 00
<i>G. T. Bell</i> .....	do .....	149 40
<i>J. E. McLeod</i> .....	do .....	800 00
<i>F. O. O. Higgins</i> .....	do .....	800 00
<i>A. Beatty</i> .....	do .....	356 79
<i>W. M. Platt</i> .....	do .....	773 33
<i>E. O. Royle</i> .....	do .....	677 14
<i>N. F. Elliott</i> .....	do .....	152 30
	(suspended from 5th to 24th February, 1887.) ...	820 00
	(including arrears) .....	351 12
	do .....	720 00
	do .....	342 60
	do .....	720 00
	do .....	328 88
	do .....	720 00
	do .....	196 00
	do .....	720 00
	do .....	129 20
<i>W. O'Connor</i> .....	do .....	480 00
<i>W. McArthur</i> .....	do .....	238 66
<i>W. B. Smith</i> .....	do .....	720 00
<i>J. Little</i> .....	do .....	337 28
<i>G. W. Griffin</i> .....	do .....	640 64
<i>L. Sewell</i> .....	do .....	720 00
<i>A. Jones</i> .....	do .....	402 64
<i>D. B. Kelly</i> .....	do .....	720 00
<i>J. T. O'Loane</i> .....	do .....	239 98
	do .....	219 70
	do .....	208 90
	do .....	800 00
	do .....	208 90
	do .....	800 00
	do .....	167 70
	do .....	188 30
	do .....	640 00
	do .....	351 82
Total .....		22,721 70

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>TORONTO DIVISION—RAILWAY MAIL SERVICE—Concluded.</b>					
C. Coleman	3rd Class Railway Mail Clerk, to 31st December, 1886 (resigned)	280 00	207 32		
G. M. Harris	do	520 00	196 20		
J. Pringle	do	520 00	187 60		
F. O. Clarke	do	520 00	285 75		
W. Smellie	do	520 00	177 75		
W. J. Little	do	520 00	304 27		
E. J. Frecl	do	520 00	176 40		
W. J. Ramsay	do	518 67	184 80		
W. Richardson	do	510 00	169 60		
J. T. Mollard	do	496 67	82 80		
A. J. Cheyne	do	480 00	147 70		
W. E. Wiley	do	480 00	118 20		
H. F. Dinning	do	480 00	174 90		
M. W. Sloan	do	360 00	156 18		
T. Patterson	do	360 00	112 15		
H. P. Thompson	do	160 00	85 35		
A. McGill	do	180 00	33 70		
W. J. Meagher	do	80 00	8 20	10,312 21	
R. Y. Ellis	Temporary do	40 00	15 89		
J. Davis	do	480 00	108 70	644 50	
J. F. Harper	Mail Transfer Agent	470 00			
A. Scholes	do	500 00			
M. Lawless	do	400 00			
M. Sullivan	do	150 00			
	from 1st April, 1887 (transferred from Toronto Post Office)	37,495 78	11,746 07	1,520 00	
	Total, Toronto Railway Mail Service	160,187 08	31,113 64	191,310 72	49,241 85
	Grand Total carried forward				191,310 72

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
	Brought forward.....			191,310 73
<b>BELLEVILLE POST OFFICE.</b>				
J. H. Meacham.....	Postmaster.....	1,400 00		
J. Reid.....	Assistant Postmaster, to 30th April, 1887 (deceased).....	916 67	2,316 67	
T. Duncan.....	2nd Class Clerk.....	950 00		
A. Gilieb.....	3rd do.....	560 00		
S. W. Lester.....	do.....	480 00		
W. B. Walker.....	do.....	480 00		
I. M. Newbery.....	do.....	470 00		
W. J. Embury.....	do.....	480 00		
J. J. Lynch.....	do.....	420 00		
E. Doyle.....	Temporary Clerk, from 20th April, 1887.....	78 49	3,820 00	
	Total, Belleville Post Office.....	78 49	78 49	6,215 16
<b>HAMILTON POST OFFICE.</b>				
H. N. Case.....	Postmaster.....	2,400 00		
H. Colbeck.....	Assistant Postmaster.....	1,800 00	4,200 00	
H. A. Eager.....	1st Class Clerk.....	1,300 00	1,300 00	
T. Burns.....	2nd do.....	1,200 00		
G. H. Bull.....	do.....	975 00		
G. Ross.....	do.....	975 00	3,150 00	
A. O. Crisp.....	3rd do.....	800 00		
E. J. S. Mathews.....	do.....	800 00		
E. H. Dunnett.....	do.....	800 00		
B. F. Barber.....	do.....	800 00		

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts	\$	cts.	\$	cts
<b>HAMILTON POST OFFICE—Concluded.</b>							
W. R. Ecclestone.....	3rd Class Clerk.....		720 00				
H. Dinne.....	do		720 00				
P. J. O'Donnell.....	do		720 00				
R. Fitzgerald.....	do		670 00				
W. Flynn.....	do		670 00				
D. D. Campbell.....	do		600 00				
W. L. Waterman.....	do		600 00				
H. Hill.....	do		570 00				
J. A. Webber.....	do		560 00				
H. E. F. Filgiano.....	do		560 00				
C. Judd.....	do		560 00				
W. O. Beatty.....	do		510 00				
J. R. Morden.....	do		500 00				
J. E. B. Mackay.....	do		490 00				
J. O. McCullough.....	do		480 00				
R. J. Harron.....	do		450 00				
G. Smith.....	do		450 00				
R. S. Miller.....	do		343 01				
W. P. McCawley.....	do		400 00				
J. H. C. Dempsey.....	do		400 06				
			366 67		13,919 68		
J. Murphy.....	Superintendent Letter Carrier.....		630 00				
T. B. S. Austin.....	Letter Carrier.....		600 00				
J. Gore.....	do		600 00				
J. H. Fearnside.....	do		600 00				
W. G. Flocks.....	do		600 00				
H. M. Coates.....	do		600 00				
C. W. W. Fielding.....	do		600 00				
J. Wilson.....	do		600 00				
J. Gardner.....	do		600 00				
R. Stratton.....	do		388 71				
W. Angus.....	do		600 00				
W. Renzie.....	do		490 00				
O. Anstey.....	do		507 50				
D. O. Dowrie.....	do		467 50				
			442 50				

A. Griffin	do	420 00	
W. Dawe	do	420 00	
W. H. James	do	420 00	
E. Frank	do	420 00	
J. W. North	do	420 00	
C. H. Stickle	do	420 00	
G. Springate	do	366 94	
M. Dawson	do	420 00	
E. Sevier	do	420 00	
W. A. Mundy	do	420 00	
W. Strongman	do	470 00	
W. Lawrence	do	382 50	
J. Charlies	do	375 00	
J. Phillips	do	375 00	
J. H. Faulknot	do	104 51	
G. P. Hanlon	do	74 51	
J. R. Thomas	do	104 51	
		104 51	
		14 00	
Temporary Letter Carrier, from 17th March, 1887	do	104 51	13,393 69
do	do	14 00	
Messenger	do	570 00	118 51
do	do	313 55	
			883 55
Total, Hamilton Post Office			
KINGSTON POST OFFICE.			
J. Shannon	Postmaster	2,000 00	
W. Shannon	Assistant Postmaster	1,400 00	
J. Kelly	1st Class Clerk	1,300 00	3,400 00
R. T. Burns	2nd do	1,400 00	1,300 00
J. G. Strachan	3rd do	800 00	1,200 00
W. S. Smyth	do	800 00	
J. P. Pense	do	720 00	
J. McBride	do	660 00	
J. L. Renton	do	150 00	
F. U. Voigt	do	326 67	
F. Macdonald	do	800 00	
R. J. D'Arcy	do	480 00	
T. Moore	do	460 00	
W. J. O'Reilly	do	399 00	5,585 67
			300 00
A. J. Chamberlain	Temporary Clerk, from 1st October, 1886	300 00	

REPORT No. 8, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<b>KINGSTON POST OFFICE—Concluded.</b>				
A. H. Miller	Letter Carrier	555 00		
J. Collins	do	515 00		
R. Lewers	do	420 00		
P. J. Howland	do	405 00		
E. Gilmour	do	382 50		
R. Kearns	do	367 50		
W. Neill	do	360 00		
H. Dunbar	Messenger	570 00	3,005 00	
			570 00	15,360 07
<b>LONDON POST OFFICE.</b>				
R. J. C. Dawson	Postmaster	2,200 00		
J. D. Sharman	Assistant Postmaster	1,600 00		
H. D. Dalton	1st Class Clerk	1,300 00	3,800 00	
J. Hunter	2nd do	1,200 00	1,300 00	
R. F. Mathews	do	1,400 00		
O. Hevey	do	987 50	3,387 50	
O. J. N. Shanly	3rd do	800 00		
J. Ward	do	800 00		
A. E. Ashton	do	800 00		
N. McNeil	do	770 00		
L. Lawless	do	640 00		
W. Nicholas	do	640 00		
F. C. Wheeler	do	560 00		
W. H. Skinner	do	560 00		
R. A. Gunn	do	560 00		
J. O'Meara	do	560 00		
L. P. Murray	do	510 00		



A. Carrothers	500 00
F. J. Devlinney	470 00
J. H. Pereira	440 00
<b>8,610 00</b>	
<b>Superintendent Letter Carrier</b>	
Letter Carrier (suspended from 1st to 7th September, 1886)	700 00
do	588 34
do	600 00
do	600 00
do	600 00
do	600 00
do	600 00
do	600 00
do	590 00
do	507 50
do	467 50
do	450 00
do	420 00
do	420 00
do	420 00
do	390 83
do	420 00
do	412 50
do	412 50
do	380 00
do	382 50
do	360 00
<b>11,481 67</b>	
<b>Temporary Letter Carrier, from 19th January, 1887</b>	
do	162 58
do	30 00
<b>192 58</b>	
<b>Letter Collector</b>	
do	600 00
do	600 00
<b>1,200 00</b>	
<b>Messenger</b>	
Temporary Messenger, from 12th November to 10th December, 1886	600 00
do	12 00
<b>612 00</b>	
<b>30,563 75</b>	
<b>OTTAWA POST OFFICE.</b>	
Postmaster	2,200 00
Assistant Postmaster	1,800 00
1st Class Clerk	1,300 00
<b>4,000 00</b>	
<b>1,300 00</b>	

30,563 75

Total, London Post Office

OTTAWA POST OFFICE.

J. A. Gouin  
 F. Hawken  
 F. French

REPORT No. 3, A.—DETAIL of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<b>OTTAWA POST OFFICE—Continued.</b>				
E. B. Bates.....	2nd Class Clerk (including difference between his salary and that of the Assistant Postmaster, from 16th April to 20th July, 1886, \$157.26.....)	1,357 26		
E. S. McDermott.....	do to 14th March, 1887 (suspended from 30th July to 21st August, and from 1st September to 7th November, 1886; dismissed).....	446 47		
E. J. O'Connor.....	do.....	1,200 00		
C. Shaw.....	do.....	1,125 00		
W. H. Pennock.....	do.....	950 00		
M. J. Whitty.....	do (promoted from 3rd Class, 1st April, 1887).....	825 00	5,903 73	
J. G. Poston.....	3rd (suspended from 1st to 7th July, and absent without leave from 23rd to 26th September, 1886).....	784 94		
D. B. Gordon.....	do.....	800 60		
W. O. Mercer.....	do.....	800 00		
A. Smith.....	do.....	800 00		
E. B. Wood.....	do.....	800 00		
H. O'Neill.....	do to 28th February, 1887 (less fine); (transferred to Post Office Department).....	529 04		
J. H. Bartlett.....	do.....	800 00		
H. H. Peole.....	do.....	680 00		
H. Carroll.....	do to 28th February, 1887 (transferred to Ottawa Inspector's Office).....	720 00		
N. E. Landrian.....	do.....	453 31		
S. J. Bradbury.....	do.....	560 00		
E. L. Chevrier.....	do.....	560 00		
G. R. McQueen.....	do.....	530 00		
C. W. Macdonald.....	do.....	268 66		
L. Garrett.....	do to 30th November, 1886 (transferred to Ottawa Division).....	578 44		
A. H. Gallup.....	do (less fine).....	500 00		
L. E. Noel.....	do (less fine).....	488 00		
E. H. Mathewman.....	do (suspended from 13th August to 26th September; absent without leave from 27th to 30th November, 1886; and suspended from 7th to 28th January, 1887; transferred to Ottawa Inspector's Office).....	490 00		
W. M. Brophy.....	do.....	286 29		
A. York.....	do.....	770 00		
F. L. Myers.....	do.....	470 00		
W. H. M. Gammell.....	do to 31st May, 1887 (resigned).....	410 00		
G. Catellier.....	do to 26th February, 1887 (less fines); (transferred to Ottawa Division).....	291 34		

L. Ballantine	do	to 31st July, 1886 (resigned)	480 00
H. L. Corbett	do	from 1st August; also Temporary Clerk, from 20th July, 1886	33 33
J. T. Binks	do	Probationary, from 13th September, 1886	378 57
L. M. Farrell	do	do from 17th January, 1887	320 00
B. H. Bell	do	do from 1st October; also Temporary Clerk, 30th September, 1886	182 79
F. G. Allen	do		301 11
Temporary Clerk, to 31st December, 1886			14,742 85
J. Healy	do	(less fine)	200 00
A. E. Smith	do	from 24th August, 1886	399 00
M. D'Arcy	do	from 21st January, 1887	400 00
C. Landriau	do	do	311 94
M. Patrick	do	from 31st do	178 50
G. W. Willis	do	from 5th February, 1887	167 74
B. Blanchet	do	from 7th do	181 90
O. E. Traversy	do	from 19th do	159 52
S. A. Webber	do	from 23rd do	145 24
V. Parent	do	from 2nd March, 1887	140 48
A. H. Powell	do	from 4th do	192 26
J. R. Clewes	do	from 22nd April, 1887	130 11
T. Duhamel	do	from	76 67
J. P. Chilton	do		76 67
Superintendent Letter Carrier			2,710 03
F. S. Warwicker	do		800 00
J. Brown	do		600 00
P. Larue	do		600 00
M. Dolan	do		600 00
P. Robert	do		600 00
A. Dupuis	do		600 00
F. J. George	do		600 00
T. Oudie	do		480 00
W. Lamb	do		436 00
M. J. Egan	do	to 8th April, 1887 (dismissed)	435 00
J. N. Favreau	do		311 89
J. N. Larue	do		420 00
J. T. Bedard	do		420 00
A. Fagan	do		420 00
J. Barrow	do		420 00
N. Marion	do		412 50
A. Pegg	do	to 31st January, 1887 (transferred to Department of Interior)	237 50
H. H. Duggan	do	(less fine)	403 95
E. T. Edwards	do		382 50
R. Fair	do		375 00
W. H. Murphy	do	(less fine)	359 00
Temporary Letter Carrier, from 1st December, 1886			210 00
do	do	from 26th January, 1887	155 79
do	do	from 31st do	150 96
do	do	from 2nd February, 1887	146 93
do	do	from 3rd do	147 86
Total			9,922 34

REPORT No. 8, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<b>OTTAWA POST OFFICE—Concluded.</b>				
F. A. Schulz.....	Temporary Letter Carrier from 4th February, 1887.....	146 78		
W. Ruske.....	do from 30th April, 1887.....	61 00	1,021 32	
W. Darcy.....	Letter Collector.....	600 00		
W. Goodwin.....	do.....	600 00	1,200 00	
H. Duggan.....	Messenger.....	570 00		
T. A. Pirrie.....	do.....	360 00	930 00	
	Total, Ottawa Post Office.....			41,730 27
<b>TORONTO POST OFFICE.</b>				
T. C. Patteson.....	Postmaster.....	3,000 00		
J. Carruthers.....	Assistant Postmaster.....	2,000 00	5,000 00	
J. H. Davis.....	1st Class Clerk.....	1,400 00		
A. Cooper.....	do.....	1,200 00		
J. Moerschelder.....	do.....	1,600 00		
A. Corke.....	do.....	300 00		
A. G. Thompson.....	do to 30th September, 1886 (superannuated).....	1,200 00		
R. W. Riddell.....	do.....	1,200 00		
A. Harstone.....	2nd do.....	1,200 00	6,800 00	
H. F. Falkner.....	do.....	1,200 00		
W. Loudon.....	do.....	1,200 00		
R. E. Chadd.....	do.....	1,200 00		
B. Bascom.....	do.....	1,200 00		
B. M. Armstrong.....	do.....	1,200 00		
J. Monaghan.....	do.....	1,200 00		
B. Langley.....	do.....	1,200 00		
R. Hassard.....	do.....	1,000 00		
A. Beatty.....	do.....	1,000 00		

950 00	
900 00	
800 00	
800 00	
800 00	
800 00	
800 00	
800 00	
770 00	
720 00	
670 00	
620 00	
580 00	
590 00	
560 00	
560 00	
560 00	
560 00	
346 67	
303 33	
520 00	
510 00	
510 00	
510 00	
45 16	
510 00	
520 00	
710 00	
510 00	
160 00	
520 00	
800 00	
500 00	
480 00	
480 00	
480 00	
480 00	
460 00	
460 00	
110 00	
450 00	
440 00	
940 00	

13,450 00

do.	A. T. Middleton	
do	W. Macpherson	
do	J. Gorman	3rd
do	A. Curran	
do	W. H. Douglas	
do	J. Dunbar	
do	H. S. Allen	
do	J. Callaghan	
do	J. H. Scott	
do	H. Boulter	
do	W. Bonnick	
do	R. Thompson	
do	R. A. Aymong	
do	G. A. Thomas	
do	M. E. Hynes	
do	W. J. Newall	
do	J. R. Fraser	
do	J. Atkins	
do	J. Wright	
do	A. E. Beatty	
do	J. A. D. Riddell	
do	A. Pinel	
do	W. E. Lemon	
do	M. Macdonald	
do	M. Boyd	
do	J. K. Johnstone	
do	W. Arthurs	
do	J. Rutherford	
do	J. Grandfield	
do	A. McIntyre	
do	W. Riddell	
do	R. A. Pridham	
do	J. Kirkpatrick	
do	R. Pridham	
do	J. S. Boddy	
do	C. E. Smith	
do	H. A. Dwyer	
do	R. F. Durham	
do	J. R. Briggs	
do	W. Sparks	
do	T. H. McCandless	
do	W. A. Hynes	
do	E. Spencer	
do	T. Patterson	
do	T. Gill	
do	J. A. Whiteside	
do	J. Stoddard	

to 30th April, 1887 (deceased); also on leave of absence without salary from 1st July to 31st August, 1886.

to 31st January, 1887 (dismissed)

to 4th August, 1886 (resigned).

to 31st October, 1886 (transferred to Montreal Post Office).

to 30th September, 1886 (transferred to Toronto Division).

REPORT No. 8, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<b>TORONTO POST OFFICE—Continued.</b>				
J. Huggard.	3rd Class Clerk	430 00		
W. G. Milligan	do	430 00		
W. A. McCague	do	420 00		
J. Gillies	do	533 33		
S. Herst	do	410 00		
J. L. Watkins	do	640 00		
J. Anderson	do	420 00		
G. Booth.	do	420 00		
E. Westman	do	395 69		
G. Pollock	do	430 00		
D. Lockyer	do	370 00		
MR. Sparks	do	338 71		
W. W. Thompson	do	426 77		
L. J. Santer	do	210 10		
J. McCandless	do	289 24		
W. H. Oanniff	do	475 00		
		163 10	31,187 10	
Mr C. W. James	Temporary Clerk, from 9th February, '87; also from 16th December, '86, to 15th January, '87.	180 48		
J. A. Austin	do from 16th December, 1886, to 15th January, 1887.	33 34		
F. H. Campbell	do do	33 34		
C. Gross	do do	33 34		
F. W. Spink	do do	33 34		
F. C. Oxenham	do do	33 31		
A. Martin	do from 15th June, 1887	17 78		
A. McGee	do do	17 78		
T. D. Gould	do from 16th June, 1887	16 67	409 41	
J. Olode	Letter Carrier	600 00		
W. Foster	do	600 00		
A. Packman	do	600 00		
C. Reeves	do	600 00		
W. Kenny	do	600 00		
J. Bernes	do	600 00		
M. Coffey	do	600 00		
T. Curley	do	600 00		

J. H. Weatherbee	600 00
G. Yates	600 00
J. Williams	600 00
W. Sargent	600 00
M. Sullivan	600 00
C. N. Moore	450 00
C. Oulross	600 00
J. R. Outherson	600 00
E. Murphy	600 00
T. Beale	530 00
J. Marks	522 50
J. Crawford	568 00
T. Berney	515 00
R. Hodgins	507 50
R. Jamieson	507 50
J. Askin	490 00
J. Gordon	475 00
W. Kimber	487 50
B. Gardiner	487 50
D. Flack	437 50
R. Durstan	437 50
W. S. Parry	437 50
A. C. Jackson	430 00
22 London	430 00
R. Kirkpatrick	430 00
C. Kennedy	430 00
B. Bowell	430 00
J. H. Watson	430 00
A. H. Meadows	430 00
F. Kirk	430 00
W. H. Langstone	430 00
E. Reid	430 00
C. E. Swait	430 00
W. B. Woodcock	430 00
T. Haycock	430 00
W. J. Platt	412 50
A. McKenzie	405 00
H. T. King	405 00
H. R. Atkinson	397 50
Thos. Smith	397 50
D. R. Terment	186 00
W. J. Mankey	387 50
R. Weir	390 00
W. C. McNair	390 00
Theo. Smith	380 00
G. Ellis	380 00
E. Meadows	380 56
J. Butler	390 00

to 31st March, 1887 (transferred to Toronto Division)

to 31st December, 1886 (resigned)

(suspended 9 days in March, 1887)

REPORT NO. 8, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<b>TORONTO POST OFFICE—Concluded.</b>				
J. A. Baxter	Letter Carrier.	390 00		
A. McMorris	do	390 00		
J. A. Ingram	do	390 00		
W. Cummins	do	390 00		
F. F. Hyatt	do	352 50		
J. Reid	do	387 50		
N. A. Goad	do	375 00		
J. Pretty	do	387 50		
G. Hurst	do	387 50		
H. R. Allen	do	387 50		
J. Rodgers	do	387 50		
H. A. Ashmead	do	360 00		
R. G. Thompson	do	390 00		
A. W. Rupert	do	380 00		
R. Mitchell	do	380 00		
J. Knowlton	do	360 00		
W. Burns	do	360 00		
J. Wood	do	315 48		
J. Galbraith	do	281 61		
R. A. Grainger	do	249 67		
E. Stewart	do	147 54		
B. Spicer	do	195 49		
J. H. Spence	do	165 00		
			34,947 85	
J. W. Adam	Temporary Letter Carrier, from 16th December, 1886, to 15th January, 1887	30 00		
A. Dey	do	30 00		
R. Reynolds	do	30 00		
W. D. Moore	do	30 00		
F. Richards	do	60 00		
			180 00	
R. Kirk	Porter	520 00		
J. Parrett	do	430 00		
R. H. G. Hutton	do	430 00		
J. W. Reynolds	do (office keeper)	520 00		
			1,880 00	



BRANCH POST OFFICES.			
F. Johnston	Postmaster, Bathurst Street	360 00	1,368 38
E. Newton	do Bleeker do from 7th December, 1886	136 12	
A. Jeffrey	do Carlton do	360 00	
A. Hudgin	do Dundas do from 7th December, 1886	136 12	
W. C. Price	do Queen do	240 00	
J. Reading	do Spadina Avenue, from 7th December, 1886	136 12	95,222 72
Total, Toronto Post Office.....			
WINDSOR POST OFFICE.			
A. Wigle	Postmaster	1,400 00	2,500 00
F. X. Meloche	Assistant Postmaster	1,100 00	
W. A. Conway	2nd Class Clerk	950 00	950 00
A. C. Langlois	3rd do (less fine)	769 00	
E. O'Connor	do	770 00	590 00
E. R. Wagner	do	590 00	
M. Wagner	do	590 00	560 00
M. W. Nesbitt	do	560 00	
A. Rathvan	do	560 00	570 00
P. Egan	do	570 00	
P. J. McHugh	do	520 00	520 00
O. Benglet	do	520 00	
P. Belleperche	do (less fine)	438 00	5,887 00
W. Rockford	Temporary Clerk	400 00	400 00
J. F. Aikin	do	400 00	
J. Barnett	do	400 00	400 00
N. O. McCarthy	do	400 00	
R. Mitchell	Porter	420 00	420 00
J. Jeffers	Messenger	420 00	430 00
Total, Windsor Post Office.....			
OCEAN MAIL SERVICE.			
W. F. Bowes	1st Class Clerk	1,000 00	1,000 00
S. T. Green	do	1,000 00	
J. Ferguson	do	1,000 00	
Total, Ocean Mail Service.....			
			11,777 00

REPORT No. 8, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
J. O'Hara	OCEAN MAIL SERVICE—Concluded.	1,000 00		
F. H. Mickleburgh	1st Class Clerk	800 00		
F. P. Bent	do	800 00		
J. C. Strange	do	600 00	6,200 00	
	Total, Ocean Mail Service			6,200 00
	Balances of Salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)			41,703 17
	LMS—Proportion of salaries transferred to Quebec— Of Ottawa Inspector, Staff and Railway Mail Clerks		3,614 25	477,048 89
	Of Ocean Mail Clerks		1,714 03	5,328 28
	Total			\$471,730 61

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## A, IN REPORT No. 3, A.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
105 30	Aberarder .....	39 00		
69 49	Aberdeen .....	24 00		
79 67	Aberdour .....	28 00		
73 00	Aberfeldy .....	20 00		
149 80	Aberfoyle .....	60 00		
69 57	Abingdon .....	26 00		
36 08	Aboyne .....	16 00		
1,804 11	Acton .....	560 00		80 00
25 83	Adare .....	16 00		
108 16	Addison .....	40 00		
144 55	Adelaide .....	56 00		
79 94	Admaston .....	36 00		
165 51	Adolphustown .....	60 00	16 00	
170 02	Agincourt .....	60 00		
22 75	Ahmie Harbor .....	12 00		
12 00	Ahmie Lake .....	12 00		
1,075 84	Ailsa Crraig .....	458 00		40 00
21 00	Airlie .....	16 00		
50 91	Air Line Junction .....	16 00		
17 09	Albert .....	12 00		
60 95	Alberton .....	27 50		
1,124 35	Albion .....	360 00	36 00	40 00
20 16	Albuna .....	11 50		
18 00	Albury .....	12 00		
60 00	Aldboro' .....	34 00		
110 94	Aldershot .....	36 00		
2,039 81	Alexandria .....	480 00	100 00	60 00
454 57	Alfred .....	170 00		
185 40	Algoma Mills .....	40 00		
118 04	Algonquin .....	34 50		
166 02	Alianburg .....	80 00		
600 07	Allandale .....	240 00	10 00	
151 67	Allan Park .....	70 00	12 00	
63 79	Allan's Mills .....	32 00		
89 48	Allansville .....	47 50		
419 49½	Allenford .....	150 00	12 00	
79 41	Allenwood .....	36 00		
41 84	Allisonville .....	30 00		
2,490 05	Alliston .....	720 00	8 00	120 00
19 37	Alloa .....	14 00		
6 10	Allsaw .....	11 50		
306 81	Alma .....	120 00		
206 30	Almira .....	80 00		
4,521 15	Almonte .....	1,200 00	60 00	196 66
161 27	Alport .....	54 50		
22 06	Alsace .....	12 00		
97 50	Alsfeldt .....	31 50		
11 96	Althorpe .....	12 00		
556 17	Alton .....	207 50		
82 59	Altona .....	42 00		
16 62	Alvanley .....	11 50		
1,414 30	Alvinston .....	500 00		60 00
43 65	Amaranth Station .....	16 00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

**N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.**

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
214 71	Amberley .....	90 00	12 00	.....
223 91	Ameliasburg .....	100 00	.....	.....
2,022 41	Amherstburg .....	700 00	80 00	.....
17 92½	Amiens .....	12 00	.....	.....
164 93	Amigara .....	80 00	.....	.....
106 52	Amulree .....	38 00	.....	.....
626 48	Ancaster .....	280 00	.....	.....
61 99½	Anderson .....	31 00	.....	.....
704 52	Angus .....	240 00	.....	.....
169 13	Annan .....	95 00	.....	.....
27 30	Ansonia .....	12 00	.....	.....
75 99	Anten Mills .....	30 00	.....	.....
21 55	Antioch .....	12 00	.....	.....
88 24	Antrim .....	32 00	.....	.....
511 21	Appin .....	150 00	12 00	.....
54 74	Appleby .....	24 00	.....	.....
34 58	Appledore .....	20 00	.....	.....
143 78	Apple Hill .....	20 00	.....	.....
189 18	Appleton .....	80 00	.....	.....
248 93	Apsly .....	100 00	21 00	.....
52 92	Apto .....	22 00	.....	.....
33 87	Archer .....	12 00	.....	.....
181 60	Archville .....	36 00	.....	.....
15 72	Ardagh .....	11 50	.....	.....
248 71	Arden .....	100 00	.....	.....
80 05	Ardoch .....	28 00	.....	.....
35 19	Ardtrae .....	18 00	.....	.....
99 74	Argyle .....	30 00	.....	.....
72 28	Arkell .....	28 00	.....	.....
955 81	Arkona .....	358 50	.....	40 00
152 56	Arkwright (*including arrears) .....	80 00	*5 00	.....
25 79	Arlington .....	20 00	.....	.....
66 91	Armadales .....	20 00	.....	.....
123 82	Armow .....	50 00	.....	.....
10 28	Armstein (from 1st Sept., 1886) .....	5 83	.....	.....
24 43	Armstrong's Mills .....	12 00	.....	.....
21 24	Arner .....	12 00	.....	.....
114 48	Arnott .....	40 00	.....	.....
3,265 92	Arnprior .....	1,000 00	120 00	140 00
1,728 96	Arthur .....	520 00	.....	80 00
140 12	Arva .....	90 00	28 00	.....
51 11	Ash .....	20 00	.....	.....
182 52	Ashburn .....	80 00	.....	.....
27 96	Ashdad .....	11 50	.....	.....
120 75	Ashdown .....	80 00	4 00	.....
58 43	Ashgrove .....	34 00	.....	.....
44 29	Ashley (*1 Quarter; discontinued) .....	20 00	*6 00	.....
255 27	Ashton .....	90 00	16 00	.....
19 17	Ashworth (from 1st Dec., 1886) .....	3 33	.....	.....
252 45	Askin .....	100 00	.....	.....
112 00	Aspdin .....	38 50	.....	.....
35 19	Atha .....	20 00	.....	.....
124 60	Atherley (*2 Quarters; discontinued) .....	50 00	*6 00	.....
13 96	Atherton .....	12 00	.....	.....
88 10	Athlone .....	40 00	.....	.....
114 18	Athol .....	60 00	8 00	.....
128 86	Attercliffe .....	48 00	.....	.....

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission of percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
110 09	Attercliffe Station.....	46 00	8 00	.....
521 00	Atwood.....	195 00	16 00	.....
408 24	Auburn.....	115 00	.....	.....
50 00	Audley.....	23 00	.....	.....
55 48	Aughrim.....	36 00	.....	.....
35 48	Auguston.....	10 00	.....	.....
643 24	Aultsville.....	240 00	8 00	.....
2,231 75	Aurora.....	640 00	36 00	100 00
366 28	Avening.....	147 50	.....	.....
101 12	Avon.....	42 00	.....	.....
40 66	Avonbank.....	18 00	.....	.....
333 11	Avonmore.....	78 00	.....	.....
21 89	Avonroy.....	12 00	.....	.....
116 20	Avonton.....	43 00	.....	.....
24 18	Axe Lake.....	12 00	.....	.....
3,462 35	Aylmer, West.....	900 00	40 00	160 00
2,185 86	Ayr.....	640 00	.....	100 00
926 07	Ayton.....	280 00	.....	.....
10 92	Baby's Point.....	12 00	.....	.....
39 09	Baddow.....	16 00	.....	.....
912 40	Baden.....	190 00	40 00	.....
124 51	Badjeros.....	47 50	.....	.....
52 03	Bagot.....	31 50	.....	.....
301 10	Bailieboro'.....	96 00	.....	.....
85 10	Bainsville.....	24 00	.....	.....
107 83	Bala.....	32 00	8 00	.....
122 76	Balderson.....	48 00	.....	.....
51 37	Baldoon.....	14 50	.....	.....
91 45	Baldwin.....	28 50	.....	.....
21 38	Balfour.....	12 00	.....	.....
103 50	Ballantrae.....	40 00	.....	.....
24 73	Ballantyne's Station.....	12 00	.....	.....
169 19	Ballinacree.....	63 00	.....	.....
18 64	Ballinville.....	16 00	.....	.....
118 90	Ballycroy.....	40 00	.....	.....
81 00	Ballyduff.....	40 00	.....	.....
22 55	Ballymote.....	16 00	.....	.....
68 62	Balmoral.....	30 00	.....	.....
83 66	Balsam.....	30 00	.....	.....
12 40	Balsam Grove (from 1st July, 1886).....	7 50	.....	.....
5 09	Balsam Hill (from 1st Jan., 1887).....	2 50	.....	.....
15 69	Balsam Lake.....	12 00	.....	.....
254 95	Baltimore.....	100 00	.....	.....
48 33	Bamberg.....	18 00	.....	.....
9 00	Bambury.....	11 50	.....	.....
188 74	Bancroft.....	80 00	6 00	.....
79 55	Banda.....	50 00	.....	.....
10 54	Bandon (closed 31st December, 1886).....	8 50	.....	.....
26 43	Banks.....	18 00	.....	.....
90 87	Bannockburn.....	40 00	.....	.....
49 77	Barb (from 1st June, 1886).....	30 00	.....	.....
7 02	Bardolph.....	23 00	.....	.....
25 49	Bardsville.....	12 00	.....	.....
159 88	Bark Lake.....	47 50	.....	.....
14 83	Barkway.....	12 00	.....	.....
45 04	Barnett.....	16 00	.....	.....

A. IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
46 80	Barrett.....	20 00		
9,179 58	Barrie (*discontinued 31st Oct., 1886).....	2,200 00	160 00	*87 58
87 13	Barriefield.....	40 00		
16 96	Barrie Island.....	16 00		
18 81	Bar River.....	11 50		
75 12	Barry's Bay.....	38 00		
61 75	Bartonville.....	30 00		
53 50	Basin Depot.....	23 00		
28 54	Basingstoke.....	16 00		
616 79	Bath.....	220 00	50 00	
88 16	Batteau.....	40 00		
114 12	Battersea.....	42 00		
37 96	Battie's Corners.....	16 00		
2 50	Battle Hall (from 1st Jan., 1887).....	2 50		
434 85	Bayfield.....	220 00		
81 21	Bayham.....	50 00		
40 17	Bayside.....	20 00		
289 71	Baysville (*including arrears).....	115 00	*15 00	
64 76	Bayview.....	24 00	12 00	
490 53	Beachburg.....	175 00	16 00	
319 63	Beachville.....	150 00		
66 53	Beaconsfield.....	20 00		
55 22	Bealton (re-opened 1st May, 1886).....	9 17		
1,004 20	Beamsville.....	380 00	48 00	40 00
213 07	Bear Brook.....	80 00	16 00	
46 00	Beatrice.....	23 50	10 00	
137 16	Beaumaris.....	33 00		
1,663 27	Beaverton.....	480 00		60 00
43 50	Becher.....	16 00		
11 38	Beckstead.....	12 00		
102 26	Bedford Mills.....	50 00		
47 00	Beech Lane.....	16 00		
10 90	Beechmount (from 1st May, 1886).....	9 16		
55 18	Beechwood.....	30 00		
1,024 66	Beeton.....	400 00		40 00
24 91	Beggsboro'.....	20 00		
137 00	Belfast.....	60 00	30 00	
42 31	Belford (5 Quarters).....	24 00		
127 52	Belfountain.....	55 00		
516 59	Belgrave (3 Quarters).....	135 00	9 00	
193 99	Belhaven.....	78 00		
388 36	Belle River.....	147 50		
14,388 81	Belleville (salaries and expenses entered elsewhere).....			
341 52	Belleville Station (*including arrears).....	*77 00		
26 89	Belleve (closed 5th Nov., 1886).....	8 56		
111 35	Bell Ewart.....	50 00		
61 38	Bellrock.....	20 00		
139 86	Bell's Corners.....	59 00		
579 24	Bellmount.....	175 00		
215 43	Belmore.....	96 00		
66 27	Belton.....	24 00		
443 89	Belwood.....	191 00	16 00	
36 32	Bendale.....	15 00		
137 00	Benn Miller.....	36 00		
60 39	Bennie's Corners.....	20 00		
43 53	Bennington.....	20 00		

A, IN REPORT No. 3. A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$	cts.	\$	cts.
47 85	Bensfort .....	24	00		
123 84	Berkeley .....	48	00	6 00	
6,453 78	Berlin .....	1,660	00	400 00	
47 65½	Berriedale (closed 30th June, re-opened 1st Dec., 1886) .....	21	00		
30 35	Berryton .....	12	00		
375 63	Bervie .....	150	00		
152 00	Berwick .....	63	00		
492 99	Bethany .....	260	00		
103 54	Bethel (from 1st June, 1886) .....	8	33		
80 06	Bethesda .....	28	00		
18 60	Beveridge's Bay (closed 18th Aug., 1886) .....	9	16		
110 00	Bewdley .....	33	00		
32 85	Bexley .....	18	00		
26 00	Big Fork .....	16	00		
43 59	Big Lake .....	12	00		
24 44	Big Point .....	12	00		
75 17	Big Springs .....	22	00		
188 31	Billing's Bridge .....	69	43		
247 93	Binbrook .....	95	00		
28 79	Bingham Road .....	16	00		
14 13	Binkham .....	16	00		
43 12	Birdsalls .....	19	00		
43 90	Bird's Creek .....	14	50		
48 25	Birmingham .....	19	00		
31 24	Birnam .....	20	00		
96 96	Birr .....	50	00	15 50	
1,299 61	Biscotasing .....	471	43		
196 69	Bishop's Mills .....	60	00		
43 99	Bismarck .....	16	00		
218 46	Bissett's Creek .....	60	00		
285 63	Black Bank .....	57	50		
11 00	Blackburn .....	10	00		
108 50	Black Creek .....	40	00		
56 22	Black Heath .....	16	00		
31 44	Black River Bridge .....	18	00		
14 06	Black's Corners .....	11	50		
21 54	Blackwater (from 1st Feb., 1887) .....	1	66		
311 14	Blair .....	117	50		
17 75	Blairhampton .....	12	00		
127 25	Blairton .....	50	00		
142 53	Blake .....	59	00		
115 56	Blakeney .....	35	00		
305 29	Blandford Station .....	20	00		
86 31	Blantyre .....	28	00		
1,873 43	Blenheim .....	660	00	160 00	100 00
26 64	Blessington (re-opened 1st July, 1886) .....	7	50		
126 99	Blind River .....	40	00		
509 46	Bloomfield .....	157	50		
158 74	Bloomington .....	64	00		
78 09	Bloomington .....	36	00		
89 62	Bloomsburg .....	31	50		
493 00	Bluevale .....	160	00		
1,386 84	Blyth .....	460	00	36 00	60 00
67 54	Blythwood .....	36	00		
1,413 37	Bobcaygeon .....	440	00	48 00	60 00
44 84	Bogart .....	20	00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
139 34	Bognor .....	50 00		
8 39	Bolingbrooke .....	11 50		
137 00	Bolsover .....	50 00		
38 22	Bomanton .....	20 00		
395 38	Bondhead .....	160 00		
173 13	Bongard's Corners .....	48 00		
3 24	Bonechère .....	12 00		
93 93	Bookton .....	36 00		
137 60	Bornholm .....	70 00		
29 40	Bornish .....	20 00		
15 20	Borromée .....	11 50		
29 42	Boskung .....	12 00		
104 26	Boston .....	46 00		
44 55	Boston Mills .....	31 50		
83 18	Bosworth (*from 1st July, 1886) .....	24 00	*9 00	
37 00	Botany .....	15 00		
1,625 23	Bothwell .....	600 00	60 00	80 00
90 00	Bouck's Hill .....	24 00	6 00	
72 78	Boulter .....	30 00	8 00	
43 00	Bourdeau .....	12 00		
56 94	Bowesville .....	28 00		
35 84	Bowling Green .....	16 00		
4,859 06	Bowmanville .....	1,360 00	160 00	240 00
55 06	Boxgrove .....	28 00		
68 51	Boyne (*including arrears) .....	*30 50		
2,653 07	Bracebridge .....	900 00	150 00	160 00
21 33	Bracernig .....	15 00		
91 24	Bracondale .....	23 00		
1,762 03	Bradford .....	540 00		80 00
15 20	Bradley .....	11 50		
44 31	Bradshaw .....	16 00		
9 72	Brae Lake .....	11 50		
20 06	Braemar .....	32 00		
208 76	Braeside .....	60 00		
43 42	Bramley .....	30 00		
4,959 96	Brampton .....	1,380 00	20 00	200 00
183 23	Branchton .....	80 00		
46 45	Brandy Creek .....	22 00		
22,025 52	Brantford .....	4,000 00	400 00	
11 62	Bray's Crossing .....	11 50		
23 34	Breadalbane .....	16 00		
357 94	Brechin .....	157 50		
101 33	Brentwood .....	40 00		
201 00	Breslau .....	80 00	20 00	
49 34	Brewer's Mills .....	30 00	6 00	
33 75	Brewster .....	18 00		
121 52	Brickley .....	23 00		
84 09	Bridge End .....	36 00		
88 45	Bridgenorth .....	32 00		
364 09	Bridgeport .....	80 00		
307 42	Bridgewater .....	132 00	24 00	
1,055 47	Brigden .....	400 00	4 00	40 00
505 25	Bright .....	200 00	80 00	
2,080 10	Brighton .....	600 00	150 00	80 00
20 65	Brightside .....	12 00		
101 33	Brinsley .....	40 00		
146 00	Briston's Corners .....	60 00		



**A. IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
36 07	Briabane .....	24 00	4 00	
48 63	Britannia .....	30 00		
94 06	Briton .....	36 00		
39 77	Broadbent.....	20 00		
396 52	Brockton .....	67 50		
12,436 54	Brockville (*including arrears) .....	*3,518 50	480 00	
98 01	Brodhagen.....	20 00		
79 17	Brodie.....	20 00		
52 53	Bronson.....	19 00		
157 33	Bronte .....	94 00		
9 99	Brook .....	10 00		
110 50	Brookfield Station.....	36 00		
64 45	*Brookholm .....	30 00	4 00	
685 90	Brooklin.....	260 00		
134 91	Brooksdale.....	57 50		
14 57	Brotherston .....	11 50		
332 68	Brougham .....	115 00	16 00	
36 00	Bronseville .....	16 00		
41 12	Brown Hill.....	11 50		
315 06	Brownsville .....	130 00		
345 33	Brucefield .....	140 00	13 00	
444 12	Bruce Mines .....	200 00	20 00	
211 75	Brudenell .....	80 00		
40 08	Brunner.....	16 00		
8 78	Brunswick .....	11 50		
2,741 24	Brussels .....	800 00	24 00	120 00
82 18	Bryanston .....	36 00		
26 00	Bulger .....	12 00		
118 99	Bullock's Corners.....	47 00		
56 72	Bunessan .....	24 00		
57 20	Bunyan .....	24 00		
538 60	Burford.....	200 00	24 00	
295 71	Burgessville.....	120 00	20 00	
150 28	Burgoyne.....	60 00		
98 48	Burketon Station.....	11 50		
793 94	Burk's Falls .....	100 00	40 00	
50 00	Burk's Headquarters (4 months to 31st May, 1885) .....	20 00		
21 93	Burleigh.....	12 00		
225 49	Burleigh Falls .....	34 00		
946 74	Burlington .....	360 00	12 00	40 00
543 71	Burlington Beach.....	52 50		
43 53	Burnaby .....	11 50		
59 15	Burnbrae .....	24 00	6 00	
123 61	Burnhamthorpe.....	48 50		
62 28	Burnley .....	20 00		
58 80	Burns .....	27 00		
122 71	Burnstown .....	48 00		
73 64	Burnt River.....	24 00		
322 32	Burrit's Rapids.....	126 00		
30 04	Burteh .....	10 00		
34 33	Burton .....	16 00		
23 51	Bury's Green .....	11 50		
34 12	Bushfield .....	16 00		
19 79	Bush Glen .....	11 50		
105 94	Buttonville.....	40 00		
136 26	Button.....	63 00		
99 90	Byng.....	34 00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
126 46	Byng Inlet .....	95 00		
135 08	Byng Inlet, North .....	32 50		
7 61	Byrnedale .....	11 50		
88 39	Byron .....	40 00		
114 57	Cadmus .....	36 00		
75 37	Cæsarea .....	24 00		
2 00	Cahore (from 1st March, 1887) .....	0 83		
206 49	Cainsville .....	64 00		
187 55	Caintown .....	45 00		
64 19	Cairngorm .....	24 00		
19 10	Caistor Centre .....	11 50		
132 32	Caistorville .....	50 00		
288 31	Calabogie .....	55 00		
27 25	Calder .....	12 00		
98 50	Calderwood .....	17 50		
40 75	Caldwell .....	20 00		
156 03	Caldwell's Mills .....	40 00		
349 83	Caledon .....	120 00		
495 75	Caledon, East .....	157 50	18 00	
1,384 56	Caledonia .....	440 00	50 00	60 00
225 30	Caledonia Springs .....	120 00		
199 48	Callender .....	105 00		
48 94	Calton .....	20 00		
55 21	Camborne .....	24 00		
379 27	Cambrey .....	160 00		
352 34	Camden, East .....	135 00	40 00	
128 35	Cameron .....	40 00		
189 98	Camerontown .....	63 00	12 00	
116 95	Camilla .....	50 00	6 00	
405 24	Camlachie .....	160 00		
3,093 61	Campbellford .....	800 00		120 00
79 51	Campbellcroft .....	11 50		
151 60	Campbell's Cross .....	60 00		
76 00	Campbellton (5 Quarters) .....	37 50		
217 63	Campbellville .....	80 00		
256 00	Campden .....	90 00	8 00	
34 50	Canaan .....	16 00		
25 51	Canard River .....	15 00		
187 80	Canboro' .....	70 00		
36 12	Candasville .....	28 00		
252 26	Canfield .....	112 00	16 00	
85 00	Canismore .....	34 00		
138 81	Cannifton .....	60 00		
139 78	Canning .....	60 00		
1,590 93	Cannington .....	500 00	48 00	60 00
92 42	Canton .....	44 00		
30 44	Cape Chin .....	14 50		
58 23	Cape Croker .....	20 00		
27 32	Cape Rich .....	18 00		
6 61	Carden (re-opened 1st Nov., 1886) .....	4 16		
1,014 53	Cardinal .....	350 00	12 00	40 00
67 78	Cardwell .....	40 00		
313 80	Cargill .....	97 50		
66 76	Carholme .....	24 00		
3,792 94	Carleton Place .....	1,000 00		160 00
18 58	Carling .....	12 00		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
90 62	Carlingford.....	39 00		
182 00	Carlisle.....	74 00		
119 35	Carlow.....	50 00		
93 18	Carlsruhe.....	50 00		
101 00	Carlton, West.....	40 00		
96 44	Carluke.....	40 00		
13 00	Carmanville (from 1st July, 1886).....	7 50		
25 03	Carmuncock.....	14 00		
15 76	Carnarvon.....	12 00		
387 04	Carp.....	117 50	16 00	
68 12	Carrville.....	30 00		
24 75	Carsonby.....	11 50		
30 22	Carswell.....	12 00		
15 26	Carterton.....	12 00		
114 02	Carthage.....	40 00	6 00	
388 88	Cartier (*including arrears).....	*59 54		
376 77	Cartwright.....	160 00		
61 18	Cashel.....	24 00		
48 46	Cashion's Glen.....	20 00		
89 00	Cashmere.....	32 00		
43 53	Cashtown.....	30 00		
96 79	Cass Bridge.....	29 50		
52 20	Cassburn.....	24 00		
64 67	Cassel.....	28 00		
494 20	Casselman.....	112 50		
10 62	Castile.....	13 50		
71 00	Castlederg.....	28 00		
50 63	Castleford.....	20 00		
35 41	Castlemore.....	20 00		
370 91	Castleton.....	160 00		
223 50	Cataract.....	69 00		
231 12	Catarqui.....	90 00		
114 87	Cathcart.....	50 00		
139 58	Cavan.....	57 50		
1,272 44	Cayuga.....	400 00	50 00	40 00
16 36	Cecebe.....	12 00		
474 95	Cedar Dale.....	200 00		
109 33	Cedar Grove.....	49 00		
29 48	Cedar Hill.....	16 00		
14 25	Cedar Mills.....	12 00		
300 31	Cedar Springs.....	100 00		
109 47	Cedarville.....	50 00		
262 00	Centralia.....	100 00	16 00	
16 15	Centre Augusta.....	12 00		
60 47	Centreton.....	24 00		
268 63	Centreville.....	100 00	20 00	
22 54	Chaffey's Locks.....	12 00		
185 07	Chalk River.....	82 50		
30 95	Chambers.....	16 00		
19 46	Chandos.....	12 00		
37 12	Chantry.....	20 00		
783 65	Chapleau (from 1st July, 1886).....	7 50		
64 56	Chapman.....	24 00	8 00	
36 52	Chard.....	20 00		
392 59	Charing Cross.....	140 00	120 00	
29 19	Charlecote.....	12 00		
22 63	Charleston.....	12 00		

**A, IN REPORT NO 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 58	Charleville.....	12 00		
66 00	Charlinch (*including arrears).....	*58 33	4 00	
12,363 85	Chatnam.....	3,200 00	240 00	
759 39	Chatsworth.....	240 00	56 00	
16 24	Chatterton.....	11 50		
328 80	Cheapside.....	137 50		
70 49	Cheddar.....	31 00		
205 53	Cheltenham (3 Quarters).....	72 50		
187 00	Chepatowe.....	64 00		
27 68	Cherry Grove.....	16 00		
153 40	Cherry Valley.....	60 00		
76 51	Cherrywood.....	32 00		
1,990 02	Chesley.....	580 00		80 00
140 38	Chesterfield.....	78 00		
1,077 45	Chesterville.....	320 00	4 00	40 00
11 18	Chetwynd.....	11 50		
163 22	Chevalier.....	70 00		
17 18	Cheviot.....	16 00		
738 25	Chippawa.....	345 00		40 00
141 92	Chippawa Hill.....	50 00		
54 72	Chi-elhurst.....	22 00		
40 18	Chisholm.....	16 00		
18 09	Christie (from 1st June, 1886).....	8 33		
18 50	Christie's Corners.....	11 50		
43 18	Christina.....	16 00		
217 50	Churchill.....	66 50		
76 32	Churchville.....	34 50		
140 00	Chute à Blondeau.....	50 00		
113 45	Clachan.....	39 00		
94 58	Clabrassil.....	29 50		
219 37	Clandeboye.....	96 00	16 00	
35 27	Clanricarde.....	11 50		
473 55	Claremont.....	190 00		
315 45	Clarence.....	104 00	24 00	
388 51	Clarence Creek.....	120 00		
66 87	Clarendon Station.....	24 00	30 00	
9 48	Clareview.....	12 00		
288 00	Clarke.....	140 00		
642 46	Clarksburg.....	250 00	48 00	
71 50	Clarkson.....	28 00		
152 45	Claude.....	80 00		
131 23	Clavering.....	40 00		
142 21	Clayton.....	70 00		
339 12	Clear Creek.....	100 00	6 00	
168 77	Clearville.....	80 00		
47 43	Cleavelands.....	20 00		
993 65	Clifford.....	400 00	90 00	60 00
4,391 64	Clinton.....	1,200 00	80 00	180 00
27 50	Clontarf.....	11 50		
91 73	Clover Hill (5 Quarters).....	70 00		
209 81	Cloyne.....	63 00	12 00	
87 06	Clyde.....	44 00		
31 35	Clydesdale.....	19 00		
98 38	Cobble Hill.....	19 00		
790 02	Cobden.....	240 00		
278 00	Coboconk.....	120 00	24 00	
6,956 81	Cobourg.....	1,880 00	240 00	

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
117 00	Cockburn Island.....	100 00		
164 83	Codrington.....	70 00		
306 49	Coe Hill Mines.....	123 71		
71 63	Colbeck.....	24 00		
1,986 83	Colborne.....	600 00	240 00	80 00
110 83	Colchester.....	46 00		
121 40	Cold Springs.....	54 00		
122 87	Coldstream.....	44 00		
682 94	Coldwater.....	215 00		
202 99	Colebrook.....	50 00	20 00	
38 07	Cole Lake.....	15 00		
212 71	Coleman.....	33 00		
32 90	Colenso.....	16 00		
52 60	Coleraine.....	23 00		
17 75	Cole's Corners.....	18 00		
51 22	Colgan.....	28 00		
47 65	Collinville.....	26 00		
5,372 99	Collingwood (* including arrears).....	1,420 00	*290 00	240 00
150 55	Collin's Bay.....	56 00		
78 13	Collin's Inlet.....	28 00		
131 24	Colpoy's Bay.....	60 00	30 00	
40 00	Colquhoun.....	12 00		
318 49	Columbus.....	120 00		
26 40	Colwell.....	16 00		
916 11	Comber.....	335 00	32 00	40 00
262 27	Combermere.....	87 50	6 00	
67 03	Comet.....	30 00		
175 17	Commanda.....	60 00	4 00	
26 22	Conboyville.....	16 00		
81 25	Concord.....	40 00		
224 42	Conestogo.....	79 00		
17 11	Coningsby.....	12 00		
77 00	Conn.....	28 00		
28 56	Connaught.....	14 00		
58 25	Connor.....	28 00		
21 80	Conroy.....	20 00		
450 62	Consecon.....	170 00	12 00	
173 57	Constance.....	64 00		
70 59	Conway.....	30 00		
838 93	Cookstown.....	360 00	12 00	40 00
294 68	Cooksville.....	114 00		
41 27	Cooper.....	16 00		
92 27	Cooper's Falls.....	30 00	4 00	
53 20	Copenhagen.....	28 00		
247 99	Copetown.....	77 50		
207 07	Copleston.....	76 00		
61 35	Corbett.....	24 00		
169 69	Corbetton.....	38 00		
194 15	Corbyville.....	50 00		
286 13	Corinth.....	80 00		
125 91	Cornell.....	60 00		
7,465 29	Cornwall.....	1,800 00	100 00	
41 52	Cornwall Centre.....	16 00		
195 42	Corson's Siding.....	37 50	10 00	
188 26	Corunna.....	80 00		
27 57	Corwin.....	13 00		
38 64	Cotswold.....	30 00		

**A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
345	18	Cottam .....	120	00		6 00		
17	37	Cottesloe .....	11	50				
45	00	Coulson .....	18	00				
58	43	Courtice .....	30	00				
505	96	Courtland .....	135	00				
582	52	Courtright .....	220	00		12 00		
56	82	Coventry .....	30	00				
23	43	Coverley .....	11	50				
68	07	Cowal .....	30	00				
140	98	Craighurst .....	60	00				
34	93	Craigie Lea .....	12	00				
55	12	Craigleith .....	30	00				
28	51	Craigsholm .....	20	00				
226	73	Craigvale .....	90	00				
28	28	Crampton .....	16	00				
313	26	Cranbrook .....	120	00				
40	71	Cranston .....	16	00				
9	88	Cranworth .....	11	50				
66	72	Crawford .....	24	00				
234	13	Credit .....	80	00				
152	53	Credit Forks .....	60	00				
556	39	Creditorn .....	180	00				
101	80	Creek Bank (*including arrears) .....	*33 00					
888	25	Creemore (*from 1st July, 1886) .....	315 00			*30 00		
37	15	Creighton .....	16	00				
84	36	Cressy .....	23	00				
199	09	Creswell .....	60	00				
11	27	Crewe (from 1st May, 1886) .....	9	17				
51	22	Crieff .....	24	00				
87	90	Crinan .....	32	00				
37	61	Crofton .....	24	00				
212	23	Cromarty .....	100	00				
51	00	Cross Hill .....	50	00				
63	00	Crossland .....	24	00				
52	83	Croton .....	24	00				
19	22	Crow Bay .....	11	50				
67	60	Crowland .....	24	00				
92	09	Crown Hill .....	31	00				
59	21	Croydon .....	24	00				
36	06	Cruickshank .....	16	00				
108	95	Crumlin .....	28	00				
340	43	Crysler .....	127	60				
210	12	Culloden .....	80	00				
3	70	Cullton (from 1st Nov., 1886) .....	4	17				
162	44	Cultus .....	34	50				
451	82	Cumberland .....	147	50				
89	24	Cumming's Bridge .....	40	00				
119	88	Cumminsville .....	40	00				
65	99	Cumnock .....	42	00				
192	48	Curran .....	90	00				
84	09	Currie's Crossing .....	32	00				
37	39	Curry Hill .....	20	00				
57	21	Cushendall .....	10	00				
82	92	Cyprus .....	47	50				
159	06	Dacre .....	60	00				
27	92	Dale .....	14	00				

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
94 78	Dalhousie Mills.....	48 00		
117 96	Dalkeith.....	40 00		
32 50	Dalmeny.....	12 00		
54 37	Dalrymple.....	18 00		
123 34	Dalton.....	60 00		
54 47	Damascus.....	20 00		
18 48	Danforth.....	12 00		
53 26	Dante.....	24 00		
14 86	D'Arcy.....	11 50		
143 43	Darling Road.....	47 50		
19 21	Darrell.....	14 05		
137 66	Dartford.....	55 00		
14 74	Dartmoor.....	11 50		
314 04	Dashwood.....	95 00		
104 97	Davenport.....	40 00	10 00	
2 30	Davis' Mills (from 1st Jan., 1887).....	2 50		
103 22	Davisville.....	50 00		
118 18	Dawn Mills.....	50 00		
28 22	Dawson.....	11 50		
62 67	Day Mills.....	24 00		
15 00	Deacon.....	11 50		
42 74	Dealtown.....	20 00		
102 52	Deans.....	60 00		
230 11	De Cewsville.....	60 00		
38 48	Dee Bank.....	18 00		
109 43	Deemerton.....	40 00		
41 01	Deerhurst.....	20 00		
51 38	Deer Lake.....	30 00		
183 61	Deer Park.....	50 00		
437 06	Delaware.....	160 00		
820 48	Delhi.....	295 00	32 00	
116 41	Delmer.....	40 00		
77 98	Deloro.....	80 00		
643 09	Delta.....	195 00		
211 07	Demorestville.....	110 00		
100 11	Denbigh.....	38 00		
161 46	Denfield.....	80 00	36 00	
27 99	Denville.....	34 50		
57 76	Dereham Centre.....	24 00		
10 00	Derrynane.....	11 50		
39 00	Derryville.....	19 00		
40 78	Derry, West.....	16 00		
26 00	Derwent.....	20 00		
198 89	Desboro'.....	47 50		
3,933 32	Deseronto.....	900 00		140 00
20 76	Desert.....	15 00		
8 85	Desert Lake.....	11 50		
15 19	Desmond.....	16 00		
503 04	Deux Rivières.....	200 00		
62 03	Devizes.....	30 00		
40 77	Dexter.....	24 00		
32 48	Diamond.....	18 00		
42 91	Dickinson.....	23 00		
359 31	Dickinson's Landing.....	120 00		
23 00	Dirleton.....	11 50		
89 92	Dixie.....	30 00		
65 84	Dixon's Corners.....	23 00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
55 06	Dixson .....	20 00		
154 65	Dobbinton.....	47 50		
69 88	Doe Lake.....	28 00		
27 80	Dollar.....	12 00		
29 74	Dolson.....	11 50		
218 96	Dominionville.....	80 00		
51 39	Domville.....	28 00		
38 28	Don.....	20 00		
78 92	Doncaster.....	38 00		
84 45	Donegal.....	31 00		
402 33	Doon.....	180 00		
381 60	Dorchester Station.....	175 00	80 00	
55 58	Dorking.....	30 00		
44 25	Dorland.....	20 00		
91 24	Dornoch.....	30 00		
75 49	Dorset.....	40 00		
378 33	Douglas.....	135 00		
83 87	Dovercourt.....	14 50		
89 89	Dover, South.....	36 00		
72 69	Downeyville.....	30 00		
81 72	Downsview.....	30 00		
34 09	Doyle's.....	10 00		
11 04	Dracon.....	12 00		
1,498 69	Drayton.....	440 00	16 00	40 00
2,162 41	Dresden.....	680 00		100 00
33 57	Drew.....	12 00		
173 00	Dromore.....	66 00		
16 01	Drum.....	11 50		
708 13	Drumbo.....	247 50	12 00	
54 50	Drumquin.....	28 00		
98 96	Drysdale.....	28 00		
332 32	Duart.....	160 00		
490 50	Dublin.....	260 00	32 00	
72 80	Dufferin Bridge.....	20 00	6 00	
330 62	Dunbar.....	80 00		
108 56	Dunbarton.....	80 00		
53 84	Dunblane.....	20 00		
53 00	Dunboyne.....	24 00		
30 64	Duncan.....	12 00		
172 61	Dunchurch.....	67 50	10 00	
45 50	Duncrief.....	22 00		
1,207 61	Dundalk.....	420 00	16 00	40 00
4,331 32	Dundas (*discontinued 31st May, 1887).....	1,100 00	120 00	*148 66
56 72	Dundela.....	15 50		
91 88	Dundonald.....	36 00		
112 66	Dunedin.....	36 00		
427 04	Duhgannon.....	170 00		
82 94	Dunkeld.....	36 00		
62 61	Dunkerron.....	23 00		
65 47	Dunlop.....	28 00		
2,873 00	Dunnville.....	700 00	72 00	120 00
98 87	Dunrobin.....	30 00		
106 80	Dunseford.....	32 00		
278 74	Duntroon.....	115 00		
214 14	Dunvegan.....	108 00		
2,105 28	Durham.....	600 00	110 00	100 00
1 171 18	Dutton (late Dutton Station).....	360 00		40 00



**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
113 74	Dwight .....	30 00		
48 23	Dwyer Hill .....	24 00		
40 97	Dyer's Bay .....	16 00		
28 71	Eady .....	14 50		
184 56	Eagle .....	79 50		
227 00	Ealing .....	80 00		
30 48	Eamer's Corners .....	14 00		
14 77	East Linton .....	16 00		
110 68	Eastman's Springs .....	37 50	8 00	
325 30	Easton's Corners .....	120 00		
185 07	East Oro .....	31 50		
21 74	East Williamsburg .....	14 00		
249 53	Eastwood .....	100 00		
204 96	Eau Claire .....	44 00		
75 84	Eberts .....	21 00		
165 37	Echo Place .....	40 00		
23 50	Echo River .....	12 00		
39 44	Eddystone .....	15 00		
212 16	Eden .....	80 00		
247 10	Eden Grove .....	100 00		
151 05	Eden Mills .....	57 50		
230 06	Edgar .....	100 00		
89 54	Edgar's Mills .....	50 00		
40 00	Edge Hill .....	20 00		
85 39	Edgeley .....	31 50		
10 24	Edgeworth .....	16 00		
32 24	Edgington .....	16 00		
103 57	Edmonton .....	57 50	32 00	
18 06	Edwardsville .....	12 00		
50 38	Efingham .....	24 00		
1,310 13	Eganville .....	460 00	60 00	40 00
87 41	Egbert .....	28 50		
53 15	Egerton .....	24 00	4 00	
205 04	Eglington .....	100 00		
174 56	Egmondville .....	120 00		
47 00	Egremont .....	30 00		
24 03	Eiba .....	12 00		
43 55	Elb Mills .....	28 00		
42 02	Elcho .....	12 00		
21 68	Elder .....	12 00		
78 67	Elder's Mills .....	24 00		
34 15	Elidon Station .....	16 00		
92 01	Elidorado .....	24 00		
22 60	Elford .....	12 00		
62 83	Elfrida .....	20 00		
349 65	Elgin .....	120 00	6 00	
59 25	Elginburg .....	28 00		
57 53	Elginfield .....	20 00		
42 76	Elia .....	16 00		
80 84	Elimville .....	36 00		
87 05	Elizabethville .....	36 00		
25 50	Ellaton .....	15 00		
63 00	Ellengowan .....	24 00		
101 35	Ellesmere .....	36 00		
41 40	Ellvott .....	16 00		
81 81	Ellisville .....	32 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rents, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 16	Elm	12 00		
54 13	Elma	16 00		
40 14	Elmbank	16 00		
52 60	Elm Grove	30 00		
24 50	Elmhedge	13 00		
838 66	Elmira	320 00		40 00
660 14	Elmvale	195 00		
512 81	Elmwood	175 00	20 00	
2,198 00	Elora	660 00	100 00	100 00
41 07	Elphin	15 50		
161 00	Elsinore	60 00		
14 91	Emberson	11 50		
702 47	Embros	280 00	50 00	
199 24	Embrun	80 00		
86 85	Emerald	27 00		
69 28	Emery	28 00		
26 00	Emmett	16 00		
277 52	Emadale	67 50	16 00	
46 34	Enfield	24 00		
17 13	Ennis	11 50		
280 48	Enniskillen	140 00		
127 11	Ennismore	40 00	8 00	
424 00	Enterprise	112 50		
67 96	Epping	30 00	20 00	
191 41	Epsom	57 50		
117 50	Eramora	48 00		
6 84	Erbsville	11 50		
34 94	Erie	16 00		
905 02	Eirin	320 00	12 00	40 00
138 97	Erinsville	50 00	6 00	
89 28	Ernestown Station	40 00	24 00	
118 54	Escott	60 00		
44 72	Eskdale	24 00		
120 07	Esquesing	46 00		
2,849 38	Essex Centre	660 00	160 00	120 00
14 21	Essexville	11 50		
451 65	Ethel	157 50		
7 24	Etrick	11 50		
221 16	Eugenia	70 00		
56 30	Evansvale	19 00		
27 44	Evansville	11 50		
78 51	Evelyn	36 00		
250 93	Everett	90 00		
65 15	Eversley	28 00		
153 34	Everton	60 00		
2,501 85	Exeter	680 00	90 00	120 00
36 55	Fairbank	16 00		
38 50	Fairfield, East	18 00		
63 60	Fairfield Plain	24 00		
21 03	Fairholm	12 00		
49 65	Fairmount	32 00		
21 21	Fair Valley	12 00		
38 54	Fairview (closed 30th Sept. ; re-opened 1st Dec., '86)	11 33		
30 42	Falding	12 00		
136 41	Falkenburg	60 00	16 00	
86 25	Falkirk	38 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
84 33	Fallbrook .....	36 00		
147 00	Fallowfield .....	60 00		
19 72	Faraday .....	16 00		
75 98	Farewell .....	20 00		
101 86	Fargo .....	30 00		
1,476 44	Farmersville .....	420 00		40 00
117 00	Farquhar .....	40 00	4 00	
248 50	Farran's Point .....	90 00		
55 93	Fassifern .....	31 00		
88 09	Fawkham .....	32 00		
37 93	Fawn .....	16 00		
29 74	Fellows .....	12 00		
30 17	Felton .....	16 00		
28 03	Fenaghvale .....	12 00	4 00	
103 97	Fenella .....	40 00		
1,638 05	Fenelon Falls .....	500 00	8 00	60 00
28 00	Fennell's .....	20 00		
256 61	Fenwick .....	78 00		
2,866 18	Fergus .....	780 00	180 00	120 00
46 16	Ferguson .....	24 00		
87 00	Ferguson's Falls .....	33 00		
97 00	Ferguson Vale .....	36 00		
66 90	Fermoy .....	23 00		
30 62	Fern Glen .....	11 50		
101 80	Fern Hill .....	40 00		
177 62	Fesserton .....	50 00		
28 06	Fetherston .....	16 00		
192 00	Feversham .....	77 50		
811 74	Fingal .....	295 00		
35 94	Fingerboard .....	16 00		
24 00	Fintona .....	20 00		
48 85	Fish Creek .....	32 00		
211 70	Fisherville .....	72 00		
152 74	Fish Lake .....	17 50		
317 79	Fitzroy Harbor .....	120 00	6 00	
31 00	Flamboro' Centre .....	16 00		
44 50	Fleetwood .....	16 00		
1,377 47	Flesherton .....	400 00	70 00	40 00
153 17	Flesherton Station .....	60 00		
437 00	Fletcher .....	155 00		
185 88	Flinton .....	70 00		
71 50	Floradale .....	19 00		
686 82	Florence .....	300 00		
86 92	Flower Station .....	17 50		
26 49	Foley .....	14 00		
443 42	Font Hill .....	204 00		
519 88	Fordwich .....	210 00	16 00	
37 54	Fordyce .....	16 00		
2,317 36	Forest .....	720 00	16 00	120 00
278 20	Forester's Falls .....	100 00	16 00	
0 21	Forest Lake .....	17 50		
34 63	Forest Mills .....	14 00		
108 49	Forestville .....	60 00		
84 45	Forfar .....	28 00		
96 00	Fork's Road .....	27 00		
270 69	Formosa .....	120 00		
795 33	Fort Erie .....	363 00		40 00

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
108 16	Fort Francis.....	60 00		
225 25	Fort William.....	240 00		
698 19	Fort William, West (late Neebing).....	230 00		
339 60	Fournier (*from 1st Oct., 1886).....	120 00	*8 00	
30 22	Fowler's Corners.....	12 00		
186 85	Foxboro'.....	80 00		
87 06	Foxmead.....	36 00		
44 56	Foymount.....	20 00		
118 76	Franconia.....	24 00		
537 60	Frankford.....	210 00		
6 9c½	Frank Hill.....	10 00		
93 19	Franklin.....	40 00	12 00	
17 99	Frank's Bay (from 1st Jan., 1887).....	2 50		
195 45	Franktown.....	70 00		
267 42	Frankville.....	90 00		
21 56	Fraserburg.....	11 50		
80 42	Fraserville.....	40 00		
67 69	Freeborn.....	14 50		
14 75	Freeland.....	11 50		
209 14	Freepton.....	80 00	8 00	
261 30	Freeman.....	110 00		
34 93	Freeport.....	20 00		
11 50	French Bay.....	11 50		
0 03	French River (2 Quarters).....	5 00		
46 74	Frogmore.....	10 00		
57 36	Frome.....	24 00		
197 34	Fullarton.....	79 00		
18 69	Fuller.....	14 00		
68 69	Fulton.....	34 00		
29 10	Furnace Falls.....	20 00		
36 16	Fyfield.....	18 00		
85 33	Gad's Hill.....	40 00		
14 18	Galbraith.....	11 50		
118 78	Galetta.....	50 00		
21 99	Gallingertown.....	12 00		
10,631 87	Galt (*discontinued 30th Nov., 1886).....	2,600 00	60 00	*.83 33
154 42	Gamebridge.....	60 00		
4,540 12	Ganancque.....	1,150 00		200 00
141 90	Garden Hill.....	70 00		
207 46	Garden Island.....	95 00		
74 71	Garden River.....	40 00	4 00	
92 66	Garnet.....	40 00		
33 00	Garretton.....	12 00		
13 43	Garrison Road.....	11 50		
34 89	Garryowen.....	12 00		
235 69	Gelert.....	68 00		
2,673 40	Georgetown.....	720 00	108 00	120 00
7 40	Georgina Island (from 1st Aug., 1886).....	6 67		
57 08	Germania.....	30 00		
86 97	German Mills.....	34 50		
207 80	Gesto.....	80 00		
64 37	Gibraltar.....	20 00		
35 04	Gibson.....	11 50		
29 00	Gilbert's Mills.....	11 50		
143 00	Gilford.....	70 00	12 00	
23 92	Gill.....	14 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
110 14	Gillie's Hill .....	46 00		
31 51	Gilmour (from 1st Feb., 1887) .....	1 66		
60 09	Gladstone .....	30 00		
322 39	Glemmis .....	97 50		
17 30	Glamorgan .....	12 00		
23 94	Glandine .....	11 50		
153 99	Glanford .....	65 00		
44 45	Glanford Station (late Renton Station) .....	24 00		
11 73	Glanmire .....	10 00		
143 93	Glanworth .....	50 00		
25 93	Glascott .....	12 00		
49 00	Glasgow .....	18 00		
15 78	Glastonbury .....	11 50		
21 82	Glen Alda .....	12 00		
385 00	Glen Allan .....	155 00		
63 45	Glen Annan .....	30 00		
158 49	Glenarm .....	57 50		
22 00	Glen Becker .....	12 00		
157 41	Glen Buell .....	60 00		
143 06	Glenburnie .....	13 65		
179 56	Glencairn .....	72 00		
2,187 98	Glencoe .....	720 00	18 00	120 00
49 59	Glen Colin .....	24 00		
42 83	Glendale .....	16 00		
14 83	Glen Donald .....	12 00		
34 61	Gleneden .....	20 00		
58 54	Glen Farrow .....	20 00		
85 48	Glen Huron .....	40 00		
42 24	Glen Huron Station (11 Months) .....	22 00		
21 91	Glenilla .....	16 00	6 00	
114 42	Glen Mejer (5 Quarters) .....	30 00		
102 60	Glen Meyer .....	30 00		
71 22	Glen Miller .....	24 00		
30 75	Glenmore .....	12 00		
243 68	Glen Morris .....	84 00		
137 55	Glennervis .....	50 00		
97 41	Glen Norman .....	16 00		
24 00	Glen Oak .....	16 00		
45 28	Glen Orchard .....	20 00		
	Glen Rae (accounts not received) .....			
319 93	Glen Robertson .....	97 50	120 00	
43 15	Glen Ross .....	16 00		
156 73	Glenroy .....	31 00		
102 19	Glen Sandfield .....	32 00		
39 07	Glenshee .....	24 00		
72 44	Glen Smail .....	24 00		
37 95	Glen Stewart .....	20 00		
103 18	Glen Tay .....	40 00		
41 05	Glen Vale .....	22 00		
117 60	Glen Walter .....	36 00		
268 84	Glen Williams .....	137 50		
25 87	Glen Willow .....	10 00		
187 89	Goble's Corners .....	90 00		
5,371 73	Goderich (*including arrears) .....	1,700 00	*163 00	280 00
143 83	Godfrey .....	60 00		
11 06	Godolphin (from 11th Aug., 1886) .....	6 38		
92 72	Golden Lake .....	30 00		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
90 28	Goldfield .....	30 00		
36 50	Goldsmith .....	20 00		
112 79	Goldstone .....	34 50		
71 58	Gooderham .....	36 00	8 00	
19 41	Goodtown .....	11 50		
438 87	Goodwood .....	160 00		
297 97	Gordon .....	145 00		
50 95	Gordonville .....	20 00		
683 55	Gore Bay .....	170 00		
154 40	Gore's Landing .....	70 00		
73 03	Goring .....	19 00		
83 32	Gormley .....	32 00		
650 48	Gorrie .....	260 00		
3 22	Gosport .....	11 50		
13 55	Goulais' Bay (from 1st Aug., 1886) .....	6 67		
71 01	Gourock (*including arrears) .....	*25 00		
67 57	Gowanstown .....	31 50	16 00	
67 99	Gower Point .....	19 00		
19 73	Gowrie .....	12 00		
699 43	Grafton .....	240 00	30 00	
65 17	Grahamsville .....	24 00		
107 64	Grand Bend .....	50 00		
946 26	Grand Valley .....	280 00	16 00	
16 00	Granger .....	11 50		
25 48	Granite Hill .....	11 50		
18 97	Grant .....	11 50		
109 36	Grantley .....	36 00		
558 74	Granton .....	200 00	20 00	
116 25	Grassmere .....	42 00	8 00	
38 93	Grassy's Corners .....	15 00		
24 39	Gratton .....	15 00		
27 00	Gravel Hill (3 Quarters) .....	12 00		
2,628 00	Gravenhurst .....	750 00	32 00	120 00
19 44	Graystock .....	16 00		
52 01	Greely .....	11 50		
199 45	Greenbank .....	70 00		
22 09	Green Bay .....	16 00		
73 53½	Greenbush .....	40 00		
199 15	Greenfield .....	80 00	12 00	
71 14	Greenock .....	50 00		
10 00	Green Point .....	11 50		
96 51	Green River .....	40 00		
20 50	Greenside .....	11 50		
134 27	Greensville .....	48 00		
98 16	Green Valley .....	28 00		
18 37	Greenview .....	11 50		
85 04	Greenway .....	36 00		
257 00	Greenwood .....	90 00		
32 80	Gregory .....	16 00		
30 28	Grenfell .....	16 00		
41 35	Gresham .....	24 00		
9 91	Gretna .....	11 50		
13 10	Grey Eagle .....	11 50		
22 18	Greystead .....	12 00		
64 09	Gribbin .....	24 00		
88 37	Grierville .....	30 00		
61 36	Griffin's Corners .....	30 00		

**A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
56 46	Griffith .....	28 00		
1,691 08	Grimston .....	520 00	60 00	80 00
22 17	Grovesend .....	11 50		
80 98	Grove Mills .....	30 00		
19 50	Groveton (from 1st Aug., 1886) .....	16 00		
13 50	Guelph .....	5 15		
17,332 72	Guild's .....	4,000 00	400 00	
134 32	Gull Creek .....	50 00		
25 53	Gunter .....	10 00		
82 04	Guthrie .....	15 00		
6 71	Guy'sboro' .....	11 50		
57 54	Gypsum Mines .....	37 00		
187 19	Hagerman's Corners .....	40 00		
61 05	Hagersville .....	24 00		
1,425 54	Hainsville .....	500 00		60 00
23 00	Haldane Hill .....	20 00		
72 00	Haley Station .....	27 00		
99 05	Haliburton .....	44 00		
775 96	Halloway .....	300 00	12 00	
93 88	Hall's Bridge .....	36 00		
139 83	Hall's Glen .....	72 00		
18 08	Hall's Mills .....	16 00		
29 18	Hallville .....	12 00		
168 00	Halston (closed 31st Aug., 1886; re-opened 1st Feb., 1887) .....	60 00		
15 57	Hamilton (salaries and expenses entered elsewhere) .....	5 84		
69,626 25	Hammond .....	14 00		
36 00	Hampden .....	24 00		
49 36	Hampshire Mills .....	24 00		
99 05	Hampstead .....	24 00		
150 88	Hampton .....	120 00		
348 22	Hanlan .....	16 00		
23 27	Hannon .....	24 00		
46 27	Hanover .....	500 00	40 00	60 00
1,698 02	Harcourt .....	10 00		
8 14	Harding .....	12 00		
21 35	Harkaway .....	10 00		
7 47	Harlem .....	30 00		
86 47	Harley .....	50 00	8 00	
98 77	Harlock .....	16 00		
74 00	Harlowe .....	16 00		
8 06	Harmony .....	20 00		
44 11	Harold .....	40 00		
103 25	Harper .....	24 00		
65 89	Harpley .....	14 00		
21 18	Harrietsville .....	72 00		
175 36	Harrington, West .....	60 00		
148 33	Harrisburg .....	84 00	20 00	
182 64	Harrison's Corners .....	28 00		
78 46	Harriston .....	940 00	60 00	120 00
3,325 85	Harrow .....	100 00		
5	Barrowsmith .....	115 00		
371 31	Hartfell .....	10 00		
7 53	Hartford .....	50 00		
118 78	Hartington .....	30 00		
81 37				

A, IN REPORT NO 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
79 69	Hartley .....	20 00		
39 34	Hartsmere .....	16 00		
45 97	Harty's Station .....	10 00		
152 90	Harwich .....	50 00		
248 60	Harwood .....	160 00		
1,496 64	Hastings .....	460 00	20 00	60 00
104 12	Hatchley Station .....	36 00		
35 45	Hanlton .....	16 00		
291 83	Havelock .....	60 50	24 83	
95 64	Havergal (late Conroy's Farm) .....	19 00		
1,394 13	Hawkesbury .....	420 00		40 00
202 03	Hawkestone .....	60 00		
383 81	Hawkesville .....	150 00	20 00	
39 24	Hawley .....	16 00		
29 02	Hawthorne .....	16 00		
201 85	Hawtreay .....	60 00	40 00	
112 03	Hay .....	50 00		
18 26	Hay Bay .....	15 00		
7 12	Hayburn (from 1st Oct., 1886) .....	5 00		
63 44	Haydon .....	30 00		
175 35	Hayesville .....	67 50		
32 69	Hayesland .....	20 00		
146 63	Hazeldean .....	50 00		
37 69	Headford .....	18 00		
28 75	Head Lake .....	12 00		
258 32	Heathcote .....	100 00		
8 84	Heather .....	11 50		
122 00	Heckston .....	44 00		
312 55	Heidelberg .....	87 50		
76 05	Hemlock .....	24 00		
63 82	Hendrick .....	20 00		
97 26	Henfryn .....	44 00		
19 98	Henry .....	14 00		
632 22	Hensall .....	220 00	16 00	
458 74	Hepworth .....	120 00	4 00	
65 03	Hereward .....	23 00		
103 47	Hermon .....	16 00		
2,039 05	Hespeler .....	500 00		60 00
26 52	Hesson .....	12 00		
67 64	Hewitt (*including arrears) .....	*17 50		
26 67	Hiawatha .....	12 00		
145 44	Hickson .....	48 50		
18 56	High Falls .....	16 00		
30 63	Highfield .....	12 00		
502 62	Highgate .....	120 00		
107 78	Highland Creek .....	50 00		
144 66	Hillier .....	70 00	8 00	
21 57	Hillman .....	11 50		
15 00	Hillsboro' .....	12 00		
564 50	Hillsburg .....	220 00		
546 53	Hillsdale .....	190 00	10 00	
67 26	Hill's Green .....	30 00		
103 70	Hilly Grove .....	31 50		
91 94	Hilton .....	30 00		
9 10	Hinch .....	11 50		
147 73	Hintonburg .....	44 00		
89 61	Hoard's Station .....	31 50		



**A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B —Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 13	Hoasic .....	12 00		
64 56	Hoath Head.....	20 00		
86 54	Hobart.....	24 00		
94 44	Hockley.....	36 00		
117 76½	Holbrook.....	31 50		
318 50	Holland Centre.....	120 00		
267 03	Holland Landing.....	100 00		
290 68	Hollen.....	130 00		
44 38	Holly.....	16 00		
18 02	Holly Park.....	12 00		
197 75	Holmesville.....	72 00		
377 51	Holstein.....	120 00	60 00	
70 98	Holt.....	24 00		
142 00	Holyrood.....	60 00		
99 57	Homer.....	36 00		
118 13	Honeywood.....	40 00		
69 14	Hoodstown.....	31 50		
19 01	Hope Bay.....	12 00		
10 50	Hopefield.....	12 00		
17 78	Hopeness.....	12 00		
92 68	Hopetown.....	28 00		
123 84	Hopeville.....	70 00		
153 00	Hornby.....	64 00		
17 90	Horncastle.....	12 00		
395 93	Horning's Mills.....	160 00		
15 81	Hotspur.....	11 50		
167 69	Houghton.....	60 00		
98 91	Housey's Rapids.....	30 00		
9 37	Howe Island.....	12 00		
9 82	Huffman (closed 31st Oct., 1886).....	11 66		
93 85	Humber.....	40 00		
36 88	Humber Bay (from 1st Dec., 1886).....	3 33		
869 33	Humberstone.....	340 00		40 00
111 87	Huntingfield.....	18 00		
92 58	Huntley.....	40 00		
1,997 41	Huntsville.....	625 00	72 00	75 00
13 70	Hurdman's Bridge (closed Aug, 31, 1886; re-opened 1st Dec., 1886).....			
17 78	Hurdville.....	17 84		
141 83	Huston.....	11 50		
25 03	Huttonsville.....	44 00	16 00	
34 50	Huttonsville.....	34 50		
41 84	Bybla.....	12 00		
107 06	Hyde Park Corner.....	40 00		
18 00	Hyndman.....	12 00		
85 11	Ida.....	36 00		
193 68	Ignace.....	63 00		
306 48	Ilderton.....	100 00		
95 57	Ilfracombe.....	48 00		
44 15	Indian River.....	30 00		
7,873 48	Ingersoll.....	2,200 00	400 00	360 00
311 15	Inglewood.....	88 00		
37 38	Ingoldsby.....	24 00		
19 50	Inholmes.....	10 00		
39 46	Inistoge.....	20 00		
250 50	Inkerman.....	99 00		
346 93	Innerkip.....	120 00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
25 90	Innisfil .....	20 00		
124 83	Innisville .....	40 00		
618 00	International Bridge .....	240 00		
137 91	Inverary .....	60 00		
14 50	Inverhaugh .....	11 50		
45 34	Inverhuron .....	20 00		
228 19	Invermay .....	120 00	4 00	
355 92	Inwood .....	135 00		
242 41	Iona .....	104 00		
152 24	Iona Station .....	60 00		
120 95	Irena .....	43 50	6 00	
48 25	Iris .....	16 00		
90 06	Irondale .....	24 00		
2,117 28	Iroquois .....	600 00	120 00	80 00
13 51	Irwin .....	11 50		
56 53	Islay .....	20 00		
187 20	Islington .....	80 00		
152 65	Ivan .....	28 00		
124 70	Ivanhoe .....	50 00		
164 17	Ivy .....	47 50		
3 00	Jackfish Bay (re-opened 1st March, 1887) ..	3 33		
42 75	Jackson .....	30 00		
36 82	Jaffa .....	20 00		
114 77	Jamestown .....	50 00		
62 33	Jamieson .....	15 00		
169 13	Janetville .....	64 00		
31 00	Jarlberg .....	16 00		
93 26	Jarratt's Corners .....	40 00		
1,333 38	Jarvis .....	400 00	50 00	40 00
407 51	Jasper .....	120 00	12 00	
68 78	Jefferson .....	20 00		
24 14	Jericho .....	16 00		
14 62	Jermyn .....	10 00		
224 81	Jerseyville .....	72 00		
16 35	Jesseopville .....	11 50		
25 50	Jocelyn .....	16 00		
32 07	Jock Vale .....	16 00		
69 38	Johnson .....	27 00		
42 00	Johnson's Mills .....	16 00		
41 15	Jones Falls .....	24 00		
185 85	Jordan .....	72 00		
98 51	Jordan Station .....	62 50		
13 34	Josephburg .....	14 00		
65 98	Josephine .....	18 00		
27 75	Juddhaven .....	12 00		
54 00	Jura .....	30 00		
160 31	Kagawong .....	70 00		
41 34	Kaladar .....	20 00	2 00	
186 50	Kare .....	63 00		
137 56	Katrine .....	60 00		
94 13	Keady .....	40 00	12 00	
134 78	Kearney .....	40 00		
275 00	Keenansville .....	100 00		
360 48	Keene .....	120 00		
318 77	Keewatin Mills .....	147 50		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

**N.B.—**Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
68 44	Keith .....	20 00		
32 00	Keldon.....	12 00		
44 03	Kelso .....	15 00		
121 77	Kelvin .....	60 00		
129 53	Kemble.....	43 00	4 00	
1,664 01	Kemptville.....	506 00	60 00	80 00
236 77	Kendal .....	75 00		
116 00	Kenilworth.....	40 00	30 00	
191 86	Kenmore .....	60 00		
17 59	Kenneway.....	11 50		
39 38	Kenney .....	11 50		
114 00	Kensington.....	40 00		
108 92	Kent Bridge (*including arrears).....	50 00	*10 50	
301 50	Kerrwood.....	90 00		
63 57	Kertch.....	24 00		
214 62	Keswick.....	80 00		
224 73	Kettleby.....	97 50		
23 86	Keyser.....	12 00		
59 00	Khiva.....	24 00		
208 28	Kilbride.....	60 00		
0 80	Kilgorie.....	10 00		
69 67	Killaloe.....	30 00		
168 16	Killarney.....	74 00	30 00	
38 25	Killean.....	24 00		
16 50	Killyleagh.....	12 00		
12 59	Kilmanagh.....	16 00		
35 50	Kilmarnock.....	16 00		
14 82	Kilmartin.....	12 00		
30 83	Kilmaurs.....	12 00		
248 08	Kilsyth.....	100 00		
98 99	Kilworthy (late Lethbridge).....	30 00		
63 33	Kimball.....	24 00		
194 31	Kimberley.....	57 50		
283 40	Kinburn.....	70 00	6 00	
3,755 60	Kincardine.....	1,010 00	72 00	160 00
460 67	King.....	152 50	50 00	
13 85	Kingarf (from 1st June, 1886).....	8 33		
53 36	King Oreek.....	30 00		
77 33	King Lake.....	28 50		
69 64	Kingsbridge.....	30 00		
23 40	Kingscote.....	11 50		
35 39	Kingscourt.....	16 00		
77 26	Kingsford.....	20 00		
103 71	Kingmill.....	40 00	12 00	
20,296 04	Kingston (salaries and expenses entered elsewhere).....			
35 37	Kingston Mills.....	24 00		
156 68	Kingston Station (from 15th May, 1886).....	8 75		
1,031 19	Kingsville.....	360 00	12 00	40 00
42 46	King's Wharf.....	16 00		
48 89	Kinkora.....	22 00		
209 36	Kinloss.....	64 00	16 00	
216 27	Kinlough.....	80 00		
573 44	Kinmout.....	220 00	30 00	
3 33	Kinnaird (office closed; arrears of revenue).....			
83 22	Kinsale.....	36 00		
176 57	Kintil.....	80 00		
170 42	Kintore.....	80 00		

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
263 26	Kippen .....	107 50	20 00	
72 88	Kirby .....	40 00		
398 64	Kirkfield .....	110 00		
81 92	Kirkhill .....	32 00		
387 15	Kirkton .....	115 00		
9 44	Kirkville .....	10 00		
105 47	Kirkwall (*previously over-credited).....	*39 50		
270 06	Kleinburg .....	87 50		
227 28	Klock's Mills .....	87 50		
11 00	Knapdale .....	11 50		
21 08	Knatchbull .....	11 50		
72 74	Kohler .....	30 00		
103 01	Kolapore .....	18 00		
241 16½	Komoka .....	100 00		
26 00	Korah .....	16 00		
75 08	Kossuth .....	23 00		
33 27	Kurtzville .....	23 00		
12 00	Lady Bank .....	12 00		
122 47	Lafontaine .....	40 00		
114 90	Laggan .....	60 00		
25 22	Lake Charles .....	10 00		
11 22	Lake Doré .....	12 00		
36 58	Lakehurst.....	16 00		
195 81	Lakelet .....	70 00		
1,480 89	Lakefield .....	500 00	20 00	30 00
58 47	Lake Opinicon.....	23 00		
182 45	Lakeport .....	160 00		
115 21	Lakeside .....	44 00		
42 59	Lake Talon .....	50 00		
111 98	Lakeview .....	36 00		
177 26	L'Amable .....	59 00	30 00	
48 63	L'Amaroux.....	28 00		
236 40	Lambeth.....	135 00		
305 07	Lambton Mills .....	140 00		
48 89	Lamlash .....	20 00		
10 82	Lammermoor.....	11 50		
996 16	Lanark .....	357 50	32 00	40 00
1,493 65	Lancaster .....	480 00	30 00	60 00
30 02	Lancelot .....	16 00		
60 60	Lanes .....	20 00		
290 32	Lang .....	108 00		
49 65	Langford .....	24 00		
95 87	Langside .....	40 00		
17 19	Langstaff.....	16 00		
436 55	Langton .....	160 00	6 00	
711 08	Lansdowne .....	200 00		
101 57	Lansing .....	42 00		
7 77	Larkin (3 Quarters) .....	8 50		
149 00	La Salette.....	60 00		
151 00	Laskay .....	50 00		
21 74	Lasswade .....	11 50		
38 43	Latimer .....	20 00		
72 79	Latona .....	28 00		
150 78½	Laurel .....	50 00	10 00	
12 63	Lavant .....	11 50		
154 61	Lavant Station.....	47 50		

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
97 14	Lavender.....	36 00		
160 77	Lawrence Station.....	60 00		
36 15	Layton.....	17 00		
126 05	Lea'sbury.....	40 00		
14 44	Leafield.....	11 50		
1,504 79	Leamington.....	480 00	60 00	60 00
70 49	Leaskdale.....	32 00		
47 99	Lebanon.....	24 00		
1,969 65	LeBreton Flats.....	440 00		80 00
253 35	Lefaire.....	78 00		
306 00	Lefroy.....	120 00	16 00	
18 31	Leg Lake.....	10 00		
	Lehman's Landing.....	11 50		
12 50	Leinster.....	11 50		
115 36	Leith.....	40 00		
30 67	Leitrim.....	12 00		
7 39	Lemieux.....	11 50		
88 43	Lemonville.....	32 00		
8 00	Les Erables (from 1st Oct., 1886).....	5 00		
233 36	Leskard.....	80 00		
156 35	Leslie.....	70 00		
8 25	Letterkenny.....	11 50		
32 00	Lewisham.....	12 00		
17 08	Lidcote.....	12 00		
65 40	Lieuury.....	40 00		
29 55	Lifford.....	30 00		
9 61	Lily Lake.....	11 50		
40 00	Lily Oak.....	16 00		
18 84	Limebank (from 1st Sept., 1886).....	5 83		
154 62	Limehouse.....	50 00		
30 03	Lime Lake.....	16 00		
99 00	Linden Valley.....	40 00		
14 00	Lindenwood.....	10 00		
7,173 69	Lindsay.....	2,000 00	200 00	320 00
56 55	Linton.....	20 00		
511 28	Linwood.....	190 00		
368 43	Lion's Head (*including arrears).....	120 00	*10 00	
32 39	Lisbon.....	16 00		
18 00	Lisburn.....	12 00		
535 09	L'Isle.....	180 00	24 00	
3,588 83	Listowel.....	1,100 00	120 00	180 00
598 01	Little Britain.....	220 00	10 00	
493 86	Little Current (*including arrears).....	135 00	*124 00	
22 17	Little Rapids.....	11 50		
106 92	Little Rideau.....	40 00		
18 29	Littlewood.....	10 00		
174 17	Liverpool Market.....	47 50		
14 78	Living Springs.....	11 50		
244 83	Lloydtown.....	88 00		
108 86	Lobo.....	50 00	4 00	
113 12	Lochalsh.....	36 00		
64 16	Loch Garry.....	23 00		
126 43	Lochiel.....	60 00		
23 06	Lochinvar.....	20 00		
60 03	Loch Winnoch.....	24 00		
59 41	Lockton.....	20 00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
51 52	Locust Hill (from 1st June, 1886; late Green River Station).....	8 33		
44 33	Lodi.....	20 00		
40 83	Logierait.....	24 00		
192 92	Lombardy.....	60 00		
396 04	Londesboro'.....	150 00		
45,693 64	London (salaries and expenses entered elsewhere).....			
1,335 55	London, East.....	440 00		60 00
16 50	Long Bay.....	11 50		
417 82	Longford Mills.....	115 00		
25 67	Long Lake.....	16 00		
28 06	Longtinville.....	20 00		
126 95	Longwood.....	60 00	10 00	
178 85	Lonsdale.....	60 00		
38 10	Loree.....	20 00		
76 31	Loretto.....	30 00		
929 99	L'Orignal.....	360 00	48 00	40 00
12 59	Lorimer Lake.....	11 50		
90 46	Loring.....	20 00		
29 11	Lorne.....	30 00		
181 25	Lorneville.....	50 00		
27 25	Lorraine.....	12 00		
91 12	Lotus.....	30 00		
48 00	Louise.....	12 00		
91 71	Louisville.....	42 00		
45 36	Lovat.....	16 00		
48 56	Lovering.....	20 00		
65 62	Lovett.....	30 00		
90 91	Lowbanks.....	34 50		
151 95	Lowville.....	78 00	16 00	
1,153 75	Lucan.....	400 00	160 00	80 00
2,227 66	Lucknow.....	680 00	40 00	120 00
58 06	Lumley.....	20 00		
18 41	Lundy.....	11 50		
229 83	Lunenburg.....	80 00		
24 05	Lurgan.....	16 00		
53 19	Lutherville.....	16 00		
57 13	Luton.....	20 00		
688 19	Lyn.....	240 00		
8 25	Lynch Lake.....	20 00		
392 66	Lynden.....	120 00		
252 29	Lyndhurst.....	100 00		
387 51	Lynedoch.....	140 00	32 00	
69 92	Lynn Valley.....	24 00		
102 75	Lynnville.....	50 00		
127 68	Lyons.....	44 00		
3 33	McCormick (from 1st March, 1887).....	0 83		
16 90	McOready.....	11 50		
94 28	McCrimmon.....	30 00		
176 18	McDonald's Corners.....	70 00		
82 11	McGarry.....	26 00		
144 38	McGregor.....	60 00		
91 54	McIntosh Mills.....	36 00		
158 69	McIntyre.....	70 00		
18 50	McIver.....	11 50		
215 86	McKellar.....	90 00	10 00	

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
12	68	McKinlay .....	11	50				
214	65	McLaren's Mills .....	55	00				
3	25	McLean (from 1st Jan., 1887).....	2	50				
19	48	McPhail .....	11	50				
272	73	Maberly .....	77	50				
14	74	Macdonald .....	11	50				
98	00	Mackay's Station .....	60	00	80	00		
24	32	Macton .....	16	00				
73	27	Macville .....	28	00				
2,037	70	Madoc .....	630	00	80	00	100	00
391	12	Magnetawan .....	117	50	36	00		
29	32	Maguire .....	16	00				
204	81	Maidstone .....	107	50				
252	98	Maitland .....	96	00	12	00		
48	34	Malakoff .....	20	00				
94	59	Malcolm .....	40	00				
483	57	Mallorytown .....	200	00	90	00		
12	11	Malone .....	16	00				
48	01	Malta .....	20	00				
184	70	Malton .....	70	00	4	00		
337	83	Malvern .....	64	00				
192	89	Manchester .....	69	00				
175	56	Mansamin .....	60	00				
377	83	Manilla .....	160	00				
55	15	Manion .....	28	00				
550	89	Manitowaning .....	280	00	45	00		
57	31	Manuheia .....	20	00				
511	62	Manotic .....	200	00				
81	49	Manswood .....	30	00				
180	87	Mansfield .....	69	00				
89	49	Manvers Station .....	20	00				
297	94	Maple .....	117	50	24	00		
21	26	Maple Grove .....	10	00				
45	48	Maple Hill .....	40	00				
17	08	Maple Island .....	12	00				
29	39	Maple Lake .....	16	00				
78	11	Maple Lodge .....	31	00				
22	36	Maple Ridge .....	12	00				
50	04	Mapleton .....	26	00				
63	20	Maple Valley .....	24	00				
69	05	Maplewood .....	32	00				
17	00	Mar .....	12	00	8	00		
82	72	Marathon .....	40	00				
14	30	Marble Rock .....	12	00				
35	93	March .....	24	00				
27	87	Marchmont .....	16	00				
58	89	Marchurst .....	17	50				
79	09	Marden .....	32	00				
1,559	63	Markdale .....	480	00	20	00	60	00
1,623	67	Markham .....	510	00	90	00	80	00
216	00	Marksville .....	80	00	12	00		
94	50	Mailbank .....	31	00				
28	46	Marmion .....	16	00				
751	90	Marmora .....	235	00	12	00		
50	84	Marnock .....	20	00				
21	50	Marsh Hill .....	12	00				
223	22	Marshville .....	75	00				

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
36 75	Warston .....	12 00		
142 61	Marsville (* 3 Quarters; discontinued) .....	55 00	*4 50	
733 33	Martintown .....	295 00		
66 65	Marvelville .....	24 00		
151 73	Marysville .....	70 00	24 00	
47 26	Masonville .....	24 00		
77 58	Massie .....	30 00		
38 36	Matawatchan .....	20 00		
1,772 22	Mattawa .....	720 00	60 00	100 00
788 20	Maxville .....	230 00	49 00	
281 03	Maxwell .....	100 00		
33 27	Mayerville .....	16 00		
59 00	Mayfar .....	28 00		
65 20	Mayfield .....	24 00		
10 06	Maynard .....	10 00		
463 75	Maynooth .....	115 00		
222 11	Meadowdale .....	80 00		
3,434 97	Meaford .....	950 00	60 00	160 00
34 46	Mecucoma .....	20 00	10 00	
113 10	Medina .....	39 00		
193 19	Melanchon .....	57 00		
48 93	Meldrum Bay .....	12 00		
21 98	Melissa .....	24 00		
74 18	Melrose .....	40 00		
43 17	Melville .....	18 00		
49 00	Melville Cross .....	24 00		
163 55	Menie .....	50 00		
20 46	Menomonee .....	12 00		
47 06	Merivale .....	20 00		
260 03	Merlin .....	100 00		
1,433 78	Merrickville .....	420 00		60 00
13 50	Merritt .....	11 50		
982 35	Merritton .....	335 00		40 00
89 33	Merton .....	40 00		
591 10	Metcalfe .....	200 00		
52 27	Metropolitan .....	20 00		
43 52	Metz .....	14 00		
57 12	Meyersburg .....	24 00		
124 67	Michael's Bay .....	40 00		
29 44	Michipicoton River .....	40 00		
51 68	Wickburg .....	16 00		
50 94	Middlemarch .....	20 00		
144 07	Middlemiss .....	72 00		
181 90	Middleville .....	80 00		
20 82	Midford .....	11 50		
79 81	Midhurst .....	40 00		
1,886 35	Midland (*including arrears) .....	560 00	*25 00	80 00
42 45	Mid Lothian .....	14 00		
988 49	Mildmay .....	340 00	12 00	40 00
308 70	Millford .....	150 00		
72 26	Millar's Corners .....	24 00		
100 93	Millarton .....	30 00		
415 25	Millbank .....	160 00		
124 41	Mill Bridge .....	50 00		
1,754 00	Millbrook .....	600 00	96 00	80 00
237 97	Wille Roches .....	90 00		
71 68	Mill Grove .....	30 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
63 16	Mill Haven.....	30 00		
39 79	Milliken.....	24 00		
58 87	Millington.....	17 50		
0 29	Milnesville (office closed; arrears of revenue).....			
2,372 41	Milton, West.....	700 00	48 00	120 00
719 99	Milverton.....	235 00		
105 17	Mimico.....	40 00		
52 06	Mimosa.....	30 00		
48 00	Mindemoya.....	16 00		
719 33	Minden.....	240 00	12 00	
255 09	Minesing.....	87 50		
100 64	Mississippi Station.....	75 00		
3,673 91	Mitchell.....	1,000 00	60 00	160 00
32 01	Mitchell's Bay.....	18 00		
85 52	Mitchell Square.....	32 00		
35 25	Moffat.....	18 00		
741 30	Mohawk.....	137 00		
44 92	Mohr's Corners.....	30 00		
48 00	Moira.....	24 00		
161 34	Molesworth.....	54 00	4 00	
51 00	Moltke.....	20 00		
16 39	Monck.....	12 00		
69 96	Monckland.....	30 00		
18 37	Moncrieff.....	16 00		
9 24	Moneymore.....	11 50		
60 20	Mongolia.....	20 00		
287 73	Monkton.....	100 00		
103 86	Mono Centre.....	39 00		
290 86	Mono Mills (*1 Quarter discontinued).....	120 00	5 00	
342 71	Mono Road Station.....	140 00		
19 93	Monsell.....	10 00		
15 17	Montague.....	11 50		
21 54	Monteagle Valley.....	12 00		
45 07	Monticello.....	16 00		
32 16	Montreal River.....	11 50		
43 12	Montrose.....	20 00		
111 72	Moonstone.....	40 00		
297 97	Moore.....	120 00		
653 12	Moorefield.....	240 00	8 00	
12 58	Mooreburg (3 Quarters).....	12 00		
34 05	Moore's Falls.....	16 00		
69 00	Mooreville.....	20 00		
374 47	Moose Creek.....	120 00		
36 36	Moraviantown.....	16 00		
72 62	Moray.....	24 00		
235 07	Morewood.....	80 00		
131 08	Morganston.....	40 00		
14 50	Morley.....	11 50		
137 84	Morningdale Mills.....	50 00		
496 79	Morpeth.....	200 00		
3,642 23	Morrisburg.....	1,100 00	240 00	180 00
18 50	Morrisville.....	11 50		
275 19	Morrison.....	90 00		
141 27	Morton.....	60 00	6 00	
19 90	Morven.....	32 00		
101 37	Mosborough.....	44 00		
167 19	Moscow.....	47 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
55	52	Mosside .....	24	00				
76	36	Mossley .....	30	00				
107	76	Motherwell .....	36	00				
295	99	Moulinette .....	120	00	40	00		
51	00	Moulton Station .....	16	00				
116	55	Mountain Grove (*from 1st July, 1886).....	36	00	*6	00		
67	01	Mountain View .....	26	00				
551	42	Mount Albert .....	200	00	8	00		
23	59	Mount Albion .....	11	50				
471	17	Mount Brydges .....	180	00	6	00		
37	31	Mount Charles .....	24	00				
23	66	Mount Chesney .....	12	00				
251	80	Mount Elgin .....	120	00				
3,353	68	Mount Forest .....	1,000	00	80	00	160	00
45	72	Mount Healy .....	30	00				
26	80	Mount Hope .....	15	00				
33	46	Mount Horeb .....	20	00				
15	00	Mount Irwin .....	11	50				
212	83	Mount Pleasant .....	80	00				
34	03	Mount St. Louis .....	20	00				
		Mount St. Patrick (accounts not received).....						
62	33	Mount Salem .....	24	00				
46	09	Mountsberg .....	20	00				
164	35	Mount Sherwood .....	50	00				
133	87	Mount Vernon .....	60	00				
32	99	Mount Wolf .....	12	00				
489	50	Muir Kirk .....	100	00				
11	78	Mulgrave .....	10	00				
124	21	Mull .....	28	00				
18	57	Mullifarry .....	16	00				
76	10	Mulmur .....	28	50				
178	45	Muncey .....	64	00				
38	15	Munroe's Mills .....	20	00				
77	08	Munster .....	30	00				
42	00	Murchison .....	20	00				
13	78	Murdoch .....	11	50				
115	87	Murilla Station .....	20	00				
165	46	Murray .....	60	00				
51	27	Murvale .....	28	00				
31	48	Muskoka Falls .....	36	00				
273	14	Muskoka Mills .....	50	00				
165	75	Musielburg .....	24	00				
9	77	Myrehall .....	11	50				
293	77	Myrtle .....	100	00	4	00		
72	32	Nairn .....	36	00				
204	47	Nanticoke .....	80	00				
46	00	Nantye .....	15	00				
6,313	79	Napanee .....	1,800	00	160	00	280	00
113	09	Napanee Mills .....	50	00				
4	59	Naphan .....	11	50				
255	10	Napier .....	97	50				
29	14	Napperton .....	14	00				
92	63	Nashville .....	35	00				
208	79	Nassagaweya .....	74	50	8	00		
88	02	Navan .....	20	00				
162	84	Nelles' Corners (*including arrears).....	*58	50				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
110 30	Nelson.....	60 00		
118 25	Nenagh.....	75 00		
48 72	Netherby (7 Quarters).....	28 00		
755 07	Neustadt.....	225 00	6 00	
46 31	Newark.....	20 00		
43 25	Newbliss.....	16 00		
842 41	Newboro'.....	300 00	40 00	
64 26	New Boynes.....	16 00		
154 83	Newbridge.....	50 00	4 00	
617 89	Newburgh (*including arrears).....	240 00	*18 00	
597 42	Newbury.....	244 00	6 00	
20 31	New Carlow.....	11 50		
1,225 70	Newcastle.....	460 00	72 00	60 00
81 95	Newcomb Mills (*including arrears).....	*36 50		
36 21	New Dublin.....	12 00		
990 15	New Dundee.....	270 00		
109 63	New Durham.....	50 00		
456 41	New Edinburgh.....	200 00		
127 69	New Germany.....	40 00		
2,034 28	New Hamburg.....	540 00	24 00	80 00
23 23	Newholm.....	11 50		
411 18	Newington.....	160 00		
386 13	New Lowell.....	150 00		
3,276 90	Newmarket.....	900 00	120 00	160 00
14 54	New Park.....	11 50		
37 56	Newport.....	16 00		
10 70	New Ross.....	11 50		
174 85	Newry.....	80 00		
103 28	New Sarum.....	44 00		
221 03	Newton.....	80 00	16 00	
176 21	Newton Brook.....	68 00		
169 76	Newton Robinson.....	69 00		
1,963 59	Niagara.....	540 00	72 00	120 00
3,384 91	Niagara Falls.....	1,000 00	200 00	
32 65	Niagara Falls, Centre (from 1st Jan., 1887).....	2 50		
1,311 75	Niagara Falls, South.....	500 00		60 00
73 70	Nicolston.....	40 00		
165 02	Nile.....	50 00		
108 36	Nilestown.....	64 00		
279 05	Nipissing (*including arrears).....	*117 50	*50 00	
154 14	Nipissing Junction (late La Vase).....	57 50		
54 73	Nissouri.....	21 86		
39 01	Nithburg.....	20 00		
107 84	Nixon.....	48 00		
63 88	Nooper.....	20 50		
206 81	Nobleton.....	78 00	4 00	
203 38	Norham.....	70 00		
303 43	Norland.....	90 00		
129 71	Norman (from 1st Oct., 1885).....	40 00		
212 63	Normandale.....	20 00		
389 15	North Augusta.....	140 00		
1,549 56	North Bay (*from 1st July, 1886).....	310 00		*30 00
11 61	North Branch.....	12 00		
136 55	North Bruce.....	60 00		
177 54	North Buxton.....	78 00		
22 58	Northcote.....	12 00		
95 00	Northfield.....	28 00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
44	76	Northfield, Centre .....	20	00		
54	15	North Glanford .....	28	00		
451	80	North Gower .....	147	50	6	00
122	79	North Keppel .....	50	00		
249	79	North Lancaster .....	110	00		
60	00	North Mountain .....	10	00		
53	40	North Pelham .....	18	00		
234	62	Northport .....	110	00		
78	44	North Ridge .....	40	00		
41	32	North Seguin .....	20	00		
49	04	North Seneca .....	20	00	6	00
20	30	North Valley .....	11	50		
211	25	North Williamsburg .....	68	50		
72	37	North Winchester .....	20	00		
97	35	Northwood .....	50	00		
47	10	Nortonville .....	14	50		
451	22	Norval .....	135	00		
55	08	Norway .....	32	00		
2,241	26	Norwich .....	720	00		120 00
1,914	49	Norwood .....	560	00	48	00
293	11	Nosbonsing .....	87	00		
327	84	Nottawa .....	140	00		
164	37	Novar (from 1st July, 1886) .....	7	50		
46	76	Nugent .....	30	00		
10	61	Oak Hill .....	11	50		
127	00	Oakland .....	52	00	24	00
18	73	Oak Leaf .....	9	16		
52	35	Oak Ridges .....	32	00		
2,010	58	Jakville .....	620	00	33	00
497	95	Oakwood .....	200	00		120 00
		Oates .....	11	50		
36	71	Oceuto .....	12	00		
28	83	OJell .....	16	00		
483	53	Odessa .....	195	00	72	00
92	00	Off .....	33	00		
34	34	Ogemah .....	16	00		
47	34	Ohswcken .....	16	00		
611	76	Oil City .....	220	00	14	00
788	34	Oil Springs .....	210	00		
13	59	Oldcastle (3 Quarters) .....	12	00		
32	00	Oldfield (3 Quarters) .....	21	66		
144	60	Onada .....	40	00		
29	73	Oliphant .....	16	00		
7	48	Oliver .....	11	50		
24	70	Oliver's Ferry (from 18th Aug., 1886) .....	10	00		
12	16	Olivet (from 1st Sept., 1886) .....	5	83		
130	73	Omagh .....	50	00		
1,091	71	Omemece .....	400	00	16	00
133	51	Ompah .....	37	50		40 00
5	18	Ompah Station (from 1st Dec., 1886) .....	3	33		
151	36	Oncida .....	56	00	6	00
165	21	Onondaga .....	70	00		
4,448	24	Orangeville (*discontinued 31st Dec., 1886) .....	1,260	00	72	00
63	44	Oranmore .....	14	50		*30 00
98	21	Orchard .....	56	00	12	00
37	73	Oriel .....	16	00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
6,860 92	Orillia .....	1,600 00	150 00	240 00
80 43	Orkney .....	28 00		
124 38	Orleans .....	38 00		
100 59	Ormond .....	36 00		
177 57	Ormsby .....	20 00	12 00	
1,174 71	Orono .....	360 00		40 00
51 67	Oro Station .....	16 00		
306 79	Orr Lake .....	60 00		
129 27	Orton .....	47 50		
104 13	Orwell .....	50 00	6 00	
40 00	Osaca .....	30 00		
57 63	Osborne .....	30 00		
326 57	Osceola .....	120 00	8 00	
247 84	Osgoode Station (*including arrears).....	50 00	*30 00	
5,642 10	Oshawa .....	1,500 00	80 00	240 00
22 00	Osmar .....	16 00		
361 09	Osnabrock Centre.....	95 00		
77 48	Oso Station .....	36 00	16 00	
18 10	Osprings (1 Quarter).....	9 00		
18 38	Ossa .....	12 00		
12 84	Ossian .....	11 50		
48 05	Ostrander .....	20 00		
45,637 32	Ottawa (salaries and expenses entered elsewhere).....			
794 99	Oterville .....	260 00		
35 00	Oungah .....	16 00	12 00	
48 85	Oustic .....	20 00		
26 41	Outer Duck Island (summer office).....	10 00		
71 81	Ouvry .....	28 50		
7 01	Overton .....	11 50		
6,926 36	Owen Sound .....	1,900 00	160 00	280 00
133 83	Oxenden (*including arrears).....	46 00	*5 00	
66 61	Oxford Centre .....	24 00		
301 25	Oxford Mills .....	140 00		
71 73	Oxford Station .....	24 00		
199 33	Oxley (5 Quarters).....	80 00		
22 47	Oxmead .....	12 00		
229 25	Painswick .....	48 50		
2,452 73	Paisley .....	800 00	90 00	120 00
1,241 42	Pakenham .....	350 00	24 00	40 00
228 42	Palermo .....	80 00	13 00	
195 44	Palgrave .....	67 50	14 00	
22 48	Palmer Rapids .....	14 00		
1,719 65	Palmerston .....	610 00	80 00	100 00
182 69	Palmyra .....	70 00		
68 86	Panmure .....	32 00		
91 05	Parham (*3 Quarters; discontinued).....	40 00	*3 00	
4,545 27	Paris .....	1,140 00	80 00	100 00
833 02	Paris Station .....	280 00	24 00	
2,239 77	Parkdale .....	500 00		60 00
125 39	Parker .....	40 00		
93 18	Park Head .....	24 00		
2,630 99	Park Hill .....	800 00	140 00	150 01
21 94	Parma .....	20 00		
309 31	Parry Harbor .....	150 00		
1,332 32	Parry Sound .....	480 00	100 00	60 00
100 53	Patillo .....	40 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1,098 91	Patterson (*from 1st July, 1886).....	345 00		*30 00
23 00	Paudash.....	16 00		
53 53	Peabody.....	16 00		
13 60	Pearceley.....	11 50		
8 06	Peebles.....	11 50		
30 10	Peepabun.....	12 00		
62 40	Pefferlaw.....	30 00		
226 37	Pelee Island.....	64 00		
7 00	Pelee Island, East (from 1st Sept., 1886).....	5 83		
24 50	Pelee Island, South do.....	5 83		
21 58	Pelham Union.....	12 00		
5,902 62	Pembroke.....	1,500 00	220 00	240 00
240 25	Pendleton.....	72 00		
1,869 47	Penetanguishene.....	560 00	14 00	80 00
110 22	Peninsula Harbor (re-opened 1st March, 1886).....	10 77		
22 77	Pentland.....	12 00		
56 37	Penville.....	26 00		
22 55	Perch Station.....	14 00		
21 58	Perivale.....	16 00		
79 00	Perm.....	30 00		
27 35	Perretton.....	16 00		
14 14	Perry.....	11 50		
64 75	Perrytown.....	30 00		
5,350 35	Perth.....	1,260 00	240 00	200 00
79 91	Perth Road (*from 1st July, 1886).....	39 00	*9 00	
33 73	Petawawa.....	16 00		
13,253 77	Peterborough (*including arrears).....	3,400 00	*350 00	440 00
141 33	Petersburg.....	60 00	80 00	
4 73	Peterson's Corners.....	11 59		
200 77	Petersville.....	80 00		
89 25	Petherton.....	36 00		
5,167 41	Petrolia.....	1,200 00	16 00	180 00
21 80	Petworth.....	11 50		
16 94	Pevensey.....	12 00		
305 41	Phelpston.....	97 50	10 00	
61 06	Phillipsburg, West.....	40 00		
25 09	Phillipston.....	12 00		
272 40	Phillipsville.....	60 00		
744 03	Pickering.....	340 00		40 00
4,867 50	Pictou.....	1,300 00	300 00	240 00
36 17	Pike Bay.....	16 00		
66 64	Pike Creek.....	16 00		
44 60	Pine Dale.....	16 00		
118 80	Pine Grove.....	50 00		
82 13	Pine Orchard.....	32 00		
161 84	Pine River.....	40 00		
485 12	Pinkerton.....	155 00		
33 01	Pitt's Ferry.....	12 00		
53 87	Pittston.....	19 00		
129 43	Plainfield.....	47 50	10 00	
122 04	Plainville.....	44 00		
727 18	Plantagenet.....	215 00	40 00	
967 22	Plattsville.....	315 00		40 00
40 21	Playfair.....	14 00		
20 66	Pleasant Valley.....	16 00		
205 98	Plevna.....	80 00		
62 96	Plover Mills.....	12 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent Fuel and Light.
\$	cts.				
44	14	Plum Hollow.....	18	00	
55	35	Point Alexander.....	30	00	
14	10	Point aux Pins.....	11	50	
897	66	Point Edward.....	420	00	60 00
16	50	Point Kaye.....	11	50	
		Point Petre.....	11	50	
18	26	Point Traverse.....	12	00	
30	01	Poland.....	16	00	
12	23	Polmont (from 1st May, 1886).....	9	16	
28	85	Pomona.....	16	00	
24	93	Pond Mills.....	12	00	
58	34	Ponsonby.....	24	00	
287	30	Pontypool.....	50	00	8 00
114	00	Poole.....	40	00	
24	37	Poplar.....	12	00	
11	04	Poplar Grove.....	11	50	
115	03	Poplar Hill.....	40	00	
126	77	Port Albert.....	50	00	
116	61	Port Alma.....	35	00	
4,494	17	Port Arthur.....	2,400	00	200 00 440 00
49	23	Port Bruce.....	24	00	
570	19	Port Burwell.....	280	00	72 00
400	13	Port Carling.....	140	00	8 00
82	50	Port Cockburn.....	20	00	
1,761	26	Port Colborne.....	560	00	60 00 100 00
205	67	Port Credit.....	80	00	
659	79	Port Dalhousie.....	240	00	
1,531	28	Port Dover.....	480	00	60 00
2,063	21	Port Elgin.....	640	00	24 00 100 00
145	87	Port Elmsley.....	37	50	
92	42	Porter's Hill.....	35	00	
67	22	Port Finlay.....	27	50	
39	68	Port Franks.....	15	00	
56	74	Port Granby.....	24	00	
6,948	81	Port Hope.....	2,000	00	240 00
332	24	Port Lambton.....	150	00	
265	85	Portland.....	90	00	
23	05	Port Maitland.....	16	00	
107	82	Port Nelson.....	27	00	
3,016	38	Port Perry.....	820	00	30 00 140 00
435	37	Port Robinson.....	174	00	
922	36	Port Rowan.....	415	00	50 00 40 00
97	23	Port Royal.....	40	00	
101	81	Port Ryerse.....	40	00	
71	00	Port Sandfield.....	24	00	
128	55	Port Severn.....	40	00	
266	00	Portsmouth.....	75	00	
613	48	Port Stanley.....	300	00	
279	20	Port Sydney.....	100	00	8 00
30	00	Port Talbot.....	16	00	
28	18	Port Union.....	16	00	
29	74	Pottageville.....	16	00	
1	80	Pottersburg (from 1st Mar., 1887).....	0	83	
121	66	Powassan.....	36	00	
79	38	Powassan Station (from 1st Dec., 1886).....	3	33	
11	64	Powell.....	12	00	
62	07	Preneveau.....	20	00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4,124 63	Prescott .....	1,236 00	460 00	60 00
151 12	Presqu'Isle .....	48 00	4 00	
1,914 58	Preston .....	540 00	35 00	80 00
40 77	Price's Corners .....	20 00		
574 54	Priceville .....	240 00	6 00	
93 50	Primrose .....	48 00	8 00	
565 52	Prince Albert .....	90 00		
686 90	Princeton .....	240 00		
70 79	Prinyer .....	36 00		
65 00	Prospect .....	28 00		
64 83	Proton Station .....	9 17		
102 50	Providence Bay .....	40 00		
20 76	Purdy .....	11 50		
50 05	Purbrook .....	24 00		
5 74	Purple Grove .....	10 00		
25 13	Purple Hill .....	12 00		
11 00	Purple Valley .....	11 50		
57 50	Purpleville .....	24 00		
172 94	Pushhuch .....	80 00	8 00	
114 87	Putnam .....	40 00	12 00	
36 98	Queen Hill .....	20 00		
249 27	Queensborough .....	80 00		
221 00	Queenston .....	120 00		
340 77	Queensville .....	120 00		
83 37	Quinn .....	19 50		
61 07	Rabbit Mountain .....	10 00		
193 69	Raglan .....	80 00		
153 43	Railton .....	36 00		
105 22	Rainham .....	48 00	8 00	
62 89	Rainham Centre .....	30 00		
15 40	Rainy River .....	11 50		
32 78	Rama .....	24 00		
38 18	Ramsay's Corners .....	16 00		
32 67	Randolph .....	11 50		
117 00	Randwick .....	40 00		
64 85	Ranelagh .....	20 00		
44 88	Rankin .....	16 00		
17 24	Raper .....	12 00		
0 50	Rapid River (from 1st Jan., 1887) .....	2 50		
64 12	Rathburn .....	24 00		
150 17	Ratho .....	80 00		
1,777 85	Rat Portage .....	700 00	20 00	120 00
164 25	Ravenna .....	50 00		
11 53	Ravenscliffe .....	11 50		
105 72	Ravenshoe .....	48 00		
96 92	Ravenswood .....	40 00		
9 45	Ravensworth .....	11 50		
42 81	Raymond .....	16 00		
55 54	Reaboro' .....	24 00		
105 75	Read .....	36 00		
46 80	Reading .....	30 00		
73 48	Reay .....	32 00		
44 50	Rebecca .....	24 00		
91 28	Red Bay .....	25 00		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
28 50	Redickville (re-opened 1st July, 1886) .....	7 50		
120 72	Rednersville .....	42 00		
168 45	Red Rock .....	50 00		
58 33	Red Wing .....	16 00		
41 86	Redwood .....	16 00		
32 61	Reid's Mills .....	16 00		
52 53	Relessey .....	20 00		
49 84	Renforth .....	24 00		
3,399 88	Renfrew .....	1,000 00	100 00	160 00
64 68	Renton .....	20 00		
35 22	Restoule .....	15 00		
219 65	Riceville .....	80 00	12 00	
366 97	Richard's Landing .....	117 50	4 00	
1,007 24	Richmond Hill .....	360 00		40 00
374 92	Richmond, West .....	130 00		
27 30	Richview .....	12 00		
133 91	Richwood .....	72 00		
3,363 10	Ridgetown .....	900 00		140 00
135 50	Ridgeville .....	64 00		
657 99	Ridgeway .....	240 00	32 00	
79 98	Ridley .....	40 00		
75 13	Rimington .....	30 00		
167 24	Ringwood .....	60 00		
967 12	Ripley .....	320 00	6 00	40 00
263 86	Riverbank .....	70 00		
130 53	Riversdale .....	60 00		
691 70	Riverside .....	230 00		
53 76	Riverstown .....	30 00	4 00	
74 56	Riverview .....	28 50		
92 07	Roach's Point .....	40 00		
16 88	Robillard (re-opened 1st August, 1886) .....	7 50		
89 00	Roblin .....	44 00		
41 23	Rob Roy .....	11 50		
5 00	Rochefort (from 1st March, 1887) .....	0 83		
336 89	Rochester ville .....	100 00		
18 79	Rockfield .....	11 50		
89 14	Rockford .....	29 50		
180 58	Rockingham .....	60 00	50 00	
594 61	Rockland .....	175 00		
266 25	Rockliffe .....	50 00		
151 70	Rocklyn .....	48 00	4 00	
134 03	Rockport .....	39 00		
24 73	Rockside .....	14 00		
62 00	Rock Springs .....	23 00		
151 99	Rockton .....	70 50	16 00	
638 06	Rockwood .....	260 00		
36 30	Rocky Saugeen .....	11 50		
79 66	Rodgerville .....	40 00		
1,069 14	Rodney .....	360 00	10 00	40 00
53 26	Roebuck .....	12 00		
7 84	Romilly .....	11 50		
135 04	Romney .....	60 00		
43 35	Rondeau .....	25 00		
72 61	Ronson .....	30 00		
32 80	Rosedale .....	18 00		
41 50	Rosedene .....	16 00		
49 41	Rosehall .....	20 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
403	21	Rosemont .....	160	00	28	00
241	48	Roseneath .....	80	00		
11	94	Rosetta .....	12	00		
100	16	Roseville .....	40	00		
179	57	Roslin .....	70	00	4	00
10	26	Ross .....	12	00		
409	86	Rousseau .....	140	00	80	00
29	50	Rousseau Falls .....	16	00		
98	01	Rossmore .....	48	00		
67	60	Ross Mount .....	32	00		
64	86	Rostock .....	28	00		
24	76	Rothés .....	12	00		
366	36	Rothsay .....	150	00		
23	00	Rouge Hill .....	12	00		
7	88	Round Lake .....	11	50		
24	62	Round Plains .....	20	00		
85	72	Routhier .....	27	00		
91	40	Rowan Mills .....	34	00		
115	78	Rowena .....	34	50		
4	58	Ruby (from 1st Nov., 1886) .....	4	16		
101	23	Rugby .....	40	00		
22	90	Ruscom River .....	20	00		
155	60	Ruscom Station .....	47	50		
12	39	Rush Point .....	11	50		
28	96	Ruskview .....	18	00		
87	84	Russeldale .....	24	00		
567	92	Russell .....	177	50	24	00
1	24	Russelton .....	11	50		
163	74	Rutherford .....	48	00		
63	65	Ruther Glen .....	10	00		
251	84	Ruthven .....	103	00	12	00
81	63	Ryckman's Corners .....	30	00		
98	46	Rydal Bank .....	36	00		
22	66	Rye .....	16	00		
17	06	Rylstone .....	12	00		
115	44	St. Agatha .....	48	00		
145	91	St. Albert .....	56	00		
20	91	St. Amour .....	12	00		
129	45	St. Andrew's, West .....	60	00		
93	89	Ste. Anne de Prescott .....	19	00		
145	85	St. Ann's .....	48	00		
56	31	St. Augustin .....	24	00		
13,677	92	St. Catharine's .....	3,400	00	96	00
47	29	St. Clair Siding .....	36	00		
200	70	St. Clement's .....	64	00		
261	64	St. David's .....	80	00		
114	19	St. Elmo .....	50	00		
535	12	St. Eugène .....	180	00		
889	54	St. George, Brant .....	355	00		40 00
162	24	St. Helen's .....	60	00		
306	70	St. Isidore de Prescott .....	85	50		
37	51	St. Ives .....	16	00		
435	64	St. Jacob's (*including arrears) .....	180	00	*10	00
114	00	St. James' Park .....	50	00		
77	75	St. Joachim .....	24	00		
55	13	St. John's, West .....	20	00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
8 07	St. Lawrence.....	11 50		
4,675 68	St. Mary's.....	1,300 00	12 00	200 00
63 23	St. Ola.....	18 00		
40 00	St. Onge (from 1st July, 1886).....	7 50		
70 00	St. Patrick.....	20 00		
62 45	St. Paul's Station.....	28 00		
136 30	St. Raphael, West.....	48 00		
13,238 12	St. Thomas, West.....	3,600 00	120 00	
259 28	St. Williams.....	140 00		
64 85	Sable.....	20 00		
41 03	Sadowa.....	16 00		
29 28	Sabanatien.....	11 50		
97 65	Saintfield.....	40 00		
233 57	Salem.....	120 00		
149 08	Salford.....	60 00		
39 01	Salmon Point.....	16 00		
68 92	Salmonville.....	36 00	6 00	
95 50	Saltford.....	36 00		
111 55	Sand Bay.....	15 00		
49 99	Sandfield.....	24 00		
90 52	Sandford.....	40 00		
173 17	Sand Hill.....	50 00		
72 69	Sandhurst.....	36 00		
28 70	Sand Lake.....	10 00		
235 25	Sand Point.....	115 00	120 00	
676 43	Sandwich.....	280 00		100 00
8 56	Sangster.....	11 50		
18 16	Sarepta.....	11 50		
20 24	Sarginson.....	11 50		
7,992 31	Sarnia.....	1,900 00	200 00	320 00
56 81	Sarsfield.....	27 00		
	Sauble Falls.....	11 00		
1,004 73	Saugeen.....	372 00	80 00	40 00
838 62	Sault Ste. Marie.....	360 00	80 00	48 00
65 20	Saurin.....	32 00		
94 43	Scarboro'.....	42 00		
114 13	Scarboro' Junction.....	44 00		
104 66	Scarlet Hill.....	30 00		
651 66	Schomberg.....	240 00		
405 53	Schrieber (from 1st June, 1886).....	68 33		
55 69	Scone.....	18 00		
46 35	Scotch Block.....	24 00		
39 54	Scotch Line.....	12 00		
56 73	Scotia.....	57 50		
215 00	Scotland.....	124 00		
38 42	Scouten.....	15 00		
41 83	Scugog.....	20 00		
4,518 64	Seaforth.....	1,240 00	189 99	200 00
163 70	Seagrave.....	69 00		
41 89	Sea Gull.....	16 00		
99 11	Seaton.....	44 00		
181 31	Sebright.....	60 00	8 00	
492 56	Sebringville.....	200 00	36 00	
19 05	Seckerton.....	11 50		
16 09	Seely.....	10 00		
291 14	Seely's Bay.....	100 00	30 00	
37 91	Seguin Falls.....	24 00	6 00	

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		\$	cts.	\$	cts.	\$
121 25	Selby .....	48	00			
497 39	Selkirk .....	230	00			
52 63	Selton .....	40	00			
65 62	Selwyn .....	30	00			
282 13	Serpent River (*including arrears).....	*67	50			
415 22	Seyera Bridge (*including arrears).....	149	00	*9	00	
13 83	Seville .....	11	50			
519 24	Shakespeare .....	200	00	16	00	
121 98	Shamrock .....	29	00			
60 13	Shanly .....	28	00			
13 38	Shannon Hall .....	11	50			
500 74	Shannonville .....	200	00	16	00	
198 33	Shanty Bay .....	70	00			
400 47	Sharbot Lake .....	180	00			
180 89	Sharon .....	72	00			
9 56	Sharpton .....	10	00			
323 59	Shedden .....	100	00	16	00	
22 80	Sheedy (late Mount St. Patrick) .....	16	00			
189 50	Sheffield .....	70	00			
142 03	Sheguindah .....	60	00			
2,119 22	Shelburne .....	560	00	36	00	80 00
35 21	Sheldon .....	12	00			
55 18	Sheppardton .....	20	00			
72 72	Sheridan .....	36	00			
145 66	Snerkston .....	50	00			
39 38	Sherwood .....	30	00			
.....	Sherwood Springs .....	11	50			
97 07	Shetland .....	36	00			
25 50	Shiloh .....	16	00			
36 00	Shipka .....	16	00			
28 72	Shipley .....	16	00			
17 80	Shirley .....	16	00			
9 95	Shouldice .....	11	50			
36 88	Shringley .....	16	00			
19 74	Shrubmount .....	11	50			
24 47	Sidney Crossing .....	16	00			
31 00	Sillsville .....	16	00			
33 10	Siloam .....	16	00			
64 75	Silver Hill .....	30	00			
6 24	Silver Lake .....	11	50			
54 10	Silver Mountain (from 1st May, 1886) .....	9	17			
82 92	Silver Water .....	20	00			
4,577 61	Simcoe .....	1,400	00	300	00	220 00
53 91	Sinclairville .....	20	00			
43 81	Sine .....	11	50			
288 58	Singhampton .....	126	00	36	00	
7 50	Six Nations (from 1st July, 1886) .....	7	50			
118 72	Skead's Mills .....	48	00			
14 00	Skipness .....	12	50			
51 14	Skye .....	20	00			
39 37	Sleswick .....	16	00			
122 59	Smithfield .....	48	00			
4,561 44	Smith's Falls .....	1,060	00	16	00	160 00
7 77	Smithurst .....	11	50			
854 26	Smithville .....	275	00	8	00	
69 55	Snake River .....	30	00			
48 50	Snyder (from 1st Nov., 1886) .....	5	00			

**A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
61 36	Solina.....	30 00		
227 64	Solmesville.....	80 00		
83 75	Solway.....	23 00		
244 14	Sombra.....	100 00	24 00	
149 25	Sonya.....	50 00		
42 25	Soperton.....	16 00		
30 66	South Bay.....	14 00		
211 22	South Casselman (from 1st July, 1886).....	7 50		
170 03	South Cayuga.....	60 00		
57 27	South Douro.....	26 00		
25 56	South Dummer.....	24 00		
98 62	South End.....	40 00		
318 17	South Finch.....	97 50		
24 81	South Gloucester.....	16 00		
262 11	South Gower.....	50 00		
113 90	South Indian (2 Quarters).....	32 00		
22 65	South Lake.....	19 00		
222 48	South Lancaster.....	80 00		
123 35	South March.....	57 50		
72 72	South Middleton.....	30 00		
150 06	South Monaghan.....	60 00		
402 67	South Mountain.....	140 00		
173 41	South River.....	40 00		
67 64	Southwold Station.....	20 00		
356 21	South Woodslee.....	140 00		
86 77	South Zorra.....	40 00		
57 02	Sowerby (from 1st July, 1886).....	7 50		
10 81	Spaffordton (closed 8th Dec., 1886).....	11 00		
338 69	Spanish River.....	81 00		
41 00	Sparrow Lake.....	15 00		
364 35	Sparta.....	160 00		
34 37	Speedside.....	20 00		
96 29	Spence.....	50 00	12 00	
404 34	Spencerville.....	157 50	20 00	
13 21	Speyside.....	18 00		
9 12	Spires.....	10 50		
171 50	Spring Arbor.....	30 00		
116 57	Springbank.....	36 00		
328 90	Spring Brook.....	80 00		
663 79	Springfield.....	240 00		
288 21	Springford.....	117 50		
141 61	Springvale.....	43 00		
50 79	Spring Valley.....	20 00		
88 83	Springville.....	40 00		
38 93	Sprucedale.....	11 50	6 00	
71 50	Spry.....	24 00	4 00	
169 97	Staffa.....	60 00		
24 95	Stafford.....	12 00		
280 96	Stamford.....	100 00		
28 71	Stanleydale.....	20 00		
41 87	Stanley's Mills.....	24 00		
54 00	Stanleyville.....	15 50		
131 00	Stanton.....	50 00		
53 09	Stanwood.....	12 00		
79 03	Stardale.....	20 00		
38 10	Starkville.....	16 00		
14 84	Star Lake.....	14 00		

**A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
24 00	Starrat.....	18 00		
2,147 77	Stayner.....	600 00	10 00	80 00
22 88	Steele (*including arrears).....	18 00	*26 00	
229 89	Stella.....	96 00		
334 29	Stevensville (*previously over-credited).....	*107 50		
58 26	Stewart.....	32 00		
48 10	Stewart Bay.....	16 00		
84 96	Stewartville.....	36 00		
84 47	Sterling Falls.....	36 00		
1,136 91	Sirling.....	420 00	32 00	40 00
102 68	Stirton.....	46 00		
319 76	Stittsville.....	97 50	72 00	
25 20	Stockdale.....	16 00		
101 85	Stoco.....	40 00		
79 89	Stokes' Bay (*previously over-credited).....	30 00	*4 50	
64 45	Stoneleigh.....	16 00		
19 80	Stone Quarry (from 1st July, 1886).....	7 50		
244 27	Stony Creek.....	90 00	32 00	
20 59	Stony Lake.....	12 00		
239 39	Stony Point.....	90 00		
1,375 53	Stouffville.....	440 00	80 00	60 00
96 74	Strabane.....	48 00		
22 74	Strader's Hill.....	11 50		
153 99	Straffordville.....	70 00		
106 74	Strange.....	40 00		
24 07	Strangfield.....	12 00		
75 42	Strasbourg.....	24 00		
9,506 33	Stratford.....	2,800 00	154 00	
30 53	Strathallan.....	30 00		
60 78	Strathavon.....	20 00		
72 59	Strathburn.....	32 00		
.....	Strathmore (account not received).....	.....	.....	.....
31 66	Strathnairn.....	14 00		
5,078 61	Strathroy.....	1,300 00	72 00	220 00
853 91	Streetsville.....	360 00		40 00
113 78	Stromness.....	46 00		
242 68	Stroud.....	100 00		
226 34	Sturgeon Bay.....	76 00		
590 71	Sturgeon Falls.....	165 00		
35 00	Sturgeon Point.....	16 00		
1,039 00	Sudbury.....	255 83		
120 56	Summerstown.....	44 00		
275 30	Summerville.....	57 50		
61 23	Sunbury.....	30 00		
940 94	Sunderland (*including arrears; †from 1st July, '86).....	310 00	*44 00	†30 00
595 53	Sundridge.....	132 50		
38 31	Sunnidale.....	14 00		
87 00	Sunnidale Corners.....	30 00		
70 65	Sunshine.....	16 00		
87 24	Sutherland's Corners.....	60 00	4 00	
960 87	Sutton, West.....	320 00	30 00	40 00
104 27	Sweaburg.....	46 00		
59 90	Sweet's Corners.....	24 00		
22 64	Swindon.....	12 00		
13 16	Swinton (from 1st Nov., 1886).....	4 18		
13 16	Switzerville.....	11 50		
466 59	Sydenham.....	160 00	18 00	

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
61	97	Sykeston.....	24	00				
150	39	Sylvan.....	60	00				
78	32	Talbotville Royal.....	40	00				
988	50	Tamworth.....	340	00	28	00	40	00
56	66	Tansley.....	21	00				
59	39	Tapleystown.....	28	00				
1,550	14	Tara.....	480	00	12	00	60	00
26	00	Tarbert.....	12	00				
37	25	Tatlock.....	12	00				
48	68	Taunton.....	30	00				
968	14	Tavistock (*from 1st July, 1886).....	315	00			*30	00
85	27	Tayside.....	32	00				
167	63	Tecumseh.....	56	00	6	00		
1,519	22	Teeswater.....	470	00			60	00
242	03	Teeterville.....	92	87				
53	38	Tehkummah.....	20	00	16	00		
14	94	Telfer.....	12	00				
79	16	Temperanceville.....	34	00				
30	64	T'empo.....	20	00				
10	92	Tenby Bay (re-opened 1st August, 1886).....	6	66				
6	47	Tennyson.....	10	00				
65	70	T'eston.....	24	00				
101	22	Teviotdale.....	40	00				
565	98	Thamesford.....	157	50				
1,542	21	Thamesville.....	560	00	16	00	80	00
42	15	Thanet.....	32	00	16	00		
142	44	The Brook.....	24	00				
1,012	07	Theford.....	400	00	20	00	40	00
19	13	The Gore (from 1st July, 1886).....	7	50				
32	00	The Grange (2 Quarters).....	12	00				
34	47	The Grove.....	16	00				
88	63	The Lake (from 1st July, 1886).....	7	50				
29	91	The Ridge.....	16	00				
432	00	Thessalon.....	142	50	12	00		
154	24	Thistletown.....	50	00				
172	21	Thomasburg.....	67	50				
33	00	Thompson.....	12	00				
138	00	Thomsonville.....	60	00				
1,242	17	Thornbury.....	420	00			40	00
51	13	Thorncliffe.....	19	00				
334	71	Thorndale.....	120	00	12	00		
987	50	Thornhill.....	155	00	32	00		
276	06	Thornton.....	135	00	14	00		
14	75	Thornhurst.....	12	00				
3,179	95	Thorold.....	720	00			120	00
20	73	Thorpe.....	11	50				
61	09	Throptown.....	20	00				
18	55	Thwaite.....	37	50				
121	58	Tichborne.....	34	50				
1,186	61	Tilbury Centre (*from 1st July, 1886).....	375	00	6	00	*30	00
19	01	Tilly.....	10	00				
3,637	31	Tilsonburg.....	900	00	360	00	160	00
41	97	Tilton.....	12	00				
39	93	Tintern.....	24	00				
115	81	Tioga.....	40	00				
858	50	Tiverton.....	320	00	4	00	40	00

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
49 36	Tobermory .....	15 00		
20 51	Todmorden (from 1st Nov., 1886).....	4 16		
333 36	Toledo.....	124 00		
28 56	Topping.....	16 00		
102 00	Tormore.....	40 00		
270,388 99	Toronto (salaries and expenses entered elsewhere).....			
34 09	Torrance.....	20 00		
1,116 29	Tottenham.....	360 00	40 00	40 00
37 10	Townsend Centre.....	18 00		
18 29	Toy's Hill.....	11 50		
124 97	Trafalgar.....	52 00	16 00	
43 00	Trafford.....	16 00		
36 25	Tralee.....	16 00		
43 89	Tramore.....	19 00		
104 45	Traverston.....	40 00		
51 00	Treadwell (3 Quarters).....	30 00		
87 63	Trecastle.....	30 00		
52 00	Trent Bridge.....	18 00		
4,460 16	Trenton.....	1,100 00	200 00	160 00
28 32	Trout Lake.....	14 00		
168 67	Trowbridge.....	60 00		
169 00	Troy.....	60 00		
59 03	Trudell.....	40 00		
42 64	Tuam.....	20 00		
37 09	Tuftsville.....	12 00		
91 65	Tullamore.....	32 00		
121 00	Tupperville.....	36 00		
68 22	Turin.....	36 00		
25 30	Turnerville (from 1st August, 1886).....	6 67		
11 95	Turtle Lake.....	12 00		
193 68	Tuscarora.....	72 00		
795 02	Tweed.....	300 00	20 00	
17 47	Tweedside.....	16 00		
51 74	Twin Elm.....	18 00		
71 17	Tyneside.....	20 00		
2 66	Tyotown (from 1st Feb., 1887).....	1 66		
115 67	Tyrconnell.....	46 00		
166 91	Tyrone.....	70 00		
42 73	Tyrell.....	28 00		
103 49	Udora.....	39 00		
293 48	Uffington.....	120 00	10 00	
23 99	Ufford.....	12 00		
67 80	Uthoff.....	23 00		
36 08	Ullswater.....	16 00		
41 90	Umfraville.....	16 00		
358 86	Underwood.....	140 00		
265 44	Union.....	100 00		
12 04	Union Springs (closed 30th Nov., 1886).....	8 00		
473 26	Unionville.....	177 50	80 00	
131 92	Uphill.....	44 00		
106 85	Uplands.....	42 00	16 00	
39 56	Upper.....	16 00		
128 85	Uptergrove.....	59 00		
38 17	Ursa.....	16 00		
101 38	Utica.....	36 00		
26 67	Utoka.....	12 00		



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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
96	02	Utopia.....	50	00				
169	94	Utterson (*including arrears).....	*77	00	70	00		
41	76	Uttoxeter.....	16	00				
3,461	29	Uxbridge.....	960	00	32	00	160	00
44	40	Vachell.....	18	00				
40	51	Valens.....	21	00				
91	22	Valentia.....	40	00				
105	71	Valetta.....	60	00				
68	11½	Vallentyne.....	30	00				
18	97	Vanatter.....	11	50				
46	23	Vanbrugh.....	40	00				
99	67	Vancamp (late Vancamp Mills).....	16	00				
55	88	Vandecar.....	24	00				
72	87	Vandeleur.....	28	00				
259	89	Vanessa.....	80	00				
23	01	Van Horn.....	12	00				
1,498	78	Vankleek Hill.....	440	00	24	00	60	00
104	33	Vankonghnet.....	40	00				
40	00	Vannack.....	16	00				
22	00	Vanvlack.....	16	00				
59	78	Varency.....	20	00				
330	00	Varna.....	115	00				
98	66	Varney.....	36	00	4	00		
42	77	Vars.....	10	00				
177	16	Vasey.....	36	00				
70	77	Vellore.....	24	00				
77	12	Vennachar.....	50	00				
129	00	Ventnor.....	36	00				
45	16	Ventry.....	15	00				
21	19	Verdun.....	12	00				
92	98	Vereker.....	32	00	8	00		
198	54	Vermillion Bay (closed 14th October, 1886).....	24	95				
42	41	Verner (from 1st July, 1886).....	7	50				
239	44	Vernon.....	72	00				
97	06	Vernonville.....	40	00				
177	48	Verona.....	78	00				
112	20	Verschoyle.....	50	00				
24	40	Vert Island.....	9	00				
83	85	Vesta.....	36	00				
66	95	Victor.....	11	50				
20	23	Victoria Corners.....	16	00				
366	08	Victoria Harbor.....	140	00				
458	21	Victoria Road.....	200	00	16	00		
125	96	Victoria Square.....	44	00				
419	56	Vienna.....	250	00	4	00		
34	33	Vigo.....	20	00				
168	32	Villa Nova.....	72	00				
41	14	Villiers.....	12	00				
60	48	Vine.....	24	00				
43	02	Violet.....	16	00				
40	03	Violet Hill.....	20	00				
119	86	Virgil.....	49	50				
23	81	Virginia.....	12	00				
436	31	Victoria.....	200	00	16	00		
75	31	Vivian.....	40	00				
76	75	Vroomanton.....	30	00				

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rents, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
53 45	Vyner .....	20 00		
41 37	Wabash.....	12 00		
37 00	Wagram .....	16 00		
132 79	Wahnapiatae (from 1st July, 1886).....	7 50		
117 95	Waldemar.....	70 00		
444 18	Wales.....	180 00	120 00	
73 50	Walker's.....	24 00		
14 38	Walker's Point.....	11 50		
4,715 08	Walkerton .....	1,300 00	200 00	200 00
788 92	Walkerville.....	280 00		
81 73	Wallace.....	30 00		
2,447 93	Wallaceburg .....	640 00	60 00	100 00
622 75	Wallacetown.....	240 00	16 00	
91 86	Wallbridge .....	44 00		
84 55	Wallenstein .....	24 00		
12 51	Waller.....	11 50		
34 51	Walmer.....	16 00		
62 23	Walnut .....	20 00		
106 81	Walsh .....	50 00		
308 08	Walsingham Centre.....	90 00		
155 72	Walter's Falls .....	50 00		
337 60	Walton .....	87 50		
139 78	Wanstead .....	52 00	16 00	
46 67	Warburton.....	20 00		
759 11	Wardsville .....	300 00		
40 41	Wareham .....	12 00		
34 55	Warina .....	15 00		
27 64	Wariston (closed during month of October, 1886).....	10 67		
1,084 85	Warkworth.....	380 00		40 00
214 95	Warminster.....	60 00	12 00	
43 50	Warner.....	16 00		
267 97	Warsaw.....	100 00		
34 96	Wartburg .....	16 00		
267 17	Warwick, West.....	84 00		
256 74	Washago.....	100 00	17 00	
68 28	Washburn.....	24 00		
219 10	Washington .....	90 00		
660 15	Waterdown .....	250 00		
1,493 44	Waterford.....	600 00	80 00	80 00
3,572 64	Waterloo, West .....	1,200 00	16 00	160 00
40 54	Waterton.....	11 50		
2,072 01	Watford.....	620 00	30 00	80 00
109 01	Watson's Corners.....	50 00		
18 56	Wattenwyl.....	11 50		
40 60	Waubamick (* previously over-credited).....	*14 67		
858 63	Waubashene.....	260 00		
45 29	Waubuno.....	20 00		
69 41	Waupoos.....	26 00		
251 92	Waverley.....	80 00		
208 64	Weidmann.....	53 00		
32 13	Weir.....	16 00		
26 68	Weissenburg.....	16 00		
146 54	Welcome.....	50 00		
56 18	Weldon.....	24 00		
3,203 59	Welland.....	860 00	160 00	160 00
342 35	Wellandport.....	117 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
703 65	Wellesley.....	270 00	8 00	
647 63	Wellington.....	300 00		
73 21	Wellman's Corners.....	28 00		
466 70	Wendigo.....	140 00		
150 97	Wendover.....	58 00		
7 37	Wesley Church.....	10 00		
49 25	Wesley Park (summer office).....	19 69		
49 00	Wesleyville.....	24 00		
97 60	West Brook.....	40 00		
59 72	West Essa (* 1 Quarter; discontinued).....	28 00	*2 00	
82 16	Westfield.....	32 00		
77 03	West Flamboro' (2 Quarters).....	43 00		
16 36	Westford.....	11 50		
212 12	West Gravenhurst.....	60 00		
11 50	West Grove.....	11 50		
70 00	West Hill.....	28 00		
89 77	West Huntingdon.....	35 00		
34 00	West Huntley.....	11 50		
51 84	West Lake.....	24 00		
1,059 13	West Lorne.....	335 00	20 00	40 00
47 02	West McGillivray.....	26 00		
47 03	West Magdala.....	16 00		
597 73	Westmeath.....	145 00		
70 83	West Montrose.....	31 50		
811 43	Weston.....	360 00	16 00	
56 12	West Osgoode.....	24 00		
127 50	Westover.....	48 00		
2 75	West Plain (from 1st Jan., 1887).....	2 50		
780 37	Westport.....	320 00	12 00	40 00
452 39	West Toronto Junction.....	90 00		
1,370 61	West Winchester.....	400 00		40 00
211 59	Westwood.....	80 00		
78 65	Wexford.....	47 50		
42 24	Whalen.....	16 00		
303 38	Wheatley.....	87 50		
19 96	Wheeler.....	11 50		
4,276 32	Whitby.....	1,600 00	200 00	240 00
13 11	White.....	11 50		
243 40	Whitechurch.....	80 00		
41 88	Whitehurst.....	25 50		
232 93	White Lake.....	80 00		
42 07	White Oak.....	20 00		
104 14	White River (from 1st Dec., 1886).....	33 33		
38 35	White Rose.....	16 00		
29 49	Whiteside.....	11 50		
10 28	Whitstone.....	11 50		
226 44	Whitevale.....	100 00		
128 30	Whitfield.....	35 00	4 00	
81 69	Whittington.....	32 00		
2,214 84	Wiaraton.....	600 00	36 00	80 00
74 88	Wick.....	36 00		
74 59	Wicklow.....	36 00		
112 76	Widder.....	46 00		
45 16	Wilberforce.....	18 00		
351 28	Wilbur Station.....	54 00		
77 41	Wilfred.....	40 00		
167 21	Wilkesport.....	64 00	4 00	

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$	cts.	\$	cts.
18 25	Willetsholme .....	11	50		
14 96	Williams .....	11	50		
216 94	Williamstord (late Sullivan).....	100	00		
571 84	Williamstown .....	200	00		
281 98	Williamsville .....	77	50		
24 60	Williscroft.....	12	00		
9 64	Willow Creek .....	11	50		
103 20	Willowdale.....	36	00		
50 29	Willow Grove.....	30	00		
11 04	Wilmur .....	12	00		
16 64	Wilno .....	11	50		
36 00	Wilsoncroft.....	20	00		
40 73	Wilsonville .....	16	00		
44 81	Wilstead.....	11	50		
154 38	Wilton .....	60	00		
87 05	Wilton Grove.....	30	00		
76 00	Winchelsea.....	30	00		
382 66	Winchester Springs .....	115	00		
104 00	Windermere .....	30	00	4 00	
28 33	Windfall .....	16	00		
196 73	Windham Centre .....	80	00		
9,171 01	Windsor (salaries and expenses entered elsewhere)				
52 64	Winfield.....	26	00		
73 60	Winger.....	32	00		
3,234 01	Wingham .....	920	00	60 00	160 00
11 50	Wingle.....	11	50		
257 27	Winona.....	90	00	36 00	
119 26	Winslow.....	23	00		
193 80	Winterbourne.....	72	00		
140 37	Winthrop.....	60	00		
70 92	Wisawasa .....	18	00		
88 42	Wisbeach .....	40	00		
43 43	Woburn (*including arrears) .....	*22	00		
407 35	Wolf Island.....	140	00		
8 87	Wolseley .....	11	50		
309 30	Wolverton .....	120	00		
770 42	Woodbridge .....	400	00		40 00
66 46	Woodburn.....	32	00		
260 80	Woodford.....	100	00	8 00	
219 18	Woodham .....	72	00		
49 34	Woodhill .....	24	00		
122 00	Woodlands .....	44	00		
22 84	Woodlawn (3 Quarters) .....	11	00		
36 50	Woodrous (*including arrears) .....	*25	33		
227 12	Woodslee .....	100	00		
11,251 45	Woodstock .....	2,600	00	160 00	400 00
903 71	Woodville .....	340	00	32 00	40 00
465 02	Wooler .....	110	00		
719 76	Wroxeter .....	320	00	50 00	40 00
39 01	Wyandot.....	11	50		
308 26	Wyebridge .....	100	00		
23 50	Wyecombe.....	11	50		
339 35	Wyevale.....	87	50		
43 25	Wylie .....	12	00		
1,327 73	Wyoming .....	420	00	6 00	60 00
45 98	Wyton Station.....	20	00		

**A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
557 50	Yarker (*including arrears) .....	*137 50		
78 14	Yarmonth Centre.....	42 00		
59 05	Yatton (5 Quarters).....	20 00		
28 78	Yearley's .....	16 00		
39 42	Yelverton .....	16 00		
123 19	Yeovil.....	35 00		
31 95	Yoho Island (summer office) .....	5 00		
402 00	York .....	140 00		
193 16	York Mills (*including arrears) .....	*46 00		
3,979 24	Yorkville .....	900 00		160 00
58 73	Young's Point.....	30 00		
32 01	Youngsville .....	16 00		
37 44	Zanesville (from 1st May, 1886).....	9 16		
37 82	Zealand .....	15 00		
265 00	Zephyr .....	80 00		
98 00	Zimmerman.....	44 00		
127 61	Zion .....	44 00		
22 91	Ziska .....	12 00		
661 22	Zurich.....	200 00		
19 57	Casual revenue through Cashier, Post Office Dept.			
68 50	Postage Stamps sold through Mail Officers on Ocean Steamers.....			
1,468,707 20½	Totals.....	†\$312,433 40	\$22,116 82	\$21,547 24

† N.B.—Of this, the amount of \$270,730.23 was paid from Revenue collections, and \$41,703.17 from Parliamentary appropriation. The latter has been brought to account at page 24, part ii.

A. W. McLELAN,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF QUEBEC.

A, IN REPORT No. 3, B.

DETAIL of all payments made for Salaries, &c., in Quebec, showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.		Night Duty and Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
<b>MONTREAL DIVISION.</b>									
E. F. King.....	Post Office Inspector.....	2,600	00						
D. Nelligan.....	Assistant Inspector.....	1,300	00						
N. Renaud.....	do to 28th February, 1887 (deceased).....	787	50						
J. E. Gervais.....	Acting Assistant Inspector, from 1st April, 1887; promoted from 2nd Class.....	1,050	00						
St F. J. Logie.....	2nd Class Clerk.....	1,200	00			5,737	50		
J. A. Madore.....	do.....	1,000	00						
C. Oursan.....	do from 1st June, 1887 (transferred from Ottawa Division).....	105	00						
J. F. Pelletier.....	3rd.....	630	00						
M. Kearney.....	do.....	720	00						
J. A. McShane.....	do.....	470	00						
P. Nelligan.....	Messenger.....	600	00						
Total, Montreal Inspector's Office.....									
<b>RAILWAY MAIL SERVICE.</b>									
F. Briegel.....	Chief Railway Mail Clerk.....	1,500	00						
Total, Montreal Inspector's Office.....									
<b>RAILWAY MAIL SERVICE.</b>									
A. Walmsley.....	1st Class Railway Mail Clerk.....	960	00						
J. Bayley.....	do.....	960	00	421	80				
G. Jones.....	do.....	960	00	282	49				
C. Lefebvre.....	do to 31st January, 1887 (deceased).....	960	00	109	43				
J. Vallée.....	do to 31st August, 1886 (superannuated).....	160	00	217	60				
A. Denis.....	do.....	960	00						
A. Menzies.....	do (less fine).....	969	00	334	53				
A. Lechapelle.....	do.....	960	00	298	48				
N. Melellan.....	do.....	960	00	351	03				
Total, Montreal Inspector's Office.....									
Total.....								10,462	50

Name	Class	1887	1888	Total
A. Somerville	2nd	960 00	278 88	
J. D. Anderson	do	860 00	110 47	
D. Fairman	do	866 67	388 77	
C. Beatty	do	865 67	85 50	14,163 75
E. Lefebvre	do	867 67	326 29	
H. D. Filion	do	800 00	328 91	
C. Hayden	do	787 10	300 97	
C. Beaudoin	do	800 00	147 60	
H. E. Channell	do	800 00	54 20	
H. G. Goodfellow	do	800 00	187 93	
J. Beigne	do	740 00	265 32	
J. L. Viger	do	806 66	284 41	
J. Murphy	do	766 66	163 16	
W. H. O'Regan	do	740 00	100 80	
L. C. Crevier	do	733 33	271 44	
A. Armstrong	do	720 00	286 87	
G. R. Dewar	do	720 00	205 43	
D. P. Hall	do	720 00	165 91	
D. T. Frost	do	720 00	281 61	
J. E. McKenzie	do	720 00	134 76	
J. V. Genest	do	720 00	195 29	
J. B. Guévremont	do	720 00	148 00	
E. L. Smith	do	682 66	93 97	
W. N. Peters	do	640 00	142 37	
F. Tuck	do	640 00	267 53	
A. J. McRobie	do	640 00	279 73	
E. R. H. Brooks	do	640 00	119 60	
A. H. Evans	do	720 00	93 20	
W. E. O. Jones	do	720 00	284 78	
L. O. A. Oasgrain	do	640 00		
J. Ford	3rd	88 71	13 10	
F. W. Webb	do	570 00	281 11	25,471 10
C. F. Whitcher	do	560 00	211 82	
W. Murphy	do	560 00	52 10	
O. Cheval	do	516 67	179 40	
E. W. Hay	do	476 03	168 97	
J. L. French	do	480 00	162 90	
S. Gervais	do	288 00	135 70	
J. M. Hall	do	263 22	74 48	
O. Chase	Mail Transfer Agent	470 00	57 87	4,767 16
Total, Montreal Railway Mail Service		36,555 71	9,816 30	46,372 01

A, IN REPORT No. 8, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887

ame.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>QUEBEC DIVISION.</b>					
J. L. Ancil	Assistant Post Office Inspector	1,300 00			
O. Fréchette	2nd Class Clerk	1,200 00		1,300 00	
C. Vohl	do	1,112 50		2,312 50	
J. E. Carrier	3rd do	720 00		1,520 00	
J. G. Bourget	do	800 00			
J. Boivin	Messenger, to 31st October, 1886 (services dispensed with)	163 33		263 33	
N. Giasson	do from 1st May, 1887 (transferred from Quebec Post Office)	100 00			
C. F. X. Jeannette	Temporary Messenger, from 23rd October, 1886, to 31st March, 1887	158 71		158 71	
Total, Quebec Inspector's Office					5,554 51
<b>RAILWAY MAIL SERVICE.</b>					
J. Deslauriers	1st Class Railway Mail Clerk	960 00	221 70		
G. Lapointe	do	960 00	335 30		
N. A. Beaudet	do to 30th September, 1886 (deceased)	240 00			
E. Blondeau	do	960 00	337 70		
Total, Railway Mail Service				4,014 70	
L. N. Dionne	2nd do	800 00	15 25		
F. Gaudry	do	800 00	297 17		
H. J. Kimlin	do	800 00	289 73		
D. Blondeau	do	800 00	190 22		
L. H. Garneau	do	800 00	287 52		
J. O. Pégeau	do	800 00	155 37		
R. G. Bourget	do	800 00	231 34		
O. Talbot	do	800 00	235 09		
J. E. Roy	do	800 00	177 75		
L. Furois	do	800 00	247 44		
F. X. Labbé	do	800 00	268 43		

Hi



G. Évanturel.....	do	720 00	186 98		
L. E. Hudon.....	do	720 00	193 17		
D. C. Dagnean.....	do	720 00	176 60		
A. C. Miquelon.....	do	720 00	173 13		
C. Bédard.....	do	720 00	168 06		
A. Beaudry.....	do	800 00	132 32		
O. A. Méthot.....	do	580 00	158 45		17,324 30
3rd					
M. P. Laberge.....	do	519 00	189 28		
A. Blondeau.....	do	526 67	185 61		
S. T. Green.....	do	480 00	211 81		
J. E. Morissette.....	do	280 00	97 95		
M. Dorion.....	do	480 00	192 83		
N. R. Genest.....	do	480 00	187 41		
J. Nolet.....	do	212 90	58 27		4,101 72
Temporary Railway Mail Clerk, from 20th January, 1887.....	do	215 48	33 76		
U. Gauvreau.....	do	198 57	32 82		480 63
L. P. Thibault.....	do	520 00	215 15		735 15
Mail Transfer Agent.....		20,812 62	5,843 88		
Total, Quebec Railway Mail Service.....					26,656 50
THREE RIVERS DIVISION.					
Post Office Inspector.....		2,000 00			
Assistant Inspector.....		1,300 00			3,300 00
3rd Class Clerk.....		630 00			630 00
Total, Three Rivers Inspector's Office.....					3,930 00
RAILWAY MAIL SERVICE.					
3rd Class Railway Mail Clerk.....		520 00	101 93		621 93
Total, Three Rivers Railway Mail Service.....		520 00	101 93		
Grand Total carried forward.....		\$77,855 37	\$16,762 11.	\$95,597 48	\$93,597 48

A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c, in Quebec, made within Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
G. Lamothe	Postmaster	4,000 00		
M. Emery	Assistant Postmaster	2,000 00		
<i>Brought forward.</i>				
<b>MONTREAL POST OFFICE.</b>				
H. A. Bourret	1st Class Clerk	1,500 00		
H. Haddell	do	1,400 00		
J. McKeon	do	1,500 00	6,900 00	
V. Bailis-geor.	do	1,400 00		
J. L. Palmer	do	1,400 00		
SR F. Larsneur	do	1,300 00		
J. Senez	do	1,200 00	9,700 00	
F. Pridham	2nd	1,200 00		
E. Mayer	do	1,200 00		
J. C. Sims	do	1,200 00		
O. Clement	do	1,200 00		
A. Lotius	do	1,200 00		
A. de Restaing	do	1,200 00		
H. Goyette	do	1,200 00		
J. B. A. Daoust	do	1,200 00		
T. Desnoyers	do	1,200 00		
G. Lefebvre	do	1,180 00		
T. Harding	do	1,012 50		
R. Duncan	do	1,000 00		
A. Larose	do	950 00		
W. Hayden	do	950 00		
H. D. Gaudry	do	950 00		
G. Beaudoin	do	868 87		
J. Chase	do	850 00		
U. Rondeau	do	850 00		
R. J. Arless	3rd	800 00		
A. E. Anger	do	840 00	19,159 17	

promoted from 3rd Class 1st November, 1886.  
 Probationary, promoted from 3rd Class 1st January, 1887

J. Filhiereault	800 00
A. A. Dornay	799 00
J. E. Renaud	800 00
L. Lefebvre	800 00
E. Chagnon	800 00
O. A. T. Leduc	800 00
J. Thompson	800 00
G. Gouffé	800 00
A. Lord	800 00
J. Gillies	800 00
C. Lefebvre	780 00
B. Conlon	760 00
J. Thiemens	720 00
R. T. Daniels	660 00
E. H. Ouellette	670 00
F. H. Forbes	690 00
W. J. McElroy	560 00
E. H. Lapointe	560 00
A. O. Lartig	530 00
J. P. Whelan	520 00
D. Tansley	520 00
P. O'Neill	510 00
E. Jolicœur	500 00
L. D. E. Mayer	500 00
281 J. Larivière	490 00
J. Beresford	500 00
J. E. Guillemette	500 00
D. O'Donoghue	490 00
U. Lorangé	500 00
F. Plouffe	490 00
A. D. McIntosh	480 00
H. Chandler	480 00
E. A. Lamoureux	480 00
A. E. Lamoureux	480 00
T. A. Giroux	500 00
A. Sauriol	470 00
W. Barbe	470 00
U. Clermont	469 25
C. J. A. Leclair	470 00
A. B. Côté	460 00
A. L. Grondin	460 00
C. Florence	460 00
G. A. Carpentier	460 00
E. Brazeau	460 00
T. Brophy	460 00
P. T. H. Ermatinger	460 00
L. Lamanque	460 00
W. J. Crowe	460 00
A. Morin	440 00

(less fine) . . . . .

(less fine) . . . . .

to 31st October, 1888 (transferred to Toronto Post Office) . . . . .

(including arrears) . . . . .

(including arrears) . . . . .

A, IN REPORT No 3, B—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1887

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
<b>MONTREAL POST OFFICE—Continued.</b>				
D. Cameron	3rd Class Clerk from 23rd August, 1886.	514 52		
R. A. Pridham	do do from 1st November, 1886 (transferred from Toronto Post Office).	320 00		
J. J. Durack	do do	430 00		
J. Coffee	do do	400 00		
J. B. A. Lalonde	do do	400 00		
T. J. Crowe	do do	400 00		
A. Massé	do do	390 00		
T. J. Lesieur	do do	381 79		
J. Cunningham	do do	400 00		
L. D. R. A. de Cotret	do do from 1st December, 1886; also Temporary Clerk from 26th November, 1886.	338 90		
EG. Clarke	do do from 1st December, 1886; also Temporary Clerk from 29th November, 1886 (less fine).	235 31		
A. M. Whelan	do do from, and Letter Carrier to, 1st February, 1887.	380 00		
J. E. D'Amour	Temporary Clerk	400 00	34,335 44	
E. C. O'Dowd	Letter Carrier	600 00	400 00	
P. Lapointe	do	600 00		
A. Dufresne	do	600 00		
J. E. Plante	do	600 00		
J. Callary	do	600 00		
J. Kelly	do	600 00		
P. Callary	do	600 00		
L. Dabé	do (suspended from 26th February to 6th March, 1887).	584 97		
J. Thibodeau	do	600 00		
W. Rozon	do (less fines)	600 00		
P. Clarke	do	594 67		
W. Berquin	do to 15th June, 1887 (on leave of absence without salary).	600 00		
G. Plante	do	575 00		
P. Lapacé	do	600 00		
J. Bathurst	do	600 00		
A. J. Bissonnette	do	600 00		
H. Cousineau	do	600 00		
S. Gormea	do	600 00		

S. Laramée	600 00
G. Lefebvre	600 00
C. A. E. Terroux	600 00
J. Giroux	599 00
F. O. Beaulieu	600 00
N. Cusson	600 00
J. B. Moreau	600 00
P. P. Jacques	600 00
J. F. McShane	450 00
J. Lusier	442 50
T. Callaghan	435 00
H. Flanagan	427 50
J. A. Houdreau	427 50
J. L. E. Doray	298 75
J. G. Grant	420 00
A. Carrière	420 00
J. Power	420 00
J. McAfee	420 00
J. Fenaughly	420 00
J. Meahan	420 00
L. E. Carle	420 00
J. Taylor	420 00
J. Bourgeois	420 00
W. F. Mitchell	419 50
A. Mathieu	420 50
F. S. Dagenais	420 00
A. Droust	420 00
J. Valet	420 00
W. Mazette	140 00
J. Nugent	140 00
J. Giger	420 00
J. A. Collard	420 00
J. King	412 50
A. Duboulay	412 50
J. Pepin	405 00
M. Lepine	412 50
J. B. Sauriol	405 00
W. Latimer	405 00
J. L. Besson	405 00
M. O'Mahony	405 00
A. Lortie	405 00
A. Bélar	390 00
T. J. Kelly	260 00
T. Moore	390 00
J. H. Lapierre	390 00
H. J. R. Perrault	390 00
F. Pepin	382 00
J. Ledoux	382 00

A, IN REPORT No. 8, B.—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887.

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
<b>MONTREAL POST OFFICE—Concluded.</b>							
M. Miggins	Letter Carrier	367	50				
L. Mercille	do	360	00				
J. St. Jean	do	360	00				
E. McKenna	do	360	00				
J. J. Collins	do from 1st October; also Temporary Letter Carrier, from 23rd September, 1886.	278	00				
A. Poitevin	do do do	274	00				
W. Harney	do do do (suspended from 3rd to 5th January, 1887)	268	10				
J. T. McRobie	do from 7th October, 1886	264	20				
F. Chabot	do from 24th January, 1887	157	74				
C. P. Campbell	do from 1st February, 1887 (less fine)	149	50				
	Temporary Letter Carrier			34,767	93		
J. Paiement	do from 6th August, 1886, to 28th February, 1887 (resigned)	360	00				
J. P. L. de Martigny	do from 11th October, 1886 (suspended from 3rd to 5th January, 1887)	185	81				
A. Achin	do from 11th October, 1886	287	42				
J. Lemieux	do from 12th February, 1887	260	32				
L. J. St. Jean	do from 11th May, 1887	138	21				
M. Villeneuve	do from 16th May, 1887	50	32				
T. Boisjennu	do from 16th May, 1887	45	48				
J. Valiquette	do from 17th May, 1887	44	60				
A. Gauthier	do from 6th June, 1887	25	00				
	Letter Stamper			1,367	06		
J. Collins	do	600	00				
J. Maher	Messenger	600	00				
J. Bennett	do	420	00				
L. Renois	do	600	00				
				1,600	00		
	Total, Montreal Post Office					107,919	60
<b>QUEBEC POST OFFICE.</b>							
A. J. Tourangeau	Postmaster			2,000	00		

J. E. Bolduc	Assistant Postmaster	1,400 00	3,400 00
O. Chamberland	2nd Class Clerk	1,200 00	
A. W. LeBel	do	1,200 00	
W. Hanford	do	1,200 00	
L. A. Rochette	do	1,000 00	4,600 00
W. White	3rd	800 00	
Z. Gagnon	do	800 00	
E. English	do	133 34	
F. Gaboury	do	800 00	
M. Myler	do	800 00	
U. Vézina	do	800 00	
J. B. Caonette	do	760 00	
J. B. Turner	do	680 00	
O. Plamondon	do	630 00	
P. E. Luce	do	610 00	
H. Morissette	do	560 00	
L. L'Heureux	do	620 00	
O. Workman	do	490 00	
W. H. A. Eckhardt	do	460 00	
J. J. Battle	do	450 00	
L. J. H. Larue	do	540 00	
M. Pelletier	do	420 00	10,813 84
G. F. O'Dowd	do	420 00	
N. Giasson	Letter Carrier to 30th April, 1887 (transferred to Quebec Inspector's Office)	600 00	
T. Reynar	do	600 00	
R. Wilkinson	do	600 00	
V. Houle	do	600 00	
R. Pelletier	do	600 00	
H. P. Kelly	do	600 00	
L. Guay	do	547 50	
J. P. F. Gingras	do	517 50	
P. N. Gauvin	do	420 00	
J. Desroches	do	520 00	
E. Dubeaut	do	420 00	
D. Mercier	do	420 00	
A. Pelletier	do	420 00	
N. U. Joannet	do	420 00	
F. X. Quillet	do	420 00	
J. A. Boulet	do	420 00	
R. Blackburn	do	405 00	
A. Sanson	do	360 00	
L. E. Simard	do	360 00	
O. N. Langlois	do	360 00	9,540 00
Z. Enond	Temporary Letter Carrier	350 00	360 00

\*A, IN REPORT No. 3, B—Detail of all payments for Salaries, &c., in Quebec, made within Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts	\$ cts	\$ cts
J. Everts.....		520 00		
T. Denechaud .....		860 00	1,380 00	
	<b>QUEBEC POST OFFICE—Concluded.</b>			
	Messenger.....			
	do Office-Keeper.....			
	Total, Quebec Post Office. ....			
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of Revenue collected by them (see total of following statement) .....			1,971 59
	Proportion of salaries transferred from Ontario:—			
	Of Ottawa Inspector, Staff and Railway Mail Clerks.....			3,614 25
	Of Ocean Mail Clerks.....			1,714 03
	Total.....			\$258,940 29

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



## A, IN REPORT No. 3, B.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
32 47	Abbott's Corners .....	16	00				
299 30	Abbottsford .....	120	00				
35 03	Abenaquis .....	12	00				
45 45	Abenaquis Springs (summer office) .....	24	00				
239 59	Abercorn .....	100	00				
967 00	Acton Vale .....	400	00	150	00	40	00
164 63	Adamsville .....	60	00				
144 99	Adderley .....	34	50				
33 16	Adstock .....	11	50				
561 65	Agnes (* from 1st July, 1886) .....	240	00	9	00		
26 25	Aird .....	20	00				
157 54½	Allan's Corners .....	60	00				
37 61	Allumette Island .....	15	00				
213 02	Amqui .....	57	50				
92 46	Ancienne Lorette .....	50	00	8	00		
34 53	Anderson's Corners .....	12	00				
58 24	Ange Gardien .....	30	00				
189 38	Ange Gardien de Rouville .....	59	00				
70 24	Angeline .....	36	00				
206 41	Angers .....	60	00				
8 73	Annesley .....	11	50				
22 80	Antoinette .....	16	00				
25 00	Apple Grove .....	16	00				
88 61	Armagh .....	40	00				
216 65	Armand .....	47	50				
1,286 31	Arthabaskaville .....	440	00	30	00	60	00
29 92	Arthurville .....	12	00				
94 72	Arundel .....	29	50				
65 50	Asbestos .....	20	00				
108 30	Ascot Corner .....	35	00	6	00		
111 92	Aston Station .....	50	00	40	00		
320 93	Athelstan .....	100	00				
53 50	Aubert Gallion .....	29	50				
106 36	Aubrey .....	34	50				
63 84	Avignon .....	36	00				
76 13	Avoca .....	23	00				
343 87	Ayer's Flat .....	115	00				
1,309 41	Aylmer, East .....	480	00	108	00	60	00
240 25	Aylwin .....	70	00				
197 71	Bagotville .....	74	00	10	00		
4 00	Baie de la Trinité .....	15	00				
4 81	Baie des Rochers .....	15	00				
149 60	Baillargeon .....	28	00				
120 12	Baldwin's Mills .....	31	50				
89 50	Barachois de Malbaie .....	48	00				
334 49	Barnston .....	140	00	12	00		
100 82	Barrington .....	48	00				
5 53	Bas de l'Anse (from 1st June, 1886) .....	8	33				
190 75	Bassin du Lièvre .....	57	00				
498 17	Batiscan .....	175	00	120	00		
83 02	Beauce Junction .....	31	00				
915 62	Beauharnois .....	420	00	60	00	40	00

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

**N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.**

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
14 12	Beaulac .....	12 00		
61 98	Beaulieu .....	24 00		
74 65	Beaumont .....	40 00		
264 36	Beauport .....	120 00		
61 61	Beaupré .....	24 00	10 00	
95 51	Beaurivage .....	43 00		
27 25	Beauvoir (from 1st June, 1886) .....	13 33		
417 08	Bécancour .....	140 00	48 00	
225 42	Bécancour Station .....	80 00	24 00	
1,011 31	Bedford .....	360 00		40 00
190 66	Beebe Plain .....	90 00		
52 50	Beech Grove .....	20 00		
37 40	Beech Ridge .....	20 00		
40 47	Belle Anse .....	17 50		
133 51	Bellerica .....	39 00		
168 20	Belle Rivière .....	60 00		
11 12	Belle Vallée .....	11 50		
46 00	Belle Mount .....	16 00		
37 93	Belmina .....	23 00		
120 76	Belœil Station .....	57 50		
223 25	Belœil Village .....	90 00		
24 49	Bennett .....	11 50		
0 58	Beranger (from 1st February, 1887) .....	1 67		
180 20	Bergerville .....	80 00		
43 45	Bersimis (*including arrears) .....	50 00	*57 50	
192 45	Berthier ( <i>en bas</i> ) .....	72 00		
1,285 21	Berthier ( <i>en haut</i> ) .....	440 00	100 00	60 00
102 16	Bethel .....	39 00		
541 78	Bic .....	200 00		
204 31	Bienville .....	80 00		
138 70	Birchton .....	40 00		
194 62	Bishop's Crossing .....	72 00	4 00	
23 47	Bisson .....	18 00	4 00	
176 21	Black Cape .....	95 00		
49 23	Blanche .....	15 00		
33 45	Blanchet .....	19 00		
79 05	Blandford .....	28 50		
69 17	Boileau .....	32 00		
8 13	Bois de Filion .....	10 00		
73 16	Bois Francs .....	4 16		
24 08	Bolduc .....	12 00		
203 00	Bolton Centre .....	87 50	20 00	
105 41	Bolton Forest .....	34 00		
37 00	Bolton Glen .....	16 00		
48 10	Bonaventure Island .....	34 50		
123 00	Bonaventure River .....	47 50		
24 82	Bon Désir .....	11 50		
	Bonne Espérance (accounts not received) .....			
102 00	Booth .....	30 00		
47 61	Bord à Plouffe .....	34 50		
30 04	Bordeaux .....	12 00		
13 00	Boscobel .....	12 00		
0 79	Botreau .....	11 50		
193 63	Boucherville .....	96 00		
140 80	Bouchette .....	36 00		
3 00	Bougie .....	11 00		
135 00	Boulogne .....	50 00		

A, IN REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in  
Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
119	64	Bourg Louis.....	35	00				
91	61	Boynton.....	32	00				
157	40	Brigham.....	71	50				
383	18	Bristol.....	150	00	40	00		
42	32	Britannia Mills.....	20	00				
32	33	Britonville.....	16	00				
40	88	Broadlands.....	11	50				
218	46	Brome.....	80	00				
21	28	Brompton.....	12	00				
197	75	Brompton Falls.....	60	00				
59	00	Brookbury.....	20	00				
62	79	Brookdale.....	20	00				
22	35	Broughton.....	16	00				
137	36	Broughton Station (*including arrears).....	75	00	*162	00		
160	38	Brownsburg.....	50	00				
651	04	Bryson.....	240	00	80	00		
2,252	90	Buckingham.....	600	00	40	00	100	00
77	50	Buckland.....	24	00				
120	09	Bulwer.....	50	00				
20	62	Burnside.....	16	00				
21	93	Bute.....	16	00				
580	63	Cacouna (*including season allowance).....	*219	00			40	00
15	58	Cairnside.....	13	00				
63	63	Caldwell.....	20	00				
74	41	Calumet Island.....	35	00				
33	93	Cambria.....	15	00				
38	49	Canterbury.....	15	00				
109	07	Canterley.....	35	50	12	00		
44	83	Cap à l'Aigle (*including season allowance).....	*45	00				
126	55	Cap Chat.....	57	50				
67	89	Cap des Rosiers.....	32	00				
357	22	Cape Cove.....	110	00				
319	93	Capelton.....	175	00				
31	66	Cape Ozo.....	16	00				
72	25	Caplin River.....	37	50				
84	00	Cap Magdeleine.....	30	00				
113	86	Cap Rouge.....	50	00				
252	50	Cap St. Ignace.....	120	00				
212	41	Cap Santé.....	72	00				
28	01	Capucins.....	19	00				
323	24	Carillon.....	160	00	40	00		
260	33	Carleton.....	135	00				
3	50	Carleton, West (from 1st March, 1887).....	0	84				
29	59	Carrier.....	11	50				
24	90	Cartierville.....	12	00				
60	30	Caseault.....	20	00				
38	20	Cascades.....	28	50				
2	72	Cassville (from 1st Feb., 1887).....	1	66				
49	00	Castlebar.....	24	00				
255	00	Catchuawaga.....	78	00				
218	77	Causapscal.....	57	50				
80	38	Cavignac (from 1st Sept., 1886).....	6	33				
165	24	Cazaville.....	50	00				
218	00	Cedar Hall.....	35	00				
260	28	Cedars.....	69	00				
437	11	Chamby Basin.....	160	00				

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
590 04	Chambly Canton	240 00		
129 00	Chambord	40 00		
366 50	Champlain	147 50	10 00	
26 25	Channay	16 00		
12 18	Chanteile	11 50		
228 36	Chapeau	100 00		
50 26	Charlemagne	30 00		
113 11	Charlesbourg	40 00		
5 38	Charrington	11 50		
34 82	Charteris	11 50		
63 79	Chartierville	16 00		
61 01	Chatboro'	20 00		
123 76	Chateauguay	49 50		
119 40	Chateauguay Basin	40 00		
145 33	Chateau Richer (5 Quarters)	62 50		
27 06	Châtillon	12 00		
34 25	Chaudière Curve	40 00		
73 60	Chaudière Mills	28 50		
43 47	Chaudière Station	28 50		
77 03	Chaumont	23 00		
478 14	Chelsea (*including arrears)	180 00	*14 00	
18 34	Chemin Taché	12 00		
166 07	Chenaille	43 00		
45 34	Cherry River	20 00		
147 00	Chester	67 50		
98 38	Chichester	60 00	12 00	
1,329 71	Chicoutimi	400 00	120 00	40 00
3 30	Chilton	11 50		
60 00	Chirydormes	30 00		
63 58	Châteaux Iroquois	32 00		
12 08	Clairvaux	10 00		
61 92	Clairvaux de Bagot	30 00		
25 61	Clapham	12 00		
560 45	Clarenceville	180 00	16 00	
2,921 20	Clarecook	720 00	80 00	120 00
69 23	Colebaine Station	27 00	29 00	
105 04	Colfield	36 00		
150 50	Como	60 00		
755 10	Compton	380 00	48 00	40 00
87 42	Contrecoeur	48 50		
893 14	Cook-hire	290 00		
52 00	Corbiu	24 00		
18 01	Corliss (from 1st Sept., 1886)	5 83		
33 68	Corner of the Beach	16 00		
177 00	Coteau du Lac	60 00		
380 07	Coteau Landing	160 00	48 00	
215 69	Coteau Station	80 00	20 00	
148 15	Côte des Neiges	72 00		
802 27	Côte St Antoine	155 00		
61 40	Côte St. Louis	32 00		
31 68	Côte St. Michel	16 00		
232 60	Côte St. Paul	80 00		
38 06	Côte St. Pierre	16 00		
25 09	Côte Visitation	16 00		
88 00	Covey Hill	30 00		
1,596 42	Cowansville	500 00		60 00
123 50	Craig's Road Station	50 00	80 00	

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in  
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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
35 75	Cranbourne.....	16 00	10 00	
14 19	Creemore.....	10 00		
84 13	Cross Point.....	44 00	80 00	
32 07	Culduff (*including arrears).....	*21 00		
33 32	Cumberland Mills.....	16 00		
224 70	Cushing.....	90 00	12 00	
4 00	Dablon (from 1st Sept., 1886).....	5 83		
92 81	Dalesville.....	44 00		
31 14	Dalibaire.....	20 00		
52 28	Dalling.....	19 00		
168 51	Danby.....	61 00		
28 19	Danford Lake.....	15 00		
1,795 49	Danville.....	520 00	32 00	80 00
26 16	D' Auteuil.....	12 00		
4 16	Dee Side.....	10 00		
86 07	Denison's Mills.....	24 00		
2 66	Drquen (from 1st Sept., 1886).....	5 83		
14 80	DeKamsay.....	12 00		
306 68	Deschambault.....	100 00		
266 55	Desjardins.....	35 00		
180 83	Dewittville.....	64 00	12 00	
65 57	Dillonton.....	30 00		
322 61	D'Israeli.....	120 00		
206 62	Dixville.....	80 00		
5 67	Dolbeau.....	11 50		
6 11	Domaine de Gentilly.....	10 00		
76 32	Dorval.....	36 00		
141 47	Douglastown.....	56 00		
65 06	Doyle.....	16 00		
1,261 07	Drummondville.....	390 00	16 00	40 00
76 21	Duclos.....	24 00		
117 62	Dudswell Centre.....	46 00	4 00	
93 24	Dufresne Mills.....	28 50		
53 29	Dumoine.....	11 50		
18 77	Dunany.....	12 00		
21 41	Dunboro.....	12 00		
164 18	Dundee.....	80 00		
449 83	Dunham.....	247 50	16 00	
39 20	Dunraven.....	16 00		
147 60	Eardley.....	67 50		
415 57	East Angus.....	95 00		
312 75	East Arthabaska.....	120 00		
110 50	East Bolton.....	40 00		
105 71	East Broughton.....	32 00		
69 00	East Clifton.....	32 00		
13 71	East Dudswell.....	11 50		
87 92	East Dunham.....	33 00		
204 38	East Farnham.....	90 00		
26 03	East Hereford.....	16 00		
8 00	East Magdala.....	10 00		
219 97	Eastman.....	65 50		
753 35	East Sherbrooke (*including arrears).....	*284 50		
279 91	East Templeton.....	90 00		
207 18	Eaton.....	102 00		
86 11	Echo Vale.....	30 00		

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in  
Quebec, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
231 22	Eden Dale.....	80 00		
9 97	Edina.....	10 00		
38 76	Egg Island.....	20 00		
76 60	Egypte.....	20 00		
24 12	Elgin Road.....	11 50		
88 26	Elmside.....	36 00		
132 68	Emileville.....	36 00		
28 00	English Bay (*previously over-credited.....	*6 00		
22 11	Erle (re-opened 1st May, 1886).....	9 16		
90 90	Escuminac.....	24 00		
39 46	Esquimaux Point.....	47 50		
661 89	Etang du Nord (*including arrears).....	*72 50		
	Etchemin.....	260 00		
	Fairfax (from 1st Feb., 1887).....	1 68		
25 00	Farnboro'.....	12 00		
28 66	Farnham.....	14 00		
1,504 51	Farnham.....	480 00	24 00	60 00
60 03	Farnham, Centre.....	32 00		
120 65	Father Point.....	60 00	48 00	
98 48	Fecteau's Mills.....	36 00		
60 50	Fernetville.....	30 00	23 00	
290 89	Fitch Bay.....	90 00		
1 23	Fleurant.....	12 00		
67 00	Fleuriau.....	16 00		
89 07	Flodden.....	30 00		
9 66	Fontenelle.....	10 00		
12 14	Fontenoy.....	10 00		
381 15	Fort Coulonge (*including arrears).....	120 00	*16 50	
53 96	Fortierville.....	24 00		
8 46	Fortin.....	10 00		
55 96	Fort William.....	20 00		
52 00	Foster.....	24 00		
4 33	Fox Bay.....	12 00		
152 09	Fox River.....	60 00	20 00	
146 73	Frampton.....	60 00	8 00	
225 92	Franklin, Centre (*including arrears).....	*111 50		
16 00	Frechette.....	13 00		
567 42	Frelighsburg.....	260 00	16 00	
184 55	French Village.....	80 00		
47 00	Frontier.....	20 00		
36 20	Frost Village.....	30 00		
36 77	Fulford.....	20 00		
18 00	Galson.....	12 00		
24 59	Garland.....	11 00		
40 00	Garneau.....	16 00		
370 57	Garthby Station.....	100 00		
19 43	Gasparine.....	11 50		
721 32	Gaspé Basin.....	300 00	125 00	40 00
34 59	Gaspé Bay, South.....	11 50		
29 86	Geneva.....	16 00		
21 04	Genoa.....	12 00		
356 09	Gentilly.....	147 50	4 00	
414 00	Georgeville.....	160 00	10 00	
17 44	Geraldine.....	12 00		
	Gethsemani (from 1st Sept., 1886).....	5 00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts	\$ cts.	\$ cts.
67 70	Glen Almond.....	11 00		
40 75	Glen Bean.....	11 50		
16 35	Glen Farnham.....	12 00		
7 90	Glen Ives.....	11 50		
11 66	Glenlivet.....	11 50		
47 59	Glen Lloyd.....	16 00		
219 93	Glen Murray.....	80 00		
151 36	Glen Sutton.....	60 00		
14 30	Godbout.....	18 00		
149 64	Gould.....	120 00		
11 97	Gould Station.....	16 00		
134 22	Gracefield.....	55 00		
24 87	Granboro'.....	14 00		
1,298 15	Granby.....	440 00	35 00	60 00
168 00	Grande Baie.....	77 50	8 00	
25 47	Grand Cascapedia.....	12 00		
9 87	Grandes Coudée.....	10 00		
	Grand Entry (3 Quarters).....	12 50		
60 00	Grand Frémères.....	24 00		
171 59	Grand Grève.....	64 00		
188 93	Grande Ligne.....	80 00		
290 33	Grand Metis.....	140 00		
178 13	Grand Pabos.....	70 00		
139 24	Grandes Piles (*including arrears).....	*70 50	*47 50	
185 95	Grand River.....	120 00		
31 56	Grand St. Esprit.....	11 50		
35 14	Grand Valley.....	18 50		
11 59	Green River (*previously overcredited).....	*9 00		
38 08	Green Mount.....	20 00		
868 15	Grenville (*including arrears).....	320 00	*31 00	40 00
2 36	Griffin (from 1st Feb., 1887).....	1 67		
74 62	Griffin's Cove.....	20 00		
87 12	Grindstone Island.....	40 00		
158 91	Gronlines.....	60 00		
12 38	Grosses Roches.....	11 50		
51 01	Guigues.....	15 00		
91 12	Hadlow Cove.....	40 00		
87 79	Hallerton.....	30 00		
14 73	Hall's Stream.....	16 00	12 00	
22 28	Halverson.....	12 00		
16 50	Hamilton Cove.....	10 00		
13 50	Hardwood Flat (from 1st July, 1886).....	7 50		
35 65	Harrington, East.....	16 00		
6 00	Haseville.....	10 00		
65 35	Hathaway.....	24 00		
510 28	Hatley.....	150 00		
18 84	Heathon (from 1st Feb., 1887).....	1 67		
29 93	Hedleyville.....	24 00		
71 98	Helena.....	50 00		
54 15	Hemison.....	24 00		
687 17	Hemmingford.....	260 00	60 00	
53 50	Henesy.....	20 00		
45 71	Henrysburg.....	16 00		
262 29	Henryville.....	120 00		
77 00	Herdman.....	30 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
24 03	Hereford.....	12 00		
38 11	Heyworth.....	28 00		
157 43	High Rock.....	64 00		
13 79	Hill Head.....	11 50		
277 65	Hillhurst.....	57 50		
1,658 46	Hochelaga (5 Quarters).....	590 00		100 00
39 87	Holland's Mills.....	15 00		
60 96	Holton.....	20 00		
36 34	Hopetown (*including arrears).....	*18 00		
60 48	House Harbor.....	20 00		
518 41	Howick.....	200 00		
243 86	Hudson.....	80 00		
2,284 23	Hull (*special allowance).....	1,000 00	*500 00	
28 62	Hunter's Point (from 1st Nov., 1886).....	4 16		
28 23	Hunterstown.....	20 00		
1,782 74	Huntingdon.....	500 00	64 00	60 00
68 28	Huntingville.....	30 00		
788 09	Inverness.....	272 50	160 00	
41 00	Iron Hill.....	20 00		
118 10	Ironside.....	56 00		
26 99	Irvine.....	12 00		
150 65	Island Brook.....	44 00		
25 04	Isle aux Coudres.....	15 00		
74 87	Isle aux Grues.....	36 00		
21 38	Isle Bizard.....	12 00		
49 16	Isle Dupas.....	20 09		
36 66	Isle Perrot.....	16 00		
23 90	Isle Perrot, Nord.....	12 00		
608 32	Isle Verte.....	240 00	8 00	
1 60	Ives (from 1st March, 1887).....	0 83		
153 52	Jersey Mills.....	60 00	20 00	
102 92	Johoville.....	36 00		
1,896 80	Joliette.....	724 00	84 00	100 00
112 00	Jonquières.....	36 00		
16 65	Joynt.....	12 00		
488 51	Kamouraska (*including season allowance).....	*278 00		
44 68	Katevale.....	16 00		
185 99	Kazubazua.....	80 00		
27 82	Keith.....	16 00		
91 48	Kelso.....	44 00		
4 00	Kennebec Line.....	10 00		
72 32	Kensington.....	28 00		
6 86	Kilbain (from 1st Nov., 1886).....	5 00		
99 48	Kiljare.....	40 00		
184 53	Kingsbury.....	68 00		
58 33	Kingscroft.....	24 00		
50 58	Kingsey.....	24 00		
530 80	Kingsey Falls.....	210 00		
280 25	Kinnear's Mills.....	100 00		
119 58	Kippawa.....	50 00		
39 25	Kirkdale.....	13 09		
22 71	Kirk's Ferry.....	16 09		
1,173 22	Knowlton.....	420 00	24 00	60 00
24 00	Knowlton Landing.....	16 00		



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Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent Fuel and Light.
cts.		\$ cts.	\$ cts.	\$ cts.
422 32	La Baie (*including arrears) .....	*185 00	40 00	.....
235 00	Labarre (*including arrears) .....	*135 00	*47 50	.....
868 31	La Beauce .....	260 00	16 00	.....
20 42½	Laberge .....	14 00	.....	.....
95 53	L'Acadie .....	32 00	.....	.....
73 06	Lac à la Tortue.....	30 00	.....	.....
57 66	Lachenaie .....	23 00	.....	.....
378 55	La Chevrolière .....	75 00	.....	.....
2,405 05	Lachine .....	520 00	.....	80 00
33 99	Lachine Rapids.....	20 00	.....	.....
1,575 16	Lachute .....	480 00	100 00	60 00
480 98	Lachute Mills.....	160 00	.....	.....
62 85	Lac Masson.....	24 00	.....	.....
.....	Lac Noir.....	11 50	.....	.....
696 47	Lacolle .....	285 00	16 00	40 00
16 92	Lac Quarean (closed 31st Dec., 1886).....	8 50	.....	.....
4 93	Lac Rond (from 1st June, 1886) .....	8 33	.....	.....
24 66	Lac Simon.....	17 50	.....	.....
20 22	La Conception.....	12 00	.....	.....
13 45	La Décharge de la Riv. L'Ours (from 1st Feb., 1886).....	11 67	.....	.....
25 16	La Fayette.....	11 50	.....	.....
91 83	La Guerre .....	36 00	.....	.....
75 07	Lake Aylmer.....	19 50	.....	.....
23 73	Lake Beauport.....	12 00	.....	.....
80 00	Lake Etchemin (5 Quarters).....	25 00	.....	.....
81 03	Lakefield.....	32 00	.....	.....
101 65	Lake St. Joseph.....	36 00	.....	.....
13 38	Lake St. Mary.....	11 50	.....	.....
150 83	Lake Temiscamingue.....	44 00	.....	.....
29 03	Lakeview.....	12 00	.....	.....
209 50	Lake Weedon.....	80 00	.....	.....
131 10	Lamartine.....	48 00	4 00	.....
363 21	Lambton.....	135 00	30 00	.....
24 58	Landreville.....	12 00	.....	.....
38 46	Land Villa.....	23 00	.....	.....
51 57	Langevin.....	20 00	.....	.....
30 16	L'Annonciation.....	11 50	.....	.....
190 00	Lanoraie.....	90 00	.....	.....
17 08	L'Anse à la Cabane (7 Quarters) .....	17 50	.....	.....
135 31	L'Anse à Giles .....	50 00	.....	.....
4 00	L'Anse au Beauflis (from 1st March, 1887).....	0 83	.....	.....
89 10	L'Anse au Foin .....	20 00	.....	.....
69 00	L'Anse aux Gascons.....	39 00	.....	.....
53 00	L'Anse St. Jean .....	20 00	.....	.....
220 51	La Patrie .....	79 00	.....	.....
34 50	La Petite Rivière.....	16 00	.....	.....
34 50	La Petite Rivière, St. François .....	20 00	.....	.....
24 17	La Plaine .....	16 00	.....	.....
470 74	Laprairie .....	240 00	10 00	.....
136 33	La Présentation.....	47 50	.....	.....
15 95	La Rochelle .....	16 00	.....	.....
51 56	Lascelles .....	20 00	.....	.....
677 40	L'Assomption .....	360 00	12 00	40 00
.....	Laterrière (accounts not received).....	.....	.....	.....
38 55	Latour's Mills .....	30 50	.....	.....
11 35	Laurel.....	10 00	.....	.....
460 39	Laurentides .....	160 00	.....	.....

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
425	71	Lauzon .....	200	00	
14	79	Laval .....	12	00	
124	87	Lavaltrie .....	43	00	
303	60	L'Avenir .....	120	00	
255	72	Lawrenceville .....	100	00	
30	72	Learned Plain .....	16	00	
218	24	Leclercville .....	80	00	
61	85	Le Collège d'Arthabaska .....	40	00	
63	54	Leeds .....	28	00	32 00
308	77	Leeds Village .....	96	00	8 00
47	67	Lemesurier .....	16	00	
1,617	77	Lennoxville .....	600	00	120 00
32	00	Leopold .....	11	50	
484	50	L'Épiphanie .....	150	00	80 00
11	45	Les Dalles .....	11	50	
234	55	Les Eboulements .....	100	00	16 00
86	67	Les Écureuils .....	40	00	
137	30	Les Escoumains .....	70	00	
7	72	Les Fonds (from 1st Feb., 1887) .....	1	67	
24	81	Les Grandes Bergeronnes .....	12	00	
21	58	Les Petites Bergeronnes .....	12	00	
1,330	58	Lévis .....	500	00	80 00
31	49	Libbytowna .....	12	00	
103	34	Lime Ridge .....	31	50	
12	39	Linda .....	11	50	
68	88	Lineboro' .....	20	00	
54	25	Linière .....	20	00	
143	60	Lisgar Station .....	47	50	
728	77	L'Islet .....	240	00	
138	09	Little Cascapédia (3 Quarters) .....	58	00	
285	24	Little Métis .....	120	00	20 00
96	80	Little Pabos .....	25	50	
53	50	Little River, East .....	11	50	
65	80	Lochaber Bay .....	17	50	
113	55	Long Point .....	47	50	
6	30	Long Point of Mingan .....	11	50	
456	94	Longueuil .....	200	00	
175	66	Lorette .....	64	00	
270	00	Lorne .....	110	00	
30	12	Lost River (*including arrears) .....	16	00	*6 00
309	78	Lotbinière .....	167	50	12 00
34	99	Louisa .....	11	50	
1,332	40	Louiseville .....	400	00	72 00
13	50	Lourdes .....	12	00	
43	13	Lourdes du Blanc Sablon .....	18	00	
117	33	Low .....	47	00	
52	17	Lower Ireland .....	16	00	
22	40	Lucerne .....	11	50	
127	04	Luskville .....	18	00	
48	44	Lysander .....	18	00	
209	79	Lyster .....	80	00	
175	39	Lyster Station .....	49	50	
		McDonald's Cove .....	24	00	
352	00	Macnider .....	132	00	
3	52	Maddington (office closed ; arrears of revenue) .....			
53	28	Maddington Falls .....	14	50	

**A. IN REPORT No. 3, B--Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
75 69	Magdalen Islands.....	50 00		
17 00	Magenta.....	12 00		
1,376 89	Magog.....	420 00		60 00
3 79	Magoon's Point.....	10 00		
43 82	Magpie (6 Quarters).....	45 00		
45 50	Maisonneuve.....	21 00		
80 10	Malmaison.....	39 00	30 00	
36 82	Malvina.....	21 50		
318 87	Maniwaki.....	135 00		
523 15	Mansonville Potton.....	177 00		
103 27	Mansonville Station.....	47 50		
197 06	Maple Grove.....	64 00	12 00	
31 26	Maple Hill.....	16 00		
34 18	Maple Leaf.....	16 00		
55 48	Maple Ridge.....	24 00		
322 55	Marbleton.....	100 00		
216 83	Maria.....	100 00		
35 00	Maria Capes.....	24 00		
38 21	Maritana.....	16 00		
1 88	Marlington (from 1st Feb, 1887).....	1 67		
41 00	Marlow.....	20 00		
35 23	Marsboro'.....	24 00		
157 15	Marsden.....	60 00		
166 64	Martinville.....	47 50		
190 30	Mascouche.....	80 00		
75 25	Mascouche Rapids (from 1st July, 1886).....	7 50		
107 60	Masham Mills.....	40 00		
81 50	Maskinongé.....	24 00	20 00	
240 27	Massawippi.....	90 00		
5 88	Masson (from 1st March, 1887).....	0 83		
24 00	Mastigoche.....	12 00		
408 10	Matane.....	200 00	40 00	
306 81	Matapedia.....	80 00	80 00	
43 35	Mawcook.....	20 00		
23 94	Mayo.....	16 00		
45 03	Melboro'.....	20 00		
603 12	Melbourne.....	240 00	60 00	40 00
217 67	Melochville.....	80 00		
23 30	Mercier.....	14 00		
189 70	Metabetchouan.....	60 00		
16 62	Metgermette.....	12 00		
130 10	Méhot's Mills.....	60 00	24 00	
54 88	Milby.....	24 00		
175 08	Mill End.....	100 00		
21 80	Miletta.....	10 00		
36 92	Mille Isles.....	20 00		
47 11	Wille Vaches.....	30 00		
35 31	Millfield.....	20 00		
100 87	Millington.....	28 50		
173 57	Milton, East.....	50 00		
23 48	Mingan.....	20 00		
3 32	Minton (from 1st Feb., 1887).....	1 67		
33 09	Mirabel.....	16 00		
9 07	Miranda.....	10 00		
162 59	Moe's River.....	64 00		
23 88	Moisie.....	20 00		
76 82	Mongénais.....	30 00		

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in  
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N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$	cts.
31	17	Montcalm.....	16	00		
21	71	Montcerf (from 1st June, 1886).....	8	33		
29	88	Mont Dufresne.....	10	00		
667	61	Montbello.....	232	50	48	00
43	09	Montfort.....	15	00		
68	00	Mont Louis.....	28	00		
1,541	83	Montmagny.....	480	00	40	00
105	75	Montmorency Falls.....	52	00		
27	94	Mont Morin.....	12	00		
235,549	33	Montreal (salaries and expenses entered elsewhere).....				
103	33	Mont St. Hilaire.....	39	00		
28	96	Mont St. Nicholas.....	16	00		
31	62	Moore's Station.....	20	00		
61	50	Morin Flats.....	30	00	6	00
74	00	Mount Carmel.....	32	00		
100	21	Mount Johnson.....	40	00		
		Mount Loyal (3 Quarters).....	7	50		
13	93	Mount Maple.....	11	50		
19	74	Mount Oscar.....	12	00		
515	44	Murray Bay.....	200	00	120	00
81	65	Mystic.....	36	00		
9	43	Nadeau's Crossing.....	10	00		
99	68	Namur.....	40	00		
566	66	Napierville.....	200	00		
32	63	Natashquan.....	12	00		
67	00	Neigette.....	30	00		
118	13	Neilsonville.....	34	00		
23	85	New Armagh.....	12	00		
51	12	Newbois.....	19	00		
445	33	New Carlisle.....	175	00		
244	97	New Glasgow.....	90	00		
12	00	New Ireland.....	12	00		
164	11	New Liverpool.....	80	00		
97	65	Newport.....	43	00		
103	03	Newport Point.....	42	50		
92	59	New Richmond (*including arrears).....	95	00	12	00
295	75	New Rockland.....	75	00		
1,238	22	Nicolet.....	400	00	120	00
157	04	Nicolet Falls.....	32	00		40
18	62	Norcliffe.....	17	50		
16	60	Normandin.....	12	00		
2	95	Nominique (from 1st Feb, 1887).....	1	67		
17	63	North Clarendon (from 1st July, 1886).....	7	50		
228	21	North Coaticook.....	78	00		
1	37	Northfield Farm (from 1st March, 1887).....	0	83		
42	24	North Georgetown.....	24	00		
106	48	North Ham.....	48	50	8	00
293	36	North Hatley.....	100	00		
13	50	North Hill.....	11	50		
36	00	North Low.....	12	00		
179	08	North Nation Mills.....	60	50		
78	36	North Onslow.....	36	00		
23	70	North Pinnacle.....	15	50		
64	14	North Stanbridge.....	20	00		
6	00	North Stoke.....	12	00		
59	23	North Sutkely.....	13	00		

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in  
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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
79	00	North Sutton.....	24	00		
15	22	North Temiscamingue (from 1st Oct., 1886).....	5	00		
305	23	North Wakefield.....	78	00	40	00
30	53	North Wolfestown.....	10	00		
47	95	Norton Creek.....	40	00		
57	37	Notre Dame de Betshiamits.....	24	00		
324	16	Notre Dame de Grâce.....	120	00		
102	85	Notre Dame de la Salette.....	15	00		
16	00	Notre Dame de l'Isle Verte.....	14	00		
87	37	Notre Dame de Rimouski.....	48	00		
30	64	Notre Dame des Anges.....	15	00		
22	20	Notre Dame des Bois (1 Quarter).....	10	00		
307	90	Notre Dame de Stanbridge.....	100	00		
247	50	Notre Dame du Lac.....	95	00		
74	63	Notre Dame du Laus.....	26	00		
9	14	Notre Dame du Pont Main.....	11	50		
122	63	Notre Dame du Portage.....	60	00		
		Nouvelle.....	12	00		
135	88	Noyan.....	60	00		
63	73	Nutt's Corners.....	19	00		
55	28	Oak Point.....	16	00		
18	69	O'Connell.....	12	00		
53	38	Odelltown.....	19	00		
168	69	Oka.....	60	00		
68	08	Old Chelsea.....	25	00		
37	67	Old Lake Road.....	14	50		
19	00	Oliver.....	12	00		
47	22	Opemican.....	14	00		
957	38	Ormstown.....	300	00		
118	31	Otter Lake.....	48	00		
31	43	Outremont (from 1st Sept., 1886).....	5	83		
6	00	Painchaud.....	12	00		
665	86	Papineauville.....	235	00	12	00
73	21	Paquette.....	30	00		
23	44	Parisville.....	16	00		
49	44	Parkhurst.....	30	00		
595	24	Paspebiac.....	261	50	100	00
9	45	Pasteur.....	15	00		
134	03	Pauline.....	12	00		
26	37	Pearceton.....	16	00		
23	00	Pelissier.....	12	00		
38	06	Peninsula, Gaspé.....	16	00		
51	32	Penticoat River.....	16	00		
517	82	Percé.....	260	00	24	00
46	85	Perkins.....	20	00		
26	15	Perryboro'.....	16	00		
61	76	Petite Matane.....	20	00		
4	72	Petite Vallée.....	10	00		
17	58	Petits Meschins.....	12	00		
58	12	Peveril.....	24	00		
222	80	Philipsburg, East.....	74	00		
41	98	Piedmont.....	30	00		
642	63	Pierreville.....	220	00		
102	00	Pierreville Mills.....	50	00		
88	69	Pigeon Hill.....	24	00		

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
124 42	Pike River .....	44 00		
76 33	Piopolis .....	36 00		
131 06½	Plaisance .....	40 00		
9 00	Pointe au Bouleau (*from 1st July, 1885).....	14 00	6 00	
109 00	Pointe au Chêne .....	50 00		
364 20	Pointe au Pic (*including season allowance).....	*195 00		
130 00	Pointe aux Orignaux .....	40 00		
168 88	Pointe aux Trembles, Hochelaga (*including arrears).....	*92 50		
141 87	Pointe aux Trembles, Port Neuf .....	64 00		
45 41	Pointe Bleue .....	16 00		
273 44	Pointe Claire .....	80 00		
161 36	Pointe du Lac .....	60 00		
322 41	Pointe Fortune .....	130 00		
245 27	Pointe Gatineau .....	80 00		
10 00	Point Platon (summer office) .....	10 00		
2,713 85	Point St. Charles .....	600 00		100 00
319 35	Point St. Peter .....	135 00		
71 92	Pointe Séche .....	60 00		
26 92	Poltimore .....	12 00		
37 29	Pont Chateau.....	16 00		
472 50	Pont de Maskinongé .....	140 00	16 00	
229 75	Pont Rouge .....	90 00		
58 00	Pont Viau.....	40 00		
1,034 12	Portage du Fort .....	360 00	6 00	40 00
36 25	Port au Persil .....	12 00		
193 88	Port Dantel .....	60 50		
33 20	Port Lewis .....	15 00		
393 69	Portneuf.....	116 00		
217 70	Portneuf Station .....	80 00		
35 36	Powerscourt .....	18 00		
82 43	Quai de Rimouski .....	29 50		
15 54	Quai des Eboulements (3 Quarters) .....	9 00		
37,512 61	Quebec (salaries and expenses entered elsewhere).....			
7 32	Quinnville.....	10 00		
577 02	Quyón .....	220 00	28 00	
6 85	Racine (re-opened 1st Feb., 1887).....	1 67		
52 56	Radford .....	19 00		
36 17	Radstock .....	16 00		
94 22	Randboro'.....	23 00		
45 81	Rannock .....	14 50		
103 50	Rapides des Joachims .....	40 00		
196 31	Rawdon .....	80 00		
15 75	Red Mountain .....	11 50		
7 77	Reedham .....	11 50		
57 31	Reedsdale .....	19 50		
85 01	Repentigny .....	40 00		
96 58	Riceburg .....	40 00		
92 51	Richardville .....	40 00		
1,610 34	Richmond, East.....	520 00		80 00
1,050 26	Richmond Station .....	340 00	33 00	40 00
6 00	Ridgeton .....	11 50		
741 53	Rigaud .....	240 00		
1,319 39	Rimouski .....	480 00	90 00	60 00
108 15	Tipon.....	50 00		

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in  
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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
361	90	River Beaudette .....	110	00	6	00		
382	47	River David .....	120	00				
279	72	River Desert .....	100	00				
33	68	Riverfield (from 1st Sept, 1886).....	5	83				
68	80	River Gilbert .....	40	00	20	00		
58	13	River Gilbert Gold Mines (3 Quarters).....	45	00				
10	50	Rivière Joseph .....	10	00				
20	57	Rivière à Claude .....	14	00				
14	86	Rivière à la Martre .....	12	00				
7	08	Rivière à l'Ours .....	10	00				
183	65	Rivière à Pierre.....	27	50				
12	00	Rivière aux Pins .....	11	50				
109	33	Rivière Bois Clair .....	40	00				
16	40	Rivière des Plantes (3 Quarters).....	9	00				
11	50	Rivière des Prairies .....	16	00				
1,733	37	Rivière du Loup (* including season allowance)...	*540	00	40	00	80	00
1,040	81	Rivière du Loup Station (* including arrears).....	*340	00			40	00
0	18	Rivière Gagnon .....	12	00				
18	33	Rivière la Fleur .....	11	50				
27	70	Rivière la Madeleine .....	20	00				
41	50	Rivière Noire .....	14	50				
331	98	Rivière Ouelle .....	124	00				
10	12	Rivière St. Jean .....	16	00				
3	20	Rivière Ste. Marguerite (3 Quarters).....	7	50				
75	00	Rivière Trois Pistoles .....	32	00				
27	74	Rivington .....	16	00				
127	26	Robertson Station .....	31	00				
221	86	Roberval .....	75	00	24	00		
406	12	Robinson .....	160	00	40	00		
75	45	Robitaille .....	29	00				
34	70	Robson (from 1st Oct. 1886).....	5	00				
84	56	Rochelle .....	27	00				
190	62	Rockburn .....	61	00				
67	12	Rock Forest .....	18	50				
220	86	Rock Island .....	210	00				
22	37	Rockway Valley .....	11	50				
63	09	Ross Mills .....	32	00				
139	66	Rougemont .....	60	00				
172	38	Rowanton .....	60	00				
26	38	Roxham .....	12	00				
802	10	Roxton Falls .....	260	00				
336	09	Roxton Pond .....	85	00				
5	83	Ruisseau à l'Eau Chaude (from 1st Feb. 1887).....	1	67				
13	00	Ruisseau à Sem .....	12	00				
9	00	Runnymede .....	10	00				
37	15	Rupert .....	15	00				
82	10	Russelton .....	40	00				
174	81	Ste. Adèle .....	72	00				
155	00	Ste Adélaïde .....	60	00				
4	22	St. Adolphe de Howard (re-opened 1st July, 1886)	7	50				
70	38	St. Adrien .....	29	00				
188	35	St. Agapit .....	47	50	6	00		
243	94	St. Agathe .....	97	50				
225	07	St. Agathe des Monts .....	65	00				
41	54	St. Agnès .....	16	00				
		St. Agnès de Dundee (accounts not received).....						

**A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
332 52	St. Aimé.....	120 00		
211 69	St. Alban.....	70 00		
83 67	St. Albert.....	29 50		
201 64	St. Alexander, Iberville.....	100 00		
282 00	St. Alexander, Kamouraska.....	120 00		
86 42	St. Alexander Station.....	11 50		
109 02	St. Alexis.....	40 00		
84 34	St. Alexis des Monts.....	30 00		
66 50	St. Alphonse.....	36 00		
43 95	St. Alphonse de Granby.....	16 00		
94 53	St. Amédée.....	31 50		
121 36	St. Anaclet.....	40 00		
356 22	St. André Avelin.....	135 00	30 00	
246 97	St. André, Kamouraska.....	80 00		
869 41	St. Andrew's, East.....	320 00	16 00	40 00
204 82	Ste. Angèle.....	60 00		
150 00	Ste. Angèle de Laval.....	47 00		
265 99	St. Antcct.....	90 00	12 00	
123 61	Ste. Anne de Beaupré.....	70 00		
554 58	Ste. Anne de Bellevue.....	160 00		
589 94	Ste. Anne de la Pérade.....	200 00	20 00	
394 66	Ste. Anne des Plaines.....	235 00		
713 91	Ste. Anne de la Pocatière.....	300 00	40 00	
251 50	Ste. Anne des Monts.....	97 50	36 00	
85 89	Ste. Anne de Restigouche.....	34 50		
36 25	Ste. Anne de Sorel.....	18 00		
473 63	St. Anselme.....	140 00		
197 03	St. Antoine, Lotbinière.....	87 50	8 00	
249 04	St. Antoine, River Richelieu.....	77 00		
50 00	St. Antonin.....	24 00		
84 50	St. Apollinaire.....	30 00		
36 63	St. Armand, Centre.....	20 00		
306 00	St. Armand Station.....	117 50	100 00	
174 94	St. Arsène.....	60 00		
412 49	St. Athanase.....	160 00		
234 71	St. Aubert.....	80 00	16 00	
100 79	St. Augustin.....	60 00		
96 57	St. Augustin, Portneuf.....	40 00		
30 76	Ste. Barbe.....	12 00		
167 00	St. Barnabé, St Maurice.....	60 00	3 00	
91 38	St. Barnabé, Yamaska.....	40 00		
316 97	St. Barthélemi.....	120 00		
101 63	St. Bazile le Grand.....	40 00		
108 92	St. Bazile, Portneuf.....	44 00		
55 18	St. Bazile Station.....	24 00		
32 71	Ste. Beatrix.....	16 00		
201 68	St. Benoit.....	70 00		
161 66	St. Bernard.....	56 00		
22 39	St. Bernard, Sud (3 Quarters).....	13 50		
11 74	Ste Blandine.....	11 50		
144 94	St. Bonaventure (à Quarters).....	36 50		
175 51	Ste. Brigide.....	60 00		
95 80	Ste. Brigitte des Sautes.....	28 50		
109 70	St. Bruno.....	40 00	6 00	
62 38	St. Bruno de Kamouraska.....	17 50		
29 05	St. Bruno Statics (from 1st June, 1886).....	8 33		
52 84	St. Calixte de Kilkenny.....	24 00		



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
220 50	Ste. Camille .....	65 00		
45 10	St. Canute .....	20 00		
560 23	St. Casimir .....	200 00	10 00	
15 26	St. Cassien des Caps .....	20 00		
78 00	Ste. Catherine .....	36 00		
52 24	Ste. Cécile .....	24 00		
14 81	Ste. Cécile de Whitton .....	12 00		
227 50	St. Célestin .....	80 00		
837 52	St. Césaire .....	360 00		40 00
71 09	St Charles de Caplin .....	48 00		
206 65	St Charles, River Boyer.....	100 00		
202 27	St. Charles, River Richelieu.....	117 50		
531 14	St. Chrysostôme.....	180 00		
222 79	Ste. Claire .....	80 00	12 00	
80 48	St. Clément .....	20 00		
68 36	St. Clet .....	28 00		
112 20	Ste. Clothilde .....	57 00		
0 03	Ste. Clothilde de Chateauguay (from 1st Feb., '87)	1 68		
78 52	St. Columbin .....	28 00		
45 42	St. Côme .....	12 00		
107 66	St. Constant .....	47 00		
267 77	Ste. Croix .....	120 00		
793 94	Ste. Cunégonde .....	320 00		40 00
336 09	St. Cuthbert .....	150 00		
45 33	St. Cuthbert Station.....	20 00		
10 91	St. Cyprien .....	10 00		
32 63	St. Cyr .....	10 00		
14 00	St. Cyrac (5 Quarters) .....	12 50		
82 77	St. Cyrille .....	24 00		
249 89	St. Cyrille de Wendover .....	50 00		
60 59	St. Damase de Rimouski .....	11 50		
2 00	St. Damase des Aulnaies (from 1st March, 1887)...	0 83		
157 86	St. Damase de St. Hyacinthe.....	60 00		
60 8	St. Damien .....	20 00		
46 01	St. Damien de Buckland .....	16 00		
130 09	St. David .....	40 00		
141 00	St. Denis de la Boutellerie .....	50 00		
340 50	St. Denis, River Richelieu.....	150 00	16 00	
131 00	St. Didace .....	58 50		
173 37	St. Dominique .....	54 00		
14 00	St. Dominique des Cèdres.....	14 00		
33 00	St. Dominique Station (3 Quarters).....	18 00	4 50	
56 47	St. Donat .....	22 00		
11 70	St. Donat de Montcalm.....	11 50		
28 88	Ste. Dorothee.....	16 00		
19 93	St. Edouard .....	12 00		
97 23	St. Edouard de Napierville.....	40 00		
167 25	St. Edwidge .....	39 00		
31 24	St. Eleuthère .....	12 00		
62 44	St. Elie .....	27 50		
210 41	Ste. Elizabeth .....	115 00		
141 05	St. Eloi .....	56 00		
19 16	St. Elphège (from 1st Jan., 1887).....	2 50		
150 25	St. Elzéar (* 1 Quarter; discontinued).....	64 00	*1 50	
36 54	Ste. Emélie .....	16 00		
253 06	St. Ephrem de Tring .....	78 00		
771 21	St. Ephrem d'Upton (including arrears).....	252 50	*39 50	

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in  
Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
146 00	St. Esprit .....	50 00		
87 17	St. Etienne de Beauharnois .....	38 00		
51 83	St. Etienne de Bolton .....	20 00		
392 10	St. Etienne des Grès .....	80 00		
188 35	St. Etienne de Saguenay .....	26 50		
103 75	St. Eugène .....	31 00		
125 13	Ste. Katalia .....	40 00		
0 74	St. Eusèbe de Cabano (from 1st March, 1887).....	0 83		
582 69	St. Eutache .....	200 00	12 00	
125 29	St. Evariste .....	39 00		
253 23	St. Fabien .....	80 00		
43 98	Ste. Famille .....	19 00		
45 84	St. Faustin .....	12 00		
	St. Félicien (accounts not received) .....			
106 17	Ste. Félicité .....	44 00		
237 38	St. Félix de Valois .....	84 50	16 00	
539 52	St. Ferdinand .....	160 00		
46 51	St. Féréol .....	16 00		
35 63	St. Fidèle .....	24 00		
124 68	Ste. Flavie .....	55 00		
356 53	Ste. Flavie Station (*including arrears).....	150 00	*54 00	
136 03	St. Flavien .....	43 00		
39 50	Ste. Flore (1 Quarter) .....	15 00		
108 65	St. Fortunat .....	34 50		
66 20	Ste. Foye .....	30 00		
213 73	St. François, Beauce .....	100 01		
99 00	St. François de Sales (6 Quarters) .....	25 50		
26 11	St. François d'Oileans .....	16 00		
208 26	St. François du Lac .....	115 00		
318 50	St. François du Nord Est.....	95 00		
27 82	Ste. Françoise .....	10 00		
276 15	St. François de Montmagny .....	80 00		
29 98	St. François Xavier de Viger .....	17 50		
66 93	St. François Xavier de Brompton (from 1st May, '86)	9 17		
131 82	St. Frédéric .....	44 00	16 00	
336 50	St. Gabriel de Brandon .....	140 00	6 00	
415 69	St. Gabriel de Montréal.....	200 00		
47 00	St. Gabriel Station .....	23 00		
	St. Gédéon (accounts not received) .....			
180 55	Ste. Geneviève (*including arrears) .....	60 00	*14 00	
379 83	Ste. Geneviève de Batiscan .....	128 50		
114 00	St. George, Beauce (*including arrears) .....	64 00	*16 00	
377 85	St. George, East .....	115 00		
191 47	St. George de Windsor .....	60 00		
18 19	St. Gerard .....	11 50		
636 65	St. Germain de Grantham .....	220 00		
88 00	St. Germain de Kamouraska (from 1st Aug., 1886)	6 66		
227 07	Ste. Gertrude.....	80 00		
374 61	St. Gervais .....	120 00	24 00	
70 92	St. Giles .....	36 00		
564 45	St. Grégoire .....	140 00	150 00	
781 37	St. Guillaume d'Upton.....	235 00	20 00	
110 20	Ste. Hélène de Bagot .....	44 00		
152 68	Ste. Hélène de Chester .....	60 00		
196 51	Ste. Hélène de Kamouraska .....	72 00		
202 34	Ste. Hénédine .....	72 00	12 00	
312 12	St. Henri de Lévis.....	100 00	120 00	

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in  
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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
901 67	St. Henri de Montréal (*including special allowance)	*360 00		40 00
92 00	St. Henri Station	50 00		
206 93	St. Hermas	80 00		
61 64	St. Herménégilde	19 00		
129 16	St. Hilaire Station	140 00	300 00	
179 81	St. Hilaire Village	70 00		
46 24	St. Hippolyte de Kilkenny	16 00		
126 27	St. Honore	40 00		
76 89	St. Hubert	40 00		
338 98	St. Hugues	120 00	12 00	
4,517 67	St. Hyacinthe	1,260 00	200 00	200 00
90 65	St. Irénée	32 00		
232 15	St. Isidore, Dorchester	80 00		
22 88	St. Isidore Junction	14 50		
110 30	St. Isidore, Laprairie	60 00		
344 87	St. Jacques	120 00		
109 56	St. Jacques le Mineur	48 00		
116 44	St. Janvier	50 00		
1,070 31	St. Jean Baptiste de Montréal	390 00		60 00
207 40	St. Jean Baptiste de Rouville	72 00		
61 93	St. Jean Chrysostôme	40 00		
80 75	St. Jean de Dieu	30 00		
148 91	St. Jean de Matha	44 00		
109 42	St. Jean d'Orléans	40 00		
259 65	St. Jean des Chailions	135 00		
111 27	St. Jean l'Évangéliste	46 00		
403 19	St. Jean Port Joli	140 00		
1,248 36	St. Jérôme	480 00	120 00	60 00
64 75	St. Joachim	29 50		
60 89	St. Joachim de Shefford	28 50		
3,657 47	St. John's, East	1,240 00	60 00	
2,984 30	St. John Suburb (salary awaiting readjustment)			100 00
763 00	St. Joseph de Beauce	240 00	16 00	
89 14	St. Joseph d'Alma	37 50		
65 50	St. Joseph de Lepage	24 00		
89 54	St. Joseph de Lévis	50 00		
132 71	St. Joseph de Sorel	31 00		
54 90	St. Joseph du Lac	24 00		
134 09	St. Jovite	39 00		
163 05	St. Jude	56 00		
445 34	Ste. Julie de Somerret	147 50		
37 00	Ste. Julie de Verchères (3 Quarters)	15 00		
180 86	St. Julienne	60 00		
137 07	St. Justin	60 00		
184 76	Ste. Justine	60 00		
104 04	St. Lambert de Lévis	50 00		
203 78	St. Lambert de Montréal	80 00		
74 25	St. Laurent d'Orléans	36 00		
241 97	St. Laurent de Montréal	200 00		
90 52	St. Lazare	36 00		
90 00	St. Lazare de Vaudreuil	24 00		
197 00	St. Léon	80 00		
317 67	St. Léonard d'Aston	100 00		
238 49	St. Liboire	78 50		
71 74	St. Liguori	28 50		
63 99	St. Louis de Bonsecour	30 00		
226 24	St. Louis de Gonzague	80 00		

**A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
79 27	St. Louis de Hal Hal	25 50		
195 82	Ste. Louise	60 00		
37 24	St. Luc	16 00		
114 45	Ste. Luce	60 00		
146 00	Ste. Luce Station	57 50		
56 07	Ste. Lucie de Doncaster	19 00		
169 07	Ste. Madeleine	60 00		
49 85	St. Magloire	16 00		
153 30	St. Malachie	60 00		
41 20	St. Malo	20 00		
107 37	St. Marc	36 00		
101 10	St. Marcel	36 00		
131 28	Ste. Marguerite	48 00		
804 34	Ste. Marie	300 00		
200 19	Ste. Marthe	80 00	4 00	
130 32	St. Martin	47 50		
288 74	Ste. Martine	100 00		
84 62	St. Mathias	30 00		
75 13	St. Mathieu	40 00		
178 66	St. Maurice	70 00		
	St. Maurice Forges (1 Quarter)	2 50		
115 35	Ste. Melanie	40 00		
312 56	St. Michel de Bellechasse	120 00		
14 30	St. Michel de Wentworth	10 00		
144 61	St. Michel de Napierville	57 50	10 00	
62 00	St. Michel des Saints	20 00		
48 83	St. Modeste	20 00		
46 50	St. Moise (*including arrears)	*16 50		
211 31	Ste. Monique de Nicolet	80 00	16 00	
60 75	Ste. Monique des Deux Montagnes	28 00		
133 63	St. Narcisse	40 00		
60 97	St. Nérée	17 50		
128 15	St. Nicholas	66 00		
109 52	St. Norbert	57 50	40 00	
263 92	St. Octave	78 50		
26 27	St. Odilon	16 00		
95 54	St. Onésime	20 00		
460 47	St. Ours	137 50	16 00	
322 85	St. Pacôme	135 00		
96 18	St. Pamphile	34 50		
473 00	St. Paschal	180 00		
111 78	St. Patrick (*including season allowance)	*55 00		
272 46	St. Patrick's Hill	110 00		
22 82	St. Paul de la Croix	12 00		
5 76	St. Paul d'Industrie	30 00		
92 44	St. Paul du Buton	30 00		
68 16	St. Paul l'Hermite	32 00	16 00	
176 50	St. Paulin	64 00	10 00	
711 41	St. Paul's Bay	250 00	200 00	40 00
48 52	Ste. Perpétue	12 00		
170 16	St. Philippe d'Argenteuil	71 00		
76 16	St. Philippe de Laprairie	36 00		
148 06	St. Philippe de Néry	56 00		
98 4	Ste. Philomène	36 00		
31 23	Ste. Philomène des Chaillons	17 00		
389 67	St. Pie (from 1st July, 1886)	130 00	*12 00	
106 81	St. Pie de Guire	36 00		

**A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
34 88	St. Pierre Baptiste.....	15 00		
33 68	St. Pierre d'Orléans.....	16 00	12 00	
464 32	St. Pierre les Becquets.....	200 00	50 00	
189 88	St. Pierre, Montmagny.....	71 50	6 00	
341 40	St. Placide.....	71 00		
369 40	St. Polycarpe.....	120 00	16 00	
136 50	St. Prime.....	34 50		
168 93	St. Prosper.....	60 00		
4-00	St. Prosper de Dorchester (2 Quarters).....	12 00		
246 65	St. Raphaël, East.....	100 00		
461 81	St. Raymond.....	200 00		
29 88	St. Rédempteur.....	16 00		
42 29	St. Régis.....	12 00		
519 18	St. Rémi.....	175 00	32 00	
92 88	St. Rémi d'Amberst.....	27 50		
149 48	St. Rémi de Tingwick.....	45 00		
97 28	St. Robert.....	40 00		
2,950 39	St. Roch de Québec.....	1,200 00		650 00
74 84	St. Roch de Richelieu.....	24 00		
149 18	St. Roch de l'Achigan.....	60 00		
126 74	St. Roch des Aulnaies.....	60 00		
95 75	Ste. Romaine.....	43 00		
104 04	Ste. Rosalie.....	36 00		
168 58	Ste. Rose.....	70 00		
10 00	Ste. Rose de Watford.....	10 00		
87 76	Ste. Rose de Dégéle.....	72 61		
42 82	St. Samuel de Gayhurst.....	15 00		
164 51	St. Sauveur des Montagnes.....	50 00		
1,461 46	St. Sauveur de Québec.....	500 00		80 00
557 88	Ste. Scholastique.....	200 00	60 00	
192 29	St. Sébastien.....	80 00		
231 40	St. Sévère.....	105 00		
45 32	St. Sévérin de Beauvillage.....	24 00		
32 18	St. Siméon.....	20 00		
243 03	St. Simon de Rimouski.....	80 00	10 00	
224 06	St. Simon de Yamaska.....	90 00		
1 57	St. Sixte.....	0 83		
77 00	Ste. Sophie de Lacorne.....	29 50		
91 43	Ste. Sophie de Levrard.....	28 00		
157 75	Ste. Sophie de Mégantic.....	54 00		
333 40	St. Stanislas de Champlain.....	110 00		
330 29	St. Stanislas de Kotska.....	80 00		
50 50	St. Sulpice.....	19 00		
328 78	St. Sylvester, East.....	110 00		
88 10	St. Sylvester, West.....	52 00		
167 04	St. Téléphore.....	48 00		
119 18	Ste. Thècle.....	24 00		
137 69	St. Théodore d'Acton.....	50 00		
59 75	St. Théodore de Chertsey.....	20 00		
29 36	Ste. Théodosie.....	12 00		
611 28	Ste. Thérèse de Blainville (*including arrears)....	240 00	*41 00	
79 24	St. Thomas de Joliette.....	32 00		
193 21	St. Thmothée.....	72 00		
392 68	St. Tite.....	92 00	8 00	
36 94	St. Tite des Caps.....	20 00		
124 89	St. Ubalde.....	35 00		
86 24	St. Urbain de Charlevoix.....	40 00		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ ct
121 51	St. Urbain de Chateauguay .....	49 00	.....	.....
188 66	Ste. Ursule (*including arrears).....	*75 50	.....	.....
120 36	St. Valentin .....	50 00	.....	.....
119 12	St. Valère .....	40 00	.....	.....
176 66	St. Valérien.....	50 00	.....	.....
8 00	St. Valérien de Rimouski (from 1st March, 1887)...	0 83	.....	.....
148 79	St. Vallier .....	54 00	.....	.....
68 94	St. Vallier Station.....	40 00	.....	.....
129 93	Ste. Victoire.....	44 00	.....	.....
224 60	St. Victor de Tring.....	60 00	.....	.....
318 14	St. Vincent de Paul.....	120 00	.....	.....
241 16	St. Wenceslas.....	70 00	.....	.....
6 00	St. Yvon (from 1st December, 1886).....	5 00	.....	.....
38 46	St. Zacharie .....	12 00	.....	.....
16 20	St. Zénon.....	12 00	.....	.....
253 40	St. Zéphérin.....	80 00	.....	.....
64 11	St. Zotique .....	30 00	.....	.....
117 42	Sabrevois .....	60 00	.....	.....
76 53	Sacré Cœur de Marie.....	28 50	.....	.....
49 27	Saints Anges.....	16 00	.....	.....
28 09	Sanborn .....	12 00	.....	.....
20 08	Sand Hill .....	12 00	.....	.....
63 44	Sandy Beach.....	24 00	.....	.....
148 82	Sault au Ochoon .....	60 00	.....	.....
366 84	Sault au Recollet .....	140 00	.....	.....
55 32	Savages Mills.....	24 00	.....	.....
330 98	Sawyerville .....	115 00	.....	.....
59 58	Sayabec .....	14 50	.....	.....
680 87	Scotstown .....	170 00	20 00	.....
161 78	Scott's Junction.....	50 00	17 50	.....
27 51	Scottsmore .....	20 00	.....	.....
17 13	Sellarville.....	10 09	.....	.....
32 58	Settrington .....	20 00	.....	.....
24 58	Seven Islands (*including arrears).....	*27 50	.....	.....
65 09	Shawbridge .....	24 00	.....	.....
211 00	Shawenegan.....	80 00	.....	.....
634 61	Shawville.....	160 00	30 00	.....
81 09	Shenboro' .....	36 00	.....	.....
75 62	Sheffington .....	36 00	.....	.....
52 84	Shefford Mountain .....	16 00	.....	.....
12 89	Shefford Vale .....	12 00	.....	.....
28 69	Sheldrake .....	20 00	.....	.....
10,138 73½	Sherbrooke .....	2,600 00	100 00	.....
164 94	Sherrington (*including arrears).....	*76 00	.....	.....
130 56	Shigawake .....	50 00	.....	.....
232 65	Shrewsbury .....	30 00	.....	.....
151 89	Sillery Cove .....	84 00	.....	.....
15 00	Silver Creek.....	11 50	.....	.....
1 00	Silverton (closed 30th April, 1886).....	1 00	.....	.....
58 80	Six Portages .....	30 00	.....	.....
223 00	Smith's Mills.....	90 00	20 00	.....
1,192 78	Somerset.....	357 50	32 00	40 00
2,777 62	Sorel (*2 Quarters; discontinued).....	820 00	200 00	*70 00
67 96	South Barnston.....	26 00	.....	.....
53 00	South Bolton .....	20 00	.....	.....
38 47	South Dudswell .....	16 00	.....	.....
623 79	South Durham .....	240 00	.....	.....

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
69 85		South Ely .....	32 00					
12 00		South Granby.....	12 00					
133 00		South Ham .....	60 00		24 00			
759 56		South Quebec .....	480 00		100 00		60 00	
179 43		South Roxton .....	49 50					
187 31		South Stukely.....	80 00					
27 00		South West Point.....	12 00					
78 72		Spencer Cove.....	80 00					
31 91		Spring Brook.....	16 00					
123 97		Spring Hill.....	72 00					
34 25		Spruce Grove.....	14 50					
12 73		Stagsburn .....	12 00					
478 07		Stanbridge, East.....	160 00					
8 66		Stanbridge Ridge.....	12 00					
271 57		Stanbridge Station.....	120 00		60 00			
9 26		Stanbury.....	10 00					
133 45		Standon .....	48 00					
940 51		Stanford.....	360 00		32 00		40 00	
191 97		Stanhope.....	50 00					
1,089 90		Stanstead .....	520 00		160 00		80 00	
139 07		Stanstead Junction .....	38 00					
125 54		Starnesboro' .....	44 00					
66 33		Staynerville .....	17 50					
33 51		Stockwell .....	16 00					
49 94		Stoke Centre .....	18 00					
4 33		Stoketon .....	10 00					
430 71		Stonefield .....	150 00					
18 00		Stoneham .....	20 00					
232 46		Stornoway.....	94 00		32 00			
133 85		Stottville .....	75 00		72 00			
57 29		Suffield.....	17 50					
816 79		Sutton .....	320 00				40 00	
126 03		Sutton Junction .....	57 50					
606 10		Sweetsburg.....	280 00		16 00			
39 87		Sydenham Place .....	20 00					
21 87		Table Falls.....	12 00					
305 07		Tadouzac (*including season allowance).....	*140 00		60 00			
680 24		Terrebonne .....	230 00		30 00			
176 60		Tessierville .....	69 50					
4 02		Tetreauville (from 1st Feb., 1887).....	1 66					
8 17		Tewkesbury .....	12 00					
218 50		Thetford Mines .....	60 00					
16 00		Thornby.....	16 00					
120 87		Thorne Centre.....	39 00					
40 50		Three Lakes.....	16 00					
5,467 86		Three Rivers.....	1,500 00		360 00			
885 50		Thurso .....	295 00		16 00			
19 00		Tikonabé .....	12 00					
20 00		Traban's Mills (from 1st Feb., 1887).....	1 66					
127 08		Tremblay (*from 1st July, 1886).....	46 00		*9 00			
66 49		Trenholm.....	30 00					
49 36		Tring Station .....	16 00					
754 66		Trois Pistoles.....	320 00		12 00		40 00	
161 28		Trois Saumons .....	47 00					
12 35		Trottier (from 1st Oct., 1886).....	5 00					
134 51		Trout Brook.....	34 50		4 00			

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
65 96	Trout River .....	32 00		
299 14	Ulverton .....	107 50		
373 96	Upper Bedford .....	160 00		
255 39	Upper Melbourne .....	110 00		
130 73	Upper Wakefield .....	50 00		
53 08	Valcartier .....	39 50		
58 25	Valcartier Village .....	15 00		
133 84	Valcourt .....	40 00		
10 15	Val des Bois .....	10 00		
57 86	Valencay .....	15 00		
73 00	Vale Perkins .....	30 00		
119 10	Valletort .....	36 00		
2,066 66	Valleyfield .....	600 00	40 00	
94 54	Valmont .....	36 00		
46 01	Valois .....	20 00		
34 89	Vanclose .....	22 00		
286 37	Varennes .....	120 00		
272 00	Vaudreuil (*including special allowance) .....	112 50	*90 00	
161 00	Vaudreuil Station .....	40 00		
9 00	Venice .....	12 00		
28 30	Venosta .....	16 00		
291 30	Verchères .....	117 50		
18 26	Vernet .....	11 50		
57 02	Versailles .....	20 00		
55 12	Vicars .....	39 00	12 00	
1,086 53	Victoriaville .....	375 00	200 00	40 00
96 86	Viger .....	42 50		
167 00	Village des Aulnaies .....	80 00		
225 52	Village Richelieu .....	90 00		
171 94	Villa Mastai .....	76 00		
12 91	Villette .....	10 00		
74 00	Vincennes .....	20 00		
94 35	Vinton .....	28 50		
501 15	Wakefield .....	140 00		
59 50	Walker's Cutting .....	30 00		
32 59	Waltham .....	20 00		
203 10	Warden .....	80 00		
851 32	Warwick, East .....	320 00	40 00	40 00
2,153 71	Waterloo, East .....	640 00	96 00	100 00
586 45	Waterville .....	200 00		
22 03	Watkin's Mills .....	12 00		
112 46	Way's Mills .....	44 00		
113 25	Weedon (6 Quarters) .....	87 50		
68 98	Weedon Centre .....	30 00		
345 00	Weedon Station .....	150 00		
14 43	West Bolton .....	11 50		
149 33	West Brome .....	80 00		
269 62	West Broughton .....	60 00		
29 41	Westbury .....	16 00		
137 56	Westbury Basin (5 Quarters) .....	23 00		
14 73	West Ditton .....	12 00		
73 01	West Potton .....	18 00		
229 52	West Shefford .....	90 00		
65 04	West Shefford Station .....	11 50		



A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
51	45	Wheatland.....	18	00				
19	87	Whitwick.....	11	50				
231	31	Wickham, West.....	100	00				
		Wilson's Corners (3 Quarters).....	7	50				
53	16	Wilson's Mills.....	15	50				
1,183	35	Windsor Mills.....	360	00			40	00
19	28	Wolfe Ridge.....	11	50				
193	52	Wolfestown (*from 1st July, 1886).....	64	00		3	00	
86	00	Woodside.....	30	00				
388	62	Wotton.....	142	50				
153	58	Wright.....	60	00				
775	28	Yamachiche.....	240	00		24	00	
343	33	Yamaska.....	180	00		60	00	
16	00	Yamaska, East (from 1st Feb., 1887).....	1	67				
51	51	Yarm.....	16	00				
\$557,634	77	Totals.....	†\$102,191	70	\$9,035	00	\$4,340	00

† N.B.—Of this, the amount of \$100,220.11 was paid from Revenue collections, and \$1,971.59 from Parliamentary appropriation. The latter has been brought to account at page 86, part ii.

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NOVA SCOTIA.

A, IN REPORT No. 3, C.

DETAIL of all payments made for Salaries, &c., in Nova Scotia; showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>NOVA SCOTIA DIVISION.</b>					
C. J. Macdonald.....	Post Office Inspector .....	2,200 00			
J. D. Story .....	Assistant do .....	1,300 00		3,500 00	
D. Stewart .....	2nd Class Clerk .....	1,000 00			
T. E. Davison .....	do .....	1,000 00		2,000 00	
S. J. R. Sircom .....	3rd do .....	720 00			
A. Costley .....	do .....	560 00			
W. Kearns .....	do to 30th November, 1886 (transferred to Auditor-General's Office, Ottawa).....	200 00		1,480 00	
M. H. Meagher.....	Messenger.....	482 50		482 50	
	Total, Inspector's Office.....				7,462 50
<b>RAILWAY MAIL SERVICE.</b>					
E. A. Bent .....	Chief Railway Mail Clerk.....	1,500 00		1,500 00	
J. McN. Gabriel .....	1st Class do .....	960 00	408 06		
A. Brown.....	2nd do .....	800 00	343 98		
R. Davison .....	do .....	800 00	234 72		
J. W. H. Cameron .....	do .....	800 00	350 68		
J. McNeil .....	do .....	800 00	290 51		
W. Crowley .....	do to 30th September, 1886 (deceased).....	180 00			
S. Hall .....	do .....	720 00	184 08		
G. A. Hawkesworth.....	do .....	720 00	195 32		

		720 00	169 64	8,124 91	17,610 51
do	J. D. Ross .....	560 00	235 98		
do	T. Keith .....	536 66	204 12		
do	J. Campbell .....	130 00	201 85		
do	W. C. McKinnon .....	520 00	280 86		
do	D. R. McLean .....	520 00	306 09		
do	W. H. McRobert .....	520 00	315 76		
do	W. Bennett .....	516 67	287 39		
do	C. E. Power .....	492 00	162 03		
do	W. P. Eaton .....	276 13	100 28		
do	F. Southall .....				
do	H. R. Little .....				
do	D. O'Sullivan .....				
	Probationary (promoted from 3rd Class 1st Jan., 1887) .....				
	to 30th Sept., 1886 (transferred to British Columbia Division) .....				
	(including arrears) .....				
	Probationary, from 4th December, 1886 .....				
	<b>Total, Railway Mail Service .....</b>	<b>13,171 46</b>	<b>4,439 05</b>	<b>6,617 54</b>	<b>17,610 51</b>
	<b>Grand Total carried forward .....</b>	<b>\$20,683 86</b>	<b>\$4,439 05</b>	<b>\$25,073 01</b>	<b>\$25,073 01</b>

A, IN REPORT No. 8, C—Detail of all payments for Salaries, &c., in Nova Scotia, made within the Year ended 30th June, 1887.

114

Name.	Service.	Salary.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.
<i>Brought forward</i>							
HALIFAX POST OFFICE.							
H. W. Blackadar	Postmaster	2,400	00				
F. V. Tremain	Assistant Postmaster	1,600	00				
A. H. Cunningham	2nd Class Clerk	1,200	00				
H. H. Chamberlain	do	1,000	00				
J. O'Bryan	do	1,000	00	4,000	00		
T. G. Creighton	do	1,000	00				
F. W. Casey	3rd	800	00				
W. V. Smith	do	800	00				
P. J. Mulcahy	do	800	00				
O. D. Fraser	do	800	00				
C. M. R. Lounds	do	800	00				
I. W. Travis	do	720	00				
F. J. Power	do	720	00				
W. Parker	do	720	00				
E. Delaney	do	720	00				
A. C. Crowe	do	640	00				
W. H. Walker	do	670	00				
H. A. Bogg	do	530	00				
F. C. Keye	do	490	00				
E. A. Sullivan	do	490	00				
A. Logan	do	103	34				
W. W. Page	do	400	00				
D. A. King	do	400	00				
T. J. Curran	do	166	87				
P. F. Brennan	Temporary Clerk, from 31st May, 1887	34	41				
S. Saunders	Superintendent Letter Carrier	730	00				
J. Fitzgerald	Letter Carrier	600	00				
J. Wilson	do	600	00				
				10,770	01		
						25,073	01

<i>E. Carroll</i> .....	600 00		
<i>H. S. Laurillard</i> .....	600 00		
<i>J. Mahar</i> .....	600 00		
<i>J. O'Malley</i> .....	600 00		
<i>R. Myers</i> .....	600 00		
<i>N. Brodie</i> .....	600 00		
<i>J. A. Grant</i> .....	450 00		
<i>J. Wall</i> .....	427 50		
<i>G. Davis</i> .....	427 50		
<i>J. P. Lindsay</i> .....	390 00		
<i>J. H. Smith</i> .....	367 50		
<i>W. P. Mahoney</i> .....	120 00		
<b>W. A. Keating</b> .....	30 00		7,712 50
Temporary Letter Carrier, from 1st June, 1887 .....			30 00
Letter Collector .....	600 00		
<i>J. J. Mulcahy</i> .....	600 00		
<i>E. Payne</i> .....	442 50		1,642 50
Messenger (acting as Temporary Letter Carrier since 1st April, 1887) .....	420 00		
Temporary Messenger, from 28th April, 1887 .....	63 00		483 00
<b>Total, Halifax Post Office</b> .....			28,873 42
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement) .....			2,013 65
<b>Total</b> .....			\$55,959 08

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## A, IN REPORT No. 3, C.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
24 89	Abercrombie .....	20	00				
995 54	Acadia Mines .....	500	00			60	00
17 00	Addington Forks .....	16	00				
17 18	Admiral Rock .....	12	00				
262 28	Advocate Harbor .....	100	00	32	00		
81 59	Afton .....	36	00				
31 50	Albert Bridge .....	16	00				
19 15	Alderny .....	12	00				
	Alder Point .....	10	00				
17 77	Alder River .....	10	00				
16 00	Alexander .....	16	00				
51 51	Alma .....	30	00				
40 49	Alton .....	18	00				
13 48	Amagquadus Pond .....	10	00				
4,695 94	Amherst (*including \$25 for P. E. I. mails; †discontinued 31st Dec., 1886) .....	1,200	00	*175	00	†100	00
8 60	Amherst Point .....	16	00				
1,908 06	Annapolis .....	624	00	300	00	120	00
2,762 83	Antigonishe (discontinued 30th September, 1886) .....	760	16	64	00	*30	00
12 54	Antigonishe Harbor .....	11	50				
13 15	Antigonishe Harbor (South side) .....	11	50				
7 78	Antrim .....	10	00				
7 25	Appin (from 1st May, 1886) .....	9	17				
159 19	Apple River .....	57	50				
141 37	Arcadia .....	60	00				
4 97	Ardness .....	11	50				
28 07	Argyle .....	28	00				
20 92	Argyle Head .....	12	00				
13 65	Argyle Sound .....	10	00				
690 22	Arichat .....	418	00			40	00
18 00	Arisaig .....	12	00				
3 82	Ashdale .....	10	00				
10 00	Askilton .....	10	00				
150 46	Athol .....	60	00	120	00		
218 01	Auburn (late Palmer Road) .....	80	00				
4 00	Auld's Cove .....	16	00				
31 23	Avondale .....	16	00				
44 12	Avondale Station (*including arrears) .....	*23	00				
165 00	Avonport .....	80	00				
637 00	Avonport Station .....	215	00				
517 52	Aylesford .....	220	00	40	00		
65 00	Baccaro .....	16	00				
4 18	Backlands .....	10	00				
15 87	Back Meadows .....	12	00				
1,175 88	Baddeck (5 Quarters; rent discontinued, 31st March, 1887) .....	490	00	135	00	40	00
14 68	Baddeck Bay .....	12	00				
10 99	Baddeck Bridge .....	12	00				
23 68	Baddeck River, North Branch .....	12	00				
79 91	Bailey's Brook .....	30	00				
8 41	Balmoral .....	12	00				
18 30	Barker Settlement .....	12	00				

**A, IN REPORT No. 3, C.—Detail of Revenue, Salaries and Allowances in  
Nova Scotia, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
20 59	Balmoral Mills.....	11	50				
15 84	Banks of Broad Cove.....	12	00				
95 44	Barney's River (*from 1st July, 1886).....	50	00	6	00		
27 48	Barney's River Station.....	11	50				
713 70	Barrington.....	418	00			40	00
28 00	Barrington Passage.....	16	00				
21 31	Barrio's Beach.....	12	00				
2 66	Barry's Corner.....	10	00				
82 32	Barronsfield.....	28	50				
14 13	Bar Settlement.....	12	00				
85 69	Barr's Corners.....	28	50				
135 34	Barton (late Speitche's Cove).....	60	00				
18 38	Basin of River Inhabitants.....	12	00				
143 45	Bass River.....	60	00				
21 20	Bateston.....	12	00				
120 54	Battery Hill.....	40	00				
8 78	Baxter's Harbor.....	11	50				
113 76	Bayfield.....	36	00				
24 00	Bay St. Lawrence.....	19	00				
21 96	Beach Meadows.....	12	00				
39 07	Bear Point.....	20	00				
611 88	Bear River River, West Side.....	240	00				
8 10	Beaulieu.....	10	00				
280 00	Beaver Bank.....	75	00	8	00		
21 14	Beaver Brook.....	12	00				
34 33	Beaver Cove.....	12	00				
38 03	Beaver River.....	20	00				
115 60	Beaver River Corner.....	50	00				
214 68	Bedford Basin.....	100	00				
11 00	Beech Hill.....	12	00				
7 94	Beechmont.....	10	00				
58 48	Belleisle.....	24	00				
29 24	Belleville.....	12	00				
46 28	Belleveaux Cove.....	20	00				
187 08	Belmont.....	43	00				
10 50	Benacadie.....	11	50				
1,077 66	Berwick.....	390	00			40	00
15 00	Big Bank.....	12	00				
132 21	Big Bras d'Or.....	80	00				
8 19	Big Brook.....	11	50				
8 85	Big Harbour.....	12	00				
6 00	Big Intervale.....	12	00				
11 75	Big Island.....	12	00				
16 96	Big Loraine.....	12	00				
12 45	Big Marsh.....	11	50				
45 96	Big Pond.....	27	50				
12 89	Big Port Le Bear.....	12	00				
18 00	Big Ridge.....	12	00				
138 92	Big Tracadie.....	57	50				
214 00	Bill Town.....	58	00				
12 48	Birchtown.....	12	00				
11 02	Black Brook.....	10	00				
25 61	Black Point, Halifax.....	15	00				
12 16	Black Point, Queen's.....	11	50				
11 57	Black River.....	10	00				
7 50	Black Rock.....	10	00				
13 00	Blanchard Road.....	10	00				

**A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
8 53	Blanche.....	10 00		
34 16	Blandford.....	16 00		
22 60	Block House.....	12 00		
47 59	Blomidon.....	24 00		
18 89	Bloomfield.....	11 50		
43 00	Blue Mountain.....	20 00		
	Blue Rock.....	10 00		
28 06	Blue Mills.....	15 00		
	Boisdale, Barachois.....	10 00		
14 83	Boisdale Chapel.....	12 00		
27 00	Boom.....	20 00	10 00	
15 05	Bornish.....	12 00		
72 38	Boulardarie.....	87 00		
30 62	Boulardarie, Back Lands.....	12 00		
19 33	Boulardarie, Centre.....	16 00		
17 76	Boulardarie, East.....	12 00		
8 12	Boulardarie, West.....	10 00		
204 55	Boylston.....	64 00		
	Branch La Have.....	10 00		
41 98	Brazil Lake.....	16 00		
	Brenton (3 Quarters).....	7 50		
62 91	Bridgeport.....	50 00		
22 76	Bridgeport Mines (from 1st June, 1886).....	8 33		
1,556 20	Bridgetown.....	500 00		60 00
68 00	Bridgeville.....	24 00		
1,838 24	Bridgewater.....	640 00	70 00	80 00
13 44	Briley's Brook.....	12 00		
42 00	Broad Cove Chapel.....	16 00		
27 12	Broad Cove, Lunenburg.....	15 00		
33 00	Broad Cove Mines.....	12 00		
9 48	Broad Cove Pond.....	10 00		
5 60	Brookburn (from 1st Sept., 1886).....	5 83		
276 28	Brookfield, Colchester.....	120 00	48 00	
109 91	Brookfield, Queen's.....	36 00		
16 00	Brookland.....	12 00		
130 23	Brooklyn, Queen's.....	50 00		
16 72	Brooklyn, Yarmouth.....	12 00		
36 31	Brookvale.....	12 00		
85 50	Brook Village.....	29 50		
27 05	Brookville, Cumberland.....	15 50		
13 00	Brookville, Pictou.....	12 00		
2 40	Brophy's (from 1st Nov., 1886).....	4 17		
10 00	Brown's Brook.....	10 00		
9 75	Brown's Mountain.....	10 00		
21 72	Brownsville.....	10 00		
69 56	Erulc.....	36 00		
10 50	Bucklaw.....	12 00		
30 00	Buckley's.....	24 00		
34 97	Burlington.....	24 00		
14 01	Burnside.....	12 00		
12 20	Burntcoat.....	10 00		
331 15	Caledonia Corners.....	100 00	40 00	
12 78	Caledonia Mills.....	12 00		
97 18	Caledonia Mines.....	36 00		
43 24	Caledonia, St. Mary's.....	16 00		
26 80	Cambridge.....	12 00		



**A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in  
Nova Scotia, within the Year ended 30th June, 1887.**

**N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.**

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
158 40	Cambridge Station.....	50 00		
55 03	Canaan, King's.....	16 00		
9 83	Canaan, Yarmouth.....	12 00		
30 00	Canada Creek.....	20 00		
163 77	Canard.....	87 50		
29 25	Cannes.....	12 00		
922 59	Canning.....	360 00	50 00	40 00
29 00	Cannonville.....	28 00		
8 00	Canoe Lake (from 1st Aug., 1886).....	6 67		
976 91	Canso (*from 1st July, 1886).....	295 00		*30 00
24 92	Cape George.....	34 00		
10 03	Cape George Harbor.....	10 00		
30 46	Cape John.....	12 00		
7 29	Cape Mabou.....	12 00		
65 64	Cape North (*including \$3.34 to sub-office).....	*50 84		
25 80	Cape Negro.....	20 00		
13 00	Cape Negro Island.....	11 50		
74 00	Cape Sable Island.....	47 50		
6 00	Cap La Ronde.....	10 00		
86 47	Carleton.....	23 00		
11 00	Carriboo Marsh.....	10 00		
160 23	Carriboo River.....	56 00		
36 72	Carriboo Gold Mines.....	12 00		
4 00	Carroll's Corners.....	10 00		
17 00	Catalone.....	20 00	6 00	
11 50	Catalone Gut.....	10 00		
8 16	Cedar Lake.....	10 00		
40 16	Central Argyle.....	33 00		
52 46	Central Clarence.....	24 00		
31 34	Central Chebogue.....	14 00		
15 99	Central Grove (from 1st June, 1886).....	8 33		
10 84	Central New Annan.....	11 50		
7 90	Central Onslow (2 Quarters).....	6 00		
79 05	Centreville, Digby.....	40 00		
112 00	Centreville, King's.....	44 00		
11 83	Chance Harbor.....	10 00		
9 24	Chapman Settlement.....	10 00		
3 50	Charlo's Cove.....	10 00		
22 12	Chebogue Point.....	16 00		
16 77	Chegoggin.....	10 00		
37 00	Chelsea (3 Quarters).....	12 00		
90 50	Chesley's Corners.....	40 00	6 00	
596 57	Chester.....	195 00	20 00	
45 61	Chester Basin.....	29 50		
8 30	Chester Grant.....	10 00		
85 33	Cheticamp.....	40 00		
13 50	Cheticamp Chapel.....	10 00		
228 89	Cheverie.....	90 00		
37 64	Chignecto.....	32 00		
9 97	Chimney Corner.....	12 00		
13 34	Chipman's Brook.....	12 00		
	Chipman Corners.....	10 00		
84 16	Christmas Island.....	40 00		
2 84	Church Over.....	10 00		
119 93	Church Street.....	34 00		
37 13	Churchville.....	28 50		
41 40	Chute's Cove.....	15 00		

A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission of percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 24	Clam Harbor.....	12 00		
11 16	Claremont.....	10 00		
70 80	Clarence.....	36 00		
198 63	Clark's Harbor.....	80 00		
7 50	Clark's Road.....	10 00		
287 46	Clementsport.....	138 00		
43 90	Clementsvale.....	27 50		
25 23	Clifton.....	16 00		
9 08	Cloverdale.....	10 00		
4 46	Cloverville (from 16th June, 1886).....	7 92		
169 62	Clyde River.....	56 00	24 00	
10 00	Cochran's Lake.....	10 00		
14 16	Coddle's Harbor.....	10 00		
10 73	Cogmagun River.....	10 00		
487 85	Cold Brook Station.....	115 00		
7 77	Cold Stream.....	10 00		
10 03	Cole Harbor.....	12 00		
42 97	Comeauville.....	20 00		
36 51	Concession (from 1st June, 1886).....	8 33		
3 17	Condon Settlement.....	10 00		
26 00	Conn's Mills.....	20 00		
32 00	Conquerall Bank.....	20 00		
9 40	Conquerall Mills.....	11 50		
34 85	Cook's Brook.....	16 00		
6 00	Cook's Cove.....	10 00		
10 00	Copper Lake.....	10 00		
10 00	Corberrie.....	10 00		
588 74	Cow Bay.....	280 00		
13 89	Coxheath.....	12 00		
28 22	Cranton Section.....	11 00		
9 16	Croft.....	10 00		
275 50	Cross Roads, Country Harbor.....	87 50		
4 67	Cross Roads, Middle Medford (2 Quarters).....	7 00		
0 15	Cross Roads, Middle Ohio.....	12 00		
10 15	Cross Roads, St. George's Channel.....	12 00		
1 81	Crouse Town (from 1st Jan., 1887).....	2 50		
162 12	Crowell.....	44 00		
24 35	Crowe's Mills.....	12 00		
38 38	Crow Harbor.....	28 50		
7 09	Culloden.....	10 00		
23 72	Dalhousie, East.....	11 50		
22 60	Dalhousie Road.....	16 00		
20 86	Dalhousie Settlement.....	12 00		
1,525 94	Dartmouth.....	480 00		60 00
6 21	Davison Street.....	10 00		
14 00	Day's Springs.....	12 00		
54 00	Dean.....	16 00		
133 52	Debert Station.....	60 00	100 00	
68 00	Deep Brook.....	30 00		
46 00	Deerfield.....	20 00		
7 30	Delap's Cove.....	10 00		
39 93	Delhaven.....	16 00		
10 00	Dempsey's Corner.....	10 00		
11 00	Dennistown.....	10 00		
11 00	Densmore's Mills.....	10 00		
1,700 68	Digby (*broken period).....	*594 16	*191 66	*95 83

A. IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in  
Nova Scotia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 00	Dingwall.....	12 00		
175 86	Diacouse.....	60 00		
7 98	Doctor's Brook.....	10 00		
71 90	Doctor's Cove.....	28 00		
32 13	Doherty Creek.....	16 00		
18 34	Dover, West.....	14 00		
34 98	Dublin Shore.....	16 00		
46 96	Dufferin Mines (from 1st May, 1886).....	9 16		
16 10	Duncan.....	12 00		
12 00	Dundee.....	12 00		
9 33	Dunmaglass.....	10 00		
10 65	Dunmore.....	12 00		
36 16	Dunvegan.....	18 00		
125 25	Durham.....	48 00		
1 88	Durland (from 1st Jan., 1887).....	2 50		
15 73	Dutch Settlement.....	11 50		
192 33	Dutch Village.....	56 50		
58 00	Earltown.....	24 00		
89 50	East Bay.....	36 00	20 00	
20 00	East Bay, North Side.....	16 00		
16 00	East Chebogue.....	11 50		
18 03	East Chezzetcook.....	10 00		
34 27	East Dover.....	12 00		
32 62	East Earltown.....	12 00		
104 21	Eastern Harbor.....	32 00		
2 34	East Ferry (closed 10th July, 1886).....	2 93		
29 70	East Folly Mountain.....	24 00		
9 09	East Hall's Harbor Road.....	10 00		
12 80	East Jeddore.....	10 00		
33 00	East Margaree.....	15 00		
13 75	East Mapleton.....	10 00		
41 41	East Margaretsville.....	12 00		
48 07	East Mines Station.....	15 00		
39 30	East New Annan.....	34 00		
25 00	East Port Medway.....	28 00		
8 37	East River.....	10 00		
22 00	East River, St. Mary's.....	20 00		
152 16	East River, Sheet Harbor.....	47 00		
58 18	East Side Margaree Harbor.....	15 50		
118 75	East Side Pubnico Harbor.....	39 00		
5 79	East Side Ragged Island.....	10 00		
	East Southampton (from 1st March, 1887).....	0 83		
26 85	Eastville.....	12 00		
22 86	East Wentworth.....	12 00		
62 50	East Wallace.....	14 50		
525 00	Economy.....	212 00		
186 00	Economy Point.....	100 00		
68 00	Ecum Secum.....	20 00		
73 33	Eel Brook.....	40 00		
4 50	Eel Cove.....	10 00		
15 00	Eel Creek.....	10 00		
14 00	Elgin.....	10 00		
130 54	Elmershouse (* including arrears).....	*140 00		
27 66	Elmfield.....	10 00		
293 56	Elmsdale.....	100 00		
70 62	Elmsvale.....	20 00		

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in  
Nova Scotia, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 58	Emerald	10 00		
188 06	Enfield	60 00		
29 23	English Corners	14 00		
184 00	English Town	108 00		
20 13	Enon	12 00		
8 50	Erinville	10 00		
14 18	Eskasoni	12 00		
5 25	Etna	10 00		
11 48	Eureka (from 1st March, 1887)	0 83		
11 00	Factory Dale	10 00		
8 78	Falkland	10 00		
18 28	Falkland Ridge	12 00		
51 34	Falmouth	16 00		
125 68	Falmouth Station	52 00		
6 98	False Bay Beach	10 00		
16 00	Farmington	10 00		
10 00	Fauxbourg (from 1st Feb., 1887)	1 66		
10 00	Fenwick	10 00		
23 85	Ferry Landing	10 00		
18 34	Fifteen-Mile Stream	12 00		
5 77	First South	10 00		
172 45	Five Islands	98 00		
37 82	Five-Mile River	16 00		
17 50	Fletcher's Station	12 00		
65 06	Folly Lake	10 00		
66 06	Folly Mountain	74 00		
210 40	Folly Village	158 00		
13 00	Forbes	10 00		
11 42	Forbes' Point	10 00		
8 58	Forks, Baddeck	10 00		
10 00	Fortie's Settlement	10 00		
34 78	Fort Lawrence	20 00		
22 39	Foster's	12 00		
93 64	Fouchie	40 00		
18 96	Four-Mile Brook	10 00		
25 85	Fox Harbor	12 00		
8 84	Fox Island, Main	10 00		
86 69	Fox River	28 00		
47 25	Framboise	20 00	4 00	
5 93	Fraser's Grant	10 00		
13 23	Fraser's Mills	10 00		
176 98	Freeport	80 00		
12 00	French River	12 00		
9 72	French Road	10 00		
9 89	Frenchvale	10 00		
142 06	French Village	52 00		
19 50	Friar's Head	11 50		
104 37	Gaberouse	40 00		
10 50	Gaberouse Lake	10 00		
85 00	Garden of Eden	19 00		
12 00	Gardiner Mines	10 00		
112 59	Gaspereaux	40 00		
7 00	Gavelton	10 00		
92 47	Gay's River	36 00	6 00	
56 21	Gay's River Road	16 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 80	George's River.....	10 00		
39 32	Georgeville.....	16 00		
76 22	Getson's Point.....	28 00		
11 35	Grant's Lake.....	10 00		
74 15	Gilbert's Cove.....	32 00		
13 50	Gillander's Mountain.....	10 00		
15 00	Gillie's Lake.....	10 00		
6 68	Gillie's Point.....	10 00		
9 64	Gillie's Point, East.....	10 00		
18 50	Glen Alpine.....	10 00		
8 95	Glen Bard.....	10 00		
7 98	Glenbervie.....	10 00		
13 20	Glencoe.....	10 00		
0 90	Glen Cove.....	10 00		
13 54	Glendale.....	15 00	8 00	
69 00	Glendyer.....	24 00		
64 41	Glengel.....	63 00		
7 50	Glengarry.....	10 00		
3 63	Glengarry Road (from 1st June, 1886).....	6 33		
88 78	Glengarry Station.....	54 00	10 00	
67 73	Glen Margaret.....	32 00	10 00	
7 80	Glen Road.....	10 00		
11 56	Glenabee.....	10 00		
16 12	Glen Uig.....	10 00		
24 00	Glenville (from 1st June, 1886).....	8 33		
90 00	Glenwood.....	45 00		
9 00	Goff.....	10 00		
160 84	Goldenville.....	90 00		
21 19	Gold River.....	12 00		
102 36	Gore.....	35 00		
43 95	Goshen.....	23 00		
119 00	Grafton.....	39 00		
12 39	Grande Anse.....	14 50	50 00	
36 60	Grand Etang.....	14 00		
28 49	Grandigue Ferry.....	26 00		
6 10	Grand Lake Station.....	10 00		
8 75	Grand Mira, North.....	10 00		
9 00	Grand Mira, South.....	10 00		
30 31	Grand Narrows.....	20 00		
10 00	Grand Narrows, Rear.....	10 00		
36 16	Grand Narrows, South.....	15 00		
247 99	Grand Pré.....	104 00		
93 13	Grand River.....	40 00		
54 73	Granton.....	24 00		
34 00	Granville Centre.....	16 00		
600 00	Granville Ferry.....	200 00		
675 62	Great Village.....	259 98	120 00	
44 50	Green Cove.....	10 00		
15 03	Greendale.....	10 00		
44 50	Greenfield, Colchester.....	16 00		
28 36	Greenfield, Queen's.....	12 00		
16 30	Greenfield, St. Mary's.....	15 00		
7 17	Green Hill.....	10 00		
26 18	Green Hill, Pictou.....	16 00		
8 69	Green's Brook.....	10 00		
15 63	Green's Creek.....	12 00		
128 00	Greenville.....	50 00	8 00	

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
140	29	Greenville Station.....	57	50	100	00		
12	95	Greenwood.....	10	00				
19	62	Greywood.....	11	50				
41	43	Grosses Coques.....	22	00				
8	79	Grosvenor.....	10	00				
17	52	Groves Point.....	10	00				
8	38	Gulf Shore.....	12	00				
7	50	Gull Cove (from 1st July, 1886).....	7	50				
39	36	Gunning Cove.....	15	00				
1,039	24	Guysborough.....	512	00			60	00
27	54	Guysborough Intervale.....	24	00				
15	35	Hackett's Cove.....	11	50				
10	00	Hainsville.....	10	00				
34	03	Half Island Cove.....	24	00				
28	23	Halfway Brook.....	10	00				
10	49	Halfway Cove.....	10	00				
6	00	Halfway River.....	10	00				
15	50	Halfway River Station.....	12	00				
47,881	: 2	Halifax (salaries and expenses entered elsewhere).....						
8	97	Hallowell Grant.....	11	50				
34	76	Hall's Harbor.....	24	00				
57	00	Hansford.....	19	00				
857	05	Hantsport.....	320	00			40	00
235	51	Harbor au Bouche.....	90	00				
9	60	Harbor Road.....	10	00				
123	50	Harborville.....	48	50				
6	36	Hardwood Lands.....	10	00				
16	36	Harmony.....	10	00				
36	34	Harmony Mills.....	16	00				
27	60	Harrigan Cove.....	14	00				
7	44	Harrison's Settlement (* including arrears).....	*10	50				
47	00	Hartford.....	20	00				
12	15	Hassett.....	10	00				
5	74	Hastings (* previously over-credited).....	*8	50				
29	88	Havelock.....	12	00				
15	85	Hay Cove (from 1st May, 1886).....	9	17				
5	50	Hay's River.....	10	00				
0	58	Hazel Hill.....	10	00				
34	68	Head of Amherst.....	16	00				
55	88	Head of Chezzetcook (* including arrears).....	*21	82				
20	95	Head of Indian Harbor Lake.....	12	00				
13	90	Head of Jeddore.....	12	00				
183	40	Head of Jordan River.....	80	00				
67	52	Head of River Hébert.....	19	00				
140	69	Head of St Margaret's Bay.....	60	00				
167	00	Head of St. Mary's Bay.....	50	00				
55	23	Head of South River Lake.....	20	00				
159	81	Head of Tatamagouche Bay.....	40	00				
48	26	Head of Wallace Bay.....	20	00				
26	11	Head of Wallace Bay, North Side.....	20	00				
29	85	Heathbell.....	10	00				
158	75	Heatherton.....	60	00				
7	00	Hebb's Cross.....	12	00				
356	71	Hebron.....	147	50				
.....	.....	Hedgville (from 1st March, 1887).....	0	83				
10	00	Hemford.....	10	00				

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
59 24	Henderson Settlement.....	19 00		
11 05	Hennigar.....	10 00		
18 00	Herring Cove (*2 Quarters; including arrears)....	*16 50		
10 30	Highbury.....	10 00		
66 41	Highfield.....	20 00		
27 64	Highland Village.....	12 00		
52 00	Hillsborough.....	16 00		
	Hillsdale (accounts not received).....			
19 13	Hillside.....	12 00		
5 22	Hillsvale (from 1st Jan., 1887).....	2 50		
28 46	Hodson.....	11 50		
33 52	Holland Harbor.....	12 00		
676 14	Hopewell.....	220 00	24 00	
12 50	Hornsey.....	10 00		
15 07	Horn's Road.....	10 00		
212 21	Horton Landing.....	79 00		
542 27	Hubbard's Cove.....	87 50	12 00	
12 00	Hunter's Mountain.....	12 00		
10 27	Huntingdon.....	10 00		
20 56	Hants Point.....	14 00		
10 00	Hutchinson Settlement.....	10 00		
7 68	Indian Brook.....	10 00		
49 29	Indian Harbor.....	20 00		
7 66	Indian Point.....	10 00		
	Indian Road (accounts not received).....			
6 42	Inglisville.....	12 00		
72 37	Ingonish.....	46 00		
46 37	Ingram River.....	20 00		
10 76	Ireton.....	12 00		
55 60	Irish Cove.....	36 00		
6 50	Iron Mines.....	12 00		
18 42	Iron Ore.....	10 00		
134 55	Isaac's Harbor.....	52 00	4 00	
122 49	Isaac's Harbor, East Side.....	52 00		
29 00	Jackson.....	12 00		
3 39	Jackson Road.....	10 00		
66 20	Jacksonville.....	40 00		
10 58	James River (from 1st June, 1886).....	8 33		
10 50	James River Station.....	12 00		
10 89	Jamesville (from 1st May, 1886).....	9 16		
12 00	Jauvrin's Harbor.....	10 00		
39 65	Jeddore Oyster Ponds.....	20 00		
23 49	Joggin's Bridge.....	15 00		
158 59	Joggin's Mines.....	75 00		
34 76	Johnson's Crossing.....	11 50		
22 17	Jordan Bay.....	12 00		
16 86	Jordan Bay, East Side.....	10 00		
77 52	Judique.....	30 00		
13 50	Juniper Mount.....	10 00		
16 45	Kelly's Cove.....	10 00		
93 44	Kempt.....	39 00		
10 00	Kempt Head.....	10 00		
17 87	Kempt Road.....	16 00		
58 78	Kempt Shore.....	24 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
5 56	Kempt Town .....	10 00		
25 50	Kemptville .....	12 00		
183 78	Kennetcook .....	50 00		
1 50	Kennetcook Corner (from 1st Feb., 1887).....	1 67		
12 50	Kennington Cove.....	10 00		
32 26	Kerrowgare .....	16 00		
33 51	Kent .....	15 00		
2,249 71	Kentville.....	814 00	240 00	120 00
5 00	Keppoch (2 Quarters) .....	5 00		
26 18	Ketch Harbor .....	16 00		
5 80	Kewstoke .....	10 00		
11 00	Kilkenny Lake .....	10 00		
15 12	Kingross .....	10 00		
10 00	Kingsbury.....	10 00		
102 25	Kingsport .....	50 00		
478 35	Kingston Station .....	200 00	21 00	
31 35	Kingston Village.....	14 00		
21 00	Kingsville.....	12 00		
65 95	Kingsman's Corners .....	30 00		
6 91	Kirk Hill .....	10 00		
6 00	Knoydart (5 Quarters).....	12 50		
4 67	Kolbeck .....	10 00		
51 50	La Have, Cross Roads .....	30 00		
8 49	La Have Island (from 16th June, 1886) .....	7 50		
8 50	Lake Ainslie Chapel .....	10 00		
11 00	Lake Ainslie, East Side .....	14 00		
18 50	Lake Ainslie, South Side.....	10 00	8 00	
	Lake Ainslie, West Side .....	14 00		
6 85	Lake Annis .....	16 00		
9 28	Lake Egmont.....	10 00		
16 00	Lake George, King's (5 Quarters).....	15 00		
1 87	Lake George, Yarmouth .....	10 00		
10 00	Lakelands.....	10 00		
10 00	Lake Law .....	10 00		
10 00	Lake Paul.....	10 00		
10 45	Lake Ramsay .....	10 00		
15 29	Lakeside.....	12 00		
6 39	Lakevale (3 Quarters) .....	7 50		
85 17	Lakeville .....	36 00		
13 01	Langille's .....	10 00		
13 16	Lantz .....	10 00		
	Laplands .....	10 00		
38 35	L'Archeveque .....	16 00		
75 46	L'Ardoise .....	57 50		
44 18	Larry's River .....	15 00		
17 83	Lattie's Brook .....	10 00		
504 09	Lawrencetown, Annapolis .....	262 00		
19 49	Lawrencetown, Halifax .....	10 00		
12 09	Leamington (from 1st Oct., 1886) .....	5 00		
23 76	Leicester.....	19 00		
15 50	Leitche's Creek .....	11 50		
39 48	Lennox Ferry .....	19 50		
79 25	Lequille .....	30 00		
10 00	Lewis Bay.....	10 00		
34 24	Lewis Head .....	12 00		
10 13	Lewis Mountain .....	10 00		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 54	Lilly .....	10 00		
19 19	Lime Hill .....	10 00		
13 81	Lime Rock .....	10 00		
92 52	Linden.....	37 50	20 00	
154 54	Lingan.....	94 00		
39 32	Linwood.....	22 00		
140 32	Liscombe .....	40 00		
166 00	Liscombe Mills.....	71 00		
99 00	Lismore (9 Quarters).....	27 00		
69 86	Little Bass River.....	28 00		
130 50	Little Bras d'Or.....	50 00		
2 51	Little Bras d'Or, South Side (from 1st June, 1886).....	8 33		
48 77	Little Brook Station.....	20 00		
348 28	Little Glace Bay (*from 1st Oct, 1886) .....	150 00	*10 00	
29 18	Little Harbor.....	14 00		
22 41	Little Judique.....	16 00		
13 55	Little Lorraine.....	12 00		
9 61	Little Mabou.....	10 00		
9 11	Little Narrows.....	10 00		
8 18	Little River, Cumberland.....	10 00		
43 00	Little River, Digby.....	20 00		
92 52	Little River, Middle Musquodoboit.....	36 00		
36 25	Littlewood.....	16 00		
1,598 14	Liverpool.....	720 00		120 00
10 00	Livingston Cove.....	10 00		
53 00	Lochaber.....	18 00		
13 19	Loch Ban.....	10 00		
182 96	Lochartville.....	60 00		
45 99	Loch Lomond .....	17 50		
39 16	Lochside.....	14 00		
811 38	Lockeport.....	360 00		40 00
139 42	Logan's Tannery.....	36 00		
41 00	Loganville.....	18 00		
574 09	Londonderry Station.....	243 69	80 00	
10 46	Long Island.....	10 00		
9 43	Long Island Main (from 16th June, 1886).....	7 92		
52 65	Long Point.....	26 00		
18 00	Lorne.....	14 00		
21 63	Lornevale.....	10 00		
17 51	Lorneville.....	12 00		
129 81	Lorway Mines.....	55 34		
198 29	Louisburg .....	80 00	10 00	
13 11	Lovat.....	10 00		
150 68	Lower Argyle.....	80 00		
42 13	Lower Barney's River.....	22 00		
14 30	Lower Blomidon.....	10 00		
22 00	Lower Caledonia.....	20 00		
65 41	Lower Canard.....	58 00		
14 10	Lower Carriboo River.....	11 50		
57 41	Lower Cove.....	32 00		
69 92	Lower East Pubnico.....	23 00		
128 21	Lower Economy.....	30 00		
80 98	Lower Five Islands.....	50 00		
124 50	Lower Granville.....	47 50		
5 73	Lower Hallowell Grant.....	10 00		
21 94	Lower La Have.....	12 00		
107 29	Lower L'Ardoise.....	36 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
12 76	Lower Maccan .....	10 00		
35 00	Lower Meagher's Grant .....	10 00		
3 32	Lower Northfield .....	10 00		
28 02	Lower Onslow .....	19 50		
6 81	Lower Prospect .....	10 00		
28 93	Lower River Hebert .....	10 00		
23 43	Lower River Inhabitants .....	16 00		
16 65	Lower Sackville .....	10 00		
52 36	Lower Selmah .....	24 00		
9 61	Lower Settlement, Middle River .....	10 00		
33 34	Lower Settlement, South River .....	12 00		
9 00	Lower Ship Harbor .....	10 00		
382 36	Lower Stewiacke .....	160 00		
9 79	Lower Washabuck .....	10 00		
28 46	Lower Wentworth .....	12 00		
5 78	Lower West Jeddore .....	10 00		
7 51	Lower West Pubnico .....	10 00		
51 15	Lower Wood Harbor .....	26 00		
29 31	Low Point .....	16 00		
1,486 30	Lunenburg .....	560 00		80 00
12 90	Lynn .....	12 00		
15 00	McAdam's Lake .....	12 00		
17 25	McArra's Brook .....	10 00		
17 66	McAuley's .....	12 00		
9 85	McCormack .....	10 00		
7 16	McGrath Mountain .....	10 00		
230 28	McGray .....	47 50	20 00	
8 40	McKays Point .....	10 00		
25 14	McKinnon's Harbor .....	16 00		
1 06	McLeanville (from 1st Nov., 1886) .....	4 17		
22 04	McLellan's Brook .....	11 50		
11 17	McLellan's Mountain .....	10 00		
14 73	McPherson .....	10 00		
14 24	McPherson's Ferry .....	16 00		
332 14	Mabou .....	160 00	120 00	
9 33	Mabou Coal Mines .....	10 00		
8 50	Mabou Harbor .....	10 00		
17 00	Mabou Harbor Mouth .....	12 00		
295 37	Maccan .....	160 00	100 00	
1 31	Macnamara's Island .....	10 00		
17 28	Madder's Cove .....	10 00		
521 06	Mahone Bay .....	230 00		
105 80	Main-à-Dieu .....	40 00	6 00	
57 00	Maitland, Annapolis .....	24 00		
781 64	Maitland, Hants .....	359 00		40 00
11 03	Malagash .....	10 00		
41 29	Malagash Point .....	12 00		
21 68	Malagawatch .....	14 50		
38 89	Malignant Cove .....	15 50		
6 89	Mansfield .....	10 00		
30 00	Mapleton .....	12 00		
8 50	Marble Mountain .....	10 00		
171 27	Margaree Harbor .....	76 00	30 00	
144 67	Margaree Forks .....	74 00	24 00	
120 31	Margaretsville .....	50 00		
53 09	Marie Joseph .....	30 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
11 03	Marion Bridge (from 1st Sept., 1886).....	6 83		
11 43	Marion Bridge Road (late Marion Bridge).....	14 00		
42 60	Marriott's Cove.....	18 00		
8 72	Marsh.....	10 00		
41 00	Marshall's Town.....	16 00		
11 85	Marshdale.....	10 00		
6 49	Marsh Lake.....	10 00		
4 94	Marshy Hope.....	10 00		
18 71	Martin's Point.....	10 00		
18 57	Martin's River.....	10 00		
1 61	Marydale.....	10 00		
10 91	Maryvale.....	10 00		
41 59	Mass Town.....	16 00		
3 58	Matheson.....	10 00		
7 40	Mattatall Lake.....	10 00		
14 00	Mavillette.....	10 00		
18 42	Meagher's Grant.....	24 00		
8 50	Meat Cove.....	12 00		
25 00	Medford.....	10 00		
6 08	Meiklefield.....	10 00		
43 00	Melford (*including arrears).....	*21 00		
169 78	Melrose.....	98 00		
106 00	Melvorn Square.....	60 00		
7 87	Meiseners.....	10 00		
182 20	Merigonish.....	40 00	25 00	
95 06	Metaghan.....	49 50		
100 58	Metaghan River.....	40 00		
106 55	Metaghan Station.....	30 00		
10 00	Middle River Bank.....	10 00		
38 76	Middleboro'.....	20 00		
23 40	Middle Cape.....	15 00		
32 87	Middle County Harbor.....	12 00		
32 58	Middlefield (including arrears).....	21 33		
30 91	Middle La Have Ferry.....	11 50		
15 01	Middle Manchester.....	10 00		
413 36	Middle Musquodoboit (*including arrears).....	140 00	*183 00	
1 75	Middle Ohio.....	10 00		
10 00	Middle Porter's Lake.....	10 00		
30 14	Middle River.....	12 00		
321 08	Middle Sackville.....	32 00		
65 41	Middle Section, North East Margaree.....	20 00		
5 66	Middle Settlement, Barney's River.....	10 00		
87 21	Middle Stewiacke.....	32 00		
989 78	Middleton, Annapolis.....	350 00		40 00
12 30	Middleton, Antigonishe.....	10 00		
2 97	Middle Town.....	10 00		
6 00	Midville Branch.....	10 00		
16 94	Milford.....	10 00		
21 00	Milford Haven Bridge.....	12 00		
125 96	Milford Station.....	60 00		
25 60	Mill Brook.....	14 00		
	Mill Cove.....	10 00		
11 88	Mill Creek.....	10 00		
40 64	Miller's Creek (*including arrears).....	*25 00		
4 52	Mill Road.....	10 00		
61 00	Millsville.....	20 00		
233 44	Mill Village.....	120 00		

**A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances, in Nova Scotia, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
20	64	Millville.....	10	00	
417	20	Milton.....	213	50	
15	75	Mineral Rock.....	10	00	
13	36	Mineville.....	10	00	
98	69	Minudie.....	43	00	
11	54	Mira Gut.....	12	00	
30	00	Monk's Head.....	12	00	
33	07	Montague Gold Mines.....	20	00	
34	80	Moose Brook.....	15	50	
15	55	Mooseland.....	10	00	
10	00	Moose River, Cumberland.....	10	00	
14	88	Moose River, Pictou.....	10	00	
29	00	Morden.....	16	00	
10	43	Morristown, Antigonishe.....	10	00	
8	06	Morristown, King's.....	10	00	
5	47	Morton's Corners.....	10	00	
87	25	Moser's River.....	28	00	
31	68	Mosherville.....	12	00	
16	57	Mossman's Grant.....	10	00	
13	04	Mountain Road.....	10	00	
1	90	Mount Cusack.....	10	00	
52	04	Mount Denison.....	23	00	
140	00	Mount Hanly.....	47	00	
7	06	Mount Pleasant.....	10	00	
13	88	Mount Thom Settlement.....	10	00	
198	03	Mount Uniacke.....	190	00	
15	54	Mount Uniacke Gold Mines (from 1st Dec., 1886) ..	4	17	
10	60	Moutville.....	10	00	
8	50	Mull River.....	12	00	
12	00	Munroe's Bridge.....	11	50	
14	15	Murphyville.....	10	00	
142	94	Musquodoboit Harbor.....	64	00	
12	66	Nappan.....	20	00	
128	23	Nappan Station.....	48	00	
40	00	Necum Teuch.....	16	00	
33	72	Neil's Harbor.....	16	00	
74	18	New Albany.....	28	00	
5	50	New Boston.....	10	00	
.....	.....	Newburn (*including arrears).....	*17	50	
202	12	New Campbellton.....	93	00	
4	36	New Canada.....	10	00	
11	50	Newcomb.....	10	00	
28	59	Newcomb Corner.....	12	00	
6	15	New Cornwall.....	10	00	
9	58	New Edinburgh.....	10	00	
5	00	New Elm.....	10	00	
19	00	New Gairloch.....	12	00	
3,781	59	New Glasgow (*discontinued 31st Dec., 1886).....	1,100	00	100 00
10	53	New Grafton.....	10	00	
23	82	New Harbor.....	16	00	
9	55	New Harris.....	10	00	
16	00	New Haven.....	16	00	
12	00	New Larig.....	12	00	
25	87	New Minas.....	14	00	
357	75	Newport.....	384	00	40 00
26	65	Newport Corner.....	19	00	

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
174	84	Newport Landing.....	80	00				
157	59	Newport Station.....	47	50	100	00		
82	72	New Ross.....	36	00				
20	52	New Ross Road.....	10	00				
15	24	New Salem.....	10	00				
28	48	Newton's Mills.....	10	00				
		Newtonville (from 15th Feb., 1887).....	1	25				
30	12	New Town.....	11	00				
18	56	New Tusket.....	10	00				
87	00	Newville.....	19	00				
113	00	Nictaux Falls.....	48	00				
47	53	Nine Mile River.....	16	00				
197	00	Noel.....	80	00				
10	00	Noel Road.....	10	00				
27	00	Noel Shore.....	12	00				
7	08	North Alton.....	10	00				
10	50	North Beaver Bank.....	12	00				
133	12	North Brookfield.....	24	00				
63	00	North East Branch, Margaree.....	30	00				
75	14	North East Harbor.....	36	00				
198	25	North End of Lochaber Lake.....	17	50				
11	36	Northfield (5 Quarters; *including arrears).....	16	00				
17	96	North Framboise.....	10	00				
16	86	North Grant.....	10	00				
26	28	North Granville.....	10	00				
9	12	North Gut, St. Ann's.....	11	50				
2	28	North Intervale.....	10	00				
9	00	North Medford.....	10	00				
9	00	North Mountain.....	10	00				
129	13	Northport.....	36	00				
40	03	North Range Corner.....	16	00				
57	29	North River.....	20	00				
9	71	North River Bridge, Colchester.....	17	50				
45	15	North River Bridge, Victoria.....	57	50				
3	43	North Salem.....	10	00				
20	00	North Section of Earltown.....	12	00				
26	35	North Shore, Cumberland.....	12	00				
11	00	North Shore, Victoria.....	10	00				
13	05	North Shore of St. Margaret's Bay.....	10	00				
1,671	87	North Sydney.....	640	00	36	00	100	00
1	86	North West.....	10	00				
		North West Arm.....	28	00				
		North West Cove.....	10	00				
33	53	Norwood.....	10	00				
10	92	Nutby.....	10	00				
39	43	Nyanza.....	15	00				
102	08	Oakfield.....	50	00				
12	70	Oak Park.....	11	50				
9	45	Oban.....	10	00				
		Odin (from 15th Feb., 1887).....	1	25				
8	99	Ogden.....	10	00				
10	09	Ogilvie.....	10	00				
9	11	Ohio.....	10	00				
111	00	Old Barns.....	32	00				
53	95	Oldham.....	23	00				
27	87	Onslow Mountain.....	11	50				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
131 00	Onslow Station.....	28 00		
5 34	Orangedale (5 Quarters).....	14 00		
7 50	Outer Island of Port Hood.....	10 00		
19 40	Overton.....	10 00		
16 68	Owl's Head Harbor.....	10 00		
830 79	Oxford.....	320 00		40 00
11 08	Oyster Ponds (3 Quarters).....	7 50		
230 79	Paradise Lane.....	100 00		
5 00	Parker's Cove.....	10 00		
15 97	Park's Creek.....	10 00		
1,765 14	Parraboro'.....	520 00	100 00	80 00
14 03	Parraboro' Shore.....	12 00		
8 00	Partridge Island.....	10 00		
28 24	Peggy's Cove.....	12 00		
28 13	Pembroke.....	14 00		
19 42	Pembroke Shore.....	11 50		
8 75	Perott Settlement.....	10 00		
28 72	Petite de Grat.....	16 00		
134 00	Petite Rivière Bridge.....	60 00		
19 81	Petpeswick Harbor.....	10 00		
3,906 86	Pictou.....	1,200 00	100 00	200 00
18 42	Pictou Island (including arrears).....	*12 60		
173 00	Pictou Landing.....	60 00		
40 75	Piedmont Valley.....	16 00		
5 71	Pinedale.....	10 00		
12 92	Pine Tree.....	10 00		
83 30	Pirate Harbor.....	50 00	20 00	
48 00	Plainfield.....	19 00		
8 80	Plaister Mines.....	10 00		
20 56	Pleasant Bay.....	10 00		
52 45	Pleasant Harbor (late Shoal Bay).....	19 00		
7 94	Pleasant Hills (from 1st Oct., 1886).....	5 00		
	Pleasant Lake.....	11 50		
14 82	Pleasant Point.....	16 00		
47 28	Pleasant River (*including arrears).....	*17 50		
10 01	Pleasant Valley.....	10 00		
	Pleasant Valley, Pictou.....	10 00		
12 51	Pleasant Valley, Yarmouth (from 15th June, 1886).....	7 92		
14 00	Pleasantville.....	14 00		
38 19	Plymouth.....	12 00		
12 33	Plymouth Road.....	12 00		
75 28	Plympton.....	40 00		
3 82	Point Aconi.....	10 00		
9 50	Point Clear.....	10 00		
8 05	Point Edward.....	10 00		
16 58	Point Michaud.....	10 00		
5 50	Point of Cape.....	10 00		
65 24	Pomquet Chapel.....	24 00		
31 58	Ponds.....	20 50		
24 72	Poplar Hill.....	16 00		
189 56	Port Acadia.....	69 00		
95 00	Portapique.....	40 60		
29 62	Portapique Mountain.....	12 00		
22 76	Portapique Rear.....	11 50		
28 86	Port Beckerton.....	12 00		
66 25	Port Caledonia.....	47 50		

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
86 50	Port Clyde .....	48 00		
16 03	Porter's Lake (*including arrears) .....	*14 50		
21 00	Port Felix .....	12 00		
293 34	Port George .....	80 00		
134 52	Port Greville .....	50 00		
350 02	Port Hastings .....	446 00		40 00
744 24	Port Hawkesbury .....	360 00	240 00	
62 39	Port Hillford .....	30 00		
640 18	Port Hood .....	500 00		
20 69	Port Hood Island .....	20 00		
35 25	Port Howe .....	15 00		
38 93	Port Joli .....	15 00		
262 73	Port LaTour .....	70 00		
72 49	Port Lorne .....	30 00		
252 52	Port Maitland .....	95 00		
14 81	Port Malcolm (late Cariboo Cove) .....	16 00		
88 32	Port Matoon .....	48 00		
290 45	Port Medway .....	130 00		
409 14	Port Mulgrave .....	180 00	24 00	
41 09	Port Philip .....	19 00		
9 63	Port Richmond .....	19 00		
31 09	Port Royal .....	15 00		
335 03	Port Williams .....	120 00		
356 73	Port Williams Station .....	170 00	120 00	
1 64	Preston (from 1st Nov., 1886) .....	4 17		
63 66	Prince Albert .....	28 20		
53 03	Princeport .....	20 00		
20 50	Princeville .....	12 00		
66 73	Prospect .....	30 00		
14 18	Pubnico Beach .....	10 00		
144 45	Pubnico Harbor .....	67 50		
627 61	Pugwash .....	320 00	10 00	40 00
37 00	Pugwash River .....	20 00		
10 00	Purlbrook .....	10 00		
13 33	Queensville .....	11 50		
23 39	Quinan .....	11 50		
35 59	Ragged Head .....	15 00		
13 69	Ragged Island .....	14 00		
9 00	Ramsay .....	10 00		
83 80	Rawdon .....	28 50		
61 00	Rawdon Gold Mines (from 1st Feb., 1887) .....	24 40		
9 75	Rear of Baddeck Bay .....	10 00		
10 00	Rear of Balls Creek .....	10 00		
9 97	Rear of Ben Erin .....	10 00		
7 50	Rear of Black River .....	10 00		
12 64	Rear of Little Judique .....	10 00		
14 00	Rear Lands, Sporting Mountain .....	10 00		
52 53	Red Island .....	28 50	6 00	
2 50	Reidway (from 1st Jan., 1887) .....	2 50		
18 00	Renfrew .....	15 00		
7 80	Reynardton .....	10 00		
36 84	Rhodes .....	16 00		
6 45	Rhodes' Corners .....	10 00		
48 00	Ritcey's Cove .....	16 00		
74 36	River Bourgeoise .....	50 00		

**A IN REPORT No. 3. C—Detail of Revenue, Salaries and Allowances in  
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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
17 32	Riverdale.....	10 00		
38 55	River Dennis.....	24 00		
12 20	River Dennis Road.....	10 00		
83 85	River Hebert.....	84 00		
259 78	River Hebert Bend (from 1st Feb., 1887).....	1 67		
84 45	River Hebert, West Side.....	25 00		
631 72	River Inhabitants Bridge.....	40 00	8 00	
13 38	River John.....	300 00		40 00
133 31	River John Road.....	10 00		
98 15	River Philip.....	116 00		
10 00	Riversdale.....	40 00		
	Riverside.....	10 00		
	Riverside Corner (from 1st Feb., 1887).....	1 67		
17 00	Rivulet.....	12 00		
10 15	Roache Vale.....	10 00		
60 81	Robins.....	16 00		
6 35	Robinson's Corners (from 1st Dec., 1886).....	3 33		
30 35	Rockdale.....	11 50		
0 12	Rockingham.....	16 00		
127 56	Rockingham Station (late Four-Mile House).....	44 00		
23 00	Rocklin.....	16 00		
17 00	Rockley.....	11 50		
60 07	Rockville.....	20 00		
30 64	Rockwell Settlement.....	12 00		
16 00	Rocky Bay.....	10 00		
25 60	Rocky Mountain.....	12 00		
27 01	Roger's Hill.....	12 00		
20 24	Roman's Valley.....	10 00		
10 00	Rose.....	10 00		
20 40	Roseway.....	12 00		
8 27	Roslin.....	10 00		
14 14	Ross Corner.....	10 00		
47 69	Rossway.....	16 00		
263 50	Round Hill.....	87 50		
15 33	Round Island.....	10 00		
12 67	Roxbury.....	10 00		
105 12	St. Andrews.....	66 00		
22 74	St. Ann's.....	10 00		
16 00	St. Bernard.....	10 00		
5 33	St. Catharine's River.....	10 00		
56 46	St. Croix.....	23 00		
16 22	St. Esprit (from 1st June, 1886).....	11 33		
14 00	St. George's Channel.....	14 00		
17 97	St. Joseph.....	12 00		
13 30	St. Mary's River.....	10 00		
7 86	St. Patrick's Channel.....	10 00		
25 78	St. Paul's.....	12 00		
399 54	St. Peter's.....	259 50	80 00	
25 40	Sable River (from 1st July, 1886; previously a Way Office).....	15 00	45 00	
8 00	Salem, Cumberland.....	10 00		
128 95	Salem, Yarmouth (from 1st May, 1886).....	9 17		
19 75	Salem Road.....	10 00		
11 48	Salmon River, Cape Breton.....	10 00		
	Salmon River, Digby (accounts not received).....			
97 25	Salmon River, Halifax.....	40 00		



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\$ cts.		\$ cts.	\$ cts.	\$ cts.
15 61	Salmon River, Lake Settlement .....	12 09		
10 00	Salt Springs, Antigonishe .....	10 00		
108 00	Salt Springs, Pictou .....	61 00		
85 56	Salt Springs Station .....	24 00		
64 28	Sambro .....	20 00		
23 26	Sand Beach .....	11 50		
42 11	Sandford .....	12 00		
39 00	Sand Point .....	14 00		
72 21	Sand River .....	23 00		
9 05	Sandy Beaches .....	10 00		
134 77	Sandy Cove .....	68 00		
40 21	Sandy Point .....	16 00		
67 15	Saulnierville .....	30 00		
55 14	Saw Mill Creek .....	24 00		
42 92	Scataria Island .....	15 00		
66 17	Scotch Village .....	24 00		
51 16	Scotsburn .....	24 00		
77 55	Scott's Bay .....	30 00		
9 65	Scott's Bay Road .....	10 00		
23 00	Scottsville .....	16 00		
32 38	Seaforth .....	10 00		
	Second Peninsula .....	10 00		
126 28	Selmah .....	50 00		
11 58	Shad Bay .....	10 00		
52 69	Shag Harbor .....	19 00		
45 25	Sheet Harbor Passage .....	15 50		
191 25	Sheffield Mills .....	72 00		
1,045 61	Shelburne (*including special items) .....	*435 98	12 00	*54 34
408 82	Sherbrooke .....	332 00		40 00
44 92	Shinemicas Bridge .....	19 50		
115 35	Ship Harbor .....	50 00		
59 73	Ship Harbor Lake .....	20 00		
33 69	Short Beach .....	16 00		
635 28	Shubenacadie .....	238 50	200 00	
55 15	Shulie .....	24 00		
	Shunacadie .....	10 00		
16 50	Sight Point .....	10 00		
23 95	Six Mile Brook .....	14 00		
41 97	Six Mile Road .....	15 50		
15 57	Skir Dhu .....	10 00		
8 50	Sky Glen .....	10 00		
10 25	Sky Mountain .....	10 00		
6 00	Stuice Point .....	10 00		
	Smithfield .....	11 50		
75 40	Smith's Cove .....	32 00		
25 76	Soldier's Cove .....	13 50		
198 50	Somerset (3 years) .....	167 50		
154 47	Sonora .....	50 00		
11 69	South .....	10 00		
140 56	Southampton .....	52 00		
39 07	South Bar Sydney River .....	14 00		
54 25	South Bay .....	20 00		
44 84	South Branch .....	16 00		
13 57	South Cove .....	10 00		
18 09	South East Passage .....	10 00		
44 72	South End Lochaber (3 Quarters; *including arrears) .....	*21 67		
119 21	South Farmington (2 Quarters) .....	50 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
10 00	South Gut, St. Ann's.....	20 00		
10 79	South Head, Cow Bay.....	10 00		
20 08	South Louisburg.....	11 50		
1 20	South McLellan's Mountain (re-opened 1st Feb, '87)	1 67		
151 20	South Maitland.....	70 00		
7 64	South Merland.....	10 00		
242 00	South Ohio.....	67 50	20 00	
11 00	South Range.....	10 00		
166 11	South Rawdon.....	140 00		
8 85	South Side Baddeck River.....	10 00		
41 30	South Side Basin, River Dennis.....	12 00		
12 50	South Side Boulardarie.....	10 00		
10 40	South Side of Whycocomagh Bay.....	10 00		
38 50	South Vale.....	20 00		
18 03	South Victoria.....	11 50		
11 40	Southville.....	10 00		
11 50	South West Mabou.....	12 00		
55 76	South West Margaree.....	28 00		
30 00	Spa Springs.....	12 00		
133 16	Spencer Island.....	44 00		
99 27	Springfield.....	34 50		
272 50	Spring Hill Junction.....	109 00		
1,712 39	Spring Hill Mines.....	487 50		55 00
101 00	Springville.....	34 00		
89 09	Spry Bay.....	40 00		
5 72	Spryfield.....	10 00		
1 68	Stake Road (from 1st March, 1887).....	0 83		
23 23	Steam Mill Village.....	15 50		
45 19	Steep Creek.....	14 00		
1,297 14	Stellarton.....	480 00		60 00
81 00	Stewiacke Cross Roads.....	50 00		
29 66	Still Water.....	24 00		
17 00	Stirling.....	11 50		
18 32	Stoddart's.....	16 00		
26 56	Stone House.....	12 00		
23 05	Stormont.....	10 00		
115 60	Strathlorne.....	37 50		
35 00	Stronach Mountain.....	12 00		
15 57	Street's Ridge.....	12 00		
	Sugar Loaf (from 1st Aug, 1886; previously a Way Office; accounts not received).....			
3 98	Summerside.....	10 00		
193 24	Summersville.....	64 00		
21 60	Summersville Centre.....	16 00		
32 55	Sundridge.....	12 00		
98 67	Sunnybrae.....	35 00		
14 34	Sunnyside.....	10 00		
3 27	Surette Island.....	10 00		
25 76	Sutherland Mills.....	12 00		
21 50	Sutherland River.....	10 00		
3 25	Swansburg.....	10 00		
2,276 86	Sydney.....	720 00	209 00	120 00
26 42	Sydney Forks.....	16 00		
286 17	Sydney Mines.....	150 00		
21 84	Tancook Island.....	11 50		
205 67	Tangier.....	120 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
22 20	Tarbert (from 1st June, 1886).....	10 00		
508 63	Tatamogouche .....	220 00		
28 41	Tatamogouche Mountain .....	16 00		
58 50	Tenescape .....	20 00		
6 09	Terrence Bay .....	12 00		
29 27	The Falls.....	16 00		
56 12	The Points. West Bay .....	15 00		
162 50	Thompson's Mills .....	76 00	100 00	
490 05	Thorburn .....	172 50		
32 73	Thornville .....	24 00		
20 91	Three Mile House .....	11 50		
83 70	Three Sisters.....	55 00		
12 40	Tidnish.....	10 00		
90 33	Tiverton .....	40 00		
29 59	Toney River.....	14 00		
67 00	Torbay .....	62 00		
45 00	Torbrook .....	19 00		
22 10	Town Plot.....	12 00		
137 30	Tracadie .....	131 00		
8 41	Trafalgar .....	10 00		
27 20	Tremont.....	14 00		
217 75	Trenton.....	36 00		
18 76	Trout Brook .....	10 00		
8 00	Trout River .....	10 00		
16 00	Truemanville.....	12 00		
6,415 07	Truro (*discontinued 30th Sept., 1886).....	1,640 00		*70 00
60 00	Tapperville.....	24 00		
199 96	Tusket .....	117 25	8 00	
62 35	Tusket Wedge.....	23 00		
9 44	Two Islands .....	10 00		
13 95	Two Rivers (from 1st May to 31st Dec., 1886).....	6 66		
12 00	Union Centre .....	10 00		
6 16	Upper Big Tracadie.....	10 00		
	Upper Branch .....	10 00		
9 35	Upper Caledonia.....	10 00		
126 47	Upper Canard .....	50 00		
36 07	Upper Clarence .....	12 00		
29 19	Upper Clements .....	12 00		
5 35	Upper Clyde River .....	10 00		
73 58	Upper Cross Roads, St. Mary's .....	40 00	24 00	
86 00	Upper Dyke Village.....	28 00		
133 25	Upper Economy .....	50 00		
17 50	Upper Fort Lawrence .....	10 00		
40 55	Upper Granville .....	11 50		
	Upper Komptown (from 1st Feb., 1887) .....	1 67		
	Upper Kennetcook .....	10 00		
26 00	Upper LaHave .....	16 00		
7 50	Upper Leitch's Creek (from 1st July, 1886) .....	7 50		
25 10	Upper Malagash .....	10 00		
20 13	Upper Margaree .....	10 00		
119 46	Upper Musquodoboit (3 Quarters) .....	42 50		
26 02	Upper Newport.....	37 50		
21 99	Upper Nine-mile River .....	12 00		
10 88	Upper North River.....	10 00		
21 00	Upper Perreaux .....	12 00		
68 24	Upper Port La Tour.....	30 00		

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\$ cts.		\$ cts	\$ cts.	\$ cts.
80 29	Upper Rawdon .....	28 50		
35 50	Upper Sackville .....	10 00		
12 10	Upper Settlement, Baddeck River .....	10 00		
32 48	Upper Settlement, Middle River .....	12 00		
52 55	Upper Settlement, South River .....	22 00		
1 50	Upper South-West Mabou (from 1st Dec., 1886) .....	3 33		
329 18	Upper Stawiacke .....	116 50	20 00	
10 06	Upper Washabuck .....	10 00		
27 70	Upper Wood Harbor .....	20 00		
36 85	Urbania .....	10 00		
10 00	Usher .....	10 00		
24 33	Valley Mills .....	10 00		
102 98	Valley Station .....	36 00		
18 00	Vaughan .....	12 00		
16 49	Vernal .....	10 00		
10 00	Vernon Mines .....	10 00		
11 83	Vesuvius .....	10 00		
9 18	Victoria .....	10 00		
28 93	Victoria Beach .....	12 50		
13 31	Victoria Harbor .....	10 00		
173 69	Victoria Mines .....	60 00		
64 60	Victoria Vale .....	30 00		
1 29	Vienot's .....	10 00		
14 61	Villagedale .....	11 50		
65 00	Volger's Cove .....	20 00		
466 89	Wallace .....	170 00		
205 70	Wallace Bridge .....	100 00		
20 65	Wallace Grant .....	11 50		
17 50	Wallace Ridge .....	14 00		
10 50	Wallbrook .....	10 00		
180 78	Walton .....	80 00		
35 12	Waterford .....	12 00		
7 36	Waterloo .....	10 00		
24 90	Waternish .....	14 00		
35 78	Watervale .....	14 00		
980 50	Waterville .....	340 00		40 00
21 66	Watt Set't. Sheet Harbor (from 1st Sept., 1886) .....	5 83		
27 70	Waugh's River .....	14 00		
92 06	Waverley .....	56 00		
12 71	Waver Settlement .....	10 00		
17 61	Wellington .....	16 00		
37 79	Wentworth .....	16 00		
58 00	Wentworth Creek .....	16 00		
234 85	Wentworth Station .....	70 00	100 00	
35 25	West Advocate .....	16 00		
147 42	West Arichat .....	60 00		
259 50	West Bay .....	100 00	4 00	
20 55	West Berlin .....	12 00		
84 97	West Branch, River John .....	40 00		
117 48	West Branch, River Philip .....	40 00		
43 00	West Brook .....	30 00		
32 00	West Brook Mills (from 1st May, 1886) .....	9 17		
29 00	West Caledonia .....	12 00		
10 38	West Carriboo .....	10 00		
41 87	Westchester .....	18 00		
10 00	Westchester Lake .....	10 00		

**A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 53	West Chezzetcook.....	12 00		
53 13	West Dublin.....	24 00		
8 59	Western Head.....	10 00		
4 65	Westfield (from 1st Oct., 1886).....	5 00		
93 60	West Gore.....	26 50		
30 75	West Hansford.....	11 50		
60 13	West Inglisville.....	16 00		
48 77	West Jeddore.....	16 00		
41 41	West La Have Ferry.....	24 00		
20 59	West Lakevale (including arrears).....	10 83		
3 02	West Lawrencetown (from 1st Nov., 1886).....	4 17		
15 06	West Leicester.....	10 00		
30 03	West Merigonishe.....	12 00		
156 98	West New Annan (*including arrears).....	*75 00		
32 28	West Newdy Quoddy.....	16 00		
384 44	Westport.....	140 00		
33 00	West Pubnico.....	24 00		
64 39	West River.....	133 00		
411 86	West River, Sheet Harbor.....	200 00		
94 00	West River Station.....	60 00		
8 50	West Side, Lochaber.....	10 00		
11 18	West Side, Middle River.....	10 00		
937 88	Westville.....	360 00	10 00	40 00
1,074 29	Weymouth.....	636 00		100 00
819 76	Weymouth Bridge.....	320 00		40 00
5 50	Whitburn.....	10 00		
74 11	Whitehead.....	20 00		
20 09	White Hill.....	10 00		
9 0	White Point (3 Quarters).....	9 00		
113 25	White Rock Mills.....	50 00		
432 00	Whycocomagh.....	250 00		
5 97	Whycocomagh Bay, North Side.....	11 50		
4 00	Whycocomagh, Rear.....	10 00		
12 00	Williamsdale.....	10 00		
2 33	Williamsdale, East (from 1st February, 1887).....	1 67		
502 49	William's Point (from 1st February, 1887).....	1 67		
8 13	Wilmot.....	100 00	25 00	
8 13	Windham Hill.....	10 00		
3,750 77	Windsor (*discontinued 31st July, 1886).....	1,000 00		*16 67
52 00	Windsor Junction.....	35 00		
95 52	Wine Harbor.....	40 00		
78 46	Wittenburg.....	19 00		
2,031 19	Wolfville.....	600 00		100 00
9 31	Woodbourne.....	10 00		
25 45	Woodville.....	12 00		
10 00	Wreck Cove.....	10 00		
6 00	Wyse's Corner.....	12 00		
6,476 15	Yarmouth (*including arrears; †discontinued, 31st March, 1887).....	1,759 99	*660 01	†210 00
\$197,044 84	Totals.....	†\$60,746 57	\$5,090 67	\$2,981 84

†N.B.—Of this, the amount of \$58,732.92 was paid from Revenue collections, and \$2,013.65 from Parliamentary appropriation. The latter has been brought to account at page 116, part ii.

H. A. WICKSTEED,  
Accountant.

A. W. McLELAN,  
Postmaster-General.

PROVINCE OF NEW BRUNSWICK.

A, IN REPORT NO. 3, D.

DETAIL of all payments made for Salaries, &c., in New Brunswick; showing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Night Duty and Mileage.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>NEW BRUNSWICK DIVISION.</b>					
J. McMillan	Post Office Inspector, to 30th September, 1886 (deceased)	550 00			
S. J. King	Post Office Inspector from, and Postmaster of St. John to 10th November, 1886.	1,271 67		1,821 67	
W. C. Whittaker	1st Class Clerk	1,350 00		1,350 00	
W. R. Avery	2nd do	1,200 00		1,200 00	
W. Hatch	do	760 00			
C. A. Murray	do	800 00			
R. J. Fretze	do from 1st May, 1887 (transferred from Railway Mail Service)	86 67			
E. Fairweather	Temporary Clerk, to 31st December, 1886.	200 00		1,646 67	
W. Bannister	Messenger.	580 00		200 00	
	Total, Inspector's Office			580 00	
					6,798 34
<b>RAILWAY MAIL SERVICE.</b>					
F. W. Blizard	Acting Chief Railway Mail Clerk	1,345 00		1,345 00	
G. M. Ryan	1st Class Railway Mail Clerk	960 00	419 14	1,379 14	
F. A. Estey	do	800 00	323 01		
W. Sparks	do	800 00	315 43		
J. Philips	do	800 00	421 62		
W. J. Weldon	do	800 00	376 04		

J. E. Pidgeon.....	800 00	347 36		
G. A. Barker.....	800 00	824 02		
A. J. Gross.....	800 00	279 38		
D. Price.....	800 00	389 19		
H. Wathen.....	800 00	360 82		
J. G. Miller.....	800 00	391 49		
D. McKendrick.....	720 00	259 11		
A. Brittain.....	680 00	366 32		
R. G. Magee.....	653 33	353 12		
S. R. Jack.....	653 33	437 04		
S. R. Maxwell.....	680 00	362 53		
E. L. Willis.....	653 33	189 00		17,465 46
<b>3rd</b>				
R. J. Freeze.....	433 33	84 84		
G. H. Oulton.....	5 00	405 61		
A. Murray.....	526 67	306 24		
J. Campbell.....	520 00	212 26		
A. C. Edgecombe.....	490 00	209 92		
F. C. Ketchum.....	490 00	178 11		
C. F. Hoben.....	480 00	227 52		
H. Nadeau.....	480 00	200 77		
J. H. Watt.....	480 00	217 78		
H. B. Peck.....	480 00	129 97		
W. S. Hall.....	80 00	29 54		7,182 56
	19,324 99	8,047 17		27,372 16
<b>Total, Railway Mail Service.</b>				
<i>Grand Total carried forward.....</i>				
	\$36,123 33	\$8,047 17	\$34,170 50	\$34,170 50

A, IN REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Total of Classes.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.
	<i>Brought forward</i> .....			34,170 50
<b>FREDERICTON POST OFFICE.</b>				
P. McPeake.....	Postmaster.....	1,600 00		
J. Cameron.....	2nd Class Clerk.....	1,200 00	1,600 00	
W. B. Phair.....	3rd do.....	800 00		
E. W. Vavasour.....	do.....	720 00		
A. E. Wilson.....	do.....	510 00		
R. B. H. Phillips.....	do.....	440 00		
A. S. Phair.....	Letter Carrier.....	530 00	2,470 00	
J. D. Perkins.....	Temporary Letter Carrier, from 1st to 14th October, 1886. ....	13 55	530 00	
	<b>Total, Fredericton Post Office.....</b>		<b>13 55</b>	
<b>ST. JOHN POST OFFICE.</b>				
S. J. King.....	Postmaster, to 9th November, 1886 (appointed Post Office Inspector).....	1,000 00		
E. Willis.....	Postmaster, from 10th November, 1886.....	1,283 33		
J. Woodrow.....	Assistant Postmaster.....	1,500 00	3,783 33	
M. J. Potter.....	1st Class Clerk.....	1,200 00		
A. W. Reed.....	do.....	1,200 00	2,400 00	
H. P. Otty.....	2nd do.....	1,200 00		
A. McNichol.....	do.....	1,140 00		
R. C. McIntyre.....	do.....	1,140 00		
G. F. Ring.....	do.....	1,176 43		
J. S. Flaglor.....	do.....	1,100 00		
	<b>Total, St. John Post Office.....</b>		<b>13 55</b>	
				<b>5,813 55</b>

Fi:



J. L. Finer.		850 00	
R. D. Woodrow.		900 00	7,605 42
J. W. Ring.	3rd	800 00	
R. A. Hamlin.		800 00	
T. Jenkins.		800 00	
J. H. Ritchie.		800 00	
J. P. Bell.		760 00	
A. Thompson.		760 00	
J. C. Clark.		563 78	
H. P. Lee.		550 00	
F. Ferguson.		460 00	
J. R. Copp.		440 00	
J. P. Hipwell.		440 00	
W. S. Hall.		366 67	
W. O. Ducham.		400 00	
J. Malcolm.		400 00	8,330 45
J. A. Ewing.		52 69	52 69
Temporary Clerk from 14th May, 1887.			
Superintendent Letter Carrier.		455 00	
Letter Carrier.		600 00	
do		600 00	
do		600 00	
do		600 00	
do		600 00	
do		600 00	
do		600 00	
do		507 50	
do		420 00	
do		420 00	
do		420 00	
do		397 68	
do		405 00	
do		367 50	
do		367 50	7,360 16
Messenger (office-keeper).		520 00	520 00
G. Bell.			
Total, St. John Post Office .....			
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of			
their salaries over the amount of revenue collected by them (see total of following			
statement) .....			
Total .....			
			30,052 05
			2,471 16
			\$72,507 26

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

A, IN REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
¢ cts.		\$ cts.	\$ cts.	\$ cts.
3 75	Abougoggin Road .....	10 00		
12 55	Acadia .....	10 00		
21 18	Acadia Siding .....	16 00		
19 54	Adamsville (from 1st August, 1886) .....	6 67		
8 67	Akerley .....	10 00		
405 99	Albert (*previously over-credited) .....	200 00	*40 00	
62 00	Albert Mines .....	23 00		
21 77	Aldouane .....	12 00		
60 15	Alexander's Point .....	24 00		
8 25	Alexandria .....	10 00		
7 46	Alison .....	10 00		
17 35	Allendale .....	11 50		
211 00	Alma .....	80 00		
102 50	Anagance .....	60 00		
14 53	Anagance Ridge .....	10 00		
5 61	Anderson .....	10 00		
514 80	Andover .....	247 50		
12 00	Annidale .....	10 00		
177 04	Apohaqui (*including arrears) .....	100 00	*33 50	
6 88	Archibald Settlement .....	10 00		
22 19	Argyle .....	16 00		
6 43	Armstrong .....	10 00		
203 15	Armstrong's Brook .....	84 00	8 00	
33 38	Armstrong's Corners .....	12 00		
124 00	Aroostook Junction .....	30 00		
14 38	Aroostook Portage .....	10 00		
42 17	Arthurette .....	16 00		
12 58	Ashland .....	12 60		
36 00	Avery's Portage .....	18 00		
29 80	Avondale .....	16 00		
10 03	Babington .....	10 00		
41 00	Back Bay .....	16 00		
397 81	Baie Verte .....	150 00	20 00	
19 38	Baie Verte Road .....	12 00		
37 78	Baillie .....	20 00		
17 00	Bairdsville .....	16 00	24 00	
16 08	Balmoral .....	12 00		
14 00	Barachois .....	18 00		
137 32	Barnaby River (10 Quarters) .....	47 00		
53 51	Barnesville .....	24 00		
8 36	Barrettsholm .....	10 00		
3 92	Bartibog .....	10 00		
26 03	Bartibog Bridge .....	12 00		
22 43	Bartlett's Mills .....	12 00		
194 28	Bass River .....	80 00	10 00	
11 11	Basswood Ridge .....	10 00		
270 00	Bath .....	70 00	6 00	
1,491 33	Bathurst .....	580 00	100 00	60 00
682 82	Bathurst Village .....	320 00		
60 00	Bay du Vin .....	17 50		
7 99	Bay du Vin Mills .....	10 00		
199 23	Bayfield .....	60 00		
28 72	Bayside .....	12 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
15 87	Bayswater.....	12 00		
13 41	Bay View.....	10 00		
18 84	Reaconsfield.....	10 00		
33 25	Bear Island.....	22 00		
16 15	Beaufort.....	12 00		
16 25	Beaver Brook.....	11 50		
12 02	Beaver Dam.....	10 00		
81 20	Beaver Harbor.....	28 00		
31 55	Beech Hill.....	10 00		
78 03	Belledune.....	24 00		
60 40	Belledune River.....	24 00		
162 00	Bellefleur.....	31 00		
13 03	Belleisle.....	10 00		
14 51	Belleisle Bay.....	10 00		
61 36	Belleisle Creek.....	23 00		
9 89	Bellenden.....	10 00		
7 33	Belleville.....	10 00		
14 34	Belliveaux Village.....	10 00		
12 75	Belyea's Cove.....	10 00		
191 00	Benton.....	80 00		
16 48	Beresford.....	13 00		
85 00	Berry Mill Station.....	36 00		
10 00	Berryton.....	10 00		
13 06	Big Cove.....	10 00		
9 63	Biggar Ridge.....	10 00		
15 56	Birch Ridge.....	10 00		
6 52	Birdton.....	10 00		
308 85	Black Brook.....	90 00		
8 30	Black Land.....	38 00		
64 06	Black Point.....	16 00		
10 00	Black River (Northumberland).....	16 00		
32 86	Black River (St. John).....	16 00		
11 53	Black River Bridge.....	12 00		
12 00	Black Rock, Gloucester.....	16 00		
12 62	Black Rock, Victoria.....	10 00		
13 76	Black's Harbor.....	10 00		
251 77	Blackville.....	77 50		
12 62	Blair Athol.....	10 00		
7 15	Blanchard Settlement (from 1st June, 1886).....	8 33		
13 65	Blaney Ridge.....	10 00		
32 77	Bliesfield.....	11 50		
26 00	Bliesville.....	26 00		
74 49	Bloomfield, Carleton.....	27 00		
30 93	Bloomfield, King's.....	24 00		
15 27	Bloomfield Ridge.....	12 00		
95 87	Bloomfield Station.....	44 00		
9 50	Blue Cove.....	10 00		
51 30	Bocabec.....	23 00		
	Boiestown (accounts not received).....			
40 35	Bon Accord (late Upper Kincardine).....	11 50		
78 41	Bonney River Station.....	18 00		
8 98	Botsford Postage.....	10 00		
9 63	Boudreau Village.....	10 00		
27 25	Boundary Creek.....	16 00	4 00	
5 80	Boundary, Presqu'île.....	10 00		
4 05	Bourgeois.....	10 00		
19 91	Bransfield.....	11 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances		Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$	cts.	\$
44	11	Breadalbane.....	19	00			
		Bridgedale.....	10	00			
78	11	Briggs' Corners.....	36	00			
265	59	Bristol.....	77	50	36	00	
3	43	Brookvale.....	10	00			
9	00	Brookville.....	10	00			
4	95	Brownsville.....	10	00			
62	00	Bryerton.....	28	50			
587	00	Buctouche.....	200	00	20	00	
9	10	Bull Moose Hill.....	10	00			
57	19	Bumfrau.....	19	00			
31	67	Burden.....	10	00			
42	88	Burnsville (*including arrears).....	*17	50			
28	28	Burnt Church.....	15	00			
11	40	Burton.....	10	00			
308	38	Butternut Ridge.....	110	00	11	00	
		Cain's River.....	10	00			
12	07	Caledonia Settlement.....	10	00			
2	62	California.....	10	00			
65	42	Calhoun.....	30	00			
49	17	Cambridge.....	20	00			
23	68	Cameron's Mills.....	10	00			
7	62	Campbell Settlement, King's.....	10	00			
22	62	Campbell Settlement, York.....	12	00			
1,579	66	Campbellton.....	500	00	100	00	60 00
70	42	Campo Bello (5½ Quarters; *including arrears).....	*55	83			
9	78	Canaan Rapids.....	10	00			
80	53	Canaan Station.....	36	00			
8	15	Canobie.....	10	00			
163	00	Canterbury.....	143	00			
373	46	Canterbury Station (*including arrears).....	140	00	*10	00	
109	81	Cape Bald.....	36	00			
22	63	Cape de Moselle Creek.....	12	00			
18	78	Cape Spear.....	10	00			
24	26	Cape Station.....	12	00			
282	42	Caraget.....	120	00	50	00	
1,426	68	Carleton (*discontinued 31st July, 1886).....	500	00			*5 00
9	56	Carlingford.....	10	00			
19	55	Carlisle.....	11	50			
12	00	Carlow.....	12	00			
9	78	Caron Brook.....	10	00			
5	51	Carpenter.....	10	00			
13	79	Carsonville.....	10	00			
11	94	Carter's Point.....	10	60			
19	24	Case Settlement.....	10	00			
		Cassilis.....	10	00			
29	29	Castalia.....	14	50			
2	10	Cedar Camp.....	10	00			
12	10	Central Blissville.....	10	00			
21	69	Central Cambridge.....	12	00			
16	23	Central Hampstead.....	12	00			
11	85	Central Haynesville.....	10	00			
5	00	Central Kingsclear.....	12	00			
16	09	Central Norton.....	12	00			
8	35	Centreton.....	10	00			
7	56	Centre Village.....	10	00			

A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
250 50	Centreville .....	150 00		
2 10	Chamber's Settlement .....	10 00		
9 13	Chambord .....	10 00		
12 75	Chance Harbor .....	10 00		
32 34	Chapman .....	12 00		
3 51	Charleston .....	10 00		
127 00	Charlo Station .....	40 00		
3,844 77	Chatham .....	1,300 00	400 00	
26 16	Chelmsford .....	12 00		
	Chemical Road .....	10 00		
4 78	Cheney Settlement .....	10 00		
	Cherry Vale .....	10 00		
8 56	Chester .....	10 00		
147 35	Chipman .....	60 00	12 00	
10 00	Church Hill .....	10 00		
60 12	Church Point .....	20 00		
21 69	Clarendon .....	12 00		
40 65	Clarendon Station .....	16 00		
12 78	Clark's Corner .....	10 00		
90 30	Clifton, Gloucester .....	47 50		
96 94	Clifton, King's .....	50 00	24 00	
53 00	Clinch's Mills .....	30 00	4 00	
15 50	Clone's .....	12 00		
27 50	Clover Hill .....	12 00		
72 19	Coal Branch Station .....	32 00		
22 43	Coal Creek .....	12 00		
14 43	Coal Mines .....	12 00		
27 01	Coate's Mills .....	16 00		
143 00	Cocagne .....	72 00		
10 00	Cocagne Cape .....	10 00		
8 70	Cocagne River .....	10 00		
31 91	Cody's .....	16 00		
	Coldstream .....	12 00		
17 10	Coldstream, East .....	10 00		
66 09	Cole's Island (*1 Quarter; discontinued), .....	22 00	*2 00	
116 00	College Bridge .....	21 00		
194 00	Collins .....	60 00		
13 70	Connell .....	14 50		
14 97	Cookville .....	10 00		
21 88	Cork Station .....	12 00		
62 49	Corn Hill, King's .....	24 00		
8 99	Corn Hill, East .....	10 00		
8 14	Costigan .....	10 00		
9 11	Coughlan .....	10 00		
10 00	Coverdale .....	10 00		
11 14	Cox's Point .....	10 00		
38 25	Cross Creek .....	15 00		
53 21	Cumberland Bay .....	20 00		
12 86	Cumberland Point .....	10 00		
31 14	Cumming's Cove .....	10 00		
31 24	Curryville .....	16 00		
1,012 96	Dalhousie .....	450 00	80 00	40 00
127 42	Dalhousie Junction .....	34 00		
19 11	Daniel .....	12 00		
19 45	Dawson Settlement .....	10 00		
39 85	Dawsonville .....	11 50		

**A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in  
New Brunswick, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4 04	Day's Corner.....	10 00		
212 07	DeBec.....	80 00		
12 82	Derby (from 1st July, 1886).....	7 50		
5 10	De Wolf (from 1st June, 1886).....	8 33		
21 81	Dipper Harbor.....	12 00		
9 89	Dixon's Point.....	10 00		
361 08	Doaktown.....	111 00		
15 77	Lobson's Corner.....	10 00		
10 75	Doherty.....	10 00		
14 67	Doherty's Mills.....	10 00		
11 86	Donegal.....	10 00		
1,703 22	Dorchester.....	640 00	30 00	80 00
9 66	Dorchester Crossing.....	10 00		
8 00	Dorn Ridge.....	10 00		
8 44	Douglas.....	16 00		
0 75	Douglasfield.....	10 00		
22 16	Douglas Harbor.....	15 00		
168 48	Douglstown.....	120 00		
19 25	Dover.....	10 00		
1 39	Dover Hill.....	10 00		
21 54	Downeyville.....	10 00		
10 22	Doyle's Brook.....	10 00		
9 63	Doyle Settlement.....	10 00		
62 50	Dumbarton Station (*3 Quarters).....	20 00	*7 50	
14 57	Dumfries, Gloucester.....	13 00		
13 54	Dumfries, York.....	12 00		
6 02	Dundee.....	10 00		
3 64	Dungiver.....	10 00		
44 66	Dunphy.....	18 00		
25 76	Dupey's Corner.....	11 50		
12 09	East Rogerville.....	10 00		
7 40	East Scotch Settlement.....	10 00		
37 00	Edgett's Landing.....	28 00		
462 39	Edmundston.....	135 00	30 00	
26 40	Eel River.....	18 00		
67 00	Eel River Crossing (from 1st July, 1886).....	7 50		
18 49	Eel River Lake.....	10 00		
326 32	Elgin.....	120 00	16 00	
21 31	Elmcroft.....	10 00		
11 00	Elmhurst.....	10 00		
54 55	Elmsville.....	15 00		
6 50	Elmwood.....	10 00		
20 48	Emigrant Road.....	11 50		
25 38	Emigrant Settlement.....	16 00		
11 78	English Settlement.....	10 00		
37 54	Enniskillen Station.....	24 00		
4 48	Erb (from 1st Aug., 1886).....	6 67		
29 78	Escuminac.....	20 00		
9 00	Esdraelon.....	10 00		
2 68	Evandale (from 1st June, 1886).....	8 33		
15 01	Everett.....	10 00		
24 74	Fairfield.....	12 00		
55 81	Fairhaven.....	18 00	10 50	
25 74	Fairleigh.....	10 00		
2 75	Fairview.....	10 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in  
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N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
508	08	Fairville .....	264	00				
15	17	Farmerston .....	10	00				
15	62	Farmingdale .....	10	00				
13	50	Fawcett Hill .....	10	00				
14	80	Fenwick .....	12	00				
68	24	Ferguson's Point .....	16	00				
38	00	Ferris .....	11	50				
6	41	Ferryville .....	10	00				
57	60	Flatlands .....	20	00				
250	48	Florenceville .....	236	00	20	00		
78	52	Florenceville, East .....	27	50	6	00		
10	60	Flower's Cove .....	10	00				
45	16	Ford's Mills .....	20	00				
32	28	Foreston (*previously over credited) .....	*15	00				
9	81	Forks .....	10	00				
64	48	Foster's Cove (15 Quarters) .....	37	50				
11	02	Foster's Croft .....	10	00				
22	82	Fosterville .....	10	00				
113	26	Four Falls .....	50	00				
27	85	Fox Creek .....	12	00				
9,810	43	Fredericton (salaries and expenses entered elsewhere) .....						
142	05	Fredericton Junction (*previously over credited) .....	80	00	*6	00		
7	90	Fredericton Road .....	10	00				
14	70	French Lake .....	10	00				
7	40	French Village .....	10	00				
4	50	Fulton Brook .....	10	00				
311	73	Gagetown .....	366	00	80	00	40	00
6	64	Gaguon .....	10	00				
10	94	Gailley .....	10	00				
27	12	Gardner's Creek .....	16	00				
9	32	Garnet .....	10	00				
27	00	Gaspereaux .....	28	00				
26	48	Gaspereaux Station .....	16	00				
9	94	Gaythorne .....	10	00				
10	71	Geary .....	10	00				
9	35	Germantown .....	10	00				
7	02	Gillespie .....	10	00				
21	03	Gladstone .....	10	00				
160	77	Glassville .....	64	00				
9	07	Glen Anglin .....	10	00				
13	60	Glencoe .....	10	00				
9	65	Glenlivet .....	10	00				
10	88	Glen Porter .....	10	00				
6	82	Glenvale .....	10	00				
4	69	Golden Grove .....	10	00				
7	36	Golden Grove Mills .....	10	00				
16	50	Golden Ridge .....	10	00				
38	38	Gondola Point .....	15	00				
12	07	Good Corner .....	10	00				
15	07	Gooseberry Cove .....	10	00				
13	64	Goose Creek .....	10	00				
30	56	Gordonville .....	11	50				
21	98	Goshen .....	10	00				
5	01	Gowland Mountain .....	10	00				

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
79 18	Grafton .....	40	00				
5 32	Grainfield.....	10	00				
177 56	Grande Anse.....	50	00				
18 70	Grand Bay .....	10	00				
545 60	Grand Falls.....	252	00	30	00		
8 82	Grand Falls Portage.....	10	00				
113 16	Grand Harbor (*including arrears).....	30	00	*8	50		
42 64	Grandigne.....	16	00				
354 39	Grand Manan .....	130	00	16	00		
33 50	Grand River .....	20	00				
23 11	Grant.....	11	50				
18 86	Grattan .....	10	00				
95 85	Great Shemogue.....	31	50				
	Green Bush .....	10	00				
15 74	Greenfield.....	10	00				
8 66	Green Point.....	10	00				
16 50	Green Point Station.....	10	00				
29 00	Green River.....	16	00				
29 49	Greenwich Hill.....	16	00				
12 84	Greer .....	10	00				
27 41	Grey's Mills.....	12	00				
17 81	Gueguen .....	10	00				
	Halcomb .....	10	00				
9 18	Hamilton Mountain .....	10	00				
36 95	Hammondvale.....	41	00				
96 42	Hampstead .....	36	00				
348 50	Hampton.....	120	00				
8 59	Hamtown .....	10	00				
	Hanwell .....	10	00				
9 89	Hardingville.....	10	00				
29 32	Hardwicke .....	12	00				
1 67	Harewood .....	10	00				
10 74	Harley Road .....	10	00				
11 52	Hartford .....	10	00				
470 57	Hartland .....	140	00	24	00		
	Hart's Mills (closed 30th April, 1886).....	0	83				
150 32	Harvey .....	245	00				
218 10	Harvey Bank.....	44	00				
215 89	Harvey Station .....	80	00	10	00		
7 75	Hastings .....	10	00				
86 90	Hatfield Point.....	28	50				
29 72	Head of Millstream .....	12	00				
42 44	Head of Tide .....	15	50				
8 00	Hebron.....	10	00				
7 46	Henderson Settlement .....	10	00				
0 92	Henry's Lake (closed 30th November, 1886).....	9	17				
10 00	Heron Island .....	10	00				
21 48	Hibernia .....	11	50				
31 59	Highlands.....	12	08				
10 00	Hilldale .....	10	00				
589 40	Hillsborough .....	309	00				
37 00	Hillsdale .....	16	00				
5 66	Hillside .....	10	00				
10 20	Hiram .....	10	00				
13 89	Holderville (*including arrears).....	*12	50				
11 00	Holmesville (3 Quarters).....	7	50				



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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
70 89	Hopewell .....	27 00		
200 68	Hopewell Cape .....	100 00		
228 86	Hopewell Hill .....	80 00	10 00	
2 83	Hopper .....	10 00		
145 83	Hoyt Station .....	50 00	12 00	
3 33	Huestis Landing .....	10 00		
6 42	Hunter's Home .....	10 00		
3 97	Ida .....	10 00		
6 68	Imlah .....	10 00		
22 00	Inchby .....	11 50		
14 70	Indian Island .....	10 00		
6 75	Indian Mountain .....	10 00		
2,120 56	Indian Town .....	560 00		100 00
22 09	Inkerman .....	12 00		
10 00	Intervale .....	10 00		
4 00	Irishtown .....	10 00		
6 78	Irving Settlement .....	10 00		
23 43	Jacksontown .....	16 00		
101 15	Jacksonville .....	52 00		
108 16	Jacquet River .....	11 50		
29 10	Janeville .....	12 00		
9 90	Jeffry .....	10 00		
41 06	Jemseg .....	14 00		
27 08	Jenkins .....	12 00		
15 00	Jewett's Mills .....	10 00		
13 05	Johnson's Mills .....	10 00		
10 41	Johnston .....	10 00		
	Johnville .....	10 00		
99 88	Jolicure (10 Quarters) .....	50 00		
10 42	Jordan Mountain .....	10 00		
20 89	Juvenile Settlement .....	10 00		
6 25	Kars .....	10 00		
	Kay Settlement .....	10 00		
8 56	Keatings .....	10 00		
15 22	Keats .....	10 00		
15 00	Keith .....	10 00		
37 38	Kent Junction .....	14 50		
101 77	Keohan .....	24 00		
10 38	Kerry .....	10 00		
56 57	Keawick Ridge .....	30 00	20 00	
341 50	Kilburn Landing .....	95 00	12 00	
8 50	Kilfoil .....	10 00		
4 25	Killam's Mills (from 1st Oct., 1886) .....	5 00		
55 50	Kincardine .....	30 00		
14 79	Kingarth .....	10 00		
61 33	Kingsclear .....	32 00		
	Kingsley .....	10 00		
1,017 00	Kingston, Kent .....	419 00		40 00
86 78	Kingston, King's .....	124 00		
49 67	Kintore .....	34 00		
57 71	Kirkland .....	16 00		
37 72	Knowlesville .....	16 00		
29 03	Knoxford .....	15 00		
167 31	Kouchibouguac .....	70 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
13	85	Kouchibouguac Beach.....	10	00				
10	59	Lakeburn .....	10	00				
24	00	Lakefield .....	20	00				
59	97	Lake George .....	20	00				
13	85	Lake Road .....	10	00				
6	74	Lake Stream.....	10	00				
27	30	Lakeview .....	12	00				
46	79	Lakeville.....	20	00				
26	03	Lakeville Corner.....	12	00	12	00		
4	11	Landry (from 1st Sept, 1886) .....	5	83				
41	03	Land's End.....	12	00				
14	03	Lansdowne.....	10	00				
7	38	Lawfield .....	10	00				
102	29	Lawrence Station.....	31	50				
21	49	Lawson .....	10	00				
27	70	Lege.....	12	00				
9	48	Leger.....	10	00				
9	85	Legerville.....	10	00				
21	84	Leonardville .....	10	00				
159	65	Lepreaux .....	45	50	10	00		
114	53	L'Etete .....	36	00				
5	75	Lewis Mountain .....	14	50				
30	50	Lewisville.....	20	00				
25	66	Lily Lake .....	10	00				
10	72	Lime Hill.....	10	00				
9	60	Limekila.....	10	00				
13	55	Lincoln .....	10	00				
17	73	Lindsay .....	10	00				
13	50	Linton's .....	10	00				
26	82	Little Branch.....	11	50				
8	04	Little Cape.....	10	00				
289	00	Little Lepreaux.....	90	00				
4	29	Little Musquash.....	10	00				
7	02	Little Ridge.....	10	00				
10	07	Little Ridgetown.....	10	00				
4	63	Little River, Coverdale.....	10	00				
12	00	Little River, Elgin.....	10	00				
17	67	Little River, Sunbury.....	10	00				
24	02	Little Rocher .....	12	00				
9	00	Little Salmon River Mills.....	10	00				
35	00	Little Shemogue.....	16	00				
12	89	Little Shippigan.....	20	00				
8	13	Loch Lomond.....	10	00				
6	51	Londonderry.....	10	00				
19	63	Long Creek .....	12	00				
16	44	Long Point .....	11	50				
46	20	Long Reach.....	20	00				
13	38	Long Settlement.....	10	00				
22	30	Lonsdale.....	10	00				
113	79	Lord's Cove.....	30	00				
		Lower Abouggoggin.....	10	00				
23	10	Lower Brighton.....	12	00				
26	90	Lower Canterbury.....	20	00				
34	98	Lower Cape.....	20	00				
5	00	Lower Caraquet.....	12	00				
6	62	Lower Coverdale.....	10	00				

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\$ cts		\$ cts.	\$ cts.	\$ cts.
7 38	Lower Derby (from 1st Feb., 1887) .....	1 67		
	Lower French Village (accounts not received) .....			
79 03	Lower Gagetown .....	18 50		
7 09	Lower Hayneville .....	10 00		
16 58	Lower Line, Queensbury .....	10 00		
20 40	Lower Nappan .....	16 00		
22 77	Lower Newcastle .....	12 00		
15 33	Lower Poquiock .....	10 00		
44 20	Lower Prince William .....	24 00		
7 77	Lower Queensbury .....	10 00		
10 00	Lower St. Mary's .....	10 00		
16 00	Lower Southampton .....	16 00		
10 40	Lower Turtle Creek .....	10 00		
12 22	Lower Wakefield .....	10 00		
13 78	Lower Windsor .....	10 00		
12 70	Lower Woodstock .....	12 00		
9 13	Lozier Settlement .....	10 00		
22 81	Ludlow .....	15 00		
12 06	Lumsden .....	10 00		
9 26	Lutes Mountain .....	10 00		
17 95	Lynfield .....	10 00		
	Lyttleton .....	12 00		
392 50	McAdam Junction (*including arrears) .....	137 50	*7 00	
7 00	McAllister (from 1st Aug., 1886) .....	6 67		
11 11	McAlpine .....	12 00		
32 08	McDonald's Corner .....	12 00		
23 61	McDonald's Point .....	10 00		
10 93	McDougall Settlement .....	10 00		
44 54	McGinley .....	20 00		
16 00	McKee's Mills .....	10 00		
22 98	McKenzie's Corner .....	22 00		
5 61	McKnight (from 1st Aug., 1886) .....	6 67		
25 30	McLaughlin Road .....	12 00		
18 35	McLeod's Mills, late False Bay Beach .....	12 00		
17 07	McNamee .....	10 00		
4 67	McNaughton (from 1st Aug., 1886) .....	6 67		
1 32	McQuade (from 1st Jan., 1887) .....	2 50		
16 03	Mace's Bay .....	12 00		
14 95	Macinquack .....	10 00		
5 28	Mackville .....	10 00		
12 76	Mactaquack .....	10 00		
27 41	Magaguadavic .....	12 00		
24 45	Magundy .....	16 00		
24 22	Main River .....	16 00		
13 02	Manners Sutton .....	10 00		
13 00	Mannhurst .....	10 00		
12 00	Maple Green .....	24 00		
3 06	Mapleburst .....	10 00		
8 45	Mapleton .....	10 00		
17 49	Maple View .....	10 00		
13 74	Maplewood .....	10 00		
14 91	Maquapit Lake .....	10 00		
3 63	Marchbank (from 1st Aug., 1886) .....	6 67		
85 71	Markhamville .....	30 00		
50 93	Martin's Head .....	25 00		
15 97	Marvin .....	10 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
433 50	Marysville .....	112 50		
61 63	Mascarene .....	11 50		
	Maugerville (accounts not received) .....			
4 09	Meadow .....	10 00		
33 86	Mechanics Settlement .....	14 00		
4 06	Memel .....	10 00		
207 83	Memramcook .....	144 00		
9 51	Middle Coverdale .....	10 00		
12 27	Middle Hainesville .....	10 00		
41 32	Middle St Francis .....	20 00		
338 04	Middle Sackville .....	120 00		
79 58	Middle Simmonds .....	32 00		
20 00	Middle Southampton .....	12 00		
	Midgie .....	10 00		
25 00	Midland .....	16 00		
5 97	Midway .....	10 00		
93 06	Milford .....	48 00		
16 34	Milkish .....	10 00		
9 97	Millbank .....	12 00		
10 90	Mill Brook .....	10 00		
10 34	Mill Cove .....	10 00		
5 01	Mill Creek .....	10 00		
133 74	Milledgeville .....	68 00		
226 48	Willerton .....	96 00		
20 28	Mill Settlement .....	10 00		
124 50	Millstream .....	37 50		
837 58	Milltown .....	320 00		40 00
128 09	Millville .....	60 00		
11 65	Mineral .....	10 00		
13 47	Mineral Hill .....	10 00		
63 07	Miscou Harbor .....	14 50		
33 00	Miscou Lighthouse .....	24 00		
13 74	Mispec .....	10 00		
12 56	Mizonette .....	10 00		
3,708 16	Moncton .....	2,000 00	100 00	
6 00	Moncton Road .....	10 00		
80 98	Monument Settlement .....	19 00		
108 57	Moore's Mills .....	44 00		
13 81	Moran .....	10 00		
7 25	Morcombe .....	10 00		
20 47	Moss Glen .....	10 00		
55 45	Moulie's River .....	19 00		
5 90	Mountain Brook .....	10 00		
10 00	Mountain Dale .....	10 00		
10 00	Mount Middleton .....	10 00		
34 33	Mount Pleasant .....	16 60		
8 00	Mount View .....	10 00		
26 92	Mountville .....	11 50		
30 05	Mount Whatley (from 1st May, 1886) .....	9 17		
59 39	Mouth of Jemseg .....	30 00		
59 16	Mouth of Keswick (*including arrears) .....	20 00	*7 50	
180 88	Mouth of Nerepis .....	110 00		
8 70	Mouth of St. Francis .....	10 00		
20 40	Murray Road .....	12 00		
14 21	Murray's Corner .....	16 00		
90 78	Musquash .....	59 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
12 00	Nackawick.....	12 00		
98 31	Narrows.....	224 16	100 00	
63 21	Nashwaak.....	28 50		
31 93	Nashwaak Bridge.....	16 00		
42 99	Nashwaaksis.....	20 00		
195 40	Nashwaak Station.....	95 00		
26 50	Nashwaak Village.....	20 00		
12 45	Nasonworth.....	10 00		
108 00	Nauwigewauk.....	24 00		
21 49	Neguac.....	12 00		
37 20	Nerepis Station.....	12 00		
57 55	New Bandon.....	24 00		
8 33	Newburgh.....	10 00		
11 72	New Canaan.....	10 00		
2,785 34	Newcastle (*discontinued 31st December, 1886)....	1,000 00	400 00	*80 00
37 00	Newcastle Bridge.....	16 00		
45 73	Newcastle Creek.....	20 00		
2 55	New Denmark (from 1st March, 1887).....	0 83		
13 22	New Horton.....	10 00		
13 62	New Ireland.....	10 00		
2 44	New Ireland Road.....	10 00		
23 50	New Jerusalem.....	23 00		
6 24	New Market.....	10 00		
12 48	New Maryland (*including arrears).....	10 00	*8 00	
304 70	New Mills.....	120 00	10 00	
19 40	New River Mills.....	11 50		
101 00	New Town.....	40 00		
1 22	New Zion.....	10 00		
11 84	Nixon.....	10 00		
21 36	Northampton.....	12 00		
	North Esk Boom.....	12 00		
21 30	Northfield.....	10 00		
5 47	North Forks of Salmon Creek.....	10 00		
24 99	North Lake.....	12 00		
4 56	North Renous, late McLaughlin (12 Quarters).....	30 00		
2 94	North River.....	10 00		
57 00	North River Platform.....	20 00		
91 00	North-West Bridge.....	40 00		
14 54	Norton.....	12 00		
3 72	Norton Dale.....	10 00		
235 54	Norton Station.....	115 00	72 50	
104 51	Oak Bay.....	40 00		
7 42	Oakham.....	10 00		
20 00	Oakhill.....	10 00		
51 49	Oak Point, King's.....	24 00		
24 58	Oak Point, Northumberland.....	12 00		
7 44	Oakville.....	10 50		
12 00	Olinville.....	12 00		
1 60	O'Neil (from 1st January, 1887).....	2 50		
238 89	Oromocto.....	124 00	48 00	
14 68	Ortonville.....	10 00		
425 80	Ossekeag (*including arrears).....	160 00	*75 00	
16 15	Otnabog.....	10 00		
5 80	Paddock.....	10 00		
23 06	Painsec Settlement.....	12 00		

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
40 00	Parent's .....	20 00		
27 60	Parker's Ridge .....	12 00		
6 35	Parlee Settlement .....	10 00		
34 62	Passekeag .....	16 00		
0 03	Patterson Settlement .....	10 00		
14 00	Pearson's .....	10 00		
100 00	Peel .....	28 00		
	Pembroke .....	10 00		
10 09	Peniac .....	12 00		
66 26	Pennfield .....	30 00		
88 75	Pennfield Ridge .....	23 00		
295 00	Penobscuis .....	140 00		
14 66	Perry's Point (from 1st October, 1886) .....	5 00		
15 81	Perry Settlement .....	10 00		
8 18	Perth .....	10 00		
196 00	Perth Centre (*previously over credited) .....	88 50	*18 00	
0 32	Petersville (*including arrears) .....	*13 00		
27 00	Petersville Church .....	16 00		
1,222 17	Petitcodiac .....	440 00	50 00	40 00
9 55	Petite Lameque .....	10 00		
272 29	Petit Rocher .....	117 50		
9 65	Pierston .....	11 50		
18 80	Pine Ridge .....	12 00		
18 36	Pioneer .....	11 50		
21 28	Pisarinco .....	12 00		
14 95	Pleasant Ridge .....	11 50		
32 30	Pleasant Vale .....	14 00		
5 48	Plymouth .....	10 00		
104 06	Pockmonche .....	24 00		
16 10	Pocologan .....	10 00		
28 00	Pockshaw .....	12 00		
10 00	Pointe au Car .....	10 00		
234 58	Pointe du Bute .....	60 00		
257 21	Pointe du Chêne .....	80 00		
22 58	Pointe Escuminac .....	10 00		
7 53	Pointe La Nim .....	10 00		
18 52	Point Sapin .....	10 00		
158 51	Point Wolfe .....	24 00		
10 26	Poirier .....	10 00		
55 31	Pollet River .....	20 00		
15 82	Pollyhurst .....	12 00		
10 93	Pomeroy Ridge .....	10 00		
5 21	Poodiac .....	10 00		
64 49	Poquiock .....	30 00		
14 50	Portage River .....	10 00		
443 11	Port Algin .....	142 50	57 50	
13 54	Porter's (from 1st May, 1886) .....	9 17		
1,049 19	Portland (12 Quarters) .....	942 50		
12 26	Power's Creek .....	10 00		
11 14	Pré d'en haut .....	10 00		
9 48	Priceburgh .....	10 00		
15 80	Prince of Wales .....	12 00		
83 89	Prince William .....	28 50		
139 50	Prince William Station .....	49 50	16 00	
5 32	Prosser Brook .....	10 00		
8 94	Protectionville .....	10 00		
19 44	Public Landing .....	10 00		
9 28	Pugh's Crossing .....	10 00		

**A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in  
New Brunswick, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 11	Quaco Road.....	10 00		
8 86	Queensbury.....	10 00		
4 28	Queensville.....	10 00		
18 91	Quisibus.....	12 00		
33 96	Quispamsis.....	16 00		
4 00	Rapide de Femme.....	10 00		
20 20	Ratigan.....	10 00		
5 00	Ratter's Corner.....	10 00		
15 00	Read.....	10 00		
96 75	Red Bank.....	32 00		
	Red Head.....	10 00		
18 50	Red Rapids (5 Quarters; *including arrears).....	*16 00		
5 06	Reed's Point (from 1st Nov., 1886).....	4 17		
5 88	Renaud's Mills.....	10 00		
53 83	Renous Bridge (*1 Quarter; discontinued).....	20 00	*0 50	
11 81	Reynolds.....	10 00		
24 25	Richardville.....	11 50		
841 27	Richibucto.....	400 00		40 00
24 10	Richibucto Village.....	10 00		
91 38	Richmond Corner.....	36 00	8 00	
20 40	Riley Brook.....	20 00		
15 80	River Bank.....	10 00		
121 08	River Charlo.....	44 00	8 00	
40 07	River de Chute.....	40 00		
70 12	River Louison.....	36 00		
162 48	Riverside.....	40 00		
9 70	River View.....	10 00		
23 00	Rivière des Caches.....	16 00		
13 08	Robertson's Point.....	10 00		
25 38	Robichaud.....	12 00		
7 82	Robinsonville.....	10 00		
84 00	Rockland.....	40 00		
105 56	Rockland Station.....	70 00	25 00	
34 20	Rockport.....	14 00		
10 13	Rockville.....	10 00		
446 84	Rogersville.....	120 00		
34 52	Rolling Dam.....	12 00		
16 45	Rosedale.....	10 00		
24 50	Rose Vale.....	12 00		
973 93	Rothsay.....	135 00	20 00	
102 50	Round Hill.....	46 00	12 00	
20 40	Rowena.....	10 00		
16 20	Roxburgh.....	11 50		
1 50	Royal Road.....	11 50		
7 39	Royal Road, West.....	10 00		
19 83	Royalton.....	12 00		
40 95	Rusagornis.....	16 00		
9 91	Rusagornis Station.....	10 00		
	Ruther Glen.....	10 00		
9 82	St. André de Shediac.....	10 00		
1,461 64	St. Andrews (*including special allowance).....	*980 00	200 00	100 00
7 06	Ste. Anne.....	10 00		
8 91	St. Anthony.....	10 00		
44 78	St. Castin.....	14 50		
55 06	Ste Croix.....	20 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in  
New Brunswick, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
861 05	St. George.....	462 00		40 00
49 15	St. Hilaire.....	15 00		
20 26	St. Ignace.....	12 00		
15 00	St. Isidore.....	10 00		
36,981 60	St. John (salaries and expenses entered elsewhere).....			
331 80	St. Joseph.....	120 00		
19 79	St. Leonard's.....	20 00		
68 50	St. Leonard's Station.....	28 50		
164 28	St. Louis de Kent.....	59 00	8 00	
391 67	St. Martin's.....	180 00		
46 31	St. Mary's.....	16 00		
485 35	St. Mary's Ferry.....	130 00		
8 94	St. Norbert.....	10 00		
15 60	St. Paul's.....	10 00		
3,586 38	St. Stephen (* including arrears).....	*1,220 00	120 00	*200 00
7 81	St. Thomas.....	10 00		
2,360 06	Sackville.....	800 00	40 00	100 00
4 26	Saint Pierre.....	10 00		
0 09	Saint Simon (from 1st Jan., 1887).....	2 50		
6 02	Salem.....	10 00		
28 29	Salina.....	12 00		
579 17	Salisbury.....	275 00		
12 16	Salmon Beach.....	18 00		
35 03	Salmon Creek.....	14 07		
11 07	Salmondale.....	10 00		
51 46	Salmonhurst.....	34 50		
72 00	Salmon River.....	32 00		
27 63	Salt Springs.....	12 00		
6 21	Sand Point Road.....	10 00		
17 34	Sargent.....	10 00		
21 52	Sartell.....	10 00		
9 48	Scotch Lake.....	10 00		
18 82	Scotch Ridge.....	12 00		
9 59	Scotch Settlement.....	10 00		
23 30	Scotch Town.....	12 00		
29 69	Scovill's Mills.....	18 00		
11 27	Scribner.....	10 00		
12 60	Sea Dog Cove.....	10 00		
18 04	Sea Side.....	16 00		
50 98	Seal Cove.....	18 00		
12 18	Second Falls.....	18 00		
4 14	Second Westcock.....	10 00		
	Sevogle.....	10 00		
22 58	Shanklin.....	12 00		
24 13	Shannon.....	12 00		
7 40	Shannonvale.....	10 00		
15 87	Sharpe.....	10 00		
10 55	Sheba.....	10 00		
1,777 98	Shediac.....	540 00	75 00	60 00
7 96	Shediac Bridge.....	10 00		
18 04	Shediac Road.....	10 00		
110 34	Sheffield.....	186 00		
125 00	Sheffield Academy.....	47 00		
9 45	Shenstone.....	10 00		
	Shepody Road.....	10 00		
3 80	Sherlock.....	10 00		
9 91	Shinnickburn.....	10 00		



**A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
190 97	Shippigan .....	70 00	20 00	
10 94	Shippigan Island.....	10 00		
10 00	Shortholme.....	10 00		
14 69	Silverstream.....	10 00		
19 22	Six Roads .....	11 50		
84 37	Smith's (* including arrears).....	*41 32		
19 24	Smith's Creek.....	12 00		
26 10	Smith Town.....	10 00		
24 84	Snider Mountain.....	10 00		
141 95	Somerville.....	35 00	12 00	
0 50	Southampton.....	12 00		
26 07	South Bay.....	20 00		
8 25	South Branch, Kent.....	10 00		
50 38	South Branch, St. Nichols's River.....	20 00		
15 00	South Clones.....	12 00		
	South Esk.....	10 00		
16 10	South Knowlesville.....	12 00		
194 08	South Nelson.....	70 00		
9 78	South Nelson Road.....	10 00		
15 12	South Renous (late Renous River).....	14 00		
93 42	South Rockland.....	50 00		
26 07	South Side Cocagne River.....	10 00		
18 70	South Tilley.....	10 00		
1 25	Speerville (3 Quarters).....	7 50		
8 56	Spence.....	10 00		
199 90	Springfield, King's.....	100 00	40 00	
15 25	Springfield, York.....	10 00		
9 00	Spring Hill.....	10 00		
4 50	Spruce Lake.....	10 00	6 00	
0 95	Spruce Lake Station.....	10 00		
121 42	Stanley.....	60 00		
59 36	Starkey's.....	31 50		
8 33	Steevescote.....	10 00		
8 20	Steeve's Mountain.....	10 00		
8 17	Steeve's Settlement.....	16 00		
48 18	Stewarton.....	20 00		
4 18	Stile's Village.....	10 00		
65 31	Stonehaven (from 1st Aug., 1886).....	6 67		
6 94	Stony Creek.....	10 00		
2 00	Strathabo.....	10 00		
15 00	Strathadam.....	11 50		
24 03	Stymast Settlement.....	12 00		
8 50	Summerfield.....	10 00		
31 10	Summer Hill.....	10 00		
3 70	Sunnyside.....	10 00		
215 00	Surrey.....	80 00		
175 97	Sussex Corner.....	64 00		
11 00	Sussex Portage.....	10 00		
1,968 58	Sussex Vale.....	620 00	100 00	80 00
21 50	Swan Creek.....	10 00		
13 68	Sweeneyville.....	10 00		
2 10	Synton.....	10 00		
7 29	Sypher's Cove.....	10 00		
93 34	Tabucintac.....	40 00		
95 90	Taylor Village.....	36 00		
16 80	Tay Mills.....	10 00		

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in  
New Brunswick, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
38 88	Tay Settlement.....	15	00				
24 55	Temperance Vale (5 Quarters).....	15	00				
23 38	Temple.....	10	00				
0 26	Ten Mile Creek.....	12	00				
10 00	Tennant's Cove.....	10	00				
10 00	Tête à Gauche River, North Side.....	10	00				
10 32	Tête à Gauche River, South Side.....	10	00				
7 95	Texas River.....	10	00				
20 91	The Barony.....	10	00				
32 05	The Range.....	12	00				
3 25	Thomond.....	10	00				
2 04	Thornbrook.....	10	00				
26 44	Thorntown.....	12	00				
31 49	Three Brooks.....	15	00				
45 63	Three-Mile House.....	24	00				
5 29	Three-Tree Creek.....	10	00				
34 00	Tidnish Bridge.....	12	00				
16 18	Tilley.....	10	00				
4 93	Tilley Road.....	10	00				
42 93	Titusville.....	16	00				
19 54	Tobique River.....	12	00				
5 80	Tooleton.....	10	00				
73 18	Tower Hill.....	20	00				
260 32	Tracadie.....	115	00				
42 00	Tracey's Mills.....	16	00				
89 06	Tracey's Station.....	24	00				
7 16	Traceyville.....	10	00				
	Frout Brook.....	10	00				
34 44	Turtle Creek.....	12	00				
21 50	Tweedside.....	12	00				
34 62	Undine.....	15	00				
10 80	Union Corner.....	10	00				
38 00	Upham.....	16	00				
72 25	Upham Station.....	24	00				
11 89	Upper Abouoggin.....	10	00				
6 82	Upper Bay du Vin.....	10	00				
17 53	Upper Brighton.....	12	00				
8 44	Upper Burton.....	10	00				
12 00	Upper Buctouche.....	10	00				
26 50	Upper Cape.....	12	00				
58 56	Upper Caraquet.....	24	00				
15 67	Upper Caverhill.....	10	00				
9 11	Upper Coal Creek.....	10	00				
12 44	Upper Coverdale.....	10	00				
93 42	Upper Gagetown.....	34	50				
28 50	Upper Gaspereaux.....	20	00				
10 00	Upper Goshen.....	10	00				
10 83	Upper Greenwich.....	10	00				
53 36	Upper Hamstead.....	23	00				
43 32	Upper Hayneville.....	30	00				
39 17	Upper Kent.....	23	00				
32 50	Upper Keswick.....	20	00				
15 70	Upper Keswick Ridge.....	10	00				
18 97	Upper Kintore.....	10	00				
6 97	Upper Knoxford (3 Quarters).....	7	50				
8 62	Upper Loch Lomond.....	10	00				

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.		Allowances towards Rent, Fuel and Light.
\$	cts.			\$	cts.	
32	78	Upper Magaguadavic.....	16	00		
32	23	Upper Maugerville.....	12	00		
3	62	Upper Mills.....	10	00		
61	95	Upper Neguac.....	19	00		
10	00	Upper New Horton.....	10	00		
12	93	Upper Otnabog.....	10	00		
15	82	Upper Peel.....	13	50		
36	00	Upper Pointe de Bute.....	20	00		
10	03	Upper Queensbury.....	10	00		
11	27	Upper Rockport.....	10	00		
140	83	Upper St. Bazil.....	52	00		
54	52	Upper St. Francis.....	19	00		
172	01	Upper Sackville.....	72	00		
144	66	Upper Sheffield.....	40	00		
9	71	Upper Southampton.....	10	00		
51	13	Upperton.....	15	50		
31	00	Upper Wicklow.....	16	00		
179	74	Upper Woodstock.....	100	00		
10	00	Urquhart's.....	10	00		
93	00	Victoria.....	50	00		
1	80	Victory.....	10	00		
19	20	Viennean.....	10	00		
21	94	Wassis Station.....	16	00		
1	76	Walker's Settlement.....	10	00		
6	61	Walton's Lake (from 1st June, 1886).....	8	33		
9	00	Ward's Creek Road.....	10	00		
41	95	Waterborough.....	12	00		
107	59	Waterford.....	60	00		
32	00	Waterside.....	12	00		
92	16	Waterville.....	27	50		
7	57	Watson Settlement.....	10	00		
21	86	Waweig.....	10	00		
789	50	Wayerton.....	10	00		
7	06	Weldford.....	275	00	12	00
3	00	Wellington.....	10	00		
182	98	Wells'.....	10	00		
42	42	Welsford (*including arrears).....	60	00	*12	50
19	50	West Branch St. Nicholas River.....	16	00		
27	52	Westcock.....	12	00		
19	00	Westfield.....	11	50		
236	50	West Glassville.....	12	00		
135	77	Westmoreland Point.....	128	00	120	00
13	84	West Quaco.....	50	00		
10	99	West River.....	16	00		
		West Scotch Settlement.....	10	00		
		Wheaton Mills.....	10	00		
		Wheaton Settlement.....	10	00		
53	06	Whitehead, Charlotte.....	20	00		
10	00	Whitehead, King's.....	10	00		
64	89	White's Cove.....	30	00		
9	08	White's Mills.....	10	00		
8	63	White's Point.....	10	00		
0	66	Whitney.....	10	00		
30	07	Whittier's Ridge.....	16	00		
58	52	Wickham.....	18	00		

**A, IN REPORT No. 3, D.—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1887.**

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Gross Revenue from Sale of Postage Stamps, &c.		Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
56	00	Wicklow.....	26	00	.....
3	01	Wiggins.....	10	00	.....
.....	.....	Wilbur.....	10	00	.....
5	92	Williamstown.....	10	00	.....
3	38	Willowdale.....	10	00	.....
28	19	Willowgrove.....	12	00	.....
13	00	Wilson's Beach.....	11	50	.....
2	93	Wilson's Point (from 1st Sept., 1886).....	5	83	.....
46	68	Winding Ledges.....	12	00	.....
22	86	Windsor.....	12	00	.....
27	96	Wood Point.....	12	00	.....
14	35	Woodside.....	10	00	.....
4,142	22	Woodstock (*discontinued, 31st August, 1886).....	1,100	00	400 00 *40 00
2	20	Woodville.....	10	00	.....
12	24	Woodstock Road Station.....	10	00	.....
100	30	Woodward's Cove.....	50	00	.....
10	90	Yoho.....	10	00	.....
43	21	York Mills.....	16	00	.....
56	69	Young's Cove.....	20	00	.....
23	01	Zealand Station.....	11	50	.....
\$142,125	81	.....Totals.....	\$39,995	99	\$3,571 50 \$1,245 00

† N.B.—Of this the amount of \$37,524.83 was paid from Revenue collections and \$2,471.16 from Parliamentary appropriation. The latter has been brought to account at page 143, part ii.

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF MANITOBA, &c.

A, IN REPORT NO. 3, E.

DETAIL of all payments made for Salaries, &c., in Manitoba and the North-West Territories; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Provisional Allowance	Night Duty and Mileage.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>MANITOBA, &amp;c., DIVISION.</b>					
W. W. McLeod .....	Post Office Inspector .....	2,200 00	275 00	.....	.....
A. W. Cairns .....	Assistant Inspector (including arrears) .....	1,450 00	242 50	.....	4,167 50
A. McGillis .....	2nd Class Clerk .....	1,137 50	227 50	.....	.....
C. F. Tuck .....	do .....	900 00	235 00	20 03	2,510 03
J. L. Broughton .....	do .....	530 00	212 00	.....	.....
W. T. Macpherson .....	do .....	410 00	178 00	.....	.....
T. H. Marshall .....	do .....	440 00	176 00	.....	.....
E. R. Stevenson .....	do Probationary, from 1st Feb., 1887 (transferred from Winnipeg Post Office) .....	166 66	66 67	.....	2,207 33
	Total, Inspector's Office .....	7,264 16	1,600 67	20 03	8,984 86
<b>RAILWAY MAIL SERVICE.</b>					
C. E. Kavanagh .....	Chief Railway Mail Clerk .....	1,350 00	270 00	148 50	1,768 50
A. J. Patton .....	1st Class Clerk .....	980 00	240 00	572 91	1,772 91
J. A. Carman .....	2nd do .....	870 00	200 00	448 88	.....
W. T. Cox .....	do do to 30th Nov., 1886 (transferred to British Columbia Division) .....	333 34	83 34	5 79	.....
J. G. Norris .....	do do .....	720 00	180 00	458 73	.....
C. R. Stewart .....	do do .....	680 00	170 00	644 89	.....
J. H. P. Brown .....	do do to 30th Nov., 1886 (transferred to Kingston Division) .....	286 66	66 66	139 37	.....
B. Montgomery .....	do do from 1st Nov., 1886 (transferred from Ottawa Division) .....	480 00	116 50	275 94	.....

A, IN REPORT No. 3, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1887.

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>RAILWAY MAIL SERVICE—Concluded.</b>					
L. T. Prud'homme.....	2nd Class Clerk, from 1st Feb., 1887 (transferred from Winnipeg Post Office).....	316 67	79 17	587 67	
W. B. Sloan .....	do do Probationary; promoted from 3rd Class, 1st Jan., 1887.....	580 00	184 00	380 86	
H. H. Phinney.....	do do do (including arrears).....	586 67	186 67	541 70	
F. E. Harrison.....	do do do .....	573 34	181 34	618 53	
J. G. Moore .....	do do .....	546 66	218 66	249 60	10,886 72
J. J. O'Farrell.....	do do to 31st Oct., 1886 (including arrears; transferred to British Columbia Division).....	176 67	70 66	182 64	
O. Gleason .....	do do .....	513 34	205 34	432 63	
T. A. Scott.....	do do .....	480 00	192 00	405 91	
G. J. T. Colton.....	do do .....	480 60	192 00	482 16	
J. Kinney .....	do do .....	480 00	192 00	597 43	
A. C. James .....	do do .....	480 00	192 00	501 09	
T. J. Smith.....	do do .....	480 00	192 00	515 99	
A. Hicks .....	do do .....	480 00	192 00	540 80	
W. T. Barrett.....	do do .....	480 00	192 00	579 20	
A. Lamothe .....	do do from 1st Nov., 1886 (transferred from Winnipeg Post Office).....	373 33	149 33	456 75	
J. D. Sherman .....	do do from 1st Dec., 1886 (less fine; transferred from Kingston Division).....	278 00	105 80	183 47	
A. McBride .....	do do Probationary, from 2nd Sept., 1886.....	398 67	159 47	339 83	
A. M. Ferguson .....	do do do from 1st Oct., 1886.....	360 00	144 00	358 11	
G. L. Ferguson.....	do do do from 1st Dec., 1886 (transferred from Winnipeg Post Office).....	280 00	112 00	170 97	
A. Caven.....	do do do from, and Temp'y Railway Mail Clerk to, 1st Dec., '86.....	480 00	192 00	613 38	
<b>Temporary Railway Mail Clerk.....</b>					
P. W. Allaire.....	do do .....	480 00	192 00	411 14	
D. Cameron .....	do do .....	480 00	192 00	690 57	
H. B. Rogers .....	do do (mileage only; transferred to British Columbia Division).....			27 70	
J. M. McNeil.....	do do to 15th June, 1887.....	440 00	184 00	282 50	
W. A. Porter.....	do do do from 4th Aug., 1886.....	438 13	174 45	451 03	
A. S. Royal .....	do do do from 29th Nov., 1886.....	285 33	114 13	326 20	
R. W. Holland.....	do do do from 11th Jan., 1887.....	227 09	90 83	181 67	5,466 77
<b>Total, Manitoba, &amp;c., Railway Mail Service.....</b>		<b>16,761 90</b>	<b>5,606 35</b>	<b>13,644 73</b>	<b>36,012 98</b>

WINNIPEG POST OFFICE.					
W. Hargrave.....	Postmaster.....	2,400 00	300 00		
R. R. Brough.....	Assistant Postmaster.....	1,800 00	360 00		4,860 00
J. O. Poitras.....	2nd Class Clerk.....	1,200 00	240 00		
E. Barrett.....	do.....	1,112 50	222 50		
C. M. Boswell.....	do.....	1,112 50	222 50		
G. H. Allen.....	do.....	1,087 50	217 50		
J. Scott.....	do.....	830 00	207 50		
H. C. Dumas.....	do.....	830 00	207 50		7,400 00
J. Taylor.....	3rd.....	200 00	50 00		
L. T. Prud'homme.....	do.....	443 33	110 83		
J. R. Simons.....	do.....	770 00	192 50		
W. A. Rice.....	do.....	610 00	152 50		
A. Lamothe.....	do.....	186 67	74 67		
G. A. Hargrave.....	do.....	560 00	224 00		
W. Braden.....	do.....	530 00	212 00		
F. Arneil.....	do.....	520 00	208 00		
A. Monkman.....	do.....	510 00	204 00		
D. J. Smith.....	do.....	800 00	200 00		
W. Johnson.....	do.....	720 00	180 00		
W. S. Lipsett.....	do.....	396 67	168 67		
C. G. L. Ferguson.....	do.....	166 66	66 66		
T. Broad.....	do.....	400 00	160 00		
R. J. Lipsett.....	do.....	233 34	93 31		
A. F. A. Chabot.....	do.....	400 00	160 00		
D. A. Keizer.....	do.....	382 80	153 11		
B. Parson.....	do.....	400 00	160 00		10,989 75
E. Stevenson.....	Temporary Clerk, to 31st January, 1887 (transferred to Manitoba Division).....	233 33	93 33		
R. R. Mills.....	do (less fine).....	399 50	160 00		
S. Mulvey.....	do to 14th July, 1886.....	15 06	6 02		
W. B. Sheppard.....	do.....	400 00	160 00		
G. P. Sheppard.....	do to 30th September, 1886.....	100 00	40 00		
R. Spence.....	do to 16th February, 1887 (dismissed).....	252 37	100 95		
R. S. Cox.....	do from 6th October, 1886.....	294 62	117 85		
W. J. Gow.....	do from, and Letter Carrier to, 1st December, 1886.....	395 84	158 34		
J. Wallis.....	do from 13th May, 1887.....	53 76	21 51		
E. A. Griffith.....	Superintendent Letter Carrier.....	520 00	208 00		
W. Cunningham.....	Letter Carrier.....	520 00	208 00		
R. Miller.....	do.....	520 00	208 00		
W. J. Outhbert, jun.....	do.....	390 00	156 00		
W. M. Burrows.....	do.....	390 00	156 00		
J. H. Lilly.....	do.....	390 00	156 00		

A, IN REPORT No. 3, E.—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1887.

ii

Name.	Service.	Salary.	Provisional Allowance.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>WINNIPEG POST OFFICE—Concluded.</b>					
A. Taylor.....	Letter Carrier.....	475 00	190 00	.....	.....
J. McDonald.....	do.....	375 00	150 00	.....	.....
S. J. Smith.....	do.....	375 00	150 00	.....	.....
W. H. Taylor.....	do.....	375 00	150 00	.....	.....
W. J. Cuthbert, sen.....	do.....	300 00	120 00	.....	.....
J. Close.....	do.....	321 29	128 52	.....	.....
S. Knighton.....	do.....	285 16	106 07	.....	.....
H. W. Dayton.....	do.....	150 00	60 00	.....	7,513 04
166	Temporary Letter Carrier.....	360 00	144 00	.....	.....
W. A. Kemp.....	do.....	60 00	24 00	.....	.....
W. G. Nicholson.....	do.....	210 00	84 00	.....	882 00
N. Gow.....	do.....	600 00	150 00	.....	750 00
J. Brown.....	Messenger.....	27,342 89	8,144 37	.....	35,487 26
Totals, Winnipeg Post Office.....					
<b>RECAPITULATION.</b>					
Totals of Inspector's Office.....		7,264 16	1,600 67	20 03	8,884 86
do Railway Mail Service.....		16,761 90	6,606 35	13,644 73	36,012 98
do Winnipeg Post Office.....		27,342 89	8,144 37	.....	35,487 26
Grand Totals.....		51,368 95	15,351 39	13,664 76	80,385 10
Balances of salaries remitted by cheque to Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....		.....	.....	.....	2,422 38
Total.....		.....	.....	.....	\$82,807 48

H. A. WICKSTEED,  
Accountant.

A. W. MCLELLAN,  
Postmaster-General.



## A, IN REPORT No. 3, E.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Manitoba and the North-West Territories, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
40 28	Abernethy.....	14	50				
49 00	Adelpha.....	23	00				
177 48	Alameda.....	40	00				
48 16	Alcester.....	19	00				
318 87	Alexander Station.....	80	00				
274 55	Allanburn (*including arrears).....	11	00	*100	00		
47 25	Almasippi.....	20	00				
36 62	Antler.....	16	00				
1,420 89	Archibald.....	430	00	200	00	75	00
175 18	Arden Station.....	47	50				
22 00	Ardpatrick.....	11	50				
12 29	Argyle.....	12	00				
40 60	Armstrong's Lake.....	19	00				
28 37	Arnaud.....	16	00				
2 50	Arnes (from 1st Jan., 1887).....	2	50				
12 99	Arrochar (from 1st Sept., 1886).....	5	83				
46 47	Arrow River.....	19	00				
16 73	Arrowton.....	16	00				
142 07	Assissippi.....	47	50				
3 06	Ash Creek (from 1st Feb., 1887).....	1	87				
70 64	Assiniboine.....	16	00				
94 00	Aubigny.....	15	00				
207 82	Austin.....	69	00				
15 16	Aweme.....	12	00				
104 00	Baie St. Paul.....	69	00				
18 57	Balcarres.....	12	00				
274 48	Balgonie.....	70	00				
23 54	Balmerino.....	18	00				
153 62	Balmoral.....	66	50				
495 23	Banff (from 1st June, 1886).....	166	67				
23 30	Barnsley (from 1st Jan., 1887).....	2	50				
30 36	Basswood (from 1st Sept., 1886).....	5	83				
57 00	Batoche.....	30	00				
745 25	Battleford (*from 1st July, 1886).....	285	00			*30	00
40 62	Beaconsfield.....	40	00				
135 11	Beauséjour.....	35	00				
19 25	Beaver Creek.....	29	00				
31 29	Beaver Rapids.....	20	00				
52 48	Belleview.....	20	00				
60 00	Benbecula.....	11	50				
330 53	Beulah.....	155	00				
283 33	Binscarth.....	80	00				
41 48	Bird's Hill.....	24	00	20	00		
1,379 05	Birtle.....	460	00	97	16	60	00
30 88	Blake.....	12	00				
71 20	Blumenort.....	20	00				
10 17	Blythfield.....	12	00				
24 50	Boakview.....	22	00				
	Boissevain (from 1st November, 1886; accounts awaiting adjustment).....						

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1 41	Bonnie Doon (from 1st March, 1887) .....	0 83	.....	.....
64 14	Boscurvis .....	14 50	.....	.....
96 00	Bradwardine .....	50 00	.....	.....
7,800 14	Brandon .....	2,720 00	400 00	600 00
59 46	Brandon Hills .....	19 50	.....	.....
64 23	Bridge Creek .....	24 00	.....	.....
47 58	Brierwood .....	12 00	.....	.....
722 31	Broadview .....	360 00	50 00	.....
25 58	Brokenhead (from 1st Nov., 1886) .....	4 17	.....	.....
15 00	Brookdale .....	10 00	.....	.....
71 07	Burnside .....	30 00	.....	.....
49 06	Butterfield .....	30 00	.....	.....
33 98	Cadurcis .....	16 00	.....	.....
81 56	Calf Mountain .....	40 00	.....	.....
5,829 44	Calgary .....	1,400 00	300 00	300 00
149 79	Camille .....	40 00	.....	.....
47 86	Campbellville .....	20 00	.....	.....
325 96	Canmore .....	130 00	.....	.....
1,345 00	Carberry .....	415 00	60 00	55 00
411 60	Carleton (closed 31st July, 1885; arrears of revenue and salary) .....	58 34	.....	.....
27 67	Carlingville .....	15 00	.....	.....
271 60	Carlyle .....	69 00	.....	.....
435 91	Carman .....	160 00	.....	.....
94 58	Carnduff .....	31 50	.....	.....
62 51	Caron .....	28 60	.....	.....
42 58	Carrolton .....	16 00	.....	.....
22 54	Carsdale .....	16 00	.....	.....
74 37	Carson .....	26 00	.....	.....
345 39	Cartwright .....	120 00	.....	.....
43 04	Castleberry .....	21 38	.....	.....
195 12	Chater .....	100 00	.....	.....
28 20	Chortitz .....	12 00	.....	.....
39 00	Chumah .....	24 00	.....	.....
47 51	Clandeboye .....	40 00	.....	.....
16 59	Clan William (closed 31st Aug., 1886; re-opened 1st March, 1887) .....	11 67	.....	.....
68 10	Clare .....	16 00	.....	.....
54 92	Clarkleigh .....	18 00	.....	.....
32 75	Clear Springs .....	20 00	.....	.....
382 97	Clear Water .....	100 00	40 00	.....
42 90	Clover Bar .....	40 00	.....	.....
64 87	Cook's Creek .....	20 60	.....	.....
41 15	Craiglea .....	20 00	.....	.....
85 52	Craven .....	30 00	.....	.....
48 10	Creeford .....	24 00	.....	.....
28 36	Crescent Lake .....	33 00	.....	.....
26 96	Crewe .....	20 00	.....	.....
124 72	Cross Lake Station .....	28 50	.....	.....
459 26	Crystal City .....	160 00	.....	.....
143 49	Cyprus River (late Littleton) .....	40 00	.....	.....
34 00	Dalesboro' .....	16 00	.....	.....
138 45	Dalton .....	80 00	.....	.....
144 07	Darlingford .....	115 00	12 00	.....
84 25	De Clare .....	28 00	.....	.....

**A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
827 43	Deloraine.....	240 00		
17 10	Dennington (from 1st Oct., 1886).....	5 00		
134 94	Desford.....	57 50		
453 17	Dominion City.....	200 00		
36 16	Donore.....	16 00		
162 63	Douglas Station.....	57 50		
18 00	Drumconnor.....	16 00		
20 17	Dry River.....	16 00		
23 50	Dunbow.....	11 50		
31 23	Dundee.....	16 00		
92 73	Dunmore Junction (*from 1st July, 1886).....	32 50	*60 00	
130 59	Dynever.....	50 00		
202 58	East Selkirk.....	107 50		
53 09	Eden.....	24 00		
80 03	Edgeley Farm.....	37 50		
1,174 53	Edmonton.....	500 82	60 00	120 00
525 81	Elkhorn.....	190 00		
88 66	Ellisboro'.....	50 00		
43 00	Elm Valley.....	20 00		
.....	Elmore (from 1st Jan., 1887; accounts not received).....			
18 70	Elton.....	16 00		
1,299 14	Emerson.....	1,100 00	100 00	240 00
53 45	Erinview.....	19 00		
12 17	Esterhaz (from 1st Sept., 1886).....	5 83		
45 37	Fairburne.....	20 00		
39 00	Fairmede.....	16 00		
7 99	Fairmont.....	16 00		
98 88	Fleming.....	40 00		
16 71	Florenta.....	16 00		
8 93	Forest Farm (3 Quarters).....	12 50		
18 36	Fort Alexander.....	19 00		
79 37	Fort Ellice.....	100 00	16 00	
13 56	Fortier (from 1st Feb., 1887).....	1 87		
30 00	Fort Kipp.....	10 00		
1,497 29	Fort McLeod.....	575 00		80 00
48 24	Fort Pitt.....	95 00		
42 33	Fort Saskatchewan.....	80 00		
42 96	Foxton.....	20 00		
87 48	Gauthier.....	36 00		
27 33	Gimli (from 1st May, 1886).....	16 67		
9 68	Giroux.....	12 00		
608 94	Gladstone.....	360 00	12 00	40 00
343 09	Gleichen.....	100 00		
44 35	Glen Adelaide.....	20 00		
125 60	Glenboro'.....	16 00		
40 29	Glendale.....	30 00		
86 69	Glendinning.....	50 00		
92 94	Glenora.....	32 00		
15 90	Golden Stream.....	20 00		
157 81	Gonor.....	33 00		
35 67	Grandin.....	16 00		
49 61	Grange.....	14 00		
26 25	Green Ridge.....	16 00		

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in  
Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
16 44	Greenwood.....	16 00		
649 74	Grenfell.....	240 00		
654 99	Gretna (*including arrears).....	200 00	*42 00	
343 98	Griswold Station.....	110 00	73 00	
79 00	Grund.....	16 00		
42 55	Hamiota.....	30 00		
28 00	Hanlan.....	16 00		
65 13	Hartney.....	11 50		
27 75	Hayfield.....	12 00		
29 30	Hayward.....	16 00		
12 30	Hazelwold.....	12 00		
157 38	Headingly.....	70 00		
52 00	Heaslip.....	40 00		
32 95	Hernefield.....	16 00		
303 73	High Bluff.....	140 00		
106 00	High River.....	40 00		
19 00	Hillburn (3 Quarters).....	12 00		
56 29	Hillview.....	20 00		
53 75	Hochstadt.....	16 00		
125 61	Holland.....	20 00		
38 00	Hollbroke (from 1st July, 1886).....	7 50		
103 19	Holmfield (from 1st July, 1886).....	7 50		
6 50	Hun's Valley (from 1st Oct., 1886).....	5 00		
18 00	Icelandic River.....	55 00		
27 04	Indian Ford.....	12 00		
766 24	Indian Head.....	440 00	20 00	40 00
142 51	Joly.....	40 00		
28 19	Katepwa.....	16 00		
93 88	Kenlis.....	20 00		
51 05	Kildonan.....	47 50		
571 79	Killarney.....	47 50		
64 62	Kinbrae.....	40 00		
26 00	Kingsley.....	16 00		
25 63	Kinistino.....	20 00		
12 33	Kinosota (from 1st Dec., 1886).....	3 33		
45 70	Kirkpatrick (10 Quarters).....	26 50		
42 04	Kola.....	11 50		
43 59	La Broquerie.....	19 00		
46 00	Lake Francis.....	20 00		
113 99	Langvale.....	60 00	28 00	
21 39	Lansburn.....	12 00		
28 50	Larivière (from 1st Feb., 1887).....	1 87		
712 00	Lebret.....	160 80		
71 58	Lennox.....	15 00		
23 67	Letellier.....	12 00		
1,435 34	Lethbridge (*including arrears; †from 1st July, '86).....	*605 28	80 00	†30 00
43 80	Lintrathen.....	20 00		
38 42	Logoch.....	15 00		
12 81	Longfleet (closed 30th Nov., 1886).....	8 00		
45 31	Longlaketon.....	24 00		
32 02	Loon Creek.....	15 00		
38 97	Loretto.....	16 00		

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
21 63	Lorne.....	16 00		
40 68	Lothair.....	20 00		
88 95	Lower Fort Garry.....	80 00		
31 39	Lowestoft.....	16 00		
25 34	Lucas.....	16 00		
257 40	McGregor Station.....	57 50		
41 49	McLean.....	50 00		
59 59	Manda.....	28 50		
1,000 63	Maple Creek.....	230 00		
51 03	Marieton.....	22 00		
176 40	Marlborough.....	40 00		
157 09	Marney (*3 Quarters; discontinued).....	64 00	*18 00	
49 21	Marringhurst.....	36 00		
22 48	Maskawata.....	10 00		
73 75	Meadow Lea.....	36 00		
1,274 16	Medicine Hat.....	550 00		120 00
32 86	Mekiwin.....	20 00		
77 37	Melbourne.....	36 00		
97 45	Melgund.....	24 00		
188 00	Melita.....	36 00		
144 70	Menota.....	67 50		
41 30	Menteith.....	20 00		
47 04	Miami.....	35 00		
14 31	Michie.....	12 00		
113 38	Middle Church.....	37 50		
21 35	Midnapore.....	20 00		
32 83	Millbrook.....	16 00		
313 76	Millford.....	160 00	24 00	
101 13	Millward.....	33 00		
1,663 91	Minnedosa.....	600 00	45 00	100 00
9 05	Minnewakan (from 1st Jan., 1887).....	2 50		
30 15	Minnewawa.....	11 50		
22 63	Minniska.....	12 00		
40 61	Moffat.....	10 00		
11 00	Moline.....	12 00		
107 45	Montefiore.....	24 00		
41 16	Montgomery.....	16 00		
22 47	Montrose.....	12 00		
1,080 92	Moose Jaw (*including arrears).....	600 00	*12 00	120 00
88 85	Moose Mountain.....	46 50		
1,805 50	Moosomin.....	600 00	185 67	123 33
1,764 24	Morden (*including arrears).....	*770 90	*100 00	*140 00
34 00	Moropano.....	18 00		
519 89	Morris.....	340 00		40 00
59 78	Mountain City.....	60 00		
31 50	Mowbray.....	16 00		
9 96	Murchison.....	12 00		
20 22	Mussellboro.....	12 00		
120 25	Napinka.....	27 50		
904 15	Neepawa (*from 1st July, 1886).....	315 00	20 00	*30 00
240 77	Nelson.....	340 00	77 67	100 00
265 16	Newdale.....	65 00		
14 05	Newhaven.....	16 00		
42 90	New Oxley.....	16 00		
93 23	Nimitaw (closed 12th Oct., 1886).....	16 00		

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
65 37	Ninette .....	16 00		
57 54	Ninga .....	20 00		
153 17	Niverville .....	60 00		
161 94	Norquay .....	60 00		
75 65	Oak Bank .....	33 00		
39 55	Oakburn .....	20 00		
690 23	Oak Lake .....	120 00		
12 00	Oakland .....	12 00		
29 12	Oak Point .....	20 00		
97 86	Oak River .....	49 50	24 00	
16 00	Oberon .....	16 00		
5 75	Udanah (closed 30th June, 1886) .....	15 00		
52 80	Okotoks .....	16 00		
49 11	Olive .....	27 50		
7 48	Opawaka .....	10 00		
40 77	Orange Ridge .....	16 00		
16 87	Orrwold .....	19 00		
29 42	Osprey .....	24 00		
46 25	Ossowa .....	30 00		
62 39	Otenaw .....	23 00		
44 70	Otterburne (*including arrears) .....	30 00	*36 00	
51 68	Parkdale .....	25 00		
15 60	Parkin .....	12 00		
28 54	Parkisimo .....	12 00		
47 81	Parklands .....	10 00		
46 15	Pasqua .....	20 00		
25 00	Peguis .....	24 00		
95 46	Pendennis .....	24 00		
18 24	Pengarth (from 1st July, 1886) .....	7 50		
29 96	Penrith .....	12 00		
23 92	Pekisko (from 1st Aug., 1886) .....	6 67		
217 99	Pense (5 Quarters) .....	100 00		
64 15	Petrel .....	24 00		
198 81	Pheasant Forks .....	64 00		
32 53	Pigeon Lake .....	18 00		
797 72	Pilot Mound .....	240 00	24 00	
293 86	Pincher Creek .....	57 50		
50 15	Pipe Stone .....	16 00		
17 98	Pleasant Home .....	12 00		
26 56	Plympton .....	16 00		
54 76	Pomeroy .....	16 00		
189 10	Poplar Point .....	80 00		
4,679 70	Portage la Prairie .....	1,800 00	116 66	300 00
7 42	Prairie Grove .....	12 00		
47 05	Preston .....	24 00		
1,734 11	Prince Albert .....	500 00		80 33
47 64	Puckahn .....	16 00		
993 98	Qu'Appelle .....	430 00		55 00
1,623 50	Qu'Appelle Station .....	600 01	200 00	80 00
60 94	Ralphtown .....	19 00		
1,014 01	Rapid City (*discontinued, 31st May, 1886) .....	500 00	*91 67	100 00
29 00	Raven's Glen .....	10 00		
90 60	Raven Lake (late Shoal Lake) .....	85 00		

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in  
Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
6 48	Rayfield .....	11 50		
188 72	Reaburn .....	60 00	16 00	
133 81	Red Deer .....	24 00		
42 30	Redpath .....	24 00		
6,007 89	Regina (*inc'g arrears; †inc'g special allowance)	*1,963 66	*180 00	†1,022 50
82 60	Reinland .....	47 50		
31 85	Richland .....	16 00		
35 83	Richmond .....	16 00		
29 74	Ridgeville .....	16 00		
40 63	Rocanville .....	20 00		
3 99	Roden (from 1st March, 1887) .....	0 83		
92 26	Roseberry .....	24 00	10 00	
21 00	Roseisle (from 1st Oct., 1886) .....	5 00		
54 85	Roseland .....	12 00		
4 61	Rose Plain .....	12 00		
153 22	Rosburn .....	40 00		
70 24	Rosser .....	10 00		
99 88	Rounthwaite .....	60 00		
77 40	Royal .....	16 00		
51 71	Ruttanville .....	40 00		
115 74	Ste. Agathe .....	40 00		
78 87	St. Albert .....	39 00		
24 08	St. Alphonse .....	12 00		
129 57	St. Andrew's .....	79 50		
93 02	St. Ann's .....	40 00		
877 05	St. Boniface .....	400 00		100 00
68 25	St. Charles .....	47 50		
132 33	St. François Xavier .....	50 00		
29 77	St. James .....	24 00		
124 25	St. Jean Baptiste .....	40 00		
126 50	St. Laurent .....	28 50		
79 92	St. Léon .....	57 50		
46 18	St. Norbert (5 Quarters) .....	75 00		
8 03	St. Pie (2 Quarters) .....	6 00		
13 76	St. Vital .....	10 50		
12 43	Salisbury .....	20 00		
39 13	Salterville .....	20 00		
31 00	Saskatchewan .....	18 00		
96 05	Saskatoon .....	23 00		
13 81	Scandinavia (from 1st Nov., 1886) .....	4 17		
22 22	Schauenfeldt .....	20 00		
22 30	Seeburn .....	12 00		
827 64	Selkirk (*from 1st July, 1886) .....	310 00	30 00	*30 00
63 00	Sewell .....	40 00		
61 39	Shadeland (*previously over-credited) .....	*39 00		
294 43	Shellmouth .....	66 50		
286 52	Shell River .....	125 00		
21 01	Sheppardville .....	20 00		
500 43	Shoal Lake .....	177 50		
103 69	Sidney .....	50 00		
59 09	Silver Creek .....	40 00		
26 00	Silver Springs .....	20 00		
6 21½	Silverton (closed 30th June, 1886) .....	10 00		
27 81	Sittakaw .....	15 04		
40 30	Smith's Hill .....	30 00		
11 17	Snake Creek (from 1st Nov., 1886) .....	4 17		

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
58 04	Snow Flake .....	24 00		
17 76	Somerset .....	12 00		
726 71	Souris .....	247 50		
146 19	Souris City .....	60 00		
168 50	Sourisford .....	45 00		
20 82	Springfield .....	23 00		
101 00	Steinbach .....	23 00		
5 50	Stephenfield (from 1st Oct., 1886) .....	5 00		
95 46	Stockton .....	30 00		
21 30	Stodderville .....	20 00		
635 91	Stonewall .....	400 00	24 00	46 00
290 20	Stony Mountain .....	100 00		
29 18	Strasburg (from 1st July, 1886) .....	7 50		
152 33	Strathclair .....	100 00		
114 90	Strathclair Station (from 1st Oct., 1886) .....	5 00		
42 64	Stratherne .....	30 00		
11 03	Strathewen (from 1st May, 1886) .....	9 17		
49 00	Stuartburn .....	15 00		
161 35	Summerberry .....	54 00		
48 76	Sumner .....	14 50		
50 11	Sunnymead .....	20 00		
90 58	Sunnyside .....	30 00		
64 05	Swan Lake .....	36 00		
	Swift Current (accounts awaiting adjustment) .....			
181 78	Thornhill .....	57 50		
25 48	Toddburn .....	28 50		
44 60	Totonka .....	16 00		
250 44	Touchwood Hills .....	57 50		
39 97	Tregarva .....	27 50		
180 60	Treherne .....	45 00		
3 70	Tumbell (*from 1st Oct., 1886) .....	5 00		
75 00	Turtle Mountain .....	80 00		
32 58	Two Rivers .....	16 00		
85 65	Viola Dale .....	30 00		
1,980 30	Virden .....	500 00	30 00	60 00
109 86	Wakopa .....	70 00		
93 76	Wallace .....	22 00		
23 37	Waneche .....	15 00		
11 17	Wapaha .....	12 00		
521 18	Wapella (*from 1st July, 1886) .....	190 00	*12 00	
17 67	Warleigh .....	12 00		
18 84	Warrington .....	12 00		
4 <sup>c</sup> 32	Wascana (*including arrears) .....	*23 00		
65 06	Waskada .....	19 00		
48 79	Wassewa .....	18 00		
24 60	Wattview .....	16 00		
17 77	Wavy Bank .....	12 00		
12 90	Wawota .....	12 00		
36 40	Wellington .....	18 00		
34 88	Wellwood .....	20 00		
53 18	Welwyn (*from 1st July, 1886) .....	24 00	*7 50	
240 84	Westbourne .....	72 00		
52 66	West Hall .....	20 00		
149 12	West Lynne .....	105 00		



A. IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 38	Wheatland .....	16 00	.....	.....
217 39	Whitemouth .....	150 00	.....	.....
14 03	Whitewater .....	12 00	.....	.....
706 76	Whitewood Station (* including arrears).....	180 00	*28 00	.....
22 00	Willoughby .....	12 00	.....	.....
13 67	Winlaw .....	27 00	.....	.....
54,960 48	Winnipeg (salaries and expenses entered elsewhere).....	.....	.....	.....
33 67	Wishart .....	16 00	.....	.....
609 54	Wolf Creek .....	285 00	30 00	.....
116 43	Woodlands .....	23 00	.....	.....
29 23	Woodside .....	20 00	.....	.....
39 00	Woodworth .....	15 00	.....	.....
22 27	Woonona .....	11 50	.....	.....
35 00	Workman .....	16 00	.....	.....
211 40	Yorkton .....	97 50	.....	.....
\$150,006 43½	..... Totals .....	†\$36,333 78	\$2,112 33	\$4,317 16

† N.B.—Of this the amount of \$33,911.40 was paid from revenue collections, and \$2,422.38 from Parliamentary appropriation. The latter has been brought to account at page 166, part ii.

H. A. WICKSTEED,  
Accountant.

A. W. McLELAN,  
Postmaster-General.

PROVINCE OF BRITISH COLUMBIA.

A, IN REPORT No. 3, F.

DETAIL of all payments made for Salaries, &c., in British Columbia; showing, in each case, the name of the person, the service or duty performed, and the amount paid during the Year ended 30th June, 1887.

Name.	Service.	Salaries.	Provisional Allowance.	Night Duty and Mileage.	Grand Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>BRITISH COLUMBIA DIVISION.</b>					
E. H. Fletcher.....	Post Office Inspector.....	2,000 00	500 00		2,500 00
W. H. Dorman.....	2nd Class Clerk.....	1,200 00	300 00		1,500 00
H. A. Ferguson.....	3rd do.....	800 00	320 00		1,120 00
F. A. Carmichael.....	do Probationary.....	400 00	160 00		560 00
C. McNif.....	Temporary Clerk, from 1st to 20th November, 1886.....	22 22			22 22
	Totals, Inspector's Office.....	4,422 22	1,280 00		5,702 22
<b>RAILWAY MAIL SERVICE.</b>					
J. Rooney.....	1st Class Railway Mail Clerk.....	960 00	240 00	754 03	1,954 03
W. T. Cox.....	do do from 1st December, 1886 (transferred from Manitoba Division).....	468 66	233 76	670 05	1,372 47
D. R. McLean.....	do do from 1st October, 1886 (transferred from Nova Scotia Division).....	480 00	172 00	493 56	1,145 56
J. J. O'Farrell.....	do do from 1st November, 1886 (transferred from Manitoba Division).....	346 67	188 67	457 90	1,003 24
H. B. Rogers.....	do do from 1st August, 1886 (transferred from Toronto Division).....	456 78	182 00	502 36	1,141 14
R. Y. Ellis.....	do do from 1st August, 1886 (transferred from Toronto Division).....	440 00	176 00	591 51	1,207 51
A. J. Armstrong.....	Temporary Railway Mail Clerk, to 30th November, 1886.....	200 00	80 00	202 14	482 14
R. F. Drummond.....	do do from 22nd to 25th June, and from 7th to 13th August, 1886; also from 1st February, 1887.....	480 00	192 00	607 20	1,279 20
					3,321 89

	213 07	85 22	202 14
<i>J. O. McLeod</i> .....	.....	.....	31 87
<i>C. F. Tuck</i> .....	.....	.....	15 07
<i>A. J. Patton</i> .....	.....	.....	202 67
<i>W. B. Sloan</i> .....	.....	.....	2,511 38
Totals, Railway Mail Service.....	4,043 18	1,529 85	4,730 50
VICTORIA POST OFFICE.			
<i>Postmaster</i> .....	2,400 00	.....	2,400 00
<i>2nd Class Clerk</i> .....	950 00	237 50	1,187 50
<i>3rd</i> .....	620 00	248 00	.....
<i>T. Obadwick</i> .....	480 00	192 00	.....
<i>C. W. Newbury</i> .....	460 00	184 00	.....
<i>C. W. Finlaison</i> .....	400 00	160 00	.....
<i>E. R. Kaye</i> .....	400 00	160 00	.....
<i>F. R. Sargison</i> .....	400 00	160 00	.....
<i>R. J. Butler</i> .....	400 00	160 80	.....
<i>G. A. McCullough</i> .....	400 00	160 00	4,424 00
<i>Temporary Clerk</i> .....	400 00	160 00	.....
<i>G. F. D. Simpson</i> .....	400 00	160 00	.....
<i>J. S. Smith</i> .....	107 53	43 01	.....
<i>C. McNiff</i> .....	8 00	.....	1,278 54
<i>J. E. McRoberts</i> .....	360 00	144 00	504 00
Totals, Victoria Post Office.....	7,785 53	2,008 51	9,794 04
RECAPITULATION.			
Totals of Inspector's Office.....	4,422 22	1,280 00	5,702 22
do Railway Mail Service.....	4,043 18	1,529 86	10,303 33
do Victoria Post Office.....	7,785 53	2,008 51	9,794 04
Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement).....	16,250 93	4,818 16	25,799 59
Total.....	.....	.....	1,071 51
.....	.....	.....	\$26,871 10

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## A, IN REPORT No. 3, F.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
25 24	Aberdeen.....	18	00				
105 17	Alberni.....	29	00				
73 19	Aldergrove.....	20	00				
25 60	Alert Bay.....	18	00				
139 00	Alexandria.....	40	00				
24 20	Alkali Lake.....	20	00				
31 52	Ashcroft.....	40	00				
310 01	Ashcroft Station.....	27	50				
270 00	Barkerville.....	200	00				
30 43	Beaver Point.....	20	00				
6 89	Big Bar Creek.....	20	00				
180 82	Boston Bar.....	36	00				
94 71	Burgoyne Bay.....	40	00				
74 94	Burrard Inlet.....	40	00				
70 61	Cache Creek.....	78	00				
413 63	Chemainus.....	110	00				
23 30	Chilcoten (from 1st May, 1886).....	16	33				
452 78	Chilliwack.....	160	00				
648 01	Clinton.....	200	00	170	00		
60 59	Clover Valley.....	40	00				
42 45	Colwood.....	20	00				
311 10	Comox.....	87	50				
5 00	Corfield (from 1st March, 1887).....	1	67				
145 81	Coutlee.....	42	50				
392 27	Cowichan.....	110	00				
22 99	Cranbrook (from 1st July, 1886).....	15	00				
73 14	Dog Creek.....	30	00				
2,514 60	Donald (salary not yet established).....	160	00				
58 72	Douglas Lake (closed 31st Jan., 1887).....	16	67				
33 75	Duck and Pringle.....	24	00				
0 66	Eagle Pass (closed 30th April, 1886).....	1	66				
63 75	Elgin.....	35	00				
43 14	Emory.....	55	00				
1,910 75	Esquimaunt.....	575	00			75	00
138 30	Ferney Coombe.....	35	00				
94 16	Fort Simpson.....	27	50				
28 21	Gabriola Island.....	20	00				
.....	Glenora (closed 30th June, 1886).....	5	00				
39 01	Goldstream.....	18	33				
26 75	Grand Prairie.....	20	00				
328 22	Granite Creek.....	102	30				
27 21	Hall's Prairie.....	24	00				
74 32	Harrison River.....	50	00				
56 00	Harvey Creek.....	24	00				
293 13	Hope.....	99	99				

**A, IN REPORT NO. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission of percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
48 35	Johnson's Landing .....	20 00	.....	.....
1,603 37	Kamloops (*from 1st July, 1885) .....	400 00	120 00	*105 00
65 43	Keithly Creek .....	20 00	.....	.....
9 81	Koksilah (from 1st Jan., 1887).....	5 00	.....	.....
79 89	Kootenay .....	60 00	.....	.....
93 01	Lac La Hache .....	40 00	.....	.....
465 67	Ladner's Landing.....	147 50	.....	.....
184 62	Langley .....	60 00	.....	.....
29 93	Langley Prairie .....	20 00	.....	.....
144 29	Lillooet .....	60 00	.....	.....
68 34	Lower Nicola.....	22 00	.....	.....
99 03	Lulu Island .....	20 00	.....	.....
272 11	Lytton .....	285 00	.....	.....
1 67	McPherson Station (from 1st March, 1887).....	1 67	.....	.....
142 63	Maple Bay.....	100 00	.....	.....
26 08	Maple Ridge (closed 31st Oct., 1886) .....	43 33	.....	.....
196 71	Matsqui .....	60 00	.....	.....
32 11	Metchoain .....	20 00	.....	.....
282 36	Moodyville .....	120 00	.....	.....
77 41	Mount Lehman .....	28 50	.....	.....
39 50	Mud Bay.....	20 00	.....	.....
2,141 18	Nanaimo .....	588 34	.....	.....
3 00	Nanoose Bay (from 1st May, 1886) .....	18 34	.....	.....
5,995 38	New Westminster.....	1,600 00	500 00	.....
209 39	Nicola Lake .....	87 50	.....	.....
78 53	North Arm .....	20 00	.....	.....
96 33	North Saanich .....	40 00	.....	.....
85 25	Okanagon.....	40 00	.....	.....
133 46	Okanagon Mission .....	40 00	.....	.....
93 00	150 Mile House .....	60 00	.....	.....
15 55	Osoyoos (3 Quarters) .....	30 00	.....	.....
25 38	Otter Point (from 1st Oct., 1886) .....	10 00	.....	.....
26 57	Parksville; late French Creek (from 1st May, to 31st Dec., 1886) .....	13 33	.....	.....
35 00	Pavilion .....	20 00	.....	.....
60 48	Plumper Pass .....	24 00	.....	.....
247 17	Port Hammond .....	65 00	.....	.....
104 60	Port Haney .....	50 00	.....	.....
891 30	Port Moody .....	115 00	.....	.....
153 21	Priest's Valley.....	35 00	.....	.....
54 80	Quadra .....	22 00	.....	.....
231 95	Quamichan (*including arrears).....	*111 00	.....	.....
263 75	Quesnelle.....	147 50	.....	.....
56 00	Quesnelle Forks .....	20 00	.....	.....
111 02	Quilchena .....	30 00	.....	.....
1,036 55	Revelstoke .....	80 00	.....	.....
50 00	Riverside .....	24 00	.....	.....
152 58	Salt Spring Island .....	52 50	.....	.....

**A, IN REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
164 18	Savona's Ferry (*including arrears) .....	*179 86	.....	.....
58 12	Sayward-Alberni (from 1st July, 1886) .....	15 00	.....	.....
36 60	Sea Island (*including arrears) .....	*20 67	.....	.....
101 34	Shuswap .....	20 00	.....	.....
64 00	Skeena .....	24 00	.....	.....
148 27	Soda Creek .....	80 00	.....	.....
90 25	Somenos .....	30 00	.....	.....
49 10	Sooke .....	50 00	.....	.....
267 40	Spence's Bridge (*discontinued 30th Nov., 1886) ..	240 00	19 99	*26 66
276 71	Spillamacheen .....	90 00	.....	.....
195 28	Sumas .....	60 00	.....	.....
39 42	Upper Sumas .....	20 00	.....	.....
4,968 61	Vancouver ; late Granville (5 Quarters) .....	1,156 42	.....	189 98
64 33	Van Winkle .....	60 00	.....	.....
23,756 94	Victoria (salaries and expenses entered elsewhere) ..	.....	.....	.....
460 44	Wellington .....	157 50	.....	.....
78 75	Whonnock .....	23 00	.....	.....
510 13	Yale .....	660 00	.....	90 00
<b>\$57,420 60</b>	<b>..... Totals .....</b>	<b>†\$10,555 91</b>	<b>\$809 99</b>	<b>\$486 64</b>

† N.B.—Of this the amount of \$9,484.40 was paid from Revenue collections, and \$1,071.51 from Parliamentary Appropriation. The latter has been brought to account at page 177, part ii.

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

A, IN REPORT No. 3, G.

DETAIL of all payments made for Salaries, &c, in Prince Edward Island; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1887.

Name.	Service.	Salary.		Night Duty and Mileage.		Total of Classes.		Grand Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
F. de St. C. Brecken.....	CHARLOTTETOWN POST OFFICE. Assistant Inspector and Postmaster .....	2,000	00			2,000	00		
W. Harris .....	2nd Class Clerk .....	1,112	50			1,112	50		
J. A. Lawson. ....	do .....	800	00						
N. White. ....	do .....	800	00						
B. Trainor.....	do .....	800	00						
J. M. Campbell.....	do .....	720	00						
J. McCarey.....	do .....	580	00						
D. J. Macdonald.....	do .....	560	00						
J. G. W. Brown.....	do .....	520	00						
M. W. Murphy.....	do .....	470	00						
J. N. Robertson.....	do .....	440	00						
J. Macdonald.....	do .....	400	00						
	Probationary .....								
	Total, Charlottetown Post Office.....					6,090	00		
	RAILWAY MAIL SERVICE.								
C. R. Crabbe.....	2nd Class Railway Mail Clerk.....	800	00	126	40				
E. W. Haszard.....	do .....	700	00	128	70				
	Total, Railway Mail Service.....	1,500	00	255	10			1,755	10
	Balances of salaries remitted by cheque to Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement) .....								
	Total.....							120	60
									\$11,078 20

H. A. WICKSTEED, Accountant.

A. W. McLELAN, Postmaster-General.

## A, IN REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light, and of Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
30 43	Abram's Village.....	20 00		
25 00	Atkins Ferry (from 1st July, 1885).....	7 50		
19 83	Albany .....	12 00		
883 26	Alberton .....	320 00	20 00	40 00
19 49	Alexandra .....	12 00		
29 71	Alma .....	14 00		
6 38	Argyle Shore .....	10 00		
13 49	Armadale .....	10 00		
48 11	Augustine Cove .....	16 00		
13 32	Baldwin's Road.....	11 50		
10 14	Bangor .....	10 00		
22 03	Bay Fortune.....	12 00		
23 97	Bayview .....	16 00		
33 74	Beach Point.....	18 00		
47 26	Bear River .....	16 00		
18 75	Beaton's Mills .....	11 50		
135 60	Bedeque .....	60 00	16 00	
162 79	Belfast .....	60 00		
41 14	Belle Creek.....	19 00		
24 11	Big Marsh.....	10 00		
71 01	Bloomfield.....	36 00		
37 50	Bloomfield Station.....	14 50		
9 41	Blooming Point .....	10 00		
82 25	Bonshaw (*including arrears).....	*38 00	16 00	
17 13	Bothwell .....	16 00		
19 60	Brackly Point .....	15 00		
17 74	Brackly Point Road .....	10 00		
29 41	Brae .....	14 00		
28 75	Brooklyn .....	14 00		
33 83	Brown's Creek .....	14 00		
28 55	Burlington .....	14 00		
30 51	Burton (from 1st May, 1886).....	9 17		
7 76	Byrne's Road.....	12 00		
0 40	Cable Head .....	10 00		
49 48	Caledonia .....	24 00		
18 65	Cape Egmont.....	10 00		
38 52	Cape Traverse.....	16 00		
57 77	Cape Wolfe .....	24 00		
348 74	Cardigan Bridge.....	120 00	16 00	
13 11	Cardigan Road .....	16 00		
40 00	Carleton .....	20 00		
40 68	Cavendish .....	20 00		
29 90	Cavendish Road.....	12 00		
57 93	Central Bedeque.....	20 00		
11,279 95	Charlottetown (salaries and expenses entered elsewhere).....			
4 10	Chepstow .....	10 00		
15 35	Cherry Grove .....	10 00		
72 71	Cherry Valley.....	24 00		
16 31	China Point.....	10 00		



**A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
7 97	Clear Springs .....	10 00		
7 33	Olermont .....	10 00		
51 00	Clinton .....	16 00		
13 58	Clyde River (from 1st June, 1886) .....	8 33		
10 35	Clyde Station .....	10 00		
95 45	Coleman .....	36 00		
78 17	Commercial Cross .....	24 00		
62 59	Conway Station .....	18 00		
55 12	Cornwall .....	24 00		
7 94	Corrville .....	10 00		
132 15½	County Line (*including arrears) .....	*65 00	20 00	
10 44	Covehead Road .....	10 00		
146 74	Crapaud .....	70 00	16 00	
29 06	Darlington .....	15 00	20 00	
45 22	Darnley .....	16 00		
41 63	De Sable .....	16 00		
11 12	Dromore .....	10 00		
131 29	Dundas .....	49 00		
10 36	East Baltic .....	10 00		
16 69	East Point .....	12 00		
18 24	Egmont Bay .....	12 00		
21 09	Elliot's Mills .....	12 00		
10 00	Elliot Vale .....	10 00		
11 39	Elmira .....	10 00		
75 79	Elmsdale .....	30 00		
8 29	Emyvale .....	10 00		
31 81	Fairfield .....	16 00		
10 44	Farmington .....	10 00		
20 00	Fifteen Point .....	16 00		
39 93	Fitzgerald Station .....	16 00		
49 36	Flat River .....	20 00		
20 85	Forest Hill .....	12 00		
15 96	Fort Augustus .....	10 00		
13 17	Fredericton Station .....	12 00		
33 00	Freeland .....	10 00		
113 54	Freetown .....	32 00		
83 92	French River .....	28 50		
7 98	French Village .....	10 00		
20 80	Garfield .....	12 00		
28 48	Gaspereaux .....	16 00		
657 93	Georgetown .....	400 00	100 00	40 00
26 40	Glencorradale .....	12 00		
14 13	Glen Fanning .....	10 00		
20 81	Glen William .....	10 00		
9 12	Goose River .....	10 00		
14 19	Gowan Brae (from 1st June, 1886) .....	8 33		
29 25	Graham's Road .....	16 00		
29 20	Grand Tracadie .....	12 00		
21 55	Grandview (5 Quarters) .....	14 00		
50 02	Granville .....	20 00		
21 50	Greenwich .....	11 50		
32 65	Hamilton .....	16 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
44 04	Hampton .....	14 00		
13 00	Harrington .....	10 00		
11 96	Hartsville .....	10 00		
25 00	Hazel Green .....	10 00		
16 81	Hazel Grove .....	10 00		
13 98	Head of Cardigan .....	10 00		
17 09	Head of Hillsborough .....	10 00		
335 83	Head of St. Peter's Bay .....	120 00	60 00	
7 03	Hermanville .....	10 00		
20 64	Higgins' Road .....	12 00		
11 66	High Bank (from 1st July, 1886) .....	7 50		
171 12	Holmes' Mills .....	60 00	40 00	
21 21	Hopefield .....	11 50		
10 74	Hope River .....	10 00		
168 99	Hunter's River .....	63 00	80 00	
25 19	Indian River .....	14 00		
13 00	Inverness .....	10 00		
26 54	Iris .....	10 00		
6 95	Johnston's River .....	10 00		
41 86	Kelly's Cross .....	16 00		
388 51	Kensington .....	180 00	80 00	
26 56	Kildare .....	16 00		
26 95	Kildare Capes .....	11 50		
11 30	Kildare Station .....	10 00		
37 00	Kingsborough .....	14 00		
52 71	Kinross .....	24 00		
59 05	Lakeville .....	14 50		
33 26	Lake Verd .....	11 50		
20 13	Launching Place .....	12 00		
13 84	Little Harbor .....	10 00		
35 29	Little Pierre Jacques .....	11 50		
12 91	Little Pond (from 1st July, 1886) .....	7 50		
33 48	Little Sands .....	20 00		
11 37	Little Tignish .....	10 00		
32 68	Little York .....	12 00	20 00	
26 45	Long Creek .....	12 00		
28 26	Long River .....	12 00		
6 07	Lot 1 .....	10 00		
113 16	Lot 4 .....	48 00		
20 03	Lot 6 .....	12 00		
32 11	Lot 8 (3 Quarters) .....	12 00		
38 89	Lot 10 .....	16 00		
41 52	Lot 11 .....	32 00		
203 69	Lot 12 .....	60 00		
34 73	Lot 14 .....	18 00		
34 04	Lot 16 .....	12 00		
27 06	Lot 30 .....	10 00		
14 09	Lot 35 .....	10 00		
70 61	Lot 56 (*from 1st July, 1886) .....	24 00	*7 50	
24 16	Lot 67 .....	16 00		
28 92	Lower Freetown .....	12 00		
39 02	Lower Montague .....	16 00		

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in  
Prince Edward Island, within the Year ended 30th June, 1887.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
26 22	McDougall.....	16 00		
34 00	Maddock (3 Quarters).....	14 00		
3 78	Mansfield (from 1st July, 1886).....	7 50		
78 95	Margate.....	30 00		
12 16	Marie Bridge.....	14 00		
11 14	Mashfield.....	10 00		
6 54	Mermaid Farm.....	10 00		
25 35	Middleton.....	12 00		
25 30	Midgell.....	10 00		
10 99	Milburn.....	10 00		
17 94	Mill Cove.....	10 00		
53 00	Mill River.....	20 00		
35 24	Milltown Cross.....	11 50		
52 31	Willview.....	24 00		
19 20	Milton Station.....	12 00		
76 70	Miminigash.....	24 00		
10 78	Mink River Road.....	10 00		
114 33	Miscouche.....	50 00	20 00	
13 55	Mitchell River (from 1st May, 1886).....	9 17		
10 20	Monaghan.....	12 00		
682 65	Montague Bridge.....	280 00	100 00	
35 67	Montague Cross.....	16 00		
25 00	Montrose.....	12 00		
109 15	Morell.....	50 00		
8 43	Morell Rear.....	10 00		
177 19	Morell Station (*including arrears).....	*62 50	20 00	
19 41	Mount Albion.....	10 00		
35 05	Mount Pleasant.....	12 00		
250 42	Mount Stewart.....	100 00	16 00	
11 79	Muddy Creek.....	10 00		
64 00	Murray Harbor, North.....	30 00		
14 19	Murray Harbor Road.....	12 00		
278 63	Murray Harbor, South.....	87 50	4 00	
93 64	Murray River.....	50 00		
5 22	Nail Pond.....	10 00		
33 76	Narrow Creek.....	12 00		
10 99	New Annan.....	10 00		
15 98	New Argyle.....	10 00		
104 41	New Glasgow.....	40 00		
44 33	New Haven.....	20 00		
78 19	New London.....	36 00		
81 29	New Perth.....	32 00		
43 50	Newport (*including arrears).....	*19 00	12 00	
9 13	Newton.....	10 00		
10 07	Newton Cross.....	10 00		
53 69	New Wiltshire.....	22 00		
44 56	New Zealand.....	12 00		
20 15	Nine Mile Creek.....	11 50		
17 92	Norborough.....	11 50		
115 06	Northam.....	38 00		
25 61	North Bedeque.....	19 00		
12 39	North Carleton.....	11 50		
27 03	North Lake.....	16 00		
36 66	North Milton.....	10 00		
276 26	North River.....	15 00		
61 28	North Rustico.....	40 00		
52 20	North Tryon.....	24 00		

**A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances, in Prince Edward Island, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$	cts.	\$	cts.
13 79	O'Leary Road .....	12	00		
204 10	O'Leary Station.....	60	00		
67 44	Orwell.....	30	00	40 00	
34 91	Orwell Cove .....	16	00		
33 50	Oyster Red Bridge.....	20	00		
19 39	Palmer Road .....	12	00		
34 08	Park Corner.....	12	00		
42 86	Peake Station.....	22	00		
24 61	Peter's Road.....	12	00		
7 56	Petersville Church.....	10	00		
45 68	Pinette.....	16	00		
10 70	Piusville.....	10	00		
10 83	Pisquid .....	10	00		
10 28	Pisquid Road.....	10	00		
6 34	Pleasant Grove .....	10	00		
6 03	Point Poplar (from 1st May, 1886).....	9	17		
22 95	Point Prim.....	12	00		
141 53	Port Hill.....	52	00		
112 14	Pownal.....	40	00		
19 74	Priest Pond.....	12	00		
177 38	Princetown.....	60	00		
27 76	Princetown Road.....	10	00		
9 41	Red House.....	10	00		
33 09	Red Point.....	16	00		
4 69	Riverdale.....	10	00		
11 70	Rock Barra.....	10	00		
4 86	Rocky Point.....	10	00		
25 00	Rollo Bay.....	14	00		
16 88	Rollo Bay Cross.....	12	00		
11 43	Rona.....	12	00		
28 81	Rose Valley.....	12	00		
49 16	Rustico.....	19	00		
27 12	Rusticoville.....	10	00		
11 73	St. Andrews.....	10	00		
17 16	St. Ann's.....	10	00		
95 55	St. Eleanor's.....	48	00		
38 42	St. Margaret's.....	12	00		
16 09	St. Mary's Road.....	10	00		
16 00	Sailor's Hope.....	10	00		
3 17	Scotchfort.....	10	00		
10 26	Sea Cow Head.....	10	00		
10 12	Sea Cow Pond.....	10	00		
38 64	Searletown.....	20	00		
15 26	Selkirk Road.....	11	50		
21 60	Shamrock.....	10	00		
13 64	Skinner's Pond.....	10	00		
29 33	Somerset.....	12	00		
382 37	Souris, East.....	360	00	80 00	40 00
73 20	Souris, West.....	24	00		
12 33	South Lake.....	10	00		
65 92	Southport.....	40	00		
6 54	South West Lot 16.....	12	00		
10 86	South Wiltshire.....	10	00		
32 60	Springfield.....	16	00		

**A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1887.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Names of Post Offices.	Salaries.		Forward Allowances		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
43 14	Stanhope.....	15	50				
159 68	Stanley Bridge.....	56	00				
26 26	Sturgeon.....	16	00				
12 03	Suffolk Station.....	10	00				
3,157 56	Summerside (*discontinued 31st October, 1886)..	860	00	120	00		*53 33
19 14	Summersville.....	12	00				
6 36	Ten Mile House.....	10	00				
542 36	Tignish.....	220	00	16	00		
27 33	Tracadie Cross.....	12	00				
17 01	Travellers Rest.....	10	00				
166 62	Tryon.....	50	00	16	00		
160 12	Tyne Valley.....	60	00				
6 61	Union Road.....	10	00				
30 24	Valleyfield.....	16	00				
603 97	Vernon River.....	135	00	100	00		
82 90	Vernon River Bridge.....	24	00				
212 35	Victoria.....	77	50				
48 84	Victoria Cross.....	16	00				
22 11	Waterford.....	11	50				
12 00	Webster's Corner.....	12	00				
13 46	Wellington.....	12	00				
113 82	Wellington Station (*including arrears).....	*45	00	*17	50		
44 45	West Cape.....	20	00				
21 45	Western Cove Head.....	12	00				
21 80	Western Road.....	10	00				
9 50	West Newton.....	10	00				
60 95	West Point.....	20	00				
9 41	West St. Peter's.....	10	00				
44 38	Wheatly River.....	30	00				
17 73	Whim Road Cross.....	16	00				
22 37	White Sands.....	15	50				
11 68	Wilmot Valley.....	10	00				
6 65	Winsloe Road.....	10	00				
72 73	Wood Island.....	40	00				
\$31,466 10½	Totals.....	†\$8,282	67	\$1,073	00	\$173	33

† N.B.—Of this the amount of \$8,162.67 was paid from Revenue collections, and \$120.60 from Parliamentary appropriation. The latter has been brought to account at page 181, part ii.

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF ONTARIO.

(D, IN REPORT NO. 3, A.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Alliston .....	18 15	<i>Brought forward</i> .....	8,565 64
Amherstburg.....	14 70	Morrisburg .....	27 75
Arnprior.....	35 73	Mount Forest .....	2 70
Barrie .....	256 65	Napanee .....	88 70
Belleville.....	400 49	Newmarket .....	39 03
Berlin.....	191 76	Norwood .....	2 25
Bothwell.....	35 40	Orangeville.....	72 60
Bowmanville.....	98 40	Orillia .....	15 31
Brampton.....	56 25	Oshawa .....	104 70
Brantford.....	653 55	Ottawa.....	1,050 75
Brockville.....	366 75	Owen Sound.....	52 63
Brussels.....	54 30	Paisley.....	47 10
Campbellford.....	37 50	Paris.....	44 55
Cannington.....	46 50	Parkdale.....	6 15
Chatham.....	368 73	Park Hill.....	48 60
Chesley.....	39 00	Pembroke.....	76 05
Clinton.....	12 75	Penetanguishene.....	17 40
Cobourg.....	51 75	Perth.....	51 30
Collingwood.....	98 70	Peterboro'.....	200 10
Cornwall.....	189 33	Pictou.....	51 45
Deseronto.....	68 82	Port Arthur.....	48 00
Drayton.....	9 15	Port Dover.....	14 40
Dundas.....	46 95	Port Elgin.....	25 65
Dunnville.....	20 46	Port Hope.....	89 40
Elora.....	11 25	Port Perry.....	47 55
Exeter.....	24 00	Prescott.....	37 05
Fergus.....	57 90	Renfrew.....	21 60
Galt.....	234 75	St. Catharines.....	468 07
Gananoque.....	58 14	St. Mary's.....	121 35
Gorgetown.....	46 20	St. Thomas.....	394 96
Goderich.....	53 52	Sarnia.....	74 25
Guelpf.....	352 73	Seaforth.....	1 20
Hamilton.....	2,046 90	Shelburne.....	0 75
Hanover.....	40 05	Simcoe.....	18 30
Harriston.....	37 50	Stratford.....	232 35
Hawkesbury.....	8 10	Strathroy.....	100 64
Hespeler.....	7 50	Tilsonburg.....	53 40
Ingersoll.....	234 15	Toronto.....	7,996 23
Iroquois.....	7 50	Trenton.....	41 34
Kincardine.....	38 52	Tweed.....	9 00
Kingston.....	593 76	Uxbridge.....	17 31
Lancaster.....	2 83	Walkerton.....	75 10
Lindsay.....	36 30	Wallaceburg.....	16 73
Listowel.....	60 81	Welland.....	70 65
London.....	1,327 50	Whitby.....	48 48
Meaford.....	60 66	Windsor.....	249 15
Millbrook.....	18 30	Wingham.....	29 40
Milton, West.....	69 60	Woodstock.....	327 75
Mitchell.....	65 40		
<i>Carried forward</i> .....	\$8,565 64	Total.....	\$21,132 61

A. W. McLELAN, Postmaster-General.

H. A. WICKSTEED, Accountant.

## PROVINCE OF QUEBEC.

(D, IN REPORT NO. 3, B.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Hochelaga .....	17 85	<i>Brought forward</i> .....	7,961 42
Hull .....	4 98	St. Hyacinthe .....	29 55
Lachine .....	40 20	St. John's, East .....	24 75
Montreal .....	6,832 38	Sherbrooke.....	106 80
Point St. Charles.....	12 45	Three Rivers .....	22 71
Quebec .....	1,053 56	Total.....	\$8,145 23
<i>Carried forward</i> .....	\$7,961 42		

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NOVA SCOTIA.

(D, IN REPORT NO. 3, C.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Acadia Mines.....	4 34	<i>Brought forward</i> .....	78 98
Amherst .....	17 40	Halifax .....	1,328 79
Antigonishe .....	55 44	Truro .....	25 50
Great Village .....	1 80	Yarmouth .....	37 92
<i>Carried forward</i> .....	\$78 98	Total .....	\$1,471 19

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(D, IN REPORT No. 3, D.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts		\$ cts.
Chatham .....	33 90	<i>Brought forward</i> .....	369 73
Fredericton .....	268 90	St. John .....	1,057 00
Moncton .....	32 40	Woodstock .....	61 20
Newcastle .....	34 53		
<i>Carried forward</i> .....	\$369 73	Total .....	\$1,487 93

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

PROVINCE OF MANITOBA, &c.

(D, IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Brandon .....	116 85	<i>Brough' forward</i> .....	170 64
Fort McLeod .....	1 50	Winnipeg .....	1,556 04
Prince Albert .....	52 29		
<i>Carried forward</i> .....	\$170 64	Total .....	\$1,726 68

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*



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 PROVINCE OF BRITISH COLUMBIA.
 

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(D, IN REPORT No. 3, F.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.	Name of Post Office.	Amount.
	\$ cts.		\$ cts.
Nanaimo.....	3 60	Victoria <i>Brought forward</i> .....	133 35
New Westminster.....	83 10		556 95
Vancouver.....	46 65		
<i>Carried forward</i> .....	\$133 35	Total.....	\$690 30

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(D, IN REPORT No. 3, G.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name of Post Office.	Amount.
	\$ cts.
Charlottetown.....	300 75
Total.....	\$300 75

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

## PROVINCE OF ONTARIO.

(E, IN REPORT NO. 3, A.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
J. Dewe, Chief P.O.I.....	Travelling expenses, within Ontario .....	\$ cts 84 75
W. E. Bennett, Asst. Chief P.O.I.....	do do .....	171 50
BARRIE DIVISION.		
D. Spry, P.O.I.....	Travelling expenses .....	434 04
J. Henderson, Asst. P.O.I.....	do .....	273 92
A. McCarthy.....	do .....	6 35
W. Leadloy.....	do .....	3 30
KINGSTON DIVISION.		
G. E. Griffin, P.O.I.....	Travelling expenses.....	26 00
A. Jones, Asst. P.O.I.....	do .....	338 00
J. E. Hopkirk.....	do as Acting Railway Mail Clerk .....	13 50
P. H. Macarow.....	do .....	13 99
G. R. McQueen.....	do .....	9 50
LONDON DIVISION.		
R. W. Barker, P.O.I.....	Travelling expenses.....	497 51
C. Fisher, Asst. P.O.I.....	do .....	312 85
R. Hood.....	do as Acting Railway Mail Clerk. ....	1 90
OTTAWA DIVISION.		
T. P. French, P.O.I.....	Travelling expenses, within Ontario.....	856 90
A. Bolduc, Asst. P.O.I.....	do do .....	110 95
D. Maloney.....	do as Acting Railway Mail Clerk .....	6 00
D. A. Bruce.....	do do .....	54 00
W. H. Gass.....	do do .....	24 00
W. O. Mercer.....	do do .....	189 00
A. A. Smith.....	do do .....	30 00
C. W. Macdonald.....	do do .....	78 00
A. H. Gallup.....	do do .....	96 00
F. L. Myers.....	do do .....	33 00
J. Healey.....	do do .....	31 50
STRATFORD DIVISION.		
H. G. Hopkirk, P.O.I.....	Travelling expenses.....	24 00
TORONTO DIVISION.		
M. Sweetnam, P.O.I.....	Travelling expenses.....	625 62
G. A. Burnham, Asst. P.O.I.....	do .....	354 95
W. Bradley.....	do as Acting Railway Mail Clerk.....	11 00
Asst Postmaster, London	Travelling expenses .....	8 60
Asst Postmaster, Ottawa	do .....	116 75
Postmaster, Picton.....	do .....	1 50
Postmaster, Toronto.....	do .....	41 50
British Mail Clerks.....	Proportion of expenses whilst in charge of British mails.....	921 42
Ocean Mail Clerks.....	Proportion of trip allowances, to meet expenses whilst on duty.....	3,562 65
Total.....		\$9,364 45

H. A. WICKSTEED,  
Accountant.

A. W. McLELAN,  
Postmaster-General.

## PROVINCE OF QUEBEC.

(A, IN REPORT No. 3, B.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses, within Quebec.....	271 76
W. E. Bennett, Assistant Chief P.O.I.....	do do .....	46 50
LeF. A. Maingy .....	do do .....	85 75
G. A. Burnham, Asst. P.O.I., Toronto.....	do do .....	86 65
MONTREAL DIVISION.		
E. F. King, P.O.I.....	Travelling expenses.....	500 35
D. Nelligan, Asst. P.O.I.	do .....	401 53
N. Renaud do .....	do .....	132 17
F. Briegel .....	do .....	5 33
J. A. Madore .....	do .....	9 05
OTTAWA DIVISION.		
T. P. French, P.O.I.....	Travelling expenses, within Quebec.....	109 75
A. Bolduc, Asst. P.O.I....	do do .....	188 70
QUEBEC DIVISION.		
J. L. Anctil, Asst. P.O.I.	Travelling expenses.....	344 83
C. Vohl .....	do .....	8 50
do .....	do as Acting Railway Mail Clerk.....	4 50
J. G. Bourget .....	do .....	53 58
do .....	do as Acting Railway Mail Clerk .....	8 50
D. Blondeau .....	do .....	3 44
L. Furois .....	do .....	2 40
do .....	do as Acting Railway Mail Clerk.....	2 00
L. E. Hudon.....	do .....	0 50
do .....	do as Acting Railway Mail Clerk.....	2 40
D. C. Dagneau .....	do .....	40 80
S. T. Green, jun.....	do .....	3 80
N. R. Genest.....	do .....	45 80
THREE RIVERS DIVISION.		
G. A. Bourgeois, P.O.I....	Travelling expenses.....	717 73
J. P. Ohillas, Asst P.O.I.	do .....	333 75
G. O. Bailey .....	do as Acting Railway Mail Clerk.....	37 50
British Mail Clerks .....	Proportion of expenses, whilst in charge of British Mails.....	351 58
Ccean Mail Clerks.....	Proportion of trip allowances, to meet expenses whilst on duty.....	1,362 35
	Total.....	\$5,161 50

H. A. WICKSTEED,  
Accountant.

A. W. MCLELAN,  
Postmaster-General.

**PROVINCE OF NOVA SCOTIA.**

(E, IN REPORT No. 2, C.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		\$ cts.
C. J. Macdonald, P.O.I.	Travelling expenses .....	745 75
J. D. Story, Asst. P.O.I.	do .....	696 88
D. Stewart .....	do .....	43 35
E. A. Bent .....	do .....	2 00
T. E. Davison .....	do .....	51 50
S. J. R. Sircom .....	do as Acting Railway Mail Clerk.....	4 50
A. Costley .....	do .....	52 60
W. W. Page .....	do as Acting Railway Mail Clerk.....	3 00
	Total .....	\$1,699 58

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**PROVINCE OF NEW BRUNSWICK.**

(E, IN REPORT No. 3, D.)

DETAIL of all payments for Travelling Expenses incurred in the Service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses, within New Brunswick .....	416 95
J. McMillan, P.O.I.....	do .....	171 00
S. J. King, P.O.I. ....	do .....	202 99
W. C. Whittaker.....	do .....	73 15
W. R. Avery .....	do .....	21 85
C. A. Murray .....	do as Acting Railway Mail Clerk.....	15 00
	Total .....	\$900 94

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA, &c.

(E, IN REPORT No. 3, E.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within Manitoba, &c.....	64 25
W. E. Bennett, Assistant Chief P.O.I. ....	do do .....	64 50
W. W. McLeod, P.O.I....	do .....	416 60
A. W. Cairns, Assistant P.O.I. ....	do .....	208 00
R. B. Way, Asst Post- master, Prince Albert..	do .....	10 00
	Total.....	\$763 35

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

PROVINCE OF BRITISH COLUMBIA.

(E, IN REPORT No. 3, F.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department in British Columbia, made within the Year ended 30th June, 1887.

Name.	Service.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Travelling expenses within British Columbia.....	126 00
W. E. Bennett, Assistant Chief P.O.I. ....	do do .....	129 00
E. H. Fletcher, P.O.I....	do .....	661 60
W. H. Dorman.....	do .....	70 85
do .....	do as Acting Railway Mail Clerk .....	28 50
J. Rooney .....	do .....	27 50
W. T. Cox .....	do .....	3 50
D. R. McLean .....	do .....	7 50
H. B. Rogers .....	do .....	24 85
W. B. Sloan.....	do .....	10 50
C. W. Finlaison .....	do as Acting Railway Mail Clerk.....	43 50
	Total.....	\$1,133 30

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

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 PROVINCE OF PRINCE EDWARD ISLAND.
 

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(E, IN REPORT No. 3, G.)

DETAIL of all payments for Travelling Expenses, incurred in the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Service.	Amonnt.
F. de St. C. Brecken,		\$ cts.
Asst. P.O.I.....	Travelling expenses.....	205 50
D. J. Macdonald.....	do as Acting Railway Mail Clerk.....	63 00
M. W. Murphy.....	do do do.....	1 50
	Total.....	\$270 00

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

## PROVINCE OF ONTARIO.

(F, IN REPORT NO. 3, A.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Ontario.....	25,558 48
Pritchard & Mingard .....	Office stamps and seals, &c., for the P. O. Department, in Ontario.....	1,312 05
Pritchard & Andrews ....	do do .....	1,261 23
Pritchard & Mingard.....	Letter scales and weights do .....	112 50
Pritchard & Andrews.....	do do .....	231 55
De Grave, Short & Co ...	do do .....	731 15
J. Fyfe.....	do do .....	78 75
Rosamond Woollen Co...	Letter Carriers' uniform materials do .....	1,459 06
Maynard, Harris & Co....	do do .....	940 89
W. Bradley.....	do do .....	67 05
Paton Manufacturing Co.	do do .....	65 84
R. S. Montgomery .....	Letter Carriers' leggins do .....	66 49
S. & H. Borbridge.....	do boots do .....	4 25
do .....	Patent postage stamp box locks do .....	104 16
H. Weeks .....	Postage stamp-boxes and repairs do .....	75 40
J. B. A. Samson.....	do do .....	81 00
W. Millions.....	Repairing postage stamp boxes do .....	12 75
Miller Lock Co.....	Street letter box locks do .....	60 25
Blyth & Kerr .....	Ocean Mail Clerks' boxes, &c. do .....	14 10
F. & J. Grant.....	Repairing clock do .....	2 00
Morell & Gagnon .....	Wooden boxes for the late Postmaster-General.....	28 00
F. Giasson .....	Black walnut box do .....	8 00
J. Wilson & Co.....	Framing diploma for Postmaster-General's room.....	3 50
Blyth & Kerr .....	Mail Clerk's tin boxes for P.O.I., Barris.....	20 00
R. E. Fletcher .....	Carpenter's work do .....	15 30
W. H. Freeman .....	Office furniture do .....	6 00
J. Henderson .....	Soap, brushes, &c do .....	5 40
J. Plaxton .....	Repairing mail clerks' boxes, &c. do .....	3 25
Otton Bros .....	Repairing stove, &c. do .....	1 70
R. A. Douglas.....	Cleaning clock do .....	0 75
J. Jamieson .....	Repairing street letter-boxes for P.O.I., Kingston.....	23 40
J. G. Bastow .....	Plumber's work do .....	13 46
Blyth & Kerr .....	Mail Clerk's tin boxes do .....	13 00
J. S. Henderson .....	Brooms and soap do .....	3 50
J. Muckleston & Co.....	Hardware do .....	3 21
T. Savage & Sons.....	Glazier's work do .....	2 65
J. Flynn.....	Tinsmith's work, for P.O.I., Kingston .....	2 50
S. Jenkin.....	Carpenter's work do .....	2 20
R. & J. Gardiner .....	Soap do .....	1 80
W. J. Manhood .....	Duster do .....	1 35
R. Bailey & Co .....	Whisks do .....	0 90
F. W. Spangenberg .....	Repairing clock do .....	0 75
J. G. King .....	Ammonia do .....	0 50
J. Cunningham .....	Repairing dating stamp do .....	0 50
R. M. Horsey .....	do speaking tube do .....	0 40
Stevens & Burns.....	Street letter boxes, for P.O.I., London .....	200 00
O. Anundson .....	Office furniture and repairs, &c., for P.O.I., London .....	37 30
W. Stevley .....	Mail Clerks' tin boxes do .....	36 00
W. G. McJenna .....	To pay for feather duster, brooms, &c. do .....	4 35
Harris & Campbell .....	Office furniture, for P.O.I., Ottawa .....	39 50
O. Dubruille .....	Repairing and painting mail truck at C.P.R. Station, for P.O.I., Ottawa .....	14 00
Blyth & Kerr .....	Stamping pads, for P.O.I., Ottawa .....	10 65
H. Quimet.....	Putting up double windows, &c., for P.O.I., Ottawa .....	7 00
O. O. Dacier.....	Turpentine, for P.O.I., Ottawa .....	0 58

(F, IN REPORT NO. 3, A.)—DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.	
		\$	cts.
Pritchard & Mingard.....	Repairing press handle, for P.O.I., Ottawa.....	0	50
Yale & Towne Manufacturing Co.....	Street letter box locks, and expenses, for P.O.I., Toronto.....	37	80
W. H. Sparrow.....	Repairing Mail Clerks' boxes do.....	7	50
J. Shields & Co.....	Soap, brushes and matches do.....	5	65
Brown Bros.....	Repairing letter file do.....	0	75
J. & J. Taylor.....	Cleaning safe lock do.....	0	50
Pritchard & Mingard.....	Rubber pay stamp, for P.O., Almonte.....	1	00
Pritchard & Andrews.....	do do Barrie.....	1	00
J. Higman.....	Plumber's work do Belleville.....	58	15
Walmsley & Spafford.....	Sorting baskets do do.....	8	00
H. Walker.....	Scrubbing brushes, soap, soda, &c., for P.O., Belleville.....	7	05
W. Alford.....	Carpenter's work do.....	6	30
G. S. Tickell & Sons.....	Office furniture and repairs do.....	6	00
Wallbridge & Clark.....	Soap and matches do.....	3	20
J. C. Keith.....	Hardware do.....	1	03
W. S. Reeves.....	Repairing bag rack do.....	0	90
D. M. Waters.....	Turpentine and sweet oil do.....	0	53
A. N. Reid & Co.....	Tarlatan do.....	0	25
E. Ziegler.....	Painting and putting up street letter boxes at Berlin.....	4	00
Pritchard & Mingard.....	Rubber pay stamp, for P.O., Brantford.....	1	00
Pritchard & Andrews.....	do do Brockton.....	1	00
T. Baker.....	Repairing and putting up street letter box at Brockville.....	6	75
Pritchard & Andrews.....	Rubber pay stamp, for P.O., Campbellford.....	1	00
do do.....	do P.O., Cayuga.....	1	00
J. McCann.....	Putting up street letter-boxes at Chatham.....	2	00
G. T. Railway Co.....	To pay for mail chest for P.O., Cobourg.....	5	00
E. Keating.....	Repairing and putting up street letter-box at Gananoque.....	1	00
Blyth & Kerr.....	Stamping pad for P.O., Goderich.....	3	00
A. Bruce & Son.....	Carpenter's work for P.O., Guelph.....	41	50
C. Thain.....	Putting up street letter-box post at Guelph.....	1	00
D. Stirton, P. M.....	To pay for removing letter-box from Grand Trunk Junc., Guelph.....	1	00
Pritchard & Andrews.....	Rubber pay stamp for P.O., Hagersville.....	1	00
J. Calder & Co.....	Making Letter Carriers' uniforms for P.O., Hamilton.....	334	75
J. L. Lightfoot.....	Letter Carriers' boots do.....	240	35
J. Mills & Son.....	do caps do.....	24	50
R. S. Montgomery.....	do waist belts do.....	11	25
Leitch & Son.....	Repairing street letter-boxes, &c. do.....	71	15
Leitch & Turnbull.....	do do do.....	9	25
H. Harding.....	Plumber's work do.....	7	65
Meakins & Sons.....	Brooms do.....	5	00
Pritchard & Andrews.....	Pay stamp do.....	0	80
J. Buchanan & Son.....	Putting up street letter-box at Ingersoll.....	0	35
Pritchard & Andrews.....	Rubber pay stamp for P.O., Jarvis.....	1	00
Pritchard & Mingard.....	do do P.O., Kincardine.....	1	00
E. Schmidt.....	Repairing letter scales for P.O., Kinkora.....	0	30
W. Cannon.....	Making Letter Carriers' uniforms for P.O., Kingston.....	171	00
S. & H. Borbridge.....	Letter Carriers' boots do.....	85	00
R. J. Devlin.....	do cap do.....	4	75
A. Davidson.....	Carpenter's work do.....	31	45
S. Jenkin.....	do do.....	2	80
J. S. Henderson.....	Soap, brooms, matches, &c. do.....	7	88
W. M. Drennan.....	Office chair and cushion do.....	5	00
T. Savage & Sons.....	Glazier's work do.....	4	85
Blyth & Kerr.....	Rubber stamping pad do.....	2	50
J. Muckleston & Co.....	Brush, oil, turpentine, &c. do.....	2	75
J. G. Bastow.....	Plumber's work do.....	2	20
R. Waldron.....	Cloth for stamping pads do.....	1	78
W. Flynn.....	Tinsmith's work do.....	1	50
W. J. Manhood.....	Feather duster do.....	1	25
L. B. Spencer.....	Locksmith's work do.....	1	00
J. McArdle.....	Key for office desk do.....	0	30



(F, IN REPORT No. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
A. Cullon.....	To pay for repairing street letter-box for P.O., Lindsay.....	0 50
R. Boyd & Son.....	Making Letter Carriers' uniforms for P.O., London.....	403 00
P. Cook.....	Letter Carriers' boots do.....	247 50
R. S. Montgomery.....	do straps and waist belt do.....	15 75
J. Moule.....	Sorting baskets, brush, &c. do.....	10 85
J. Cowan & Co.....	Hardware do.....	5 55
T. Beattie & Co.....	Towels do.....	3 72
J. R. Gurd.....	Brooms do.....	3 50
Greer & Wigmore.....	Glazier's work do.....	2 35
B. A. Mitchell.....	Turpentine, &c. do.....	1 43
Pritchard & Mingard.....	Rubber pay stamp do.....	1 00
J. K. Crawford.....	Repairing electric bell wires do.....	1 00
E. & A. Gunther.....	Office clock for P.O., Niagara Falls.....	13 00
T. G. Rice.....	Sorting baskets do.....	4 00
P. C. Auclair.....	Making Letter Carriers' uniforms for P.O., Ottawa.....	69 03
S. & H. Borbridge.....	Letter Carriers' boots do.....	309 50
R. S. Montgomery.....	do straps and waist-belts do.....	8 10
H. G. Rocha.....	Rubber hose and wire guards do.....	71 50
J. H. Bartlett.....	Attendance on clocks do.....	60 00
J. Shepherd.....	Painter's and glazier's work do.....	24 50
Shoolbred & Co.....	Oil cloth do.....	15 00
Bate & Co.....	Feather dusters, soap, brooms, &c. do.....	12 76
Harris & Campbell.....	Repairing office furniture do.....	6 80
K. D. Graham.....	Soap do.....	5 50
D. Gardner & Co.....	Curtain screen do.....	5 00
E. Chanteloup.....	Stamping machine rollers do.....	4 80
J. Erratt.....	Office desk slope do.....	3 50
Elliot & Hamilton.....	Towels do.....	3 35
Kennedy & Co.....	Brooms and lye do.....	3 25
Pritchard & Mingard.....	Rubber pay stamp for P.O., Paris.....	1 00
do	do do Peterboro'.....	1 00
Irving & Downs.....	Putting up street letter-box post at Picton.....	1 50
E. & A. Gunther.....	Office clock for P.O., Port Hope.....	13 00
T. Leonard.....	Repairing street letter box at Port Hope.....	0 50
L. B. Johnston.....	Putting up street letter-boxes at Sarnia.....	1 00
Pritchard & Andrews.....	Rubber pay stamp for P.O., Seaforth.....	1 00
C. Martin & Co.....	Making Letter Carriers' uniforms for P.O., Toronto.....	1,204 50
R. Birmingham.....	Letter Carriers' boots do.....	693 00
J. & J. Lugadin.....	do caps do.....	78 00
R. S. Montgomery.....	do waist belts do.....	6 00
T. Pells.....	Carpenter's work do.....	826 95
J. & E. H. Roberts.....	Locksmith's work do.....	361 95
McGuire & Bird.....	Plumber's work do.....	277 22
T. Thompson.....	Repairing inside leather cases for street letter-boxes for P.O., Toronto.....	241 75
J. E. Ellis & Co.....	Attendance on clocks and renewing battery for P.O., Toronto.....	125 00
J. Dill.....	Painter's and glazier's work for P.O., Toronto.....	109 40
E. & C. Gurney Manufacturing Co.....	Street letter-boxes do.....	78 00
N. L. Piper & Son.....	Lamp glasses, brushes, turpentine, &c. do.....	26 95
Kenyon, Tingley & Stewart Manufacturing Co.....	Dating stamps do.....	16 00
J. Dixon.....	Repairing mail truck do.....	15 25
Blyth & Kerr.....	Rubber stamping cushions do.....	9 50
Pritchard & Andrews.....	Rubber pay stamps do.....	6 00
Pritchard & Mingard.....	Rubber pay stamp do.....	1 00
Pritchard & Andrews.....	do P.O., Welland.....	1 00
Pritchard & Mingard.....	do P.O., Whitby.....	1 00
E. Marentette.....	Locksmith's work for P.O., Windsor.....	44 60
O. Young.....	Plumber's and gasfitter's work for P.O., Windsor.....	15 30
Barnum Wire and Iron Works.....	Repairing newspaper case do.....	5 85

(F, IN REPORT No. 3, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887

Name.	Particulars.	Amount.
		\$ cts.
H. A. Bradley .....	Repairing clock for P.O., Windsor.....	3 50
H. Walker.....	Carpenter's work do .....	3 00
E. Langlois.....	Brooms and salt do .....	2 90
Drake & Joyce.....	Repairing office furniture do .....	2 05
D. Langlois .....	Broom and soap do .....	1 95
J. Rocheleau.....	Oust box do .....	0 75.
W. Sweet.....	Painter's work for P.O., Woodstock.....	5 00
Pritchard & Andrews .....	Rubber pay stamp do .....	1 00
J. Ryan.....	Making and erecting mail-catching posts at Allensville, Ash, Colwell, Falkenburg, Gilford, Katrine, Mansewood, Scotch Block and Scotia .....	116 00
A. McCarthy .....	To pay expenses in connection with sundry mail-catching posts.	3 00
L. Lobsinger.....	Repairing mail-catching post at Carlsruhe .....	1 20
Kerr Bros.....	Erecting do Farran's Point.....	5 75
J. Smith.....	Repairing do Fawn .....	2 50
D. A. Cooper.....	Erecting do Saurin .....	3 00
A. Brownlee .....	Repairing do Shanty Bay.....	0 50
C. P. Railway Co. ....	Erecting do Trafalgar .....	11 84
	Total.....	\$39,702 94

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF QUEBEC.

(F, IN REPORT NO. 3, B.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Quebec .....	9,783 33
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department, Quebec..	474 10
Pritchard & Andrews.....	do do .....	408 25
do .....	Office scales and weights do .....	203 50
DeGrave, Short & Co.....	do do .....	313 52
J. Fyfe.....	do do .....	33 75
Rosamond Woollen Co...	Letter Carriers' uniform materials do .....	904 93
Maynard, Harris & Co...	do do .....	583 59
W. Bradley.....	do do .....	41 59
Paton Manufacturing Co	do do .....	40 83
R. S. Montgomery.....	Letter Carriers' leggins do .....	41 24
H. Weeks.....	Postage stamp boxes do .....	68 75
J. B. A. Samson.....	do do .....	15 00
S. & H. Borbridge.....	Patent postage stamp box locks do .....	31 52
E. Chanteloup.....	Repairing money order pay stamp, &c. do .....	6 80
Morel & Gagnon.....	Wooden boxes for the late Postmaster-General.....	14 00
E. Chanteloup.....	Repairing street letter-boxes for P.O.I., Montreal.....	432 06
J. Radakir.....	Repairing street letter-box do .....	1 00
Blyth & Kerr.....	Rubber stamping cushions and repairs for P.O.I., Quebec.....	74 00
P. Whitty.....	Repairing street letter-boxes do .....	27 70
Andrews Bros.....	Hardware do .....	21 27
F. X. Robitaille.....	Repairing street letter-boxes, &c. do .....	20 45
A. Turgeon.....	Mail Clerks' tin boxes and repairs do .....	6 00
J. Lowe.....	Locksmiths' work do .....	4 25
A. Cummings.....	Carpenters' work do .....	4 20
L. Guerard.....	Mirror and varnish do .....	3 25
N. Binet.....	Whisks, soap, matches, &c. do .....	2 83
Behan Bros.....	Packing and flannel do .....	1 59
T. Norris.....	Jug. tumblers, &c. do .....	1 43
Blyth & Kerr.....	Rubber stamping cushions for P.O.I., Three Rivers.....	6 00
J. Montpetit.....	Arranging mail bag department at Coteau Station.....	4 00
Pritchard & Andrews.....	Rubber pay stamp for P.O., Joliette.....	1 00
J. & E. McIntyre.....	Making Letter Carriers' uniforms for P.O., Montreal.....	954 25
D. K. McLaren.....	Letter Carriers' boots do .....	589 50
Lanthier & Co.....	do caps do .....	198 00
E. Chanteloup.....	Locksmiths' and plumbers' work do .....	355 30
H. Grant & Son.....	Clock and attendance on clocks do .....	111 00
E. J. Maxwell & Co.....	Lumber do .....	103 11
D. O'Connor.....	Stamping pads and repairs do .....	98 00
A. Blain.....	Carpenters' work do .....	26 25
H. A. Nelson & Sons.....	Feather dusters, baskets, brooms, &c. do .....	25 40
Frothingham & Workman	Hardware do .....	24 67
J. Fontaine.....	Glaziers' work do .....	15 55
G. A. Holland.....	Sorting baskets do .....	10 00
W. Riekner.....	do do .....	6 50
A. St. Jean.....	do do .....	5 00
McArthur & Co.....	Paint, oil, varnish, &c., P.O., Montreal.....	8 44
Canadian Rubber Co.....	Hose and coupling do .....	6 50
Gravel Bros.....	Soap, whisks and matches do .....	6 36
Kenneth, Campbell & Co.	Carbolic acid do .....	6 00
D. Beaulieu.....	Painter's work do .....	6 00
J. A. Eggington.....	Glass do .....	5 00
Blyth & Kerr.....	Lettering tin labels do .....	3 90
R. Mitchell & Co.....	Repairing locks do .....	3 50
Drapeau, Savignac & Co.	Coal oil stove, oil can, &c do .....	3 38

(F, IN REPORT NO. 3, B.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.	
		\$	cts.
Pritchard & Mingard .....	Rubber pay stamp for P.O., Paspebiac.....	1	00
W. Lee.....	Making Letter Carriers' uniforms for P.O., Quebec.....	233	00
A. P. Caron & Bro.....	Letter Carriers' boots .....	244	00
R. J. Devlin.....	Letter Carriers' moccasins .....	35	00
G. Dugal .....	Letter Carriers' caps .....	8	50
R. S. Montgomery .....	Letter Carriers' waist belts and straps .....	6	90
G. Seifert.....	Attendance on clocks .....	90	00
E. Roussel .....	Carpenter's work .....	71	56
J. Hamel & Bros.....	Flannel, scrubbing cloths, &c. ....	19	88
Hardy & Drolet.....	Brooms, soap, matches, &c. ....	19	43
A. Bidégare.....	Repairing locks, stamping machine, &c. ....	16	91
C. Pitt.....	Sorting baskets .....	7	00
J. Desroches.....	Flag staff, halyard and repairs .....	5	00
E. Chanteloup .....	Stamping machine rollers .....	4	80
L'Asile du Bon Pasteur.....	Repairing flag .....	4	00
B. Bedard.....	Carpenter's work at Richmond Station.....	30	00
G. F. Burnett.....	Putting letter-box at St. Hyacinthe Station.....	1	00
P. Whitty .....	Repairing street letter-box at St. Roch suburb .....	5	55
R. & H. Sampson .....	Gas-fitter's work for P.O., Sherbrooke.....	3	75
G. G. B yant.....	Carpenter's work .....	2	00
R. A. Biron .....	Putting up street letter-boxes do .....	2	00
Pritchard & Mingard.....	Rubber pay stamp for P.O., Three Rivers.....	1	00
O. Cossette.....	Carpenter's work for P.O., Valleyfield.....	134	55
	Total .....	\$17,092	21

A. W. MCLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NOVA SCOTIA.

(F, IN REPORT NO. 3, C.)

DETAIL of all payments in discharge of Tradesmen's Bills for articles supplied for the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Nova Scotia .....	3,509 65
Pritchard & Mingard .....	Office stamps and seals for the P. O. Department in Nova Scotia .....	217 49
Pritchard & Andrews .....	do do do .....	267 41
Pritchard & Mingard .....	Office scales and weights do do .....	281 25
Pritchard & Andrews .....	do do do do .....	218 55
De Grave, Short & Co.....	do do do do .....	127 44
J. Fyfe .....	do do do do .....	41 25
Rosamond Woolen Co.....	Letter Carriers' uniform materials do .....	129 30
Maynard, Harris & Co.....	do do do do .....	83 37
W. Bradley .....	do do do do .....	5 95
Paton Manufacturing Co .....	do do do do .....	5 83
R. S. Montgomery .....	Letter Carriers' leggins do do .....	5 90
S. & H. Borbridge .....	Patent postage stamp box locks do .....	7 23
G. E. Smith & Co.....	Twine for Post Office Inspector, Halifax .....	148 00
W. G. Wiswell .....	Carpenter's work do do .....	50 46
J. Fraser .....	do do do do .....	12 53
J. G. Trider & Co.....	Carpet do do do .....	38 75
O. W. Davies .....	Locksmith's work do do .....	19 70
Longard Bros.....	Street letter-box and repairs do .....	18 70
J. Harrison & Co.....	Glazier's work do do .....	18 10
Halifax Carpet Co.....	Linoleum do do .....	8 44
O. & W. Anderson .....	Brooms, soap, &c. do do .....	7 14
W. Fraser & Son .....	Repairing office furniture do .....	2 75
Pritchard & Mingard.....	Rubber pay stamp for P. O., Acadia Mines .....	1 00
Clayton & Sons .....	Making Letter Carriers' uniforms for P. O., Halifax .....	132 00
J. Lilly .....	Letter Carriers' boots do .....	135 00
R. J. Devlin .....	do caps and moccasins do .....	13 00
O. W. Davies .....	Locksmith's work do .....	110 65
G. E. Smith & Co.....	Twine do .....	94 15
W. G. Wiswell .....	Carpenter's work do .....	69 80
J. Fraser .....	do do do .....	17 03
Macdonald & Co.....	Repairing elevator do .....	54 17
W. Myers .....	Gas-fitter's work do .....	41 47
A. Fultz .....	do do do .....	0 90
W. Fraser & Son.....	Repairing office furniture do .....	29 50
L. J. Mylius .....	Soap, &c. do .....	10 95
R. H. Cogswell .....	Attendance on clocks do .....	6 00
W. Slaughter .....	Sorting baskets do .....	6 00
J. Harrison & Co.....	Painter's work do .....	5 00
Barnstead & Sutherland..	Towels do .....	4 00
J. D. McDougall.....	Stencil do .....	4 00
J. G. Trider & Co.....	Mats do .....	3 00
P. Walsh .....	Hardware do .....	1 65
J. Holland .....	Repairing window shades do .....	1 50
M. F. Eager .....	Camphor, turpentine, &c. do .....	0 95
J. Scott & Co. ....	Oil do .....	0 60
G. Pattison .....	Changing numbers on letter-boxes for P. O., Windsor .....	5 00
	Total .....	\$5,972 56

H. A. WICKSTEED,  
Accountant.

A. W. McLELAN,  
Postmaster-General.

## PROVINCE OF NEW BRUNSWICK,

(F, IN REPORT No. 3, D.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps, post cards, &c , for the Post Office Department, in New Brunswick.....	2,557 00
Pritchard & Mingard.....	Office stamps and seals for P.O. Dept., in New Brunswick.....	223 16
Pritchard & Andrews.....	do do do	97 46
DeGrave, Short & Co. . . . .	Office scales and weights do	288 84
J. Fyfe .....	do do do	33 75
Pritchard & Andrews... ..	do do do	23 10
Rosamond Woollen Co....	Letter Carriers' uniform material do	138 51
Maynard, Harris & Co. ...	do do do	89 32
W. Bradley.....	do do do	6 36
Paton Manufacturing Co. . . . .	do do do	6 25
R. S. Montgomery .....	Letter Carriers' leggins and waist belts do	7 81
S. & H. Borbridge .....	Patent postage stamp box locks do	5 21
Bowman & LeLacheur.....	Carpenter's work for P.O.I., St. John.....	48 20
A. G. Bowes & Co .....	Mail Clerks' boxes and repairs do	43 28
Blyth & Kerr.....	Rubber stamping cushions do	12 24
J. & J. D. Howe.....	Repairing office furniture do	10 45
G. Hutchison .....	Repairing clocks do	10 00
W. H. Thorne & Co. ....	Hardware do	8 30
G. A. Barker.....	Brushes, soap, &c. do	4 80
Daniel & Boyd .....	Towels, &c. do	4 51
A. O. Skinner .....	Cleaning and relaying carpets do	4 30
Jardine & Co.....	Brushes, brooms, matches, &c. do	3 44
H. Dunderack.....	Plumber's work do	3 25
T. Campbell.....	do do	2 60
J. McDonald.....	Carpenter's work for Postmaster, Chatham.....	12 93
J. Perkins .....	do do Fredericton.....	6 00
E. B. Hicks.....	To pay for carpenter's work for Postmaster, Moncton .....	6 56
L. Estano & Sons.....	Repairing window do	1 25
Pritchard & Mingard .....	Rubber pay stamp do	1 00
J. H. Phinney .....	Street lamp do Newcastle.....	8 00
D. Petrie .....	Repairing letter-box do do	0 50
T. R. Jones & Co.....	Making Letter Carriers' uniforms do St. John.....	204 50
J. Hammond.....	Letter Carriers' boots do	174 25
J. Mitchell, jun .....	do do	56 00
R. J. Devlin .....	do do fur caps do	66 50
R. S. Montgomery.....	do do belts do	4 20
A. G. Bowes & Co .....	Repaing street letter-boxes, &c. do	122 91
W. H. Thorne & Co. ....	Rubber hose, dusters, brooms, &c. do	44 72
J & J. D. Howe... ..	Office furniture and repairs do	23 03
A. Myles .....	Carpenter's work do	20 00
A. Christie Woodwork- ing Co .....	do do	7 80
J. Hunter.....	Locksmith's work do	15 00
G. A. Barker.....	Disinfectants, turpentine, &c. do	14 56
G. S. DeForest.....	Brushes, soap, matches, &c. do	13 04
G. Hutchinson .....	Repairing clocks do	10 00
Emerson & Fisher.....	Water cooler, &c. do	6 00
A. O. Skinner.....	Cleaning and relaying carpets do	5 32
H. Dunderack... ..	Plumber's work do	4 05
J. H. Pullen.....	Painter's work do	3 00
J. R. Smith.....	Sorting baskets do	2 10
Estey, Allwood & Co....	Repaing stamping machine do	0 45
	Total.....	\$4,465 82

H. A. WICKSTEED,  
Accountant.

A. W. MCLELAN,  
Postmaster-General.

## PROVINCE OF MANITOBA, &amp;c.

(F, IN REPORT NO. 3, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Manitoba, &c. ....	2,562 55
Pritchard & Mingard.....	Office stamps and seals for P. O. Department, in Manitoba, &c. ....	154 01
Pritchard & Andrews.....	do do do do .....	125 09
do .....	Office scales and weights do do .....	88 50
DeGrave, Short & Co. ...	do do do do .....	55 73
J. Fyfe .....	do do do do .....	93 75
Rosamond Woollen Co..a	Letter Carriers' uniform materials do do .....	138 51
Maynard, Harris & Co ...	do do do do .....	89 32
W. Bradley .....	do do do do .....	6 36
Paton Manufacturing Co.	do do do do .....	6 25
S. & H. Borbridge.....	Letter Carriers' boots do do .....	72 25
R. S. Montgomery .....	do leggins and waist belts do .....	11 41
S. & H. Borbridge .....	Patent postage stamp box locks do do .....	5 28
T. J. Sproule & Co.....	Carpenter's work, &c., for P.O.I., Winnipeg .....	169 70
Blyth & Kerr .....	Mail Clerks' boxes and stamping pads for P.O.I., Winnipeg .....	145 50
A. Schmidt, .....	Locksmith's work do .....	17 50
H. Hodges & Co.....	Towels, soap, &c. do .....	7 45
J. H. Ashdown.....	Hardware do .....	5 36
H. Pollock & Co.....	Repairing clock do .....	1 50
J. L. Blair & Co.....	Muslin for caligraph do .....	0 40
Pritchard & Mingard.....	Rubber pay stamp for P.O., Calgary.....	1 00
J. O. Irvine, P.M.....	To pay for Carpenter's work, P.O., Regina.....	27 50
J. R. Cameron & Co.....	Making Letter Carriers' uniforms for P.O., Winnipeg.....	429 50
S. & H. Borbridge .....	Letter Carriers' boots, chamois vest and belts, for P.O., Winnipeg	163 75
R. J. Devlin.....	do caps and moccasins do .....	68 75
R. S. Montgomery .....	do straps do .....	3 60
A. Schmidt, .....	Locksmith's work, &c. do .....	269 10
J. H. Ashdown .....	Hardware do .....	109 66
O. F. Forrest .....	Glock and repairs do .....	101 00
Scott & Leslie .....	Office table, mattress, feather dusters, &c. do .....	17 75
F. Wade.....	Carpenter's work do .....	13 55
T. A. Lundy.....	do do .....	3 25
G. F. Landon .....	do do .....	1 50
W. Sutherland.....	To pay for towels do .....	5 25
W. J. Mitchell .....	Spirits do .....	4 40
N. D. McDonald & Co.....	Torch, key, &c. do .....	1 95
M. D. Neild.....	Repairing flag do .....	0 75
	Total.....	\$4,977 68

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF BRITISH COLUMBIA.

(F, IN REPORT NO. 3, F.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in British Columbia, made within the year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps, post cards, &c., for the Post Office Department in British Columbia .....	838 47
Pritchard & Mingard.....	Office stamps and seals for the P. O. Department in British Columbia.....	79 48
Pritchard & Andrews.....	do do do .....	37 87
do	Office scales and weights for P. O. Department, in British Columbia.....	204 30
DeGrave, Short & Co ....	do do do .....	23 27
J. Fyfe.....	do do do .....	18 75
S. & H. Borbridge.....	Patent postage stamp box locks do .....	1 75
Blyth & Kerr.....	Mail clerks' boxes for Post Office Inspector, Victoria.....	66 00
P. McQuade & Son.....	Twine do .....	20 00
McKillican & Anderson ..	Repairing lock and keys, &c. do .....	10 50
J. Sears.....	Painter's work do .....	6 62
J. Sehl.....	Repairing table do .....	6 50
A. LePourdais.....	Carpenter's work for Post Office, Clinton.....	9 00
C. G. Major.....	Lamp glasses, soap, matches, &c., Post Office, New Westminster	10 47
S. H. Webb.....	Locksmith's work do .....	3 75
Scales & Mathews.....	Lock keys and repairs do .....	2 50
E. S. Scoullar & Co.....	Repairing stove do .....	1 50
T. J. Trapp & Co.....	Lock do .....	1 00
A. Noble.....	Carpenter's work for Post Office, Vancouver.....	28 01
Royal City Planing Mills Co.....	do do .....	12 50
Pritchard & Mingard.....	Rubber pay stamp do .....	1 00
P. McQuade & Son.....	Twine for Post Office, Victoria.....	24 00
J. Weiler.....	Bedstead and bedding, Post Office, Victoria.....	20 25
J. P. Burgess.....	Carpenter's work do .....	10 00
Blyth & Kerr.....	Rubber stamping cushion do .....	8 75
J. Finlayson.....	Brooms, soap and matches do .....	7 87
E. Harrison.....	Painter's and glazier's work do .....	7 00
J. Barnsley.....	Repairing locks, &c. do .....	6 75
Mathews, Richards & Tye.....	Hardware do .....	4 75
E. G. Prior.....	do do .....	3 25
A. & W. Wilson.....	Dust pan do .....	0 50
R. Wallace, P. M.....	To pay for tacks do .....	0 25
	Total.....	\$1,476 61

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF PRINCE EDWARD ISLAND.

(F, IN REPORT NO. 3, G.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
B. A. Bank Note Co.....	Engraving and printing, postage stamps, post cards, &c., for the Post Office Department in Prince Edward Island .....	533 02
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Prince Edward Island .....	80 64
Pritchard & Andrews....	Office stamps and seals for the Post Office Department in Prince Edward Island .....	21 40
De Grave, Short & Co ...	Office scales and weights for the Post Office Department in Prince Edward Island .....	30 54
J. Fyle.....	Office scales and weights for the Post Office Department in Prince Edward Island .....	75 00
S. & H. Borbridge .....	Patent postage stamp box locks for the Post Office Department in Prince Edward Island .....	1 10
J. Newson.....	Bedroom furniture, cabinet work, &c., for P.O., Charlottetown.	60 24
A. Hermans & Son .....	Plumber's work, &c. do ...	45 40
A. L. Brown .....	Bedding, towels, soap, &c. do ...	17 07
S. W. Crabbe.....	Brooms, soap, matches, &c. do ...	3 20
W. W. Wellner.....	Alarm clock do ...	2 50
	Total.....	\$375 11

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**PROVINCE OF ONTARIO.**

(G, IN REPORT NO. 3, A.)

**DETAIL** of all payments by the Post Office Department, for Rents and Taxes in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Bank of Toronto.....	Rent of Inspector's Office, Barrie (9 months to 30th April, 1887)...	217 00
Prescott Corporation.....	do Post Office, Prescott (1 year to 31st Aug., 1886) .....	325 00
Hamilton Corporation....	Sewer rent, Post Office, Hamilton (1 year to 31st Dec, 1885) .....	4 20
	Total .....	\$546 20

**PROVINCE OF QUEBEC.**

(G, IN REPORT NO. 3, B.)

**DETAIL** of all payments by the Post Office Department, for Rents and Taxes, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Montreal City and District Savings Bank ....	Rent of Eastern Receiving House, Montreal (1 year to 30th April, 1887)...	250 00
W. McGowan. ....	do Northern do do do .....	250 00
Montreal City and District Savings Bank ....	do Western do do do .....	250 00
M. Hall.....	do Post Office, Valleyfield (3 months to 30th June, 1886) ....	40 00
R. S. Cooke .....	do do do (9 do 31st March, 1887)...	120 00
Grand Trunk Ry. Co.....	do Mail room at Bonaventure Station, Montreal (1 year to 31st Dec., 1886) .....	50 00
	Total .....	\$960 00

**PROVINCE OF MANITOBA, &c.**

(G, IN REPORT NO. 3, E.)

**DETAIL** of all payments by the Post Office Department, for Rents and Taxes, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Dunn & Price, Attorneys.	Rent of Inspector's Office, Winnipeg (1 month to 31st July, 1886)...	60 00
	Total .....	\$60 00

H. A. WICKSTEED,  
*Accountant.*

A. W. McLELAN,  
*Postmaster-General.*

## PROVINCE OF ONTARIO.

(H, IN REPORT No. 3, A.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office .....	Printing and Stationery for the P.O. Department in Ontario....	26,045 94
Ottawa "Canadian Militia Gazette".....	Advertising money orders for do do .....	132 00
Toronto "Dominion Annual Register".....	do do do .....	25 00
Glasgow "Herald".....	Advertising for mail tenders, Canada and United Kingdom....	41 12
Liverpool "Courier".....	do do .....	139 87
London "Canadian Gazette".....	do do .....	40 15
London "Times".....	do do .....	41 99
Ottawa "Woman's Journal".....	do do .....	4 00
Toronto "Mail".....	do do .....	94 60
Belleville "Intelligencer".....	Printing box labels for P.O., Belleville.....	3 00
Kingston "Daily News".....	do &c, for PO., Kingston.....	21 25
Barrie.....	Advertising time tables, Post Office notices, &c.....	100 00
Belleville.....	do do .....	62 50
Blenheim.....	do do .....	57 90
Brantford.....	do do .....	150 00
Brockville.....	do do .....	50 00
Cobourg.....	do do .....	25 00
Collingwood.....	do do .....	25 00
Forest.....	do do .....	8 00
Guelp.....	do do .....	100 00
Hamilton.....	do do .....	122 50
Hastings.....	do do .....	25 00
Kingston.....	do do .....	187 05
Lindsay.....	do do .....	100 00
London.....	do do .....	184 00
Napanee.....	do do .....	117 00
Newmarket.....	do do .....	75 00
Ottawa.....	do do .....	339 40
Pembroke.....	do do .....	50 00
Peterboro'.....	do do .....	212 50
Port Arthur.....	do do .....	50 00
Port Hope.....	do do .....	37 50
Richmond Hill.....	do do .....	41 50
St. Catharines.....	do do .....	50 00
St. Thomas.....	do do .....	50 00
Sarnia.....	do do .....	50 00
Strathroy.....	do do .....	25 00
Tara.....	do do .....	25 00
Thornbury.....	do do .....	30 00
Toronto.....	do do .....	180 00
Wallaceburg.....	do do .....	50 00
Windsor.....	do do .....	137 50
Woodstock.....	do do .....	50 00
Alexandria "Glengarian".....	Advertising for mail tenders, &c.....	4 00
Almonte "Times".....	do do .....	28 32
Arnprior "Chronicle".....	do do .....	24 00
Belleville "Intelligencer".....	do do .....	7 20
Blenheim "News".....	do do .....	7 56
Bracebridge "Muskoka Herald".....	do do .....	6 40
Brantford "Courier".....	do do .....	6 30
do "Telegram".....	do do .....	4 64
Brighton "Ensign".....	do do .....	4 34
Brockville "Monitor".....	do do .....	20 32

(H, IN REPORT No. 3, A.)—DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.		Amount.	
			\$	cts.
Brockville "Times".....	Advertising for mail tenders, &c.....		27	18
Caledonia "G R. Sachem".....	do do .....		7	24
Campbellford "Herald".....	do do .....		10	96
Carleton Place "Central Canadian".....	do do .....		29	44
Chatham "Planet".....	do do .....		10	41
Cobourg "Sentinel Star".....	do do .....		5	28
Cornwall "Reporter".....	do do .....		6	88
Eganville "Enterprise".....	do do .....		24	96
Exeter "Times".....	do do .....		4	96
Flesherton "Advance".....	do do .....		5	18
Forest "Free Press".....	do do .....		4	48
Ingersoll "Oxford Tribune".....	do do .....		4	30
Kingston "News".....	do do .....		12	40
Leamington "Post".....	do do .....		4	48
London "Catholic Record".....	do do .....		14	40
London "Free Press".....	do do .....		12	72
L'Original "Advertiser".....	do do .....		20	88
Madoc "N. H. Review".....	do do .....		6	88
Mitchell "Advocate".....	do do .....		10	24
Morrisburg "Courier".....	do do .....		13	66
Ottawa "Canadian Militia Gazette".....	do do .....		15	30
Ottawa "Canadian Health Journal".....	do do .....		17	20
Ottawa "Canadian Mining Review".....	do do .....		11	00
Ottawa "Citizen".....	do do .....		27	04
Ottawa "Evening Journal".....	do do .....		27	39
Ottawa "Every Saturday".....	do do .....		20	16
Ottawa "Investigator".....	do do .....		18	20
do "La Vallée de l'Ottawa".....	do do .....		7	80
Ottawa "Le Canada".....	do do .....		30	42
do "Man".....	do do .....		5	60
Parkhill "Gazette".....	do do .....		4	32
Pembroke "Standard".....	do do .....		25	92
Perth "Expositor".....	do do .....		5	60
Peterboro' "Review".....	do do .....		14	40
do "Times".....	do do .....		10	80
Pictou "Gazette".....	do do .....		9	12
Prescott "Messenger".....	do do .....		19	52
St. Mary's "Journal".....	do do .....		4	80
St. Thomas "Times".....	do do .....		7	20
Shelburne "Free Press".....	do do .....		6	08
Stirling "News-Argus".....	do do .....		4	80
Strathroy "Dispatch".....	do do .....		4	64
Toronto "Mail".....	do do .....		24	30
Walkerton "Herald".....	do do .....		4	90
Watford "Guide Advocate".....	do do .....		4	16
Windsor "Essex Review".....	do do .....		4	32
Wingham "Advance".....	do do .....		3	00
Woodstock "Standard".....	do do .....		4	96
do "Times".....	do do .....		4	32
Total .....			\$30,063	19

H. A. WICKSTEED,  
Accountant.

A. W. McLELAN,  
Postmaster-General.

## PROVINCE OF QUEBEC.

(H, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Printing and stationery for Post Office Department in Quebec...	9,412	28
Liverpool "Courier".....	Advertising for mail tenders, Canada and United Kingdom.....	62	06
London "Times".....	do do do .....	88	70
Montreal "Gazette".....	do do do .....	62	13
do "La Minerve".....	do do do .....	65	07
Quebec "Morning Chronicle".....	do do do .....	66	72
Arthabaskaville.....	Advertising time-tables, Post Office notices, &c.....	6	08
Aylmer.....	do do do .....	75	00
Bryson.....	do do do .....	12	50
Hull.....	do do do .....	137	50
Malbaie.....	do do do .....	8	00
Montreal.....	do do do .....	385	76
Quebec.....	do do do .....	386	52
Sherbrooke.....	do do do .....	13	60
Sorel.....	do do do .....	60	06
Three Rivers.....	do do do .....	45	00
Arthabaskaville "L'Union des Cantons de L'Est".....	Advertising for mail tenders, &c.....	6	40
Aylmer "Times".....	do do .....	30	98
Chicoutimi "Réveil du Saguenay".....	do do .....	7	52
Hull "La Vallée d'Ot- tawa".....	do do .....	38	74
Hull "Weekly Despatch".....	do do .....	50	34
Lévis "Le Quotidien".....	do do .....	7	20
Ottawa "Canadian Militia Gazette".....	do do .....	7	80
Quebec "Budget".....	do do .....	19	40
do "Le Canadien".....	do do .....	16	20
do "Le Courier".....	do do .....	19	00
do "Le Cultivateur".....	do do .....	16	20
do "Daily Telegraph".....	do do .....	19	00
do "Le Journal".....	do do .....	18	20
do "L'Événement".....	do do .....	16	20
do "Morning Chron- icle".....	do do .....	17	00
do "Le Nouvelliste".....	do do .....	17	00
	Total.....	\$11,194	10

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

(H, IN REPORT NO. 3, C.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department, in Nova Scotia.....	\$ cts. 3,134 33
Glasgow "Herald".....	Advertising for mail tenders, Canada and United Kingdom.....	35 28
Halifax "Evening Mail".....	do do do do.....	10 80
do "Morning Herald".....	do do do do.....	58 05
W. Gossip.....	Ink and mucilage for Inspector's Office, Halifax.....	9 80
do.....	do Post Office, Halifax.....	30 20
G. & T. Phillips.....	Stationery do.....	1 75
Halifax.....	Advertising time-tables, Post Office notices, &c.....	167 00
Yarmouth.....	do do do.....	25 00
Annapolis "Spectator".....	do for mail tenders, &c.....	15 75
Antigonishe "Casket".....	do do.....	4 16
Bridgetown "Monitor".....	do do.....	31 68
Digby "Courier".....	do do.....	52 80
Halifax "Critic".....	do do.....	61 80
do "Evening Mail".....	do do.....	171 60
do "Morning Herald".....	do do.....	171 60
do "Presbyterian Witness".....	do do.....	87 36
Kentville "Western Chronicle".....	do do.....	32 80
North Sydney "Herald".....	do do.....	83 52
Pictou "Colonial Standard".....	do do.....	48 96
Stellarton "Trades Journal".....	do do.....	40 32
Sydney "Advocate".....	do do.....	96 00
Truro "Sun".....	do do.....	24 32
Windsor "Clarion".....	do do.....	44 96
do "Journal".....	do do.....	44 64
do "Tribune".....	do do.....	31 04
Yarmouth "News".....	do do.....	113 44
do "Times".....	do do.....	141 80
	Total.....	\$4,770 76

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

(H, IN REPORT No. 3, D.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office .....	Printing and stationery for the Post Office Department in New Brunswick .....	2,845 00
London "Times" .....	Advertising for mail tenders, Canada and United Kingdom .....	26 83
St. John "Sun" .....	do do do .....	8 40
"Sun" Publishing Co. ....	Printing time-bills for P.O.I., St. John .....	805 10
J. & A. McMillan .....	Ink and stationery for Inspector's office, St. John .....	1 93
Barnes & Co. ....	Ink for Inspector's office, St. John .....	15 00
do .....	do Post Office do .....	16 50
Bathurst .....	Advertising time-tables, Post Office notices, &c. ....	12 28
Fredericton .....	do do do .....	47 00
St. John .....	do do do .....	147 60
Bathurst "Le Courrier" ..	Advertising for mail tenders, &c. ....	28 80
Fredericton "Capital" ..	do do .....	82 20
do "Maritime Farmer" .....	do do .....	105 80
Fredericton "Reporter" ..	do do .....	105 60
do "Temperance Journal" .....	do do .....	65 90
Harvey "Observer" .....	do do .....	57 00
Moncton "Times" .....	do do .....	75 50
Newcastle "Union Advocate" .....	do do .....	61 12
St. John "Messenger and Visitor" .....	do do .....	37 96
St. John "Religious Intelligence" .....	do do .....	19 20
St. John "Sun" .....	do do .....	69 45
do "Trade Reporter" ..	do do .....	8 50
St. Stephen "St. Croix Courier" .....	do do .....	34 00
Sackville "Chignecto Post" .....	do do .....	89 95
Shediac "Le Moniteur Acadien" .....	do do .....	62 56
Woodstock "Press" .....	do do .....	82 24
	Total .....	\$4,911 40

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF MANITOBA, &amp;c.

(H, IN REPORT NO. 3. G.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
Queen's Printer and Stationery Office.....	Printing and stationery for the Post Office Department in Manitoba, &c.....	\$ 3,185 46
Glasgow "Herald".....	Advertising for mail tenders, Canada and United Kingdom.....	16 30
Winnipeg "Manitoban".....	Printing labels, &c., for P. O. I., Winnipeg.....	23 20
A. Taylor.....	Ink for Inspector's Office do.....	7 75
do.....	Ink and mucilage, &c., Post Office do.....	30 50
Battleford.....	Advertising time tables, Post Office notices, &c.....	5 00
Brandon.....	do do.....	12 50
Calgary.....	do do.....	18 20
Fort Qu'Appelle.....	do do.....	5 00
Regina.....	do do.....	5 98
Winnipeg.....	do do.....	238 50
Battleford "Herald".....	Advertising for mail tenders, &c.....	15 80
Birtle "Observer".....	do do.....	32 50
Brandon "Mail".....	do do.....	49 00
do "Times".....	do do.....	18 00
Emerson "International".....	do do.....	41 20
Fort Qu'Appelle "Vidette".....	do do.....	32 40
Macleod "Gazette".....	do do.....	15 12
Minnedosa "Tribune".....	do do.....	54 00
Moosomin "Courier".....	do do.....	53 76
Morden "Manitoba News".....	do do.....	21 00
Neepawa "Register".....	do do.....	16 60
Portage la Prairie "Tribune-Review".....	do do.....	57 20
Qu'Appelle "Progress".....	do do.....	43 80
Regina "Leader".....	do do.....	45 24
St. Boniface "Le Manitoban".....	do do.....	136 76
Selkirk "Record".....	do do.....	7 70
Winnipeg "Emigrant".....	do do.....	141 60
do "Manitoban".....	do do.....	268 87
do "North-West Review".....	do do.....	135 72
do "North-West Farmer".....	do do.....	117 90
do "Siftings".....	do do.....	129 21
do "Sun".....	do do.....	60 80
	Total.....	\$5,042 57

A. W. McLELAN, DEPT. OF POSTS  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF BRITISH COLUMBIA.

(H, IN REPORT No. 3, F.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in British Columbia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office.....	Printing and Stationery, for the Post Office Department, in British Columbia.....	764 22
Glasgow "Herald".....	Advertising for mail tenders, Canada and United Kingdom .....	13 11
T. N. Hibben & Co.....	Ink and mucilage for Inspector's Office, Victoria .....	9 00
British Columbia Stationery and Printing Co ...	Ink for Post Office, New Westminster . .....	2 12
T. R. Pearson & Co.....	do do .....	1 00
T. N. Hibben & Co.....	Ink and stationery for Post Office, Victoria.....	54 60
Victoria .....	Advertising time-tables, Post Office notices, &c.....	237 80
Kamloops "Inland Sentinel" .....	do for mail tenders, &c.....	11 84
New Westminster "British Columbian" .....	do do .....	14 52
New Westminster "Mainland Guardian" .....	do do .....	15 20
Victoria "British Colonist" .....	do do .....	15 80
Victoria "Evening Post" .....	do do .....	15 20
do "Standard" .....	do do .....	14 60
do "Times" .....	do do .....	15 80
	Total .....	\$1,184 81

H. A. WICKSTEED,  
*Accountant.*

A. W. MCLELAN,  
*Postmaster-General.*

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 PROVINCE OF PRINCE EDWARD ISLAND
 

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(H, IN REPORT No. 3, G.)

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Prince Edward Island, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Queen's Printer and Stationery Office .....	Printing and stationery for the Post Office Department in Prince Edward Island .....	445 46
Glasgow "Herald" .....	Advertising for mail tenders, Canada and United Kingdom .....	13 00
T. L. Chappelle .....	Ink for Post Office, Charlottetown .....	16 20
Charlottetown .....	Advertising time-tables, Post-Office notices, &c. ....	96 00
Charlottetown "Examiner" .....	Advertising for mail tenders, &c. ....	2 00
Charlottetown "Herald" .....	do do .....	3 15
Summerside "Journal" .....	do do .....	3 60
	Total .....	\$579 41

A. W. MCLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant*

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 PROVINCE OF ONTARIO.
 

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 IN REPORT No. 3, A.)
 

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DETAIL of all payments for Fuel, Light and Water for the use of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Barrie Gas Co.....	Gas for Inspector's Office, Barrie (3 months to 30th June, 1886).	1 00
Belleville Gas Co.....	Gas for Post Office, Belleville (3 months to 20th June, 1886).....	50 40
	Total.....	\$51 40

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF NEW BRUNSWICK.
 

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 (I, IN REPORT No. 3, D.)
 

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DETAIL of all payments for Fuel, Light and Water for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
Moncton Gas Co.....	Gas for Post Office, Moncton (7 months to 31st May, 1886).....	125 15
Moncton Water Works...	Water for Post Office, Moncton (8 months to 30th June, 1886)...	33 33
	Total.....	\$158 48

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

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 PROVINCE OF BRITISH COLUMBIA.
 

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(I, IN REPORT No. 3, F.)

DETAIL of all payments for Fuel, Light and Water for the use of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
C. G. Major.....	Coal oil and candles for Post Office, New Westminster.....	\$ cts. 27 00
	Total.....	\$27 00

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

(K, IN REPORT NO. 3, A.)

DETAIL of all payments for Miscellaneous Disbursements, on Account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
D. Spry, P.O.I.....	Incidental expenses, Post Office Inspector, Barrie.....	63 75
G. E. Griffin, P.O.I.....	do do Kingston.....	28 25
R. W. Barker, P.O.I.....	do do London.....	50 25
T. P. French, P.O.I.....	do do Ottawa.....	241 25
M. Sweetnam, P.O.I.....	do do Toronto.....	165 47
J. H. Meacham, P.M.....	do Postmaster, Belleville.....	195 50
A. D. Olement, P.M.....	do do Brantford.....	15 00
H. N. Case, P.M.....	do do Hamilton.....	62 58
J. Shannon, P.M.....	do do Kingston.....	45 97
R. J. C. Dawson, P.M....	do do London.....	65 62
J. A. Gouin, P.M.....	do do Ottawa.....	603 15
T. C. Patteson, P.M.....	do do Toronto.....	445 90
A. Wigle, P.M.....	do do Windsor.....	40 63
C. P. R. Telegraph Co...	Telegrams to and from Chief Post Office Inspector.....	11 79
G. N.-W. Telegraph Co.	do do do.....	40 70
do	do Post Office Inspector, Barrie.....	48 18
do	do do Kingston.....	53 70
do	do do London.....	34 66
C. M. Telegraph Co.....	do do Ottawa.....	1 91
C. P. R. Telegraph Co...	do do do.....	21 02
G. N.-W. Telegraph Co.	do do do.....	60 08
C. P. R. Telegraph Co...	do do Toronto.....	9 90
G. N.-W. Telegraph Co.	do do do.....	93 25
do	do Postmaster, Belleville.....	0 32
do	do do Clarksburg.....	0 62
do	do do Collingwood.....	0 28
do	do do Hamilton.....	11 78
do	do do Kingston.....	1 18
do	do do London.....	4 95
C. P. R. Telegraph Co...	do do Ottawa.....	0 50
G. N.-W. Telegraph Co.	do do do.....	22 28
do	do do Toronto.....	95 86
Bell Telephone Co.....	Telephone messages, Post Office Inspector, Barrie.....	4 00
do	do do Kingston.....	0 25
do	do do London.....	0 45
do	do do Toronto.....	1 85
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (9 months to 31st Dec., 1886).....	8,013 31
United States Post Office Department.....	Transit rates on mail matter passing through United States mails for other Countries (3 months to 31st March, 1886).....	3,092 30
Newfoundland Post Office Department.....	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886.....	1,252 13
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 months to 31st Dec., 1886)	223 61
C. C. Ford.....	Postage stamps redeemed and destroyed.....	927 28
W. Weld.....	do do.....	78 65
J. C. Drumgoole.....	do do.....	65 88
E. Falconer.....	do do.....	30 40
A. Marling.....	do do.....	17 27
A. Frank.....	do do.....	16 89
Clougher Bros.....	do do.....	14 18
W. Cornwell.....	do do.....	9 08
Commissioner of Customs	do do.....	8 74
J. C. Gibson.....	do do.....	8 53

(K, IN REPORT NO. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
J. S. Dignan	Postage stamps redeemed and destroyed	7 42
Hill & Weir	do do	7 41
J. A. Whipple	do do	7 21
Rural Home, Philadelphia	do do	6 43
L. J. Beemer & Co	do do	4 79
J. R. Adamson	do do	4 23
J. F. Lee	do do	4 07
J. Osborne	do do	3 22
McLaughlin & Moore	do do	2 28
W. Green	do do	2 26
F. J. Gosting	do do	2 11
R. Raw & Co.	do do	1 96
G. McHardy	do do	1 92
McBurney & Laycock	do do	1 85
Edison Lamp Co.	do do	1 61
W. Maclean	do do	1 19
D. Moore & Co.	do do	0 99
Producers Oil Refining Co.	do do	0 82
J. J. Land	do do	0 60
J. E. P. Aldons	do do	0 52
R. Wilson	do do	0 29
A. Boyce	do do	0 19
Bell Telephone Co	Rent of telephone at Inspector's Office, Barrie (12 months to 31st Aug., 1887)	25 00
do	Rent of telephones at Inspector's Office, Kingston (12 months to 30th June, 1887)	35 00
do	Rent of telephone at Inspector's Office, London (12 months to 30th Sept., 1887)	55 00
do	Rent of telephone at Inspector's Office, Toronto (12 months to 30th Sept., 1887)	50 00
do	Rent of telephone at Post Office, Kingston (5½ months to 31st July, 1887)	15 56
do	Rent of telephone at Post Office, London (12 months to 31st Oct., 1887)	60 00
do	Rent of telephone at Post Office Toronto (12 months to 31st Aug., 1887)	50 00
Canadian Bank of Commerce	Refund of postages paid upon Post Office Money Order business	112 70
Merchants Bank	do do	121 68
Standard Bank	do do	13 75
Canadian Printing Co.	Refund of postages erroneously charged upon newspapers addressed to the United States	7 19
Sarnia "Observer"	do do	8 44
London Street Car Co.	Street car tickets for use of Letter Carriers, London	80 00
Ottawa do	do do Ottawa	40 00
Toronto do	Street car Letter Carrier service, Toronto	2,400 00
J. Hendry	Express hire for Letter Carriers on Christmas day, Toronto	17 50
W. Foster	To pay for Letter Carriers' ferry tickets, Toronto	9 55
J. A. Macdonell	Legal expenses in connection with lease of P. O., Oshawa	5 60
do	Legal services in re Jenks, late Postmaster, Spry	14 99
W. Greer	Detective services in connection with a fraudulent payment of a Post Office Money Order at Orillia	7 40
M. Cain	Expenses in connection with robbery of P. O. at Newmarket	5 20
W. S. Orr	Constable's fees in re Queen vs Sayles, at P. O., Baileboro'	5 10
Burland Lithograph Co.	Photo-engraving Post Office Money Order forms	1,966 50
Mortimer & Co	Lithographing Dominion Coat of Arms for Postal Guides	58 83
Eyre & Spottiswoode	British Money Order Lists	75 60
G. Cox	Lithographing letter headings for Post Office Savings Bank	47 00
J. Hendry	Conveying dutiable goods between Post Office and Custom House, Toronto	131 75

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
H. Duggan .....	Delivering night mails at the residences of the Postmaster-General and Deputy Postmaster-General .....	72 00
A. G. McWhinney .....	Expenses in connection with Post Office at Exhibition Building, London, Ont .....	10 00
G. B. Sweetnam .....	Expenses in connection with Post Office at Exhibition Building, Toronto .....	3 30
E. Brown .....	Refund of money found in a dead letter and reclaimed .....	30 00
J. Walsh .....	Postage stamps used to prepay short-paid dead letters for the United States .....	40 00
J. Moerschfelder .....	Expenses, instructing Postmasters at Branch Offices, Toronto .....	3 00
Firmin, Didot et Cie.....	French Postal Guides .....	4 81
H. Ouimet .....	Putting up and removing double windows, P.O I., Ottawa .....	17 00
T. Pells .....	Removing snow from roof Post Office, Toronto .....	38 20
J. Edwards, P.M. ....	To pay for collecting letters from street letter boxes, Barrie .....	300 00
A. D. Clement, P.M. ....	do do Brantford .....	313 00
S. Barfoot, P.M. ....	do do Chatham .....	402 25
W. Sykes, P.M. ....	do do Cobourg .....	199 92
W. A. Hamilton, P.M. ....	do do Collingwood .....	200 00
G. McDonnell, P.M. ....	do do Cornwall .....	469 50
J. Gibson, P.M. ....	do do Ingersoll .....	184 00
G. Bogart, P.M. ....	do do Napanee .....	75 00
G. Stanton, P.M. ....	do do Paris .....	98 00
H. C. Rogers, P.M. ....	do do Peterboro' .....	199 95
T. Shannon, P.M. ....	do do Picton .....	78 25
J. Dowdsley, P.M. ....	do do Prescott .....	144 00
R. Lawrie, P.M. ....	do do St. Catharine's .....	313 00
T. E. Ermatinger, P.M. ....	do do St. Thomas .....	165 00
J. P. Dawson, P.M. ....	do do Sarnia .....	50 00
W. Blair, P.M. ....	do do Stratford .....	390 00
H. McColl, P.M. ....	do do Strathroy .....	50 00
A. Wigle, P.M. ....	do do Windsor .....	300 00
A. McCleneghan, P.M. ....	do do Woodstock .....	230 00
W. G. McKenna .....	Services as Laborer, Inspector's Office, London .....	391 25
J. Strous .....	do Post Office, Hamilton .....	60 00
J. Morrisey .....	do do Kingston .....	365 00
J. R. Barrell .....	do do London .....	456 25
M. Macdonald .....	do do Ottawa .....	365 00
W. H. Farrell .....	do do do .....	257 00
W. Potter .....	do do do .....	39 00
W. Benson .....	do do Toronto .....	391 25
F. Smith .....	do do do .....	390 00
R. Elliott .....	do do do .....	391 25
H. L. Bell .....	do do do .....	185 00
F. Richards .....	do do do .....	20 00
T. Guinevan .....	do do Windsor .....	200 00
E. Hart .....	Services as Night-watchman, Post Office, London .....	39 00
A. Kelly .....	do do Ottawa .....	547 50
F. C. Draper .....	To pay do do Toronto .....	54 16
H. J. Grassett .....	do do do .....	75 84
G. T. Railway Co. ....	To pay Mail Porter at Union Station, Toronto .....	201 05
Postmaster, Belleville .....	Refund of deposits on box and drawer keys .....	33 57
do Hamilton .....	do do .....	9 00
do Kingston .....	do do .....	20 00
do London .....	do do .....	23 00
do Ottawa .....	do do .....	15 00
do Toronto .....	do do .....	69 00
do Windsor .....	do do .....	24 50
W. Greaves .....	Removal, expenses from Toronto to Ottawa .....	81 86
G. T. Railway Co. ....	Rent of mail room at Union Station, Toronto (1 year to 31st December, 1886) .....	50 00
Sundry Persons .....	Gratuities for charge of night mails at principal railway stations .....	65 00
	Total .....	\$30,961 31

H. A. WICKSTEED,  
Accountant:

A. W. McLELAN,  
Postmaster-General.

## PROVINCE OF QUEBEC.

(K, IN REPORT NO. 3, B.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
E. F. King, P. O. I. ....	Incidental expenses, Post Office Inspector, Montreal.....	61 74
G. A. Bourgeois, Actg P.O.I., Quebec.....	do do Quebec.....	198 63
G. A. Bourgeois, P.O.I....	do do Three Rivers.....	25 75
J. H. Kerr, P.M.....	do do Hull.....	23 25
G. LaMothe, P.M.....	do do Montreal.....	847 52
A. Tourangeau, P.M.....	do do Quebec.....	418 11
G.N.W. Telegraph Co....	Telegrams to and from Inspector, Montreal.....	31 82
C.P.R. do .....	do do Quebec.....	0 83
G.N.W. do .....	do do do.....	105 46
C.P.R. do .....	do do Three Rivers.....	2 75
G.N.W. do .....	do do do.....	14 92
C.P.R. do .....	do Postmaster, Montreal.....	2 03
G.N.W. do .....	do do do.....	181 72
do do .....	do do Quebec.....	35 65
Post Office Savings Bank.	Commissions to Postmasters upon Savings Bank business (9 months to 31st Dec., 1888).....	1,152 58
United States Post Office Department.....	Transit rates on mail matter passing through United States mails for other Countries (3 months to 31st March, 1886).....	1,181 93
Newfoundland Post Office Department.....	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886.....	479 81
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (12 months to 31st Dec., 1886)	85 69
C. C. Ford.....	Postage stamps redeemed and destroyed.....	355 33
J. C. Drumgoole.....	do do .....	25 24
J. H. Oakes.....	do do .....	24 84
Marcuse & Cunningham.	do do .....	9 31
E. L. Furniss & Co.....	do do .....	3 72
J. B. Picken & Co.....	do do .....	2 37
Wade & Wade.....	do do .....	2 18
E. Coote.....	do do .....	2 18
B. Goldstein & Co.....	do do .....	0 85
R. & W. Warmington .....	do do .....	0 80
L. Robinson.....	do do .....	0 72
Huntingdon "Gleaner" .....	do do .....	0 72
Bell Telephone Co.....	Rent of telephone at Inspector's Office, Quebec (6 months to 30th June, 1887).....	25 00
do .....	do Inspector's Office and residence, Three Rivers (12 months to 19th Oct., 1887).....	65 00
do .....	do Post Office and Bonaventure Depot, Montreal (12 months to 30th Sept., 1887).....	100 00
do .....	do Receiving Houses, Montreal (6½ months to 30th June, 1887).....	100 00
do .....	do Post Office, St. Hyacinthe (6 months to 15th Dec., 1886).....	10 00
Can. District Tel. Co.....	Rent of alarm box, Post Office, Montreal (12 months to 31st Jan., 1887).....	12 00
H. Abbott, jun.....	Legal services <i>in re</i> Latour, late Postmaster, Lanoraie .....	300 00
L. Fleury.....	Detective services <i>in re</i> missing registered letters, P.O., Quebec .....	36 00
A. Chauveau.....	To pay constables services at P.O., Quebec .....	21 50
Burland Lithograph Co..	Photo-engraving Post Office Money Order forms.....	403 00
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides.....	22 55
Eyre & Spottiswoode .....	British Money Order Lists.....	22 00



(K, IN REPORT No. 3, B)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
L. Barré.....	Removing snow and ice from roof of Post Office, Montreal .....	100 00
do .....	Washing and removing double windows, &c., from Post Office, Montreal.....	187 50
R. Jacques .....	Removing snow and ice from sidewalk, Post Office, Montreal ...	7 00
G. Langlois .....	Removing snow from roof of Post Office, Quebec.....	12 00
M. Hudon .....	Cleaning yard, &c., Post Office, Quebec.....	7 60
J. Neilson .....	Furnishing telephonic reports of railway mail trains to Post Office, Montreal (4 months to 30th June, 1887) .....	40 00
J. H. Kerr, P.M. ....	Compensation in part for loss of furniture, &c., caused by burn- ing of Post Office, Hull .....	500 00
M. Godin .....	Compensation for termination of mail contract, St. Jean de Matha and St. Michel des Saints .....	75 00
A. Lepage.....	Claim on account of mail service and expected contract at Ri- mouski .....	20 00
B. J. Poulin .....	Expenses in connection with Post Office at Exhibition Building, Sherbrooke .....	12 35
G. H. Michel .....	Sketch of the interior of Post Office, Quebec .....	10 00
F. Pepin, L.O. ....	To pay for Letter Carriers' street-car tickets, Montreal.....	5 10
Canada Bank Note Co....	Sterling exchange tables for Money Order Office.....	5 00
Bell Telephone Co.....	Transferring line of instrument at Bonaventure Station, Montreal	3 35
F. H. O'Brien .....	Inspection of Post Offices on north shore of Gulf of St. Lawrence	100 00
J. Evarts .....	Allowance for attendance on British mails upon their arrival at South Quebec.....	100 00
L. Renois, Porter.....	Allowance for loss of lodgings, &c., at Post Office, Montreal.....	33 33
G. A. Bourgeois, P.O.I....	To pay services of Messenger at Inspector's Office, Three Rivers.	220 00
P. Jones .....	Services as Laborer at Post Office, Montreal.....	456 25
J. McLaughlin.....	do do do .....	456 25
R. Lanning.....	do do do .....	456 25
J. McElheron .....	do do do .....	456 25
E. Barcelo.....	do do do .....	365 00
T. Cunningham .....	do do do .....	456 25
L. Quinlan .....	do do do less fine .....	455 25
J. Manning .....	do do do .....	456 25
R. Talbot .....	do and Sunday Watchman, Post Office, Mon- treal .....	552 00
A. Trudel .....	Services as Fireman and Night Watchman, Post Office, Montreal	456 25
L. Renois .....	do Sunday Watchman, Post Office, Montreal .....	5 25
H. Lacken .....	do Mail Porter at C. P. Railway Station, Montreal .....	456 25
Postmaster, Montreal....	Refund of deposits on box and drawer keys.....	111 00
do Quebec.....	do do do .....	15 00
do Point St.		
Charles .....	Superintending and accommodating Letter Carriers' branch.....	200 00
	Total .....	\$13,198 23

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant

PROVINCE OF NOVA SCOTIA.

(K, IN REPORT NO. 3, C.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
C. J. Macdonald, P.O.I.	Incidental expenses, Post Office Inspector, Halifax.....	232 51
H. W. Blackadar, P.M.	do Postmaster do .....	258 10
Western Union Telegraph Co	Telegrams to and from Post Office Inspector do .....	277 10
do do	do Postmaster do .....	25 99
Post Office Savings Bank.	Commission to Postmasters upon Savings Bank business (9 months, to 31st Dec, 1886) .....	191 00
United States Post Office Department	Transit rates on mail matter passing through United States mails for other Countries (3 months, to 31st March, 1886)....	422 45
Director of the International Postal Bureau	Proportion of Postal Union expenses (12 months, to 31st Dec., 1886).....	30 55
Newfoundland Post Office Department	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886.....	171 06
Control Department.	Military and naval postage paid within the Dominion, and refunded.....	46 05
C. C. Ford	Postage stamps redeemed and destroyed .....	126 67
J. C. Drumgoole	do do .....	9 00
Bell Telephone Co	Rent of telephone at Inspector's Office, Halifax (12 months, to 30th Sept., 1887).....	40 00
do	Rent of telephone at Post Office, Halifax (12 months, to 30th April, 1887) .....	40 00
Wade & Wade	Legal expenses <i>in re</i> defaulting Postmaster, Shelburne .....	11 00
W. Graham	do Queen vs. Sureties of late Postmaster, Port Hood .....	7 65
do	do <i>in re</i> irregularities at P.O., Debert Station.....	5 00
N. Power	Detective services in connection with robbery of Post Office, Annapolis .....	28 50
Burland Lithographic Co	Photo-engraving Post Office Money Order forms.....	609 00
Mortimer & Co.	Lithographing Dominion coat of arms for Postal Guides....	8 04
Eyre & Spottiswoode	British Money Order lists .....	19 70
T. M. Power	Omnibus tickets for Letter Carriers, Post Office, Halifax .....	8 00
T. E. Davison	Expenses whilst in charge of Post Office, Digby.....	12 03
W. Kearns	do do Shelburne.....	57 00
A. Browne	Allowance for attendance upon English mails, and assorting bags upon their arrival at Halifax .....	141 00
I. R. L. McLean	Caring for River Bourgeoise mails, on main post road .....	20 00
Postmaster, Digby	Postage stamps destroyed by fire when Post Office was burned in April, 1883.....	194 78
do Amherst	Charge of P. E. Island mails at Amherst, season 1886-86 .....	50 00
A. J. Hood, P.M.	To pay for collecting letters from street letter-boxes, Yarmouth..	120 00
Postmaster, Halifax	Ship letter gratuities paid at Post Office, Halifax.....	1 58
do Lockport	do do Lockport .....	5 50
do Yarmouth	do do Yarmouth .....	0 28
do Halifax	Refund of deposits on box and drawer keys.....	35 50
	Proportion of expenses for cleaning Post Office, Halifax .....	48 80
	Total .....	\$3,253 84

H. A. WICKSTEED,  
*Accountant*

A. W. McLELAN,  
*Postmaster-General.*

## PROVINCE OF NEW BRUNSWICK.

(K, IN REPORT NO. 3, D.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
J. Dewe, Chief P.O.I.....	Incidental expenses, within New Brunswick.....	48 25
J. McMillan, P.O.I.....	do Post Office Inspector, St. John.....	1 11
S. J. King, P.O.I. ....	do do do .....	88 85
P. McPeake, P.M.....	do Postmaster, Fredericton .....	26 85
S. J. King, P.M. ....	do do St. John .....	184 95
E. Willis, P.M.....	do do do .....	185 65
Western Union Telegraph Company.....	Telegrams to and from Post Office Inspector, St. John .....	126 25
Western Union Telegraph Company.....	do Postmaster, Fredericton.....	7 87
Western Union Telegraph Company.....	do do St. John.....	31 77
Western Union Telegraph Company.....	do Post Office Inspector, Toronto, whilst in New Brunswick .....	1 15
Post Office Savings Bank	Commissions to Postmasters upon Savings Bank business (9 months, to 31st Dec., 1883) .....	189 59
United States Post Office Department .....	Transit rates on mail matter passing through United States mails for other Countries (3 months, to 31st March, 1886) ...	304 37
Director of the International Postal Bureau... Newfoundland Post Office Department .....	Proportion of Postal Union expenses (12 months, to 31st Dec., 1886)	22 01
	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886 .....	123 24
C. C. Ford .....	Postage stamps redeemed and destroyed .....	91 27
J. C. Drumgoole .....	do do .....	6 48
Bell Telephone Co. ....	Rent of telephone at Inspector's office, St. John (12 months, to 30th Sept., 1887) .....	40 00
do .....	Rent of telephone at Post Office, Fredericton (12 months, to 30th Sept., 1887) .....	21 00
L. R. Harrison.....	Legal expenses <i>in re</i> robbery of Post Office, Portland .....	20 00
do .....	do connection with the suppression of St. Stephen lottery .....	3 50
Pinkerton's National Detective Agency .....	Detective services in connection with missing registered package from Chatham .....	39 05
J. Ring.....	Detective services in connection with missing registered package from Chatham .....	20 00
R. Rawlings.....	Detective services in connection with robbery of Post Office, Portland .....	3 50
Burland Lithograph Co..	Photo-engraving Money Order forms.....	364 50
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides .....	5 79
Eyre & Spottiswoode.....	British Money Order Lists .....	13 84
J. & A. McMillan .....	Maps for Chief Post Office Inspector .....	28 75
J. C. Winslow, P.M.....	To pay freight and expenses on bag rack at Woodstock .....	15 16
S. Clark .....	Washing and putting up double windows at Post Office, Carleton .....	4 00
N. Wheeler.....	Services as laborer, Post Office, Fredericton .....	42 50
M. A. Macleod.....	do do St. John .....	456 25
P. McPeake, P.M. ....	To pay for collecting letters from street letter-boxes, Fredericton.	90 00
Postmaster, St. John.....	Ship letter gratuities paid at Post Office, St. John.....	24 19
do Fredericton.....	Refund of deposits on box and drawer keys.....	14 00
do St. John.....	do do .....	17 00
J. F. Buchanan .....	Balance in full for transferring mails at Fredericton Junction, to 31st March, 1887 .....	75 00

(K, IN REPORT NO. 3, D.)—DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$    cts.
W. Hagerman .....	Gratuity for charge of mails on Fredericton Branch Railway (1 year, to 30th Sept., 1886) .....	20 00
T. Allen .....	Charge and accommodation of Prince Edward Island mails, at Cape Tormentine, seasons 1885-86 and 1886-87 .....	250 00
Sundry persons .....	Gratuities for charge of mails at principal railway stations, and on railway trains ..	37 50
	Total .....	\$3,043 19

A. W. McLELAN,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA, &c.

(K, IN REPORT No. 3, E.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
W. W. McLeod, P.O.I....	Incidental expenses, Post Office Inspector, Winnipeg.....	17 15
W. Hargrave, P.M.....	do Postmaster, Winnipeg.....	78 78
C.P.R. Telegraph Co.....	Telegrams to and from Post Office Inspector, Winnipeg.....	316 28
G.N.W. do.....	do do Winnipeg.....	87 62
C.P.R. do.....	do Postmaster do.....	1 25
United States Post Office Department.....	Transit rates on mail matter passing through the United States mails for other Countries (3 months to 31st March, 1886)....	308 31
Director of the International Postal Bureau.....	Proportion of Postal Union expenses (12 months to 31st Dec., 1886).....	22 80
Newfoundland Post Office Department.....	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan. 1885, to 31st March, 1886.....	124 84
C. C. Ford.....	Postage stamps redeemed and destroyed.....	92 45
J. C. Drumgoole.....	do do.....	6 57
Glines & Stuart.....	do do.....	3 02
Bell Telephone Co.....	Rent of telephone at Post Office, Winnipeg (12 months to 30th Nov., 1887).....	50 00
Aikins, Culver & Hamilton.....	Legal expenses <i>in re</i> robbery, Post Office, Humbolt.....	7 00
Aikins, Culver & Hamilton.....	do do Winnipeg.....	54 00
Aikins, Culver & Hamilton.....	do Queen vs Thompson, Moosomin.....	5 00
Burland Lithograph Co..	Photo-engraving Money Order forms.....	193 50
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides.....	5 87
Byre & Spottiswoode	British Money Order Lists.....	4 00
North-West Mounted Police.....	Charge and police protection of mails during the late disturbance in the North-West.....	710 55
Scott & Lealie.....	Removing furniture, &c., from old to new Post Office, Winnipeg.....	62 00
J. J. O'Farrell.....	Compensation for loss of clothing whilst on duty on Postal Car.....	52 25
E. Parker.....	Gratuity for delivering Registered Letter found in Postal Car at Winnipeg.....	2 00
W. C. Allen.....	Conveying dutiable goods from Post Office to Custom House, Fort McLeod.....	40 00
J. Sheppard.....	Conveying dutiable goods from Post Office to Custom House, Winnipeg.....	30 25
W. McDonald.....	Conveying dutiable goods from Post Office to Custom House, Winnipeg.....	2 00
W. S. Wallace.....	Services as Laborer at Inspector's Office, Winnipeg.....	547 50
G. A. Pridham.....	do Post Office do.....	456 25
Postmaster, Winnipeg....	Refund of deposits on box and drawer keys.....	79 00
	Total.....	\$3,359 72

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF BRITISH COLUMBIA.

(K, IN REPORT NO. 3, F.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
E. H. Fletcher, P.O.I.....	Incidental expenses, Post Office Inspector, Victoria.....	23 32
J. Brown, P.M.....	do Postmaster, New Westminster.....	48 00
R. Wallace, P.M.....	do do Victoria.....	8 00
Telegraph and Signal Service.....	Telegrams to and from Post Office Inspector, Victoria.....	95 80
O. P. R. Telegraph Co..	do do do.....	75 75
Bell Telephone Co.....	Telephone message, Postmaster, New Westminster.....	0 25
United States Post Office Department.....	Transit rates on mail matter passing through United States mails, for other Countries (3 months to 31st March, 1886)....	102 46
Director of the International Postal Bureau...	Proportion of Postal Union expenses (12 months to 31st December, 1886).....	7 41
Newfoundland Post Office Department.....	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886.....	41 49
C. C. Ford.....	Postage stamps redeemed and destroyed.....	30 72
J. C. Drumgoole.....	do do.....	2 18
Bell Telephone Co.....	Construction, and rent of telephone at Post Office, Victoria (5 months and 21 days to 31st March, 1887).....	25 60
Drake, Jackson & Helmcken.....	Legal expenses, Queen vs J. S. Harrison, late clerk, Post Office, St. John, N.B.....	30 00
Burland Lithograph Co.	Photo-engraving Money Order forms.....	281 25
Mortimer & Co.....	Lithographing Dominion Coat of Arms for Postal Guides.....	1 95
Eyre & Spotteswoode.....	British Money Order lists.....	3 40
J. Rooney.....	Expenses whilst in charge of Post Office, New Westminster.....	192 00
J. O. McLeod.....	Compensation for loss and injuries received whilst on duty on Postal car.....	250 00
J. M. Wise.....	Conveying Mail Clerk McLeod from Port Moody to New Westminster.....	7 00
J. Smith.....	Services as Messenger and assisting in assorting delayed mails at Victoria.....	53 00
Postmaster, Victoria.....	To pay for collecting letters from street letter-boxes, Victoria..	360 00
do New Westminster.....	Refund of deposits on box and drawer keys.....	32 25
Postmaster, Victoria.....	do do.....	116 00
	Total.....	\$1,787 83

A. W. McLELAN,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(K, IN REPORT NO. 3, G.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the  
Post Office Department, in Prince Edward Island, made within the  
Year ended 30th June, 1887.

Name.	Particulars.	Amount.
		\$ cts.
F. de St. C. Brecken, P.M., and Asst. P.O.I.	Incidental expenses, Charlottetown .....	97 86
Anglo-American Tel. Co	Telegrams to and from, Charlottetown .....	128 55
United States Post Office Department .....	Transit rates on mail matter passing through United States mails for other Countries (3 months to 31st March, 1886) .....	64 39
Director of the Inter- national Postal Bureau Newfoundland Post Office Department .....	Proportion of Postal Union expenses (12 months to 31st Dec., 1886)	4 65
	Transit postage on mail matter passing between Newfoundland and the Dominion of Canada, from 1st Jan., 1885, to 31st March, 1886 .....	26 07
C. C. Ford .....	Postage stamps redeemed and destroyed .....	19 30
J. C. Drumgoole .....	do do .....	1 37
P. E. Island Telephone Co. ....	Rent of telephone at Post Office, Charlottetown (7 months to 31st Dec., 1886) .....	17 50
Burland Lithograph Co..	Photo-engraving money order forms .....	66 00
Mortimer & Co. ....	Lithographing Dominion Coat of Arms for Postal Guides.....	1 22
Eyre & Spottiswoode .....	British Money Order lists .....	1 38
J. Grant .....	Special services in Post Office, Charlottetown.....	200 00
P. E. I. Navigation Co...	Expenses in connection with Prince Edward Island mails, season 1886.....	244 76
J. B. Allen .....	Gratuity for extra services as Telegraph Operator at Cape Tormentine, N.E., season 1886-87.....	60 00
T. C. Muncey... ..	Gratuity for extra services as Telegraph Operator, and for charge, &c., of mail bags at Cape Traverse, P.E.I., season 1886-87.....	60 00
	Total .....	\$993 05

A. W. McLELAN,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

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PART III.

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## PROVINCE OF ONTARIO.

## REPORT No. 6.

SHOWING the Money Order Offices in operation at any time within the Year ended 30th June, 1887; the County wherein such Office is situated; the Number and Amount of Money Orders issued; the Amount of Orders paid; the Amount of Commission arising therefrom, at each Office, respectively, and the Amount paid to the Postmaster at each Office, as compensation for transacting the Money Order business during the same period.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmasters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle .....	Wellington .....	100	1,590 16	10 30	768 15	4 01
Acton .....	Halton .....	430	7,449 61	53 74	3,711 09	19 32
* Adelaide .....	Middlesex .....			76		
Alisa Craig .....	do .....	463	5,873 55	47 55	3,165 61	15 44
Albion .....	Cardwell .....	309	10,638 16	68 28	2,747 38	26 79
Aldboro' .....	Elgin .....	27	290 66	2 64	238 20	73
Alexandria .....	Glengarry .....	308	8,456 96	63 60	3,889 53	24 75
Algonia Mills .....	Algoma .....				1,088 61	05
Allandale .....	Simcoe .....	235	3,134 40	22 85	1,296 13	8 64
Allenford .....	Bruce .....	252	6,849 98	41 99	1,261 64	17 41
Allensville .....	Muskoka and Parry Sound .....	193	1,963 51	14 25	664 66	5 89
Alliston .....	Simcoe .....	491	8,029 92	54 63	7,778 66	21 06
Alma .....	Wellington .....	139	1,932 33	13 90	590 39	5 46
Almonte .....	Lanark .....	757	11,608 31	101 20	5,836 42	31 66
Alton .....	Cardwell .....	294	5,097 76	33 21	1,001 97	12 96
Alvinston .....	Lambton .....	440	5,670 06	44 97	3,075 23	15 98
Amberburg .....	Essex .....	1,224	16,525 81	127 24	6,027 84	46 01
Ancaster .....	Bront .....	251	11,256 15	70 16	1,637 21	28 66
Angus .....	Simcoe .....	46	995 54	7 48	1,293 11	3 41
† Appin .....	Middlesex .....	70	1,053 89	6 78	5 00	2 63
Appleton .....	Lanark .....	20	243 68	1 83	53 76	67
Arcona .....	Lambton .....	616	11,385 78	79 30	3,034 17	30 26
Arkwright .....	Bruce .....	47	959 62	6 60	473 03	2 93
Arnprior .....	Renfrew .....	600	10,434 50	79 89	4,896 11	27 50
Arthur .....	Wellington .....	433	7,563 03	54 75	5,171 84	21 72
Aultsville .....	Stormont .....	200	4,842 56	33 64	1,269 39	12 71
Aurora .....	York .....	582	8,664 19	64 44	8,238 49	25 25
Avening .....	Simcoe .....	203	4,966 84	31 71	240 37	12 42
Aylmer West .....	Elgin .....	1,447	16,122 82	138 81	12,138 79	44 02
Ayr .....	Waterloo .....	980	10,500 24	84 07	28,711 18	29 27
Ayton .....	Grey .....	190	5,224 70	35 10	1,278 52	13 32
Baden .....	Waterloo .....	112	3,139 51	22 39	1,443 48	8 04
Bailieboro' .....	Peterboro' .....	124	1,968 36	15 09	478 16	4 99
Bancroft .....	Hastings .....	485	17,614 41	102 10	853 31	44 39
Barrie .....	Simcoe .....	1,975	32,200 64	250 88	28,924 02	88 44
Bath .....	Lennox .....	412	5,966 52	40 00	1,378 10	15 53
† Bathurst Stre't (Toronto) .....	York .....	2,939	35,612 81	401 46	4,064 65	94 56
Bayfield .....	Huron .....	577	12,789 85	79 33	1,868 78	32 70
Baysville .....	Ontario .....	132	2,555 67	16 93	1,182 77	6 66
Beachburg .....	Renfrew .....	81	1,391 27	11 91	536 22	3 52
Beachville .....	Oxford .....	265	4,638 94	31 56	1,093 31	12 17
Beamsville .....	Lincoln .....	732	11,041 13	80 79	2,576 84	28 44
Beaverton .....	Ontario .....	355	6,262 02	44 94	4,416 78	16 58
Beeton .....	Simcoe .....	409	7,104 85	46 62	3,277 45	18 25

\* Closed 1st July, 1886.

† Opened 1st April, 1887.

‡ Formerly Toronto West.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.		Total Commission received from Public.		Total Orders Paid.		Compensation paid to Post-masters on M. O. business.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.
Belle River .....	Essex .....	51	456	42	3	77	1,286	83	1	66
Belleville .....	Hastings .....	2,920	41,795	86	351	18	46,171	27	.....	.....
Bell Ewart .....	Simcoe .....	13	153	31	1	65	78	49	.....	42
Bell's Corners .....	Carleton .....	42	1,460	34	9	82	83	87	.....	3 65
Belwood .....	Wellington .....	260	5,495	91	35	21	838	33	.....	13 81
Berlin .....	Waterloo .....	1,530	17,805	60	165	38	28,226	54	.....	54 38
Bethany .....	Durham .....	173	2,413	13	17	17	933	08	.....	6 33
†Biscotasing .....	Algoma .....	3	163	83	.....	85	.....	.....	.....	41
†Bleeker Street (Toronto)	York .....	120	1,270	39	13	63	2,360	00	.....	3 24
Blenheim .....	Kent .....	717	7,783	42	64	93	3,297	89	.....	22 31
Bluevale .....	Huron .....	67	1,236	62	8	23	1,280	50	.....	3 41
Blyth .....	do .....	490	6,039	94	47	45	3,463	81	.....	16 41
Bobcaygeon .....	Victoria .....	469	14,557	27	93	37	2,674	67	.....	37 26
Bondhead .....	York .....	71	1,534	71	9	95	275	81	.....	3 95
Bothwell .....	Bothwell .....	830	11,568	37	84	86	5,321	28	.....	31 74
Bowmanville .....	Durham .....	1,323	15,408	12	131	16	12,310	70	.....	44 22
Bracebridge .....	Ontario .....	585	11,388	11	85	13	8,992	54	.....	35 10
Bradford .....	York .....	549	9,872	99	73	18	2,672	65	.....	25 77
Brampton .....	Peel .....	975	17,339	37	136	96	20,013	79	.....	48 00
Branford .....	Brant .....	3,770	46,571	72	412	23	93,598	66	.....	131 90
Bridgewater .....	Hastings .....	149	2,203	23	16	02	1,101	18	.....	6 29
Bright .....	Oxford .....	234	3,293	03	25	13	2,969	07	.....	8 61
Brighton .....	Northumberland .....	595	10,174	51	74	54	4,604	46	.....	28 55
Brockville .....	Leeds .....	2,390	28,353	78	259	31	38,010	67	.....	83 17
§Brockton .....	York .....	94	1,121	72	9	58	54	97	.....	2 83
Bronte .....	Halton .....	74	705	73	6	33	534	13	.....	1 80
Brooklin .....	Ontario .....	379	5,264	26	38	23	2,635	93	.....	14 36
Brougham .....	do .....	71	2,232	07	15	21	278	05	.....	5 63
Bruce Mines .....	Algoma .....	227	8,820	87	53	22	5,878	01	.....	24 95
Brussels .....	Huron .....	835	16,844	72	117	05	5,376	85	.....	43 33
Burford .....	Brant .....	532	10,336	30	67	70	1,468	58	.....	26 68
Burlington .....	Halton .....	388	5,313	56	39	72	5,450	68	.....	15 74
Byng Inlet North .....	Muskoka and Parry Sound .....	130	4,666	09	26	41	1,627	91	.....	11 71
Caistorville .....	Wentworth .....	39	1,025	38	7	00	252	78	.....	2 55
Caledon .....	Cardwell .....	133	3,788	50	24	77	944	32	.....	9 63
Caledonia .....	Haldimand .....	630	12,017	05	79	55	3,448	62	.....	31 20
Cambray .....	Victoria .....	121	3,200	18	21	88	519	89	.....	8 25
Camlachie .....	Lambton .....	70	1,094	74	7	55	738	78	.....	3 05
Campbellford .....	Northumberland .....	1,010	14,555	03	107	56	5,375	55	.....	40 10
Campbellville .....	Halton .....	185	4,469	01	26	85	747	78	.....	11 28
Cannington .....	Ontario .....	733	8,843	29	62	60	6,167	80	.....	23 03
Cardinal .....	Grenville .....	397	7,757	12	60	17	1,688	26	.....	20 51
Cargill .....	Bruce .....	207	2,233	93	16	59	1,608	91	.....	5 86
Carleton Place .....	Lanark .....	654	13,132	47	100	46	5,245	77	.....	34 43
†Carleton Street (Toronto)	York .....	1,649	18,629	01	211	79	1,406	22	.....	48 47
Castleton .....	Northumberland .....	158	3,076	27	21	16	623	86	.....	7 82
Cayuga .....	Haldimand .....	933	18,486	21	124	38	3,303	29	.....	47 03
Charing Cross .....	Kent .....	76	1,891	01	12	72	443	63	.....	5 06
Chatham .....	do .....	3,028	37,763	03	345	75	31,191	55	.....	111 47
Chatsworth .....	Grey .....	461	10,733	14	70	31	4,570	18	.....	28 96
Chesley .....	Bruce .....	463	9,286	40	63	80	6,805	28	.....	21 11
Chesterville .....	Dundas .....	66	2,084	34	15	97	2,176	10	.....	7 13
Chippawa .....	Welland .....	209	3,241	38	24	63	2,743	00	.....	10 51
Clandeboye .....	Middlesex .....	51	1,123	58	8	30	580	49	.....	2 95
Claremont .....	Ontario .....	189	6,485	21	39	75	1,386	91	.....	16 36
Clarence .....	Russell .....	63	2,155	81	17	99	675	72	.....	5 07
Clarke .....	Durham .....	105	2,650	58	15	60	826	11	.....	8 09
Clarksburg .....	Grey .....	633	14,440	25	95	02	7,305	66	.....	40 05

† Closed 31st December, 1886.

‡ Opened 3rd Jan, 1887.

§ Opened 1st Oct., 1886.

|| Formerly Toronto North.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clearville .....	Elgin .....	268	6,914 93	39 28	688 15	17 40
Clifford .....	Wellington .....	384	6,316 47	43 34	2,435 25	16 43
Clinton .....	Huron .....	865	15,851 69	125 71	19,726 56	43 27
Gobden .....	Renfrew .....	43	1,635 01	10 94	404 03	4 28
Cobourg .....	Northumberland .....	1,837	26,240 25	215 95	17,430 83	73 80
Colborne .....	do .....	930	11,297 85	82 05	7,964 37	29 28
Coldwater .....	Simcoe .....	287	5,685 01	38 82	847 34	14 71
Collingwood .....	do .....	1,550	21,550 82	163 97	26,811 52	63 95
Colpoys Bay .....	Bruce .....	72	2,018 77	11 78	560 55	5 50
Columbus .....	Ontario .....	71	1,943 50	12 79	838 09	5 72
Conestogo .....	Waterloo .....	112	1,443 63	10 22	356 52	3 63
Consecon .....	Prince Edward .....	279	3,821 78	27 31	1,045 65	9 89
Cookstown .....	Simcoe .....	121	3,057 47	21 58	2,195 13	7 85
Cooksville .....	Peel .....	84	3,041 05	18 04	1,026 35	7 66
Cornwall .....	Stormont .....	1,274	20,236 07	162 40	16,313 66	60 10
Corunna .....	Lambton .....	175	1,902 75	15 82	722 07	5 41
Courtright .....	do .....	201	3,505 07	24 65	3,561 57	11 63
Craighurst .....	Simcoe .....	109	2,599 66	15 24	219 68	6 50
Credit .....	Peel .....	64	1,185 36	8 88	615 01	3 09
Crediton .....	Middlesex .....	224	6,753 23	46 03	1,717 70	17 28
Creemore .....	Simcoe .....	1,001	28,264 66	167 83	2,873 15	71 07
Crysler .....	Stormont .....	237	9,957 55	59 33	1,627 60	26 84
Cumberland .....	Russell .....	249	4,898 27	32 94	628 31	12 74
Delaware .....	Middlesex .....	237	4,406 48	31 51	1,166 47	11 59
Delhi .....	Norfolk .....	652	9,621 41	67 39	1,947 34	24 37
Delta .....	Leeds .....	73	2,325 52	17 70	1,062 94	6 52
Desboro' .....	Grey .....	435	10,504 32	66 69	592 25	26 89
Deseronto .....	Hastings .....	752	10,670 54	86 71	3,781 33	27 73
Dickinson's Landing .....	Stormont .....	118	3,000 68	20 89	1,314 74	7 95
Dorchester Station .....	Middlesex .....	174	2,234 75	17 23	1,241 99	5 79
Drayton .....	Wellington .....	195	3,517 77	25 20	3,914 17	9 35
Dresden .....	Bothwell .....	1,108	18,603 80	131 83	5,914 14	48 31
Drumbo .....	Brant .....	217	4,233 83	27 57	1,346 63	11 17
Duart .....	Elgin .....	266	2,335 67	18 19	532 80	6 05
Dublin .....	Perth .....	125	7,582 02	42 88	859 15	19 24
Dunbarton .....	Ontario .....	30	758 27	5 85	496 40	2 24
Dunchurch .....	Muskoka and Parry Sound .....	112	2,858 99	18 29	850 52	7 17
*Dundalk .....	Grey .....	215	7,040 46	40 99	1,863 54	17 66
Dundas .....	Wentworth .....	1,228	18,409 21	157 35	15,916 48	50 96
†Dundas Street (Toronto) .....	York .....	165	2,046 98	20 65	18 27	5 12
Dungannon .....	Huron .....	343	11,829 17	72 43	1,400 12	29 93
Dunnville .....	Monck .....	1,035	17,121 58	120 55	7,203 89	45 52
Dunvegan .....	Glenarry .....	77	2,636 75	15 92	871 61	8 05
Durham .....	Grey .....	725	13,988 93	95 94	9,971 49	38 30
†Dutton .....	Elgin .....	324	6,307 81	44 10	1,393 60	16 23
Edgar .....	Simcoe .....	17	345 50	2 28	315 27	1 09
Eganville .....	Renfrew .....	204	5,917 87	40 09	2,977 72	16 24
Egmondville .....	Huron .....	132	1,493 60	10 39	643 76	3 72
Elmira .....	Waterloo .....	345	6,047 79	47 11	2,050 03	15 45
Elmwood .....	Bruce .....	161	3,755 65	24 95	1,110 49	10 63
Elora .....	Wellington .....	973	13,642 12	96 03	7,326 97	36 44
Embro .....	Oxford .....	411	9,366 47	65 50	1,986 05	24 04
Emsdale .....	Muskoka and Parry Sound .....	55	1,196 87	9 75	3,134 75	5 38
Erin .....	Wellington .....	318	8,339 92	57 29	2,151 54	21 37
Essex Centre .....	Essex .....	826	14,721 39	101 79	6,976 45	38 98
Exeter .....	Middlesex .....	857	12,183 16	94 60	7,355 11	32 91
Farmersville .....	Leeds .....	119	3,593 50	25 49	1,549 47	9 85

\* Closed 4th October, 1886.

† Opened 3rd January, 1887

‡ Late Dutton Station.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M.O. business.
			\$ cts	\$ cts	\$ cts.	\$ cts.
Penelon Falls.....	Victoria.....	522	14,433 15	91 86	4,614 25	36 99
Fergus.....	Wellington.....	1,078	17,251 84	119 64	7,250 07	45 82
Fingal.....	Elgin.....	294	7,069 30	50 42	1,905 89	18 40
Fisherville.....	Haldimand.....	138	7,105 35	40 50	413 45	18 39
Flesherton.....	Grey.....	404	12,796 50	82 65	7,615 19	33 22
Florence.....	Middlesex.....	335	5,449 25	38 56	2,865 26	14 19
Fonthill.....	Welland.....	268	4,986 32	36 78	1,533 93	13 46
Forwich.....	Huron.....	199	4,696 82	30 88	791 13	11 87
Forest.....	Lambton.....	1,278	11,425 11	96 08	6,076 96	31 15
Fort Erie.....	Welland.....	506	6,394 36	48 03	5,261 35	18 38
*Fort William West.....	Algoma.....	556	13,476 22	97 81	1,271 22	34 26
Frankford.....	Hastings.....	254	4,702 77	32 16	1,007 02	12 24
Freelton.....	Wentworth.....	100	1,920 61	12 38	1,343 27	5 23
Galt.....	Waterloo.....	3,083	37,348 00	315 40	33,136 20	100 77
Gananoque.....	Leeds.....	1,288	20,940 67	177 57	9,172 24	55 44
Georgetown.....	Halton.....	8:7	13,117 78	100 55	6,015 19	34 90
Glamis.....	Bruce.....	144	3,560 92	23 63	1,368 65	9 28
Glenallan.....	Wellington.....	235	5,033 13	31 33	464 06	12 64
Glencoe.....	Middlesex.....	641	10,959 55	78 72	6,903 03	29 12
Goderich.....	Huron.....	1,989	31,803 47	237 51	17,880 19	87 26
Gore Bay.....	Algoma.....	163	3,852 20	25 26	3,012 52	9 96
Gorrie.....	Huron.....	319	5,000 57	33 60	2,325 15	13 46
Grafton.....	Northumberland.....	189	3,848 68	25 91	1,046 79	10 32
Grand Valley.....	Wellington.....	255	4,338 98	30 99	1,104 45	10 90
Granton.....	Middlesex.....	181	2,790 63	21 67	577 43	7 22
Gravenhurst.....	Simcoe.....	606	9,530 02	71 65	4,619 89	25 88
Greenwood.....	Ontario.....	36	1,073 86	7 26	1,146 87	3 00
Grimby.....	Wentworth.....	541	11,615 89	78 66	7,299 95	31 33
Guelph.....	Wellington.....	3,975	51,160 67	448 61	68,426 04	145 30
Hagersville.....	Haldimand.....	507	6,625 00	51 96	4,061 39	17 26
Haliburton.....	Peterboro'.....	292	7,116 43	46 89	2,687 42	21 40
Hamilton.....	Wentworth.....	9,596	131,459 59	1,287 66	343,898 52	.....
Hampton.....	Durham.....	165	3,676 41	23 35	470 00	9 49
Hanover.....	Grey.....	392	6,705 09	49 20	6,401 17	17 67
Harrison.....	Wellington.....	794	11,772 02	90 97	9,560 04	31 62
Hastings.....	Northumberland.....	195	4,382 91	33 28	1,617 63	11 54
Hawkesbury.....	Prescott.....	267	6,222 12	40 83	2,907 78	20 17
Hawkesville.....	Waterloo.....	261	6,135 67	42 42	1,783 13	15 60
Hensall.....	Huron.....	562	9,103 19	61 08	2,737 19	22 91
Hespeler.....	Waterloo.....	803	9,983 87	81 98	4,112 14	26 21
Highgate.....	Elgin.....	211	3,487 91	24 53	856 51	9 19
Highland Creek.....	York.....	106	3,287 76	21 28	413 87	8 34
Hillsburgh.....	Wellington.....	168	4,470 67	31 07	1,024 34	11 29
Hillsdale.....	Simcoe.....	261	9,016 13	51 35	1,145 91	22 72
Holland Landing.....	York.....	34	478 49	3 11	504 32	1 25
Hollen.....	Wellington.....	92	1 366 13	10 34	436 60	3 45
Hoodstown.....	Muskoka and Parry Sound.....	49	1,111 43	7 05	557 88	3 16
Horning's Mills.....	Grey.....	107	3,525 61	22 76	2,272 39	8 82
Humberstone.....	Welland.....	87	2,354 58	14 94	318 35	5 97
Huntsville.....	Muskoka.....	493	9,982 34	65 08	7,806 80	30 13
Ingersoll.....	Oxford.....	1,873	21,202 01	177 14	39,549 57	58 44
Innerkip.....	do.....	83	1,685 76	11 62	687 04	4 82
Invermay.....	Bruce.....	150	4,096 38	26 70	3,172 19	10 64
Iona.....	Elgin.....	84	1,390 03	9 71	713 14	3 77
Iroquois.....	Dundas.....	566	12,107 12	82 36	4,305 93	31 13
Jarvis.....	Haldimand.....	207	3,789 44	27 29	2,482 10	10 57

\* Opened 1st October, 1886.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jordan.....	Lincoln.....	167	2,904 96	20 75	682 23	7 46
Keene.....	Peterboro'.....	193	3,654 44	23 31	691 01	9 72
Kemptville.....	Grenville.....	1,019	23,778 06	171 78	7,601 95	66 12
Kettleby.....	York.....	183	1,864 85	14 26	689 89	4 90
Kincardine.....	Bruce.....	1,084	16,673 61	124 12	15,452 97	49 34
King.....	York.....	36	13,444 90	8 22	1,100 18	3 97
Kingston.....	Frontenac.....	4,979	62,669 23	572 94	83,232 30	.....
Kingsville.....	Essex.....	409	5,136 19	43 01	2,921 29	13 61
Kinmount.....	Victoria.....	184	3,090 93	23 12	2,256 32	8 89
Kippen.....	Huron.....	79	1,478 83	9 96	656 42	3 99
Kirkfield.....	Victoria.....	27	580 84	3 94	1,638 16	2 41
Kleinburg.....	York.....	65	1,206 13	7 81	220 55	3 18
*Klock's Mills.....	Nipissing.....	51	536 54	5 27	4 00	1 33
Komoka.....	Middlesex.....	135	1,984 55	14 68	1,359 00	5 56
Lakefield.....	Peterboro'.....	756	14,165 68	100 39	2,987 37	37 27
†Lakeport.....	Northumberland.....	38	578 22	4 14	452 44	1 44
L'Amable.....	Hastings.....	301	7,278 90	45 85	1,058 57	18 19
Lambton Mills.....	York.....	87	1,101 67	11 49	1,570 83	3 10
Lanark.....	Lanark.....	654	14,016 81	95 43	1,560 51	36 36
Lancaster.....	Glengarry.....	519	11,747 85	79 09	1,584 02	30 64
Lansdown.....	Leeds.....	136	4,673 69	27 45	1,295 89	11 87
Leamington.....	Essex.....	1,206	21,043 28	148 41	6,840 99	55 31
Lefroy.....	Simcoe.....	46	1,250 22	10 33	462 65	3 21
Lindsay.....	Victoria.....	1,381	17,033 93	144 62	23,835 65	49 05
Listowel.....	Perth.....	1,264	15,255 43	123 84	10,405 01	42 79
Little Britain.....	Victoria.....	129	3,237 82	22 57	840 70	8 24
Little Current.....	Algoma.....	309	12,699 72	75 18	7,075 90	33 90
Lloydtown.....	York.....	128	2,304 42	16 42	637 46	5 78
London.....	Middlesex.....	6,606	93,870 55	867 67	317,569 90	.....
London East.....	do.....	884	11,821 84	106 71	2,309 94	32 23
L'Orignal.....	Prescott.....	245	9,206 24	71 93	3,747 23	23 96
Lucan.....	Middlesex.....	377	3,735 18	30 73	2,181 18	10 15
Lucknow.....	Bruce.....	823	18,325 32	120 85	6,518 81	50 68
Lyn.....	Leeds.....	123	1,917 87	14 07	1,348 72	5 53
Lynden.....	Wentworth.....	162	5,046 96	30 96	641 48	12 63
Lynedoch.....	Norfolk.....	362	6,001 07	43 34	1,033 06	15 62
Madoc.....	Hastings.....	950	14,503 27	104 19	8,755 42	37 62
Magnetawan.....	Muskoka and Parry Sound.....	150	5,880 44	34 17	7,509 14	17 53
Manilla.....	Victoria.....	52	924 39	7 00	1,314 16	2 56
Manitowaning.....	Algoma.....	619	17,046 60	165 60	5,436 34	43 86
Manotick.....	Carleton.....	305	11,804 25	69 68	1,250 04	30 65
Maple.....	York.....	67	1,607 34	10 49	531 00	4 01
Markdale.....	Grey.....	395	10,459 04	67 74	5,066 66	28 80
Markham.....	York.....	486	8,130 59	62 58	10,589 31	32 73
Marmora.....	Hastings.....	285	4,692 99	32 94	1,204 99	12 47
Mattawa.....	Nipissing.....	397	12,779 49	80 92	3,364 77	32 61
Maxwell.....	Grey.....	349	9,626 50	61 33	1,346 89	24 68
†McKellar.....	Muskoka and Parry Sound.....	194	3,587 06	24 97	712 46	9 02
Meadowvale.....	Peel.....	76	3,069 51	18 53	510 66	7 71
Meaford.....	Grey.....	1,557	21,915 48	158 28	14,731 79	61 03
Merrickville.....	Grenville.....	578	17,634 29	117 90	3,793 91	46 93
Merriton.....	Lincoln.....	459	5,952 44	52 26	2,135 32	15 60
Metcalfe.....	Russell.....	183	4,312 41	27 55	698 29	11 16
Middleville.....	Lanark.....	116	1,538 04	11 25	774 60	3 89
Midland.....	Simcoe.....	590	9,701 75	70 81	3,959 65	25 59
Mildmay.....	Bruce.....	322	6,289 20	42 48	1,852 47	16 59
§Milford.....	Prince Edward.....	2	13 49	22	200 00	15

\* Opened 1st October, 1886. † Opened 2nd July, 1886. ‡ Closed 30th June, 1887. § Closed 31st July, 1886.

## REPORT No. 6—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Postmaster-General M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Millbank .....	Perth .....	447	9,385 06	59 51	1,638 53	23 77
Millbrook .....	Durham .....	556	6,997 40	52 63	5,653 36	21 36
Mille Roches .....	Corwall .....	196	1,936 65	16 48	341 38	4 97
Milton West .....	Halton .....	1,182	15,025 99	114 65	9,410 21	39 83
Milverton .....	Perth .....	178	5,219 63	36 71	1,036 49	13 25
Minden .....	Victoria .....	329	8,718 64	53 42	4,010 63	23 45
Mitchell .....	Perth .....	1,093	17,781 55	150 92	8,312 30	48 42
Mohawk .....	Brant .....	59	975 70	7 30	264 83	2 45
Mono Mills .....	Cardwall .....	61	1,633 02	11 12	540 34	4 11
Moore .....	Lambton .....	100	1,694 11	13 51	509 87	4 98
Morpeth .....	Elgin .....	297	4,908 54	33 86	781 19	12 60
Morrisburg .....	Dundas .....	1,193	16,352 18	131 27	9,008 94	43 32
Morrison .....	Wellington .....	221	3,634 61	24 56	1,518 07	9 49
Mount Albert .....	York .....	448	7,996 56	53 58	1,605 58	20 27
Mount Brydges .....	Middlesex .....	415	10,021 95	61 14	1,038 98	25 29
Mount Elgin .....	Norfolk .....	134	1,715 97	13 25	490 38	4 76
Mount Forest .....	Wellington .....	1,812	27,343 19	193 24	13,593 76	71 50
Nanticoke .....	Haldimand .....	114	2,979 90	20 20	113 60	7 48
Napanee .....	Lennox .....	1,320	17,025 39	142 15	15,041 16	53 90
Napier .....	Middlesex .....	178	2,987 39	21 43	486 05	7 65
Nassagaweya .....	Halton .....	468	7,236 41	47 94	1,032 98	18 27
Neustadt .....	Grey .....	176	3,533 64	31 83	843 57	9 62
Newboro' .....	Lee's .....	232	4,828 03	37 82	2,232 59	12 94
Newburgh .....	Addington .....	291	4,585 78	33 54	2,049 29	12 09
Newbury .....	Middlesex .....	389	5,006 32	36 88	1,936 35	12 95
Newcastle .....	Durham .....	746	8,938 01	66 07	3,415 97	22 73
New Dundee .....	Waterloo .....	16	574 92	3 26	1,374 35	1 45
New Edinburgh .....	Russell .....	124	2,368 38	20 18	639 10	6 75
New Germany .....	Waterloo .....	176	4,851 90	30 92	540 81	12 23
New Hamburg .....	do .....	325	6,368 07	51 27	3,852 09	17 83
New Market .....	Ontario .....	965	12,424 08	93 48	8,856 19	34 77
Niagara .....	Lincoln & Niagara .....	844	12,085 14	93 69	7,141 96	33 91
Niagara Falls .....	Welland .....	851	12,289 96	104 64	8,427 58	36 02
Niagara Falls South .....	do .....	794	17,430 73	120 14	5,088 69	45 74
Nobleton .....	York .....	188	6,043 93	34 91	1,003 58	15 44
Norland .....	Victoria .....	31	974 59	5 79	447 33	2 44
North Augusta .....	Grenville .....	134	3,999 17	2 82	1,668 06	12 99
* North Bay .....	Nipissing .....	246	5,265 59	38 40	638 68	13 17
North Gower .....	Carleton .....	235	6,506 98	40 70	985 87	17 04
North Port .....	Prince Edward .....	66	1,782 57	11 20	1,128 50	4 55
Norval .....	Halton .....	210	3,078 02	23 45	1,185 58	7 94
Norwich .....	Oxford .....	1,473	17,460 24	135 33	5,526 10	45 21
Norwood .....	Peterboro' .....	332	7,922 06	52 60	3,427 33	20 84
Oakland .....	Oxford .....	83	1,560 51	10 46	340 95	3 89
Oakville .....	Halton .....	975	16,815 76	126 31	7,635 61	46 74
† Oakwood .....	Victoria .....	156	2,405 31	15 50	411 10	6 12
Odessa .....	Lennox .....	242	3,452 64	27 50	411 04	9 02
Oil Springs .....	Lambton .....	431	8,619 82	55 15	2,461 99	22 13
Omamee .....	Victoria .....	541	9,972 32	66 14	2,085 57	26 33
Orangeville .....	Wellington .....	1,201	17,624 93	128 30	13,760 56	46 82
Orillia .....	Simcoe .....	1,459	22,598 18	179 90	20,860 57	69 26
Orono .....	Durham .....	623	12,150 99	80 07	1,899 03	31 01
Orwell .....	Elgin .....	81	949 61	6 16	111 40	2 43
Osceola .....	Renfrew .....	59	1,928 00	11 66	277 10	5 13
Oshawa .....	Ontario .....	1,358	15,806 29	137 66	33,341 24	46 05
Ottawa .....	Halton .....	9,543	174,418 03	1,524 94	149,953 69	.....
Otterville .....	Oxford .....	406	6,927 22	46 83	2,111 93	17 96
Owen Sound .....	Grey .....	2,800	37,645 88	293 87	33,983 21	108 11

\* Opened 3rd January, 1887.

† Opened 2nd July, 1886.

## REPORT No. 6—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Paisley .....	Bruce .....	404	8,095 61	57 03	7,218 50	21 66
Pakenham .....	Lanark .....	219	6,599 69	42 44	1,822 23	17 36
Palermo .....	Halton .....	174	2,636 29	17 32	420 64	6 63
Palmerston .....	Wellington .....	862	12,543 21	93 44	3,990 84	33 62
Paris .....	Brant .....	1,230	14,987 81	127 31	17,500 20	43 74
Parkdale .....	York .....	875	11,941 73	112 53	7,229 24	34 45
Park Hill .....	Middlesex .....	666	8,863 46	66 41	5,280 50	24 42
Parry Sound .....	Muskoka and Parry Sound .....	1,481	32,596 88	212 25	6,897 76	85 67
Patterson .....	York .....	14	268 03	2 05	5,150 29	71
*Peele Island .....	Essex .....	74	1,399 81	10 44	1,084 58	3 50
Pembroke .....	Renfrew .....	1,210	19,934 63	157 12	11,563 20	55 40
Penetanguishene .....	Simcoe .....	602	10,793 31	81 08	4,340 54	29 26
Perth .....	Lanark .....	1,133	14,984 15	127 72	9,341 81	42 20
Peterboro' .....	Peterboro' .....	3,182	42,367 12	351 38	35,741 87	122 84
Petersville .....	Middlesex .....	22	281 53	2 60	14 61	73
Petrolia .....	Lambton .....	2,217	23,945 10	190 01	9,474 05	64 75
Phelpston .....	Simcoe .....	30	442 50	3 36	956 26	1 18
Pickering .....	Ontario .....	212	2,393 25	20 31	1,985 81	8 09
Pictou .....	Prince Edward .....	1,680	17,017 90	148 21	15,717 34	49 31
Plantagenet .....	Prescott .....	195	7,350 25	48 06	2,607 03	21 35
Plattsville .....	Brant .....	166	4,183 38	37 24	1,592 53	10 65
Point Edward .....	Lambton .....	383	6,658 16	60 11	1,262 28	17 92
Port Arthur .....	Algoma .....	3,228	66,908 00	543 43	12,552 17	173 09
Port Burwell .....	Elgin .....	341	10,161 30	65 18	2,588 88	28 12
Port Carling .....	Simcoe .....	80	1,060 95	7 79	2,883 71	3 98
Port Colborne .....	Welland .....	579	6,810 56	57 69	6,238 89	21 62
Port Dalhousie .....	Lincoln .....	389	5,453 45	43 93	1,439 63	14 34
Port Dover .....	Norfolk .....	813	10,848 45	84 69	3,411 17	28 70
Port Elgin .....	Bruce .....	1,022	11,076 98	85 60	5,146 15	29 45
Port Hope .....	Durham .....	2,268	28,859 01	239 07	24,633 41	80 24
Port Perry .....	Ontario .....	916	11,484 08	89 25	9,352 70	31 71
Port Robinson .....	Welland .....	97	1,891 16	13 34	776 70	4 98
Port Rowan .....	Norfolk .....	402	8,730 97	61 77	3,461 74	22 77
Port Ryerse .....	do .....	55	454 15	3 94	254 63	1 19
Port Stanley .....	Elgin .....	142	2,308 54	19 32	1,253 45	7 21
Port Sydney .....	Muskoka and Parry Sound .....	281	4,504 04	30 58	1,969 04	14 82
Prescott .....	Grenville .....	1,584	21,069 56	174 69	13,045 06	59 37
Preston .....	Waterloo .....	509	5,968 93	60 09	6,200 58	16 32
Priceville .....	Grey .....	185	3,412 53	22 56	3,643 42	10 09
Princeton .....	Brant .....	295	3,946 45	29 29	1,847 11	10 80
Puslinch .....	Wellington .....	157	2,208 86	14 71	389 94	5 80
†Queen Street East (Toronto) .....	York .....	1,347	16,620 20	183 61	1,633 76	44 79
Ratho .....	Oxford .....	83	2,257 67	13 68	710 99	5 95
†Rat Portage .....	Algoma .....	586	16,289 37	119 68	2,140 35	40 72
Red Rock .....	do .....	175	3,237 48	26 17	365 24	8 12
Renfrew .....	Renfrew .....	821	14,779 19	119 86	5,256 28	38 52
Riceville .....	Prescott .....	174	5,778 20	36 13	1,661 04	17 29
Richmond West .....	Carleton .....	291	7,197 11	45 11	831 26	18 84
Richmond Hill .....	York .....	294	5,813 52	45 04	5,276 69	15 29
Ridgetown .....	Elgin .....	1,210	13,018 77	106 88	8,499 01	34 78
Ridgeway .....	Welland .....	405	7,319 78	48 09	1,451 31	19 28
Riversdale .....	Bruce .....	77	2,364 57	14 47	726 04	6 36
†Riverside .....	York .....	113	1,009 71	11 87	12 80	2 53
Rockingham .....	Renfrew .....	148	5,968 70	34 70	462 09	15 63
Rockton .....	Wentworth .....	97	2,587 91	15 80	335 51	6 59
Rockwood .....	Wellington .....	270	3,842 12	28 79	1,613 21	10 33

\* Opened 3rd January, 1887.

† Late Toronto East.

‡ Opened 1st October, 1886.

## REPORT No. 6.—Province of Ontario, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Rogderville .....	Perth .....				60 00	
Rodney .....	Elgin .....	455	5,121 90	41 07	1,449 72	13 12
Rosemont .....	Simcoe .....	71	2,917 77	16 26	1,018 72	7 32
Rosseau .....	Muskoka and Parry Sound .....	163	2,550 35	19 12	1,197 35	7 28
†Rothsay .....	Wellington .....	15	251 20	1 53	102 75	6 63
Russell .....	Russell .....	88	3,914 46	23 12	1,373 51	11 26
St. Catharine's .....	Lincoln .....	3,235	45,403 51	381 93	45,577 61	131 91
St. George, Brant .....	Brant .....	354	3,857 16	31 07	2,838 19	10 01
St. Jacob's .....	Waterloo .....	136	2,712 54	20 59	704 29	7 53
St. Mary's Blanchard .....	Perth .....	1,368	20,515 81	155 50	11,613 72	54 95
St. Thomas West .....	Elgin .....	3,084	39,011 47	351 78	88,506 15	111 88
St. William's .....	Norfolk .....	111	1,619 44	12 96	582 65	4 51
Sandwich .....	Essex .....	236	2,964 23	28 53	3,568 62	9 36
Sarnia .....	Lambton .....	2,060	25,417 00	216 28	30,100 55	75 80
Saugeen .....	Bruce .....	478	10,348 38	69 67	3,621 35	27 75
Sault Ste. Marie .....	Algoma .....	1,237	31,952 01	199 21	10,920 20	81 90
Scarboro' .....	York .....	63	1,517 91	10 26	475 80	4 02
Schomberg .....	do .....	119	2,000 48	13 61	1,767 02	5 31
Scotland .....	Oxford .....	243	5,858 58	36 37	1,330 70	15 45
Seaforth .....	Huron .....	1,478	25,980 45	199 48	13,481 44	69 71
Selkirk .....	Haldimand .....	271	8,754 67	57 14	2,070 56	21 96
Severn Bridge .....	Ontario .....	134	1,796 26	14 63	762 29	4 86
Shakespeare .....	Oxford .....	196	2,639 67	20 12	1,279 85	7 15
Shannonville .....	Hastings .....	195	3,538 76	23 27	945 52	9 14
Sharon .....	York .....	51	865 24	5 70	743 57	2 58
Shelburne .....	Grey .....	724	12,925 99	89 50	4,785 23	32 94
Simcoe .....	Norfolk .....	1,361	16,970 25	137 40	12,920 54	47 64
Singhampton .....	Simcoe .....	117	4,027 23	25 37	1,555 61	11 00
Smith's Falls .....	Leeds & Grenville .....	752	13,397 53	107 42	15,811 31	35 74
Smithville .....	Wentworth .....	1,451	28,127 71	184 76	4,867 61	72 02
Sombra .....	Bothwell .....	238	3,521 90	25 97	1,643 66	9 85
†Spadina Aven. (Toronto) .....	York .....	454	4,985 96	53 70	175 01	12 51
Sparta .....	Elgin .....	130	2,785 78	19 06	1,563 47	7 45
Spencerville .....	Grenville .....	358	8,173 59	52 32	429 88	20 74
Springfield .....	Middlesex .....	535	8,982 92	64 32	909 99	22 84
Springford .....	Oxford .....	88	1,191 66	9 10	691 49	3 13
Stayner .....	Simcoe .....	1,088	16,658 34	114 06	8,574 79	44 90
Stella .....	Lennox .....	98	2,107 15	14 61	607 73	5 81
Stevensville .....	Welland .....	351	4,669 39	32 62	717 41	12 15
Stirling .....	Hastings .....	510	7,483 22	53 75	3,392 19	20 65
Sturton .....	Wellington .....	208	2,460 66	15 30	276 44	6 16
Stony Creek .....	Wentworth .....	34	720 73	5 13	478 90	1 80
Stouffville .....	Ontario .....	371	9,413 54	71 47	5,216 41	25 09
Strabane .....	Wentworth .....	20	518 48	3 32	741 46	2 13
§Stratfordville .....	Elgin .....	306	8,896 68	53 61	290 65	22 27
Stratford .....	Perth .....	2,348	29,300 00	253 51	26,516 29	84 09
Strathroy .....	Middlesex .....	1,719	19,702 16	154 36	10,971 99	54 17
Streetsville .....	Peel .....	435	7,712 56	50 40	4,107 42	19 82
Sturgeon Falls .....	Nipissing .....	40	981 30	8 45	445 98	2 46
Sudbury .....	Algoma .....	561	23,524 01	156 94	1,180 99	59 00
Sunderland .....	Ontario .....	83	1,820 18	12 70	1,412 99	4 92
Sutton West .....	York .....	636	15,191 81	97 11	2,756 87	39 09
Sydenham .....	Addington .....	255	7,210 48	45 16	1,006 13	18 60
Tamworth .....	Addington .....	212	4,986 64	33 23	837 85	13 50
Tavistock .....	Oxford .....	216	2,872 55	26 91	1,342 99	7 39
Teeswater .....	Bruce .....	602	13,335 14	87 74	6,009 67	35 06
Teeterville .....	Norfolk .....	110	1,627 38	11 67	584 62	5 24
Thamesford .....	Oxford .....	302	5,375 74	35 52	1,118 92	13 82

\* Closed 25th Oct., 1886. † Opened 3rd Jan., 1887. ‡ Opened 3rd Jan., 1887. § Closed 7th June, 1887.



## REPORT NO. 6.—Province of Ontario, &amp;c—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Thamesville.....	Bothwell.....	469	8,773 37	59 96	3,407 85	23 53
Theford.....	Lambton.....	476	8,128 56	57 06	1,840 87	20 69
Thomasburg.....	Hastings.....	133	3,289 80	20 09	220 00	8 23
*Thorndale.....	Middlesex.....	46	1,107 01	6 81	69 19	2 77
Thornhill.....	York.....	120	2,625 61	19 42	1,224 50	7 54
Thorold.....	Welland.....	1,011	15,328 94	130 16	8,626 14	43 01
Tilbury Centre.....	Essex.....	328	7,304 92	51 81	1,887 05	18 54
Tilsonburg.....	Norfolk.....	1,188	13,835 80	112 94	13,963 74	39 00
Tiverton.....	Bruce.....	211	4,766 73	35 62	4,071 51	14 19
Toronto.....	York.....	22,398	346,486 02	3,455 39	1,431,188 81	.....
Tottenham.....	Simcoe.....	286	4,754 68	32 23	1,969 57	12 44
Trenton.....	Hastings.....	877	12,662 82	100 66	9,343 54	35 62
Tullamore.....	Peel.....	58	1,238 43	8 11	375 86	3 43
Tweed.....	Hastings.....	412	8,313 20	58 31	1,988 63	21 38
Underwood.....	Bruce.....	361	7,753 71	52 65	1,729 54	20 55
Union.....	Elgin.....	55	765 74	6 73	560 14	2 37
Unionville.....	York.....	155	2,912 31	20 11	1,297 73	7 44
Uxbridge.....	Ontario.....	858	13,887 44	102 57	8,338 96	36 69
Vankleek Hill.....	Prescott.....	304	9,092 96	75 50	5,480 83	30 21
Varna.....	Huron.....	140	2,820 13	18 05	638 68	7 07
Victoria Harbor.....	Simcoe.....	126	1,613 95	11 13	354 86	4 14
Vienna.....	Elgin.....	534	11,137 61	70 53	2,074 18	28 40
Vittoria.....	Norfolk.....	543	6,939 40	48 88	945 58	17 70
Wales.....	Stormont.....	36	711 05	5 63	1,249 05	2 92
Walkerton.....	Bruce.....	1,532	20,921 04	153 61	14,821 38	56 29
Walkerville.....	Essex.....	229	3,754 70	30 33	1 19 41	9 89
Wallaceburg.....	Bothwell.....	1,288	22,273 23	159 45	6,287 93	57 82
Wallacetown.....	Elgin.....	284	5,778 94	37 81	974 10	14 56
Wardsville.....	Middlesex.....	364	4,445 57	32 83	1,777 61	12 02
Warkworth.....	Northumberland.....	911	19,486 72*	121 45	2,395 97	49 55
Waraw.....	Peterboro'.....	102	4,450 53	25 78	171 13	11 13
Warwick.....	Lambton.....	180	3,550 90	24 26	1,739 49	9 00
Waterdown.....	Wentworth.....	239	3,341 82	25 18	2,792 60	9 07
Waterford.....	Norfolk.....	831	9,503 03	73 83	3,931 92	25 52
Waterloo West.....	Waterloo.....	587	7,367 92	69 50	29,604 07	22 56
Waterloo.....	Lambton.....	726	12,634 39	85 96	6,248 33	32 39
Waubesaene.....	Simcoe.....	343	4,722 16	35 37	937 08	12 30
Welland.....	Welland.....	877	12,480 27	98 78	9,531 33	34 98
Welland Port.....	Monck.....	185	6,590 17	40 89	739 65	16 75
Wellesley.....	Waterloo.....	293	5,442 87	43 87	1,447 17	13 79
Wellington.....	Prince Edward.....	590	9,876 12	69 13	864 59	25 53
Wendigo.....	Middlesex.....	186	4,506 63	30 98	608 45	11 88
West Lorne.....	Elgin.....	38	514 02	4 43	137 07	1 32
Weston.....	York.....	470	8,298 67	59 44	3,169 41	21 43
Westport.....	Leeds.....	199	5,404 62	38 66	1,136 32	14 31
West Toronto Junction.....	York.....	193	1,901 22	21 55	437 98	4 86
West Winchester.....	Dundas.....	146	3,938 28	26 79	2,048 58	11 04
Whitby.....	Ontario.....	1,242	14,090 50	118 51	13,148 13	38 68
Whitevale.....	do.....	27	926 53	5 46	22 57	2 49
Whitton.....	Bruce.....	1,320	21,783 13	145 22	6,909 87	57 43
Wilkesport.....	Bothwell.....	203	3,725 73	22 23	894 49	9 43
Williamstown.....	Glengarry.....	46	814 65	5 74	1,036 37	2 71
Windsor.....	Essex.....	2,054	30,005 63	246 61	37,596 49	.....
Wingham.....	Huron.....	986	15,725 14	115 76	29,836 83	42 37
Woodbridge.....	York.....	358	7,677 88	52 36	2,295 54	20 67
Woodham.....	Perth.....	56	1,465 95	11 27	566 77	3 65
Woodslee.....	Essex.....	401	12,282 17	74 01	1,260 78	31 76

\* Opened 3rd January, 1887.

† Opened 3rd January, 1887.

REPORT No. 6.—Province of Ontario, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Woodstock.....	Oxford.....	3,257	40,072 64	332 05	48,069 25	112 04
Woodville.....	Victoria.....	822	32,906 76	188 68	2,309 55	83 23
Wroxeter.....	Huron.....	512	10,331 74	72 05	2,576 64	27 03
Wyoming.....	Lambton.....	768	11,206 74	79 42	3,393 45	28 88
York.....	Haldimand.....	144	3,317 56	22 95	1,655 37	8 76
Yorkville.....	York.....	1,367	20,787 78	209 90	3,570 92	54 61
Zurich.....	Huron.....	326	10,198 79	67 23	1,873 53	25 85
Total.....	.....	313,464	5,148,382 63	40,183 16	4,806,519 88	11,541 95

A. W. McLELAN,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Money Order Branch.*

## PROVINCE OF QUEBEC.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acton Vale .....	Bagot .....	52	1,294 02	10 16	2,483 65	7 67
Agnes .....	Beauce .....	96	1,160 21	11 24	2,607 44	5 10
Arthabaskaville .....	Arthabaska .....	285	6,154 44	43 82	4,196 91	21 93
Aylmer East .....	Ottawa .....	270	7,174 92	48 66	2,605 91	19 33
*Bagotville .....	Chicoutimi .....	42	1,810 33	10 45	33 75	4 52
Beauharnois .....	Beauharnois .....	433	8,767 33	57 31	3,196 31	22 75
Bécancour .....	Nicolet .....	13	607 09	4 50	538 65	2 35
Bedford .....	Missisquoi .....	334	3,709 10	34 15	6,072 87	13 15
Beebe Plain .....	Stanstead .....	18	242 86	1 53	2,913 75	72
Berthier ( <i>en haut</i> ) .....	Berthier .....	333	9,038 80	62 53	4,208 69	25 93
Black Cape .....	Bonaventure .....	194	4,265 03	26 77	1,211 60	10 99
Bolton Centre .....	Brome .....	129	2,141 76	20 41	687 15	5 53
Bryson .....	Pontiac .....	165	3,479 80	29 32	1,034 90	9 49
Buckingham .....	Ottawa .....	570	12,812 23	95 89	3,284 13	35 29
Cacouna .....	Temisconata .....	20	483 89	3 73	2,005 89	1 60
Capelton .....	Sherbrooke .....	147	1,274 74	15 53	2,284 83	8 70
Cap Santé .....	Portneuf .....	24	1,423 00	9 50	273 89	3 60
Chambly Canton .....	Chambly .....	137	2,782 21	19 95	2,157 75	8 08
Chapeau .....	Pontiac .....	55	1,851 14	10 94	114 61	4 79
Chelsea .....	Ottawa .....	267	3,663 76	27 97	835 71	10 02
Chicoutimi .....	Chicoutimi .....	185	8,210 78	50 14	5,570 65	25 73
Clarenceville .....	Missisquoi .....	40	1,794 84	11 12	965 04	5 42
Coaticook .....	Stanstead .....	1,058	10,689 49	102 80	8,172 35	31 88
Compton .....	Compton .....	240	3,442 26	32 27	2,404 22	10 11
Cockshire .....	do .....	268	4,356 08	34 91	2,584 19	12 97
Coteau Landing .....	Soulanges .....	183	7,177 69	41 84	1,068 03	19 21
Cowansville .....	Missisquoi .....	647	6,890 45	60 97	2,628 47	19 91
Danville .....	Richmond .....	342	6,699 48	56 91	4,653 64	24 37
Deschambault .....	Portneuf .....	14	457 34	3 64	597 08	1 69
Drummondville East .....	Drummond .....	117	4,143 25	27 80	2,318 34	12 47
Dunham .....	Missisquoi .....	310	5,875 41	43 57	1,354 68	17 00
East Farnham .....	Brome .....	105	738 37	7 24	535 99	1 99
Etchemin .....	Lévis .....	95	1,615 88	12 82	920 46	5 44
Farnham .....	Missisquoi .....	670	11,684 10	91 79	2,602 86	33 89
Franklin Centre .....	Huntingdon .....	34	1,370 06	9 54	931 28	4 26
Freighsburg .....	Missisquoi .....	170	2,770 27	23 69	1,483 30	7 93
Gaspé Basin .....	Gaspé .....	503	10,346 36	72 01	4,143 10	28 24
Granby .....	Shefford .....	580	7,192 60	53 40	2,877 82	21 11
Grenville .....	Argenteuil .....	276	16,148 11	89 11	1,437 34	41 31
Hatley .....	Stanstead .....	100	1,655 79	14 45	550 42	5 27
Hemmingford .....	Huntingdon .....	70	1,830 93	12 67	1,212 23	6 37
Henryville .....	Iberville .....	95	3,692 99	27 03	2,225 79	11 89
Hochelaga .....	Hochelaga .....	351	5,492 19	58 31	1,459 12	15 00
Hull .....	Ottawa .....	682	22,526 33	143 95	3,729 92	58 83
Huntingdon .....	Huntingdon .....	363	8,132 07	62 34	5,130 82	23 39
Inverness .....	Megantic .....	174	3,323 03	23 81	3,815 57	10 92

\* Opened 3rd January, 1887.

## REPORT No 6 —Province of Quebec, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Joliette .....	Joliette.....	660	18,638 26	116 60	6,545 99	52 35
Kamouraska.....	Kamouraska.....	53	1,740 99	15 97	3,821 85	7 71
Kingsbury.....	Richmond.....	166	2,209 08	23 12	234 95	5 73
*Kingsey Falls.....	Drummond.....	57	834 78	8 05	.....	2 09
Kinnear's Mills.....	Megantic.....	30	501 84	3 89	821 39	2 93
Knowlton.....	Brome.....	597	10,847 39	79 51	2,177 25	28 98
Lachine.....	Jacques Cartier.....	454	7,728 94	75 99	2,277 26	21 36
Lachute.....	Argenteuil.....	384	11,326 39	100 86	5,734 06	32 94
Lacolle.....	St. John's.....	163	4,529 34	33 70	1,725 07	12 26
Lambton.....	Beauce.....	50	1,013 96	8 95	157 95	2 59
Laprairie.....	Laprairie.....	149	3,557 58	28 10	1,429 22	9 53
L'Assomption.....	L'Assomption.....	.....	.....	.....	1,189 15	1 43
†Laurentides.....	L'Assomption.....	45	1,088 05	8 08	448 76	3 09
Lanzon.....	Lévis.....	150	2,276 85	21 94	4,056 38	14 93
Lawrenceville.....	Shefford.....	100	2,511 30	19 68	1,055 36	8 00
Leeds.....	Mégantic.....	67	1,715 69	12 08	1,308 32	6 31
Lennoxville.....	Richbrooke.....	491	7,823 64	63 54	4,861 72	22 67
L'Epiphanie.....	L'Assomption.....	12	715 50	5 00	395 95	2 19
Les Eboulemens.....	Charlevoix.....	224	3,961 81	22 44	800 97	10 41
Lévis.....	Lévis.....	202	5,000 96	39 31	8,895 90	23 21
Little Metis.....	Rimouski.....	52	1,656 19	11 74	1,500 78	4 18
Longueuil.....	Chambly.....	25	318 87	2 81	1,074 83	2 05
Lotbinière.....	Lotbinière.....	189	3,464 65	24 88	1,750 09	11 75
Louiseville.....	Maskinongé.....	126	3,803 83	27 11	2,461 67	11 72
Magog.....	Stanstead.....	278	5,256 75	51 08	1,363 05	14 78
Maniwaki.....	Ottawa.....	61	2,451 98	17 20	303 60	6 36
Mansonville.....	Brome.....	225	4,135 63	28 49	810 92	10 54
Massawippi.....	Stanstead.....	48	443 91	4 73	350 61	1 67
Melbourne.....	Richmond.....	271	3,166 60	29 80	1,547 79	8 22
Montmagny.....	Montmagny.....	127	3,232 24	24 27	4,583 76	16 00
Montreal.....	Hochelaga.....	22,910	390,193 68	3,847 71	918,923 22	.....
Murray Bay.....	Charlevoix.....	611	15,392 69	89 22	5,033 84	39 19
Napierville.....	Napierville.....	105	1,978 51	17 51	815 75	5 84
Nicolet.....	Nicolet.....	103	2,258 32	16 70	3,405 46	9 10
N.-Dame de Stanbridge.	Missisquoi.....	242	6,262 59	38 27	550 68	16 71
Orms town.....	Chateauguay.....	78	3,480 67	23 84	2,549 89	10 26
Paspebiac.....	Bonaventure.....	457	15,221 98	95 83	4,009 03	40 71
Percé.....	Gaspé.....	686	15,646 52	101 90	5,350 55	46 06
Pierreville.....	Yamaska.....	37	1,000 98	7 13	1,474 89	4 54
Point St. Charles.....	Jacques Cartier.....	1,424	20,174 38	221 43	3,420 07	53 49
Portage du Fort.....	Pontiac.....	109	3,539 10	22 64	1,754 18	9 35
Quebec.....	Quebec.....	5,289	100,152 04	862 02	171,116 31	.....
Quy on.....	Pontiac.....	210	5,405 08	37 20	618 64	14 13
Richmond East.....	Richmond.....	593	7,488 22	64 18	3,303 70	21 19
Rigaud.....	Vaudreuil.....	78	1,639 20	13 86	1,190 96	4 91
Rimouski.....	Rimouski.....	256	7,280 81	56 09	8,068 81	23 96
River David.....	Yamaska.....	.....	.....	.....	636 77	1 06
Rivière du Loup (en bas).	Témiscouata.....	235	6,243 06	45 42	8,239 49	22 77
Robinson.....	Compton.....	172	3,642 47	26 03	1,461 08	10 65
Rock Island.....	Stanstead.....	185	2,106 30	14 91	1,519 44	5 28
Roxton Falls.....	Shefford.....	72	1,419 65	10 92	1,382 87	6 13
St. Andrews East.....	Argenteuil.....	82	3,329 70	23 34	3,720 94	11 26

\* Opened 3rd January, 1887.

† Opened 2nd July, 1886.

REPORT No. 9.—Province of Quebec, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Athanase .....	Iberville .....	239	3,206 05	23 96	2,397 16	10 98
St. Barthélemi .....	Berthier .....	381	8,416 91	50 93	100 16	21 16
St. Casimir .....	Portneuf .....	73	2,639 66	18 57	1,541 51	9 44
St. Césaire .....	Rouville .....	215	3,348 28	27 32	4,121 25	15 64
St. Chrysostôme .....	Chateauguay .....	191	6,258 22	44 51	2,083 45	17 67
St. Croix .....	Lotbinière .....	56	2,168 80	16 07	2,749 81	11 86
St. Eustache .....	Two Mountains .....	140	4,375 00	30 50	955 91	11 51
St. Félix de Valois .....	Joliette .....	16	649 96	4 37	425 03	2 19
St. François. Beauce .....	Beauce .....	46	1,217 20	9 05	1,284 01	4 19
St. Geneviève de Batis- can .....	Champlain .....	8	259 00	1 50	866 95	1 74
St. Grégoire .....	Nicolet .....	24	965 82	6 77	334 86	2 62
St. Hyacinthe .....	St. Hyacinthe .....	781	11,845 64	109 80	15,703 65	45 36
St. Jean des Chaillons .....	Lotbinière .....	34	1,233 25	7 24	1,106 28	3 26
St. Jérôme .....	Terrebonne .....	180	4,363 92	30 12	4,776 91	15 94
St. John's East .....	St. John's .....	965	14,322 96	110 15	9,902 97	41 85
St. Marie de Monnoir .....	Rouville .....	13	331 18	3 00	2,293 77	4 65
St. Martine .....	Chateauguay .....	25	953 12	6 95	776 54	2 65
St. Paul's Bay .....	Charlevoix .....	355	12,910 56	73 22	4,486 49	36 26
St. Pie .....	Bagot .....	18	291 98	3 09	850 83	1 79
St. Polycarpe .....	Soulanges .....	26	1,477 67	8 70	165 32	3 69
St. Raymond .....	Portneuf .....	150	2,932 06	20 08	712 94	7 98
St. Rémi .....	Napierville .....	194	3,823 48	31 51	1,982 71	12 51
St. Roch de Quebec .....	Quebec .....	660	12,120 29	98 35	9,662 37	35 10
St. Sauveur de Quebec .....	do .....	210	4,707 69	28 93	2,716 70	13 70
St. Scholastique .....	Two Mountains .....	99	3,975 08	26 79	1,774 97	11 63
St. Sylvester East .....	Lotbinière .....	31	1,249 87	10 25	324 71	3 61
St. Sylvester West .....	do .....	102	1,877 98	12 66	521 25	5 04
St. Thérèse de Blainville .....	Terrebonne .....	215	4,548 41	31 85	1,321 12	11 89
Scotstown .....	Compton .....	149	2,283 38	19 60	1,959 63	7 12
Shawville .....	Pontiac .....	131	3,901 75	26 67	392 08	9 81
Sherbrooke .....	Sherbrooke .....	1,657	19,484 20	182 46	21,207 88	67 45
Somerset .....	Megantic .....	27	887 62	6 49	1,841 30	5 05
Sorel .....	Richelieu .....	565	9,885 68	76 85	8,581 85	32 62
South Durham .....	Drummond .....	65	2,461 16	14 58	889 42	7 46
Stanford .....	Arthabaska .....	14	361 06	3 15	1,162 14	2 51
Stanstead .....	Stanstead .....	300	2,300 18	21 32	3,571 17	6 93
Sutton .....	Brome .....	155	2,917 24	22 63	1,176 12	8 76
Sweetsburg .....	Missisquoi .....	279	3,243 85	26 60	1,187 06	9 01
Terrebonne .....	Terrebonne .....	57	1,682 69	11 20	2,073 92	4 59
Three Rivers .....	St. Maurice .....	615	10,189 94	77 42	8,548 99	34 76
Thurso .....	Ottawa .....	107	2,583 09	19 63	2,374 36	7 64
Ulverton .....	Drummond .....	22	480 63	3 91	211 69	1 33
Valleyfield .....	Beauharnois .....	446	10,067 68	75 47	3,890 22	26 59
Victoriaville .....	Arthabaska .....	40	455 59	4 41	859 90	1 76
Waterloo East .....	Shefford .....	912	11,365 04	98 39	7,992 40	35 36
Windsor Mills .....	Richmond .....	50	829 10	7 24	635 12	2 33
Wright .....	Ottawa .....	36	1,286 91	7 81	660 76	3 20
Yamachiche .....	St. Maurice .....	85	2,636 93	16 70	586 30	7 16
Total .....		61,765	1,167,774 90	9,826 63	1,466,129 53	2,040 05

A. W. McLELAN,

J. C. STEWART,

*Superintendent Money Order Branch.**Postmaster-General.*

## PROVINCE OF NOVA SCOTIA.

REPORT No. 6.—Showing the Money Order Offices in operation in Year ended 30th June, 1887, &amp;c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines .....	Colchester.....	926	13,787 30	106 34	6,345 39	41 06
Amherst.....	Cumberland.....	2,463	31,393 59	251 23	52,978 27	90 09
Annapolis.....	Annapolis.....	1,581	21,793 81	164 59	11,369 52	59 62
Antigonishe.....	Antigonishe.....	1,461	19,800 83	146 03	43,193 23	81 75
Arichat.....	Richmond.....	1,263	34,250 21	215 19	27,838 51	130 08
Athol.....	Cumberland.....	161	2,674 43	15 95	412 93	6 78
Aylesford.....	King's.....	615	10,208 76	70 51	4,032 77	29 33
Baddeck.....	Victoria.....	861	19,559 45	126 52	10,896 14	61 40
Barrington.....	Shelburne.....	641	10,946 23	76 31	11,561 50	42 74
Basin River.....	Colchester.....	82	841 75	7 27	1,844 72	3 25
Bayfield.....	Antigonishe.....	99	1,877 78	12 49	469 24	5 30
Beaver River (West Side).....	Digby.....	696	11,297 40	73 79	6,256 64	34 54
Berwick.....	King's.....	863	17,284 87	126 38	7,861 01	49 03
Boylston.....	Guysboro'.....	153	4,016 99	26 27	1,284 94	12 34
Bridgetown.....	Cape Breton.....	364	7,954 54	49 77	272 31	19 90
Bridgetown.....	Annapolis.....	1,161	18,957 13	135 31	16,422 20	56 55
Bridgewater.....	Lunenburg.....	1,596	26,540 22	194 72	10,948 16	73 83
Caledonia Corner.....	Queen's.....	880	25,164 16	149 23	2,864 17	65 55
Canning.....	King's.....	657	8,413 58	63 39	4,227 58	25 58
Canso.....	Guysboro'.....	1,222	23,495 80	176 11	2,820 20	61 07
Chester.....	Lunenburg.....	246	5,375 24	35 98	3,133 19	16 18
Cheticamp Chapel.....	Inverness.....	88	3,067 20	17 44	1,531 01	8 58
Cheverie.....	Hants.....	77	984 23	7 04	503 53	3 17
Christmas Island.....	Cape Breton.....	74	1,717 84	11 79	455 42	4 88
Clarke's Harbor.....	Shelburne.....	140	4,608 79	29 41	1,469 34	13 34
*Clementsport.....	Annapolis.....	213	1,988 42	15 54	1,480 33	6 22
Clyde River.....	Shelburne.....	161	3,659 53	22 41	1,870 79	11 99
Cow Bay.....	Cape Breton.....	1,140	27,829 52	169 91	3,087 64	72 12
Cross Roads (U.H.).....	Guysboro'.....	27	709 95	4 54	122 00	1 84
Dartmouth.....	Halifax.....	557	7,726 01	66 98	7,095 75	25 82
Digby.....	Digby.....	1,455	21,439 06	156 08	13,123 64	64 26
Economy.....	Colchester.....	370	10,344 89	64 25	1,629 64	28 15
English Town.....	Victoria.....	48	669 98	4 83	2,928 78	5 50
Five Islands.....	Colchester.....	256	6,840 79	42 99	3,227 67	22 97
Folly Village.....	do.....	103	1,074 06	10 32	689 45	3 35
†Freeport.....	Digby.....	28	1,140 70	7 47	180 75	2 91
Gabarouse.....	Cape Breton.....	184	4,780 02	28 56	456 00	12 14
Grand Pré.....	King's.....	145	3,268 62	21 49	1,316 91	8 49
Granville Ferry.....	Annapolis.....	670	9,363 50	67 01	2,982 54	25 32
Great Village.....	Colchester.....	318	7,312 43	56 31	4,290 66	21 67
Guysboro'.....	Guysboro'.....	777	11,996 67	88 78	6,965 28	34 78
Halifax.....	Halifax.....	9,704	155,284 78	1,421 52	515,830 41	.....
Haatsport.....	Hants.....	714	8,607 80	69 45	4,743 35	27 41
Harbour au Bouche.....	Antigonishe.....	479	10,381 93	63 77	3,783 40	33 72
Hebron.....	Yarmouth.....	308	6,213 45	44 97	4,094 68	19 86
Hopewell.....	Pictou.....	310	4,572 15	34 34	6,078 91	16 91
Hubbard's Cove.....	Halifax.....	150	1,157 88	9 13	814 37	3 09
Isaac's Harbor.....	Guysboro'.....	209	4,602 64	28 32	2,487 44	12 24

\* Opened 2nd July, 1886.

† Opened 3rd January, 1887.

## REPORT No. 6.—Province of Nova Scotia, &amp;c.—Continued.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Com- pensation paid to Post- masters on M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kennetcook.....	Hants.....	179	2,481 23	20 43	643 27	7 55
Kentville.....	Kings.....	1,138	17,300 56	141 25	17,088 94	50 57
Kingsport.....	do.....	89	1,086 70	7 71	396 82	3 33
Kingston Station.....	do.....	521	8,794 71	64 19	4,161 76	25 99
Lawrencetown.....	Annapolis.....	590	9,649 82	69 63	5,540 62	28 04
Lingan.....	Cape Breton.....	70	2,631 54	14 80	465 56	7 46
Little Bras d'Or.....	do.....	112	2,304 42	14 97	1,208 49	8 02
Little Glace Bay.....	do.....	744	21,818 65	130 47	1,090 37	55 23
Liverpool.....	Queen's.....	1,910	27,966 36	208 03	19,963 42	90 84
Lockeport.....	Shelburne.....	1,626	20,515 63	150 65	4,498 20	54 81
Louisburg.....	Cape Breton.....	349	8,375 05	50 62	1,951 77	22 22
Lower Argyle.....	Yarmouth.....	61	1,078 38	8 80	2,226 53	6 93
Lower L'Ardoise.....	Richmond.....	91	2,724 49	16 17	3,736 78	7 94
Lower Stewiacke.....	Colchester.....	269	5,351 45	34 11	3,954 22	15 76
Lunenburg.....	Lunenburg.....	1,127	17,593 36	137 99	6,452 52	48 17
Mabou.....	Inverness.....	562	14,460 80	88 09	8,081 11	43 81
Maccan.....	Cumberland.....	294	5,095 18	38 56	1,678 82	13 54
Mahone Bay.....	Lunenburg.....	876	17,122 27	112 86	2,122 45	44 04
Main-à-Dieu.....	Cape Breton.....	78	2,119 83	13 70	1,630 63	5 12
Maitland.....	Hants.....	482	6,861 48	50 19	12,365 44	40 38
Margaree Harbor.....	Inverness.....	196	7,739 39	45 14	5,146 85	22 50
Margaretsville.....	Annapolis.....	197	3,924 63	25 30	1,646 28	11 72
McGray.....	Shelburne.....	204	4,731 53	30 41	2,422 19	17 47
* Merigonishe.....	Pictou.....	41	771 82	5 12	96 53	1 95
Metaghan.....	Digby.....	304	9,053 46	56 61	2,255 79	24 69
Middle Musquodoboit.....	Halifax.....	283	6,701 73	44 01	5,960 28	27 50
Middle Stewiacke.....	Colchester.....	44	587 69	4 32	569 63	2 11
Middleton.....	Annapolis.....	1,056	24,901 99	172 96	17,487 07	73 32
Mill Village.....	Queen's.....	220	3,312 37	24 93	1,321 59	9 46
Milton.....	do.....	529	7,437 95	53 79	3,061 03	21 72
New Glasgow.....	Pictou.....	2,172	29,179 34	241 93	29,434 32	93 68
Newport.....	Hants.....	252	4,274 28	32 33	4,356 48	16 42
Newport Landing.....	do.....	139	2,266 32	19 62	827 85	6 71
New Ross.....	Lunenburg.....	189	3,918 97	23 93	648 14	10 20
Noël.....	Hants.....	267	4,729 64	33 16	2,716 46	16 79
North Sydney.....	Cape Breton.....	1,367	23,267 70	169 66	16,674 26	68 99
Oxford.....	Cumberland.....	1,010	24,752 78	158 89	5,346 21	66 09
Parrsboro'.....	Cumberland.....	1,992	36,986 25	241 13	8,844 46	96 84
Pictou.....	Pictou.....	2,056	28,718 72	227 05	36,253 65	101 69
Port Hastings.....	Inverness.....	214	5,157 81	31 95	4,239 97	16 77
Port Hawkesbury.....	do.....	361	6,228 62	43 53	11,524 62	20 64
Port Hood.....	do.....	684	18,932 59	115 13	6,667 65	51 54
Port Maitland.....	Yarmouth.....	312	8,755 12	56 95	5,255 23	31 42
Port Medway.....	Queen's.....	418	10,544 66	63 99	4,088 71	32 13
Port Mulgrave.....	Guy'sboro'.....	269	5,974 77	38 72	2,980 36	19 75
Port Williams.....	Kings.....	216	3,730 20	25 36	2,659 83	9 93
Pubnico Harbor.....	Yarmouth.....	248	4,734 67	31 73	2,558 92	16 43
Pugwash.....	Cumberland.....	674	10,555 78	76 95	5,672 60	31 78
River Bourgeoise.....	Richmond.....	135	3,795 88	23 09	1,413 50	10 40
River Inhabitant's Bridge.....	do.....	53	798 94	5 13	673 89	2 83
River John.....	Pictou.....	659	16,525 91	105 34	5,480 17	47 71
River Philip.....	Cumberland.....	203	4,714 04	30 59	890 84	12 58
* Round Hill.....	Annapolis.....	58	738 64	5 05	34 30	1 85

\* Opened 3rd January, 1887.

REPORT No. 6.—Province of Nova Scotia, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts	\$ cts	\$ cts.	\$ cts.
St. Andrews.....	Antigonishe .....	69	1,065 34	8 27	2,040 60	5 67
St. Peter's.....	Richmond .....	480	13,718 36	81 67	3,220 64	36 90
Sandy Cove.....	Digby .....	82	818 33	6 86	636 49	2 84
Shelburne.....	Shelburne .....	1,225	20,133 02	140 29	7,912 35	55 50
Sherbrooke.....	Guysboro' .....	517	13,026 87	86 80	6,753 28	38 57
Shubenscadie.....	Hants .....	220	4,892 09	35 70	5,403 93	19 61
Spring Hill Mines.....	Cumberland .....	2,098	28,322 23	218 66	4,268 20	75 84
Stellarton.....	Pictou.....	821	9,106 15	71 67	8,014 04	27 33
*Summerville.....	Hants .....	116	4,584 92	26 31	138 59	11 74
Sydney.....	Cape Breton.....	1,577	29,684 20	212 38	15,245 00	86 83
Sydney Mines.....	do .....	291	3,830 17	30 56	1,413 37	11 18
Tangier.....	Halifax.....	229	5,493 00	34 59	829 97	14 39
Tatamagouche.....	Colchester.....	515	10,738 70	67 48	6,550 88	36 96
*Thorburn.....	Pictou.....	83	896 64	7 16	257 35	2 24
Tracadie.....	Antigonishe.....	232	3,932 49	25 25	3,454 85	17 53
Truro.....	Colchester.....	2,965	43,053 32	342 61	83,025 43	137 65
Tusket.....	Yarmouth.....	133	2,306 48	17 39	5,117 41	17 03
Upper Musquodoboit.....	Halifax.....	111	3,284 98	20 03	770 87	9 30
Upper Stewiacke.....	Colchester.....	220	4,475 98	32 57	2,622 25	14 86
Wallace.....	Cumberland.....	488	10,502 28	67 79	7,596 27	35 33
Walton.....	Hants.....	123	1,762 20	13 81	1,986 45	7 34
Waterville.....	King's.....	542	10,840 26	69 16	1,943 96	29 02
West Bay.....	Inverness.....	104	2,970 56	19 57	2,459 83	11 71
Westport.....	Digby.....	378	8,837 52	64 70	3,269 96	24 96
West River, Sheet Harbor.....	Halifax.....	317	7,745 71	49 06	2,176 56	20 26
Westville.....	Pictou.....	1,011	23,212 93	154 38	3,153 65	62 17
Weymouth.....	Digby.....	153	2,556 49	19 08	5,441 97	15 79
Weymouth Bridge.....	do.....	423	7,259 47	50 48	6,233 44	21 37
Whycocomagh.....	Inverness.....	331	9,618 74	58 54	5,895 40	32 32
Wilmot.....	Annapolis.....	199	3,832 04	28 06	2,898 06	12 95
Windsor.....	Hants.....	1,723	24,008 77	194 44	24,495 11	72 71
Wolfville.....	King's.....	1,294	24,077 84	175 49	18,536 38	67 34
Yarmouth.....	Yarmouth.....	3,388	49,244 11	415 44	79,735 01	159 75
Total.....		87,574	1,549,196 05	11,266 48	1,442,194 34	4,231 15

\* Opened 3rd January, 1887.

A. W. McLELAN,  
Postmaster-General.J. C. STEWART,  
Superintendent Money Order Branch.



## PROVINCE OF NEW BRUNSWICK.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Com-pensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts	\$ cts.	\$ cts.
Albert .....	Albert.....	908	21,191 67	140 75	4,406 20	58 05
Alma .....	do .....	330	4,534 41	33 58	3,569 83	14 51
Anagance .....	King's.....	109	2,085 60	14 11	1,116 02	5 25
Andover .....	Victoria.....	441	14,133 10	83 39	3,391 31	38 11
Aposqui .....	do .....	101	1,506 82	10 34	1,933 54	4 40
Armstrong's Brook.....	Restigouche.....	364	8,237 01	52 36	1,341 15	22 61
Bare Verte .....	Westmoreland.....	475	11,482 86	79 08	4,450 61	33 76
Bathurst.....	Gloucester.....	1,026	17,448 77	116 18	6,959 50	46 89
Bathurst Village .....	do .....	532	10,604 79	67 08	1,526 35	27 84
Bayfield.....	Westmoreland.....	178	5,313 63	35 00	365 33	13 82
Blackville.....	Northumberland.....	107	3,400 32	20 49	606 74	9 14
Bristol .....	Carleton.....	151	3,646 39	24 62	2,181 31	11 38
Buctouche.....	Kent.....	204	5,576 27	34 95	2,468 06	17 12
Butternut Ridge .....	King's.....	415	7,021 34	46 87	1,497 21	17 91
Campbellton .....	Restigouche.....	1,833	35,628 37	235 23	8,489 33	91 21
* Campo Belle .....	Charlotte.....	188	7,498 61	42 16	131 44	18 80
Canterbury Station.....	York.....	692	17,820 63	107 06	1,199 26	45 83
Carlaquet .....	Gloucester.....	293	6,521 45	40 33	1,132 16	16 40
Carleton.....	St. John.....	512	7,639 77	64 52	7,322 36	25 88
Centreville.....	Carleton.....	232	4,329 98	32 73	3,839 84	19 46
Chatham .....	Northumberland.....	1,528	23,738 27	178 50	13,108 46	68 58
Chipman .....	Queen's.....	119	2,136 77	14 98	1,580 95	7 77
Clifton, King's.....	King's.....	54	554 83	5 37	416 59	1 97
† Collins .....	do .....					
Dalhousie .....	Restigouche.....	758	19,580 35	125 21	7,150 38	54 74
Debeck .....	Carleton.....	159	2,400 67	17 39	880 91	6 61
Dorchester .....	Westmoreland.....	1,155	15,116 84	116 07	11,929 57	42 24
Edmundston.....	Victoria.....	313	17,121 42	97 25	2,838 90	43 33
Egin .....	Albert.....	398	9,921 12	62 33	2,506 24	25 74
Fairville .....	St. John.....	157	2,025 52	18 54	1,603 99	6 71
Florenceville .....	Carleton.....	162	5,380 16	33 29	1,710 72	13 97
Fredericton .....	York.....	2,801	41,162 44	342 93	49,005 58	.....
Fredericton Junction.....	Sunbury.....	36	872 39	5 97	1,099 70	2 77
Gagetown.....	Queen's.....	232	4,249 93	29 12	2,626 55	10 90
Grand Falls .....	Victoria.....	452	18,050 00	109 28	3,013 92	46 41
Grand Manan .....	Charlotte.....	559	15,066 98	104 36	3,136 51	39 09
Hampstead .....	Queen's.....	56	1,404 80	9 03	402 30	3 51
Hampton .....	King's.....	184	2,042 12	18 14	4,352 22	8 52
Hartland .....	Carleton.....	197	3,734 76	27 12	2,264 99	11 01
Harvey .....	Albert.....	390	13,146 38	76 10	4,648 09	36 40
Harvey Station .....	York.....	232	5,972 13	37 76	1,073 72	16 01
Hillsborough .....	Albert.....	661	10,991 33	81 05	8,427 65	36 46
Hopewell Cape .....	do .....	178	3,329 73	25 61	2,986 71	10 51
* Hopewell Hill .....	do .....	22	631 50	3 87	118 35	1 58
Indian Town .....	St. John.....	603	11,462 17	82 83	3,214 72	20 79
Jacksonville.....	Carleton.....	177	3,096 49	21 67	303 43	7 92
Kingsclear .....	York.....	99	2,128 45	13 83	577 57	5 46

\* Opened 2nd July, 1886.

† Opened 1st April, 1887.

REPORT No. 6.—Province of New Brunswick, &c.—*Concluded.*

Name of Office.	County.	Number of Orders Issued	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kingston, Kent .....	Kent <sup>†</sup> .....	673	14,847 80	94 6)	6,948 31	46 76
Kingston, King's .....	King's .....	28	653 54	4 31	600 30	2 36
King'sore .....	Victoria .....	36	407 68	3 75	660 22	1 97
Kouchibouguac .....	Kent .....	33	408 42	3 06	306 65	1 30
Lepreaux .....	Charlotte .....	20	278 26	2 40	332 24	99
Markhamville .....	King's .....	33	460 02	4 81	47 94	1 19
Memramcook .....	Westmoreland .....	214	6,542 17	39 34	5,664 29	21 58
* Middle St. Francis .....	Victoria .....					
† Middle Sackville .....	Westmoreland .....	31	487 94	3 32	60 31	1 22
Millerton .....	Northumberland .....	304	4,395 73	33 29	286 83	11 17
Milltown .....	Charlotte .....	424	5,661 82	58 09	490 89	14 57
Millville .....	York .....	12	684 32	3 80	707 60	2 35
Moncton .....	Westmoreland .....	5,303	92,975 11	684 64	55,170 63	251 30
Narrows .....	Queen's .....	136	4,336 26	27 70	1,344 49	11 91
Newcastle .....	Northumberland .....	1,088	17,849 75	134 08	11,078 05	52 54
New Mills .....	Restigouche .....	156	1,790 93	14 08	484 71	4 67
Oromocto .....	Sunbury .....	111	2,508 93	17 35	1,992 06	7 58
Ossekeag .....	King's .....	302	4,987 18	36 43	1,548 19	13 03
Penobscis .....	do .....	303	3,814 34	29 31	3,705 26	11 37
Petiteodiac .....	Westmoreland .....	1,067	35,579 56	205 66	9,409 69	91 81
Petit Rocher .....	Gloucester .....	305	7,835 41	46 64	1,767 52	20 25
Richibucto .....	Kent .....	808	18,638 22	120 28	4,879 62	49 51
Richmond Corner .....	Carleton .....	85	787 74	6 60	235 29	2 23
River Charlo. ....	Restigouche .....	79	1,511 22	10 30	977 93	3 90
River Louison .....	do .....	134	2,136 53	13 72	322 00	6 14
Rockland .....	Westmoreland .....	42	503 11	3 96	831 12	2 71
Rothessay .....	King's .....	88	861 03	8 05	953 73	2 88
St. Andrews .....	Charlotte .....	856	14,032 54	112 20	9,479 20	42 27
St. George .....	do .....	836	15,052 33	110 53	6,475 67	42 51
St. John .....	St. John .....	8,248	138,918 90	1,194 33	491,976 03	.....
St. Martin's .....	do .....	329	5,665 98	40 80	2,709 60	17 23
St. Stephen .....	Charlotte .....	1,507	19,144 58	165 52	19,567 05	53 25
Sackville .....	Westmoreland .....	1,493	18,008 55	143 91	28,558 95	51 67
Salisbury .....	do .....	419	5,314 57	39 33	2,843 58	14 70
Shediac .....	do .....	945	23,081 95	152 25	13,993 02	62 90
Sheffield .....	Sunbury .....	217	7,706 37	45 49	1,293 74	19 48
Shippigan .....	Gloucester .....	47	1,878 62	10 62	208 02	4 76
Springfield .....	King's .....	167	3,309 51	21 78	1,705 71	9 35
Stanley .....	York .....	122	1,633 05	11 64	260 00	4 35
Sussex Vale .....	King's .....	1,570	24,227 87	176 93	23,256 64	70 37
Tracadie .....	Gloucester .....	204	4,679 64	30 94	1,352 61	11 69
Upham .....	King's .....	33	988 45	12 06	537 29	3 48
Upper Gagetown .....	Queen's .....	127	3,690 46	22 07	581 51	9 73
Weldford .....	Kent .....	527	13,868 92	84 87	3,207 84	39 60
Welsford .....	Queen's .....	135	2,025 34	14 62	915 22	6 57
Westmoreland Point .....	Westmoreland .....	109	1,310 01	11 53	800 47	3 80
Woodstock .....	Carleton .....	1,853	31,909 06	244 39	29,154 36	94 22
<b>Total</b> .....	.....	<b>52,320</b>	<b>899,009 05</b>	<b>7,192 71</b>	<b>937,718 60</b>	<b>2,274 59</b>

\* Closed 30th September, 1886.

† Opened 3rd January, 1887.

J. C. STEWART,  
Superintendent Money Order Branch.A. W. McLELAN,  
Postmaster-General.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	County.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post-masters on M. O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton .....	Prince .....	479	8,060 50	57 85	3,873 57	25 98
Charlottetown ..	Queen's .....	3,650	63,540 95	546 33	61,176 75	.....
Georgetown .....	King's .....	292	9,120 23	57 83	4,696 54	29 49
Montague Bridge .....	do .....	520	14,570 64	92 82	3,346 59	40 57
Souris East .....	do .....	368	5,294 09	41 80	4,925 64	22 33
Stanley Bridge .....	Queen's .....	118	2,142 87	15 59	1,162 46	6 33
Summerside .....	Prince .....	1,267	21,717 40	169 70	19,762 32	68 10
Tignish .....	do .....	108	2,875 41	21 69	856 10	8 35
Victoria .....	Queen's .....	166	5,213 90	31 89	886 68	13 96
<b>Total .....</b>	.....	<b>6,968</b>	<b>132,535 99</b>	<b>1,025 50</b>	<b>100,686 55</b>	<b>215 11</b>

PROVINCE OF MANITOBA.

Archibald .....	Selkirk .....	650	23,062 88	150 37	4,134 38	58 42
Birtle .....	Marquette .....	493	12,453 42	85 68	8,931 71	26 14
Brandon .....	Selkirk .....	1,542	34,367 88	258 05	42,221 84	117 45
East Selkirk .....	Lisgar .....	20	644 80	4 42	511 34	1 99
Emerson .....	Provencher .....	869	29,794 59	182 16	12,379 25	78 41
Gladstone .....	Marquette .....	622	16,876 14	103 08	3,191 95	44 72
Minnedosa .....	do .....	873	21,569 11	148 61	9,169 69	60 20
Morden .....	Selkirk .....	655	19,480 15	126 43	8,967 37	49 47
Morris .....	Provencher .....	162	4,360 00	29 78	2,389 74	12 24
Neepawa .....	Marquette .....	647	23,249 14	135 78	4,454 49	58 97
* Pilot Mound .....	Selkirk .....	404	11,787 96	77 88	4,761 06	30 03
Portage la Prairie .....	Marquette .....	1,697	41,206 62	292 62	19,293 59	108 12
Rapid City .....	do .....	486	15,723 27	92 01	4,089 66	42 46
Selkirk .....	Lisgar .....	328	8,460 00	56 13	2,671 36	22 77
Souris .....	Selkirk .....	442	12,045 63	77 46	2,167 32	31 72
Stonewall .....	Lisgar .....	247	4,930 32	39 09	4,142 24	15 15
Winnipeg .....	do .....	9,617	181,231 23	1,642 61	245,351 36	.....
<b>Total .....</b>	.....	<b>19,754</b>	<b>461,243 13</b>	<b>3,502 16</b>	<b>378,828 34</b>	<b>768 26</b>

\* Opened 2nd July, 1886.

A. W. McLELAN,  
Postmaster-General.

J. C. STEWART,  
Superintendent Money Order Branch.

## NORTH-WEST TERRITORIES.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1887, &c.

Name of Office.	Territory.	Number of Orders Issued.	Total Orders Issued.	Total Commission received from Public.	Total Orders Paid.	Compensation paid to Post masters on M.O. business.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Broadview .....	Assiniboia .....	55	1,489 22	10 20	710 59	4 31
Calgary .....	Alberta .....	2,088	56,265 17	423 38	30,999 73	155 41
Fort McLeod .....	do .....	882	25,824 89	182 94	7,911 64	66 20
Maple Creek .....	Assiniboia .....	258	7,273 82	55 96	2,178 45	18 34
Medicine Hat .....	do .....	946	43,169 05	268 64	3,957 86	111 01
Moose Jaw .....	do .....	314	13,068 20	81 14	5,128 90	35 68
Moosomin .....	do .....	524	18,282 24	117 00	14,468 68	60 01
Qu'Appelle .....	do .....	250	6,543 15	50 16	6,030 00	23 70
† Qu'Appelle Station .....	do .....	104	2,010 90	16 85	1,826 81	7 11
Regina .....	do .....	1,214	25,679 89	198 50	15,266 50	70 81
Swift Current .....	do .....	225	5,405 35	43 82	894 30	14 30
Total .....	.....	6,560	204,961 86	1,449 59	89,373 76	566 88

## PROVINCE OF BRITISH COLUMBIA.

	County.					
Barkerville .....	Cariboo .....	726	16,173 77	111 49	5,203 77	41 35
Chemainus .....	Vancouver .....	245	4,633 98	39 00	1,198 76	11 66
Chilliwack .....	New Westminster .....	457	13,121 35	89 25	7,602 55	33 62
Clinton .....	Cariboo .....	621	17,673 60	135 11	3,841 63	43 36
Comox .....	Vancouver .....	342	7,303 20	50 75	3,537 84	19 68
Kamloops .....	Yale .....	2,107	97,478 80	6 16	11,490 94	246 16
Ladner's Landing .....	New Westminster .....	633	14,581 75	108 33	3,763 62	36 77
Lytton .....	Yale .....	367	16,990 67	99 87	1,561 85	42 67
† Maple Bay .....	Vancouver .....	22	77 90	1 25	497 16	47
§ Maple Ridge .....	New Westminster .....	9	302 60	2 27	133 00	76
Nanaimo .....	Vancouver .....	2,644	75,806 15	649 60	6,952 73	194 25
New Westminster .....	New Westminster .....	3,589	86,721 60	676 45	48,562 23	.....
Nicola Lake .....	Yale .....	262	9,170 37	64 36	2 920 35	23 64
North Saanich .....	Vancouver .....	131	3,150 03	22 35	248 56	7 87
¶ Port Hammond .....	New Westminster .....	115	2,127 74	16 62	1,247 60	5 44
Quesnelle .....	Cariboo .....	476	10,472 66	73 26	4,748 82	26 42
Soda Creek .....	do .....	229	9,280 46	57 03	1,494 83	23 21
Spence's Bridge .....	Yale .....	298	10,936 00	70 31	1,371 82	27 50
Sumas .....	New Westminster .....	178	2,197 19	17 09	1,298 61	5 48
Vancouver .....	do .....	2,936	73,041 00	557 13	34,778 59	190 29
Victoria .....	Victoria .....	8,005	136,902 49	1,356 66	214,373 43	.....
Wellington .....	Vancouver .....	1,012	25,761 81	228 34	602 12	72 85
Yale .....	Yale .....	790	28,975 88	178 43	1,914 92	73 08
Total .....	.....	26,194	665,880 90	5,231 10	359,375 73	1,126 53

\* Closed 20th August, 1886; re-opened 1st April, 1887. † Opened 3rd January, 1887  
 ‡ Closed 30th September, 1886. § Closed 15th October, 1886. ¶ Opened 1st October, 1886.

A. W. McLELAN,  
 Postmaster-General.

J. C. STEWART,  
 Superintendent Money Order Branch.

## REPORT No. 7.

SHOWING the Annual Cost of the Money Order System in the Dominion of Canada, specifying in detail the Disbursements for Salaries, &c., during the Year ended 30th June, 1887.

		\$	cts.
J. C. Stewart.....	Half of salary as Superintendent, half being chargeable to the Savings Bank Branch.....	1,400	00
G. F. Everett.....	Twelve months' salary as Assistant Superintendent.....	2,250	00
W. J. Barrett.....	Twelve months' salary as Clerk.....	1,600	00
J. P. Brophy.....	do.....	1,400	00
R. J. Shaw.....	do.....	1,400	00
S. S. Thorne.....	do.....	1,250	00
D. D. McPherson.....	do.....	1,250	00
W. J. Johnstone.....	do.....	1,250	00
J. F. Wall.....	do.....	1,150	00
W. Rowan.....	do.....	1,100	00
M. K. Dunlevie.....	do.....	1,000	00
J. C. Bonner.....	Salary as Clerk to 16th May, 1887.....	876	71
A. W. Wall.....	Twelve months' salary as Clerk.....	1,000	00
J. H. Spencer.....	do.....	1,000	00
J. L. Olivier.....	do.....	900	00
G. L. Plunkett.....	do.....	850	00
C. W. Lally.....	do.....	800	00
J. S. Hale.....	do.....	650	00
F. M. S. Jenkins.....	do.....	600	00
F. H. F. Mercer.....	do.....	600	00
F. E. S. Grout.....	do.....	700	00
T. E. Visser.....	do.....	612	50
W. R. Hanley.....	do.....	600	00
J. Mullin.....	do.....	650	00
W. T. Wilson.....	do.....	600	00
E. L. Learoyd.....	do.....	557	50
G. H. Hayes.....	do.....	500	00
J. M. Conroy.....	do.....	487	50
E. Y. Steele.....	Salary as Clerk to 30th Sept., 1886.....	99	99
F. O. O. Seguin.....	Twelve months' salary as Clerk.....	425	00
C. A. Meikle.....	do.....	450	00
M. J. Finn.....	do.....	555	78
J. C. Martin.....	Salary as Clerk, from 1st August, 1886, to 30th June, 1887.....	366	63
Jas. Fortier.....	do 1st Sept. do do.....	345	84
E. J. Cousineau.....	do 1st Oct. do do.....	299	97
J. O. Beatty.....	do 16th May, 1887 do.....	112	50
S. Short.....	do 14th do do.....	55	50
C. A. Clarke.....	Twelve months' salary as Packer.....	500	00
A. Wheatley.....	do.....	382	50
R. C. Garvin.....	One month's salary as messenger.....	25	00
Pritchard & Mingard.....	Stamps, &c., for Money Order Office.....	65	82
E. Chanteloup.....	Stamp for do.....	4	00
G. P. O., London, G.B.....	Lists of Money Order Offices in United Kingdom.....	139	92
New York "Journal of Commerce".....	Subscription for year ending 15th November, 1887.....	15	00
Montreal "Journal of Commerce".....	Subscription for year ending 15th July, 1887.....	2	00
Banks.....	Allowance for postage.....	217	71
Stationery.....	Per accounts of Stationery Office.....	319	87
The Burland Lithographic Co. (Limited).....	For photo-engraving Money Order forms.....	3,146	25
Printing and binding.....	Per accounts of Queen's Printer.....	1,236	94
J. C. Stewart.....	Travelling expenses.....	282	20
	Compensation paid to Postmasters of Money Order Offices.....	22,764	52
	Approximate cost of clerical force employed exclusively in Money Order duties in city post offices.....	18,000	00
	Total.....	\$76,845	15

## REPORT No. 8.

SHOWING Losses sustained in conducting the Money Order System in the Dominion of Canada, during the Year ended 30th June, 1887.

	\$ cts	\$ cts.
Money Order funds stolen from Post Office at Newboro', Ont , 17th Nov., 1886.....		20 00
do do Coteau Landing, Que., 25th April, 1887.....		60 30
do do Port Williams, N.S., 28th June, 1887.....		40 10
do do Blenheim, Ont., 24th Dec, 1885.....		36 71
do do Truro, N.S., 13th Feb., 1886.....		44 94
do do Madoc, Ont., 25th Sept., 1886.....		36 91
do in transmission from Post Office at Bayfield, N B., to the Merchants' Bank of Halifax at Sackville, N.B., 8th July, 1886.....		35 00
Loss upon counterfeit bank notes, received on Money Order account.....		3 00
Loss through default of J. Taylor, Clerk in the Winnipeg Money Order Office, who absconded 16th Oct., 1886.....	1,332 18	
Less—Amount recovered.....	430 00	
		902 18
<b>Total.....</b>		<b>\$1,179 14</b>

A. W. McLELAN,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Money Order Branch.*

**ANALYSIS of the Money Order Business of the Dominion of Canada, for the  
Year ended 30th June, 1887.**

	No. of Orders.	\$	cts.	\$	cts.
Total amount of Money Orders issued in Ontario .....	313,464			5,147,382	63
do do Quebec.....	61,765			1,167,774	90
do do Nova Scotia.....	87,574			1,549,196	05
do do New Brunswick..	52,320			999,009	05
do do P. E. Island.....	6,968			132,535	99
do do Manitoba.....	19,764			461,243	13
do do N.-W. Territories	6,860			204,961	86
do do British Columbia	26,194			665,880	90
<b>Total Money Orders issued .....</b>	<b>574,899</b>			<b>10,328,984</b>	<b>51</b>
Total amount of Money Orders paid in Ontario.....		4,806,519	88		
do do Quebec.....		1,466,129	53		
do do Nova Scotia.....		1,442,194	34		
do do New Brunswick.....		937,718	60		
do do Prince Edward Island.....		100,686	55		
do do Manitoba.....		378,828	34		
do do North-West Territories.....		89,373	76		
do do British Columbia.....		359,375	73	9,580,826	73
<b>Total issues and payments .....</b>				<b>19,909,811</b>	<b>24</b>
Savings' Bank deposits received through Money Order office.....				8,272,041	00
do withdrawals paid do do .....				6,626,067	51
<b>Total amount of business transacted....</b>				<b>34,807,919</b>	<b>75</b>
<b>REVENUE ARISING FROM MONEY ORDER BUSINESS.</b>					
Fees on Money Orders, receipts of Province of Ontario.....		40,183	16		
do do Quebec.....		9,826	63		
do do Nova Scotia.....		11,266	48		
do do New Brunswick.....		7,192	71		
do do P. E. Island.....		1,025	60		
do do Manitoba.....		3,502	16		
do do N.-W. Territories.....		1,449	69		
do do British Columbia.....		5,231	10		
Profit in exchange on Money order business with United Kingdom.....		364	51		
do do Germany.....		274	60		
do do Italy.....		737	89		
do do Switzerland.....		36	27		
do do Belgium.....		52	67		
do do France.....		209	40		
Balance of commission received from Newfoundland on Money Order business with that country.....		284	16		
do do Jamaica do .....		64	92		
do do Belgium do .....		5	02		
Amount of void Money Orders, that is Money Orders issued during the year ended 30th June, 1885, payment of which has not been claimed up to 30th June, 1886 .....		1,682	01		
Amount reported as a loss during year ended 30th June, 1881, since recovered.....		47	84		
Amount reported as a loss during year ended 30th June, 1885, since recovered.....		331	00		
				83,767	72
<b>DEDUCT—</b>					
Balance of commission paid United Kingdom on Money Order business with that country .....		2,664	22		
do do United States do .....		825	16		
Compensation paid to United States for services as interme- diary in Money Order business between Canada and the Australasian Colonies.....		90	42		
(As this amount exceeds the commission received on Money Orders drawn on the Australasian Colonies by \$23.82 the Canadian Department loses the latter sum in Money Order transactions with the Australasian Colonies dur- ing the year.)					
<b>Carried forward .....</b>		<b>3,579</b>	<b>80</b>	<b>83,767</b>	<b>72</b>

**ANALYSIS of the Money Order Business of the Dominion of Canada, for the Year ended 30th June, 1887.—Concluded.**

	\$	cts.	\$	cts.
Brought forward.....	3,579	80	83,767	72
Balance of commission paid to Germany on Money Order business with that country.....	161	92		
do do Italy do .....	234	19		
do do Switzerland do .....	4	23		
do do France do .....	38	47		
Cost of exchange on remittances to United States.....	389	01		
Loss in exchange on Money Order business with Jamaica.....	8	95		
			4,416	47
Gross Revenue .....			79,351	25
Losses sustained in conducting Money Order business during the year ended 30th June, 1886, as published in the Postmaster-General's report to Parliament for that year, and now extinguished.....			25	39
			*79,325	86
*Of this sum Postmasters received as compensation (see page 22)..			22,764	52
Balance paid over to the Receiver General.....			56,561	34
			79,325	86

A. W. McLELAN,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Money Order Branch.*



REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.

REGISTERED LETTERS.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
1	Bank of Hamilton.	Orangerville.....	1886. July 3...	\$ cts. 50 30	J. McKee.....	Belwood .....	Stated not to have been received by persons addressed.	Supposed to have been stolen by an official on the Elora Branch of the Credit Valley Railway, the evidence against whom, however, was not of a nature to warrant prosecution. Contents recovered. Suspected party removed from his position.	8
2	do	do	do	99 90	Rev. G. H. Webb.	Hillsburg .....			
3	E. A. Nash.	Battleford.....	do	117 00	D. J. Wagoner ...	Prince Albert )	These letters were stolen by a man named Albert George Garnett, who stopped and robbed the Prince Albert mail whilst en route from Qu'Appelle Station, on 17th July, 1886, and who was arrested, tried and sentenced to 14 years in Manitoba Penitentiary.	9	
4	O. J. Campbell.	Fort McLeod....	do	6 40	A. Stansfield.....	do			
5	Major Rogers.....	Millford .....	do	20 00	Mrs O. K. Rogers	do			
6	McArthur, Boyle & Allan.	Winnipeg .....	do	1,000 00	McArthur & Knowles.	do			
7	Imperial Bank.....	do	do	2 00	do	do			
8	E. H. G. G. Hay....	Portg. la Prairie	do	20 00	Miss E. Hay .....	do			
9	Z. S. Hall .....	New Westminster	do	20 00	Toronto News Co..	Toronto .....			
10	F. Harper (Postmaster).	Bayfield, N. B. ...	do	105 86	Merchants Bank of Halifax.	Sackville, N. B. ...			Only \$75 86 stated to have been received.

11	E. Kérouach.....	Montmagny.....	do	9...	25 00	Edouard Dérès.....	Chateau Richer..	Stated not to have been received by person addressed.	3
12	J. B. Beaulieu.....	Amqui.....	do	12...	15 50	Canadian Tobacco Manufactory.	do	Stated to have been forwarded by the Rivière du Loup and Campbellton Mail Clerks in a registered package to Montreal; but whether this letter was received at the latter office could not be positively ascertained.	4
13	Joseph Gagnon.....	High Rock.....	do	19...	15 00	Ambroise Gagnon.	St. Irénée, Que..	No evidence to account for the alleged discrepancy. Cover not preserved.	7
14	M. Pagé.....	Montreal.....	do	26...	5 00	Magloire Pagé....	Lac Masson.....	This letter was received at the Lac Masson Post Office, and the Postmaster at that office, being unable to show what disposition was made of it, made good contents.	3
15	Rev. Mr. Fraser....	Dominionville...	do	31...	10 00	Turner, Rose & Co.	Montreal.....	The Postmaster of Dominionville, having failed to enter this letter upon the letter bill of the mail for the Canada Atlantic Railway with which it should have been despatched from his office, was held responsible for its loss, and made good contents.	3
16	Thomas Charest....	Métis.....	Aug.	9...	23 00	Leclerc & Letellier	Quebec.....	This letter was despatched from Métis to Invercolonial Railway Mail Clerk (Rivière du Loup and Campbellton) going west. The letter, however, although acknowledging the receipt of the letter, was unable to show how he had disposed of it, and consequently made good contents.	3
17	George Reckie.....	Heathcote.....	do	12...	17 00	D. W. Thompson & Co.	Toronto.....	Stolen by a mail courier on the Clarksburg and Heathcote route, named Peter McBride, who was tried, found guilty, and sentenced to 5 years in the penitentiary. Amount contained in letters were recovered from McBride.	8
18	J. Downs & Co.....	do	do	12...	20 62	D. M. Ferry & Co.	Windsor, Ont..	do	

REPORT NO. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
19	Miss E. Gillen.....	Brantford.....	1886. Aug. 12...	\$ cts 15 00	F. W. Hunter.....	Hamilton.....	Only \$11 stated to have been received.	No evidence to account for the alleged discrepancy.	7
20	J. Baker .....	Oscoda, Mich.	do	5 00	Mrs. J. Baker.....	Casselman .....	Stated not to have been received by persons addressed.	Contained in registered package made up by Railway Post Office Kingston to Montreal for Canada Atlantic Railway Post Office, on 17th August, 1886, which is stated not to have reached the latter office. Enquiry failed to explain the disappearance of the packet.	2
21	Thos A. Fish. ....	Harrasville, Mich	do	20 00	Mrs A. Fish.....	Brodie.....			
22	A. Macdonald .....	Jornwall.....	do	25 00	D. McDermid.....	Athol.....			
23	A. B. McLennan.....	Lancaster.....	do	100 00	J. Stuart.....	Maxwell.....			
24	Pierre Marceau .....	Rivière à Pierre.	do	25 00	George Marceau.....	Ste. Méthode, Lac St. Jean, Oo. Chicoutimi.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
25	Mrs. H. Doolan .....	Orrilla .....	do	18 00	Mrs. Jos. Wallace.	Toronto .....	Only \$17 stated to have been received.	do	7
26	Nap. Baillargeon.....	Quebec.....	do	37 00	P. Morin .....	St. Prime.....	Stated not to have been received by person addressed.	Lost or stolen in the Quebec Post Office after issue of certificate of registration. No evidence could be obtained of a nature to convict any individual employé of wrongdoing in the matter.	4
27	MacLennan, Liddell & Oline.	Cornwall.....	do	384 30	Miss J. McK. McPherson.	South Lanoster	Only \$384 30 stated to have been received.	No evidence to account for the alleged discrepancy.	7
28	P. O. Inspector.....	Barrie.....	do	7 00	W. Cunnigham.....	Midhurst .....	Stated not to have been received by person addressed.	This letter was stolen by Railway Mail Clerk L. P. McDonald, a railway mail clerk on Northern and Northwestern Railway, who was arrested, brought to trial, and sentenced	3

29	Thos. Riley .....	Hepworth .....	do	31...	13 00	Thomas Luckson...	Walkerton .....	Only \$7 stated to have been received.	7	to 5 years in penitentiary. Contents made good by McDonald's sureties. See Case No. 18, Class 2. No evidence to account for the alleged discrepancy.
30	Jacob Eldridge....	Boston, Mass .....	Sept.	6...	15 00	Thos. Eldridge....	Yarmouth, N.S.	Stated not to have been received by persons addressed	8	These letters were stolen out of the Upper Carlton P.O. by a youth named Frank Miller, who made his escape from the country before he could be apprehended. Before leaving, however, he handed over the money contained in the stolen letters to another party, who returned it to the rightful owners.
31	do .....	do .....	do	7...	7 00	Mrs Cynthia South-ern.	do	do	4	This letter was dispatched from St. Sauveur to Quebec on 7th Sept., 1886, and duly received at the latter office, where, however, further trace of it was lost.
32	Mde. F. Gagné .....	St. Sauveur de Quebec.	do	7...	18 00	Augusta Richard..	Matane.....	do	4	This letter is acknowledged as having been received at the Quebec Post Office, but of its dispatch thence there is no trace.
33	Octave Jacques....	Quebec .....	do	9...	566 29	Mrs Bellel .....	Ohicoutimi.....	do	2	Stated to have been contained in a registered package dispatched from Port Elgin to Toronto on the 11th Sept., 1886, but to have failed to reach the latter office. Cause of failure undiscoverable.
34	Henry Robinson....	Port Elgin .....	do	11...	21 00	C. H. Hubbard.....	Toronto.....	do	7	No evidence to account for the alleged discrepancy.
35	John Byrns .....	Barriboque Bridge.	do	15...	10 00	Mrs. John Byrns...	P o c k m o u c h e, N.B.	Only \$5 stated to have been received.	8	Believed to have been stolen by a courier on the Sarnia & Wallaceburg route, who was improperly entrusted by the Postmaster of Sombra with the duty of locking the mail bag for Sarnia on the 17th and 20th Sept., 1886. Evidence, however, was not sufficient to warrant prosecution. Contents made good by the Postmaster of Sombra.
36	The Postmaster....	Wilkesport.....	do	16...	22 00	Montreal Bank ....	Sarnia.....	Stated not to have been received by persons addressed		
37	Samuel Whiteley....	Sombra .....	do	17...	4 00	Johnson & Mills....	do			
38	do .....	do .....	do	20...	5 00	J. G. McUrae.....	do			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Class in Receptulation.
					Name.	Place.		
39	Mrs. D. Daley.....	Montreal.....	Sept. 24... 1888.	1 00	D. Daley.....	Ste. Anne de Bellevue.	Stated not to have been received by person addressed.	3
40	A. McIlroy.....	Leafield.....	do 24...	1 00	John White.....	Madoc.....	These letters were stolen by burglars from the Madoc Post Office on the night of 25th Sept., 1886. No cine obtained to the perpetrators of the robbery.	9
41	Edward Pope.....	WestHuntingdon	do 23...	20 00	Mrs. Pope.....	Eldorado.....		
42	A. F. Wood.....	Madoc.....	do 25...	147 00	D. McGe... ..	Toronto.....		
43	G. H. Brown.....	do.....	do 25...	5 00	James & Taylor...	Bridgewater.....		
44	J. V. Herance....	La Baie, Que.....	do 28...	4 00	Mdla. A. Delorier.	St. Boniface.....		
45	A. Trudelle.....	Lorette.....	do 28...	25 00	A. Trudelle.....	Winnipeg.....		
46	E. McFarlane.....	Dundas.....	do 28...	15 00	Jno. Wells.....	do.....		
47	Registrar, County Simcoe,	Barrie.....	do 29...	1 49	J. A. Ovas.....	Souris.....		
48	W. A. Preston.....	Ottawa.....	do 30...	5 00	Miss A. Christie...	Cook's Creek.....		
49	F. Hawken.....	do.....	do 30...	35 32	D. J. Smith.....	Winnipeg.....		
50	Pierre Bertran I.....	Montreal.....	do 30...	10 00	Thos Bertrand.....	St. Boniface... ..		
51	Paschal Cyr.....	St. Scholastique.	do 30...	12 00	Stanilas Cyr.....	Worris.....		
52	M. McKeand.....	Montreal.....	do 30...	25 00	E. J. McKay.....	Winnipeg.....		
53	P. S. Ross.....	do.....	do 30...	11 66	T. N. Fairbanks...	do.....		
54	Geo. H. Rowell... ..	do.....	do 30...	4 00	Geo. H. Hadskiss..	do.....		
55	Union Bank.....	do.....	do 30...	10 00	Union Bank of L O.	do.....		
56	Geo. B. Day.....	Port Arthur.....	Oct. 1... ..	1 20	Afred Jones.....	do.....		
57	Jos. Buisson.....	High Rock, Que.	do 2... ..	30 00	Onésime Buisson...	Mont Carmel.....		
58	William Nolte.....	Listowel.....	do 22...	2 00	Wilhelm Nolte.....	Einbeckhausen, Germany.		
							Only \$20 stated to have been received	7
							Stated to have been received without contents.	5
							No evidence to account for the alleged discrepancy.	
							Evidence in this case pointed strongly to the conclusion that the abstraction was committed at the Listowel Post Office, and the Postmaster of	
							Contained in mails burnt with postal car near Gilbert Station on the line of the Canadian Pacific Railway, on the 3rd Oct., 1886.	10

59	John G. Gorman...	Dacre .....	do	22...	3 50	Elias Holstein ....	Shawville, Que....	Only \$1.50 stated to have been received. Stated not to have been received by persons addressed.	7	that office accordingly made good the loss.
60	W. Andrews ....	Green River .....	do	25...	51 13	Sawyer & Co.....	Hamilton .....		3	
61	Wm. Thornbury...	Glenarm.....	Nov.	1...	22 00	Daniel McLean ....	Toronto .....	Stated not to have been received by person addressed.	3	This letter was not entered upon the Letter Bill of the mail from Glenarm for Midland Railway Mail Clerk going south, of 1st Nov. 1886, with which it should have been despatched, and is stated by the latter officer not to have been in the mail when received by him. The Postmaster of Glenarm was accordingly held responsible for the loss of the letter, and made good contents.
62	John Webster....	Brockville.....	do	10...	1032 75	Bennett & Connell	Spencerville... ..	Only \$1,002.75 stated to have been received.	7	No evidence to account for the alleged discrepancy.
63	H. T. Bickmore...	Alport.....	do	13 ..	10 00	J. B. Armstrong Mfg Co.	Guelph.....	Stated not to have been received by persons addressed.	3	This letter is stated to have been despatched from Alport to Northern Railway P.O. on 13th Nov., 1886. The clerks on duty state that no mail was received from Alport on that day; but as they failed to report the fact at the time, they were held responsible, and made good contents.
64	W. Doelle .....	Berlin .....	do	15...	9 10	S. Smith .....	Listowel .....	do	3	Evidence in this case indicated that the letter was misdelivered at the Listowel Post Office, and the Postmaster of that office accordingly made good contents.

**REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
65	R. Shorthill.....	Ballinasfad, Ont..	1886.	\$ cts 16 60	Dom. Grange Fire Association.	Owen Sound ....	Only \$6.50 stated to have been received.	No evidence to account for the alleged discrepancy.	7
66	A. Bennett.....	Parkhill.....	Nov. 17... do 23...	0 50	Real Pen Works Co.	Windsor, Ont.....	Stated not to have been received by persons addressed.	Believed to have been stolen by a lad of 9 years of age, who had improperly been allowed access to the Parkhill Post Office. Contents made good by the Postmaster of Parkhill.	3
67	F. C. Deitch .....	Cayuga .....	do 25..	46 41	Bank of Hamilton	Hagarville.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
68	S. B. Emer .....	Drumbo .....	Dec. 4...	10 00	Edwd. Daly & Co.	Napanee .....	.....	The Drumbo Post Office was entered by burglars on the night of 4th Dec., 1886, and these letters were rifled of their contents. No clue to the perpetrators of the theft.	8
69	B. F. Churchill.....	do .....	do 4...	2 00	B. F. Churchill....	Bronte .....	.....	The security afforded to these registered letters at the Drumbo P.O. not appearing to have been satisfactory, the P.M. of Drumbo was held responsible and made good losses.	
70	W. A. Brandy .....	do .....	do 4...	0 75	Peter Scott .....	Straiford .....	.....		
71	Lanthier & Bain...	St. Polycarpe....	do 6...	100 00	P. P. Martin & Co.	Montreal .....	Misused in the Montreal P.O. after a partial registration.	Evidence taken in this case showed that the letter had disappeared in the Montreal Post Office. Contents of the letter made good in equal proportions by three employes in the Montreal Post Office concerned in its treatment and registration.	3

72	D. Pearson.....	Toronto East Branch P.O.	do	9...	10 00	C. Armstrong .....	Stouffville.....	Only \$5 stated to have been received	This abstraction and others noted below (see references to this case, No. 72) is believed to have been committed by a dishonest assistant in the Toronto East Branch Post Office, the evidence against whom, however, was not sufficient to warrant prosecution. Loss made good by a relative of the suspected party.	5
73	Albert Alward.....	Straffordville.....	do	14...	4 00	Albert Culp.....	Houghton Centre	Stated not to have been received by person addressed.	This letter was duly received at the Tilsonburg P.O., to which office it had been despatched from Straffordville, but no further trace of it could be found. P.M. of Tilsonburg being unable to show what disposition he had made of the letter, was held responsible for its loss, and made good contents.	3
74	A. Lowrie.....	Bearbrook ....	do	17...	5 00	Miss Lina Lowrie.	Winnipeg .....	do	This letter was traced to the Winnipeg Post Office, at which office it is believed to have disappeared. The clerks responsible for its safe-keeping made good contents.	3
75	Pierre Beaudette...	Lewiston, Maine.	do	20...	6 00	Modeste Beaudette	Warwick, Que...	Only \$1 stated to have been received	Evidence taken in this case showed that this letter had not been handled with sufficient care at the Howick Post Office, to which office it had been mis-sent. Loss consequently made good by P.M. of Howick.	5
76	F. Hollingsworth..	Carleton Place..	do	21...	20 00	John L. Cassidy & Co.	Montreal .....	Stated not to have been received by persons addressed.	This letter was sent in to the Ottawa Post Office, where all further trace of it was lost.	4
77	C. Rochon.....	Klock's Mills.....	do	23...	24 00	Mrs. C. Rochon....	Alfred.....	do	The Postmaster of Klock's Mills having failed to enter this letter upon the Letter Bill of the mail for the Ottawa and North Bay Railway P. O., with which it should have been despatched from his office, made good contents.	3
78	J. Sigurdson .....	Grund, Man.....	do	24...	24 50	David Maxwell ...	Winnipeg ..	Only 50c. stated to have been received	No evidence to account for the alleged discrepancy.	7



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No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
79	Thomas Byrnett...	Port Severn.....	Dec. 30... 1886.	\$ cts. 27 00	Dominion Bank....	Lindsay... ..	Stated not to have been received by persons addressed	This letter was received by Midland Railway Travelling Post Office from Wauwashe on the 3 <sup>rd</sup> Dec, 1886. The clerk in charge, having omitted to keep up registration by entering the letter on his Letter Bill for Lindsay, was held responsible and made good contents.	3
80	J. R. Booth, .....	Ottawa.....	do 30...	81 13	S. J. Dempsey ....	Calabogie .....	do	These letters were contained in a bag made up at the Ottawa Post Office for Renfrew on the night of 30th Dec, 1886, which is supposed to have been stolen from the truck on which it was placed at the O.P.R. station, Ottawa, the same evening. No clue to the robbery could be obtained on enquiry into these cases brought out the fact that certain youths who had had access to the letters in the Portland, N.B., Post Office, had been tampering with them. The Postmaster was held responsible and money was paid over by his surties to make good such losses as might be proved to be due to the dishonesty of the lads referred to. The losses in question are now in course of liquidation.	9
81	Public Works Dept.	do .. ..	do 30...	38 50	J. Barry .....	High Falls.....			
82	Thomas Ryder.....	River Hobert, N.S.	do 19...	15 00	Mrs. Thos. Ryder..	Straight Shore .	Only \$5 stated to have been received.	5	
83	L. J. Lingley.....	Portland, N.B....	do 30...	5 00	J. N. Hallock.....	New York.....	Stated to have been received without contents.		
84	Archie Agnew.....	Calais, Maine....	do 31...	8 00	Miss Kate Hennessey	Portland, N.B....	Only \$2 stated to have been received.		

85	Geo. W. Grant.....	Saskatoon.....	1887. Jan. 4...	5 00	C. H. Black.....	Regina.....	Stated not to have been received by person addressed.	2
86	Rev. J. Miller.....	Coe Hill Mines...	do 7...	2 00	J. Theobald & Co.	London, Eng....	do	3
87	J. Salisbury.....	Montreal.....	do 7...	14 70	John Hendrickson.	South Gower....	do	5
88	Kinney, Haley & Co	Yarmouth, N.S..	do 7...	26 00	W. D. Morrow.....	Portland, N.B...	Only \$5 stated to have been received.	2
89	M. Twoomey.....	Omamee .....	do 8...	111 00	R. H. Tomlinson....	Toronto.....	Stated not to have been received by persons addressed.	10
90	A. E. Byers.....	do .....	do 8...	10 95	The Industrial.....	Hamilton.....		
91	Mrs. Fleming.....	do .....	do 8...	2 00	Palmer & HugLes.	New York .....		
92	Eliza Dansey.....	do .....	do 8...	Watch valued at 5 00	Miss M. E. McLean.	Bay Centre.....		
93	P. O. Department.	Ottawa.....	do 10...	19 00 postage stamps	The Postmaster....	Gower Point....	Contained in portion of Pembroke mail for Beachburg of 10th January, 1887, accidentally destroyed whilst mail clerk between Ottawa and North Bay was exchanging mails at Government Road Crossing with mail courier for Forrester's Falls and Railroad Crossing.	
94	A. Macdonald.....	Pembroke .....	do 10...	9 56	S. Snowden.....	Westmeath.....		

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
			1887.	\$ cts.					
85	Herbert Collinson.	Belleville.....	Jan. 20...	3 00	R. W. Ross.....	Guelph.....	Stated not to have been received by persons addressed.	Contained in a bag made up on Postal Car attached to Grand Trunk east train, leaving Montreal on the evening of 20th January, 1887, which is believed to have been lost or stolen at Union Station, Toronto. The mail transfer agent on duty having failed to duly check the number of bags received by him from Postal Car was held responsible and made good contents.	3
86	W. J. Butler.....	Kars.....	do 20...	36 00	J. B. Armstrong...	do .....			
87	John A. Boyd.....	Montreal.....	do 20...	15 00	W. C. Boyd.....	do .....			
88	Wm. Anderson....	Wooler.....	do 19...	2 00	John Anderson....	Norham.....	Received without contents.	No evidence to account for the alleged discrepancy.	7
89	A. Woodbridge....	Toronto.....	do 22...	25 00	F. Godard.....	Colborne.....			
100	Smith & Baldrick.	Norwood.....	do 18...	35 00	F. S. Taylor & Son	Walkerton.....			
101	Rev. G. McDonald.	Pictou, N.S.....	do 22...	17 50	Geo. Gale & Sons.	Waterville.....	Contained in registered packages made up by Quebec and Richmond Railway Post Office for Richmond and Island Pond Railway Post Office. The mail in which this packet	4	
102	J. Holt.....	Quebec.....	do 23...	5 00	Miss Holt.....	Lennoxville.....			
103	Prosper Plourde...	L'Islet.....	do 23...	25 00	L. Plourde.....	Brunswick, Me...			
104	R. Stewart.....	Inverness.....	do 24...	13 00	J. Woodside.....	Gosticook.....			
105	J. Lacerte.....	Somerset.....	do 24...	7 25	Union Horse and Cattle Food Co.	Scotstown.....			
106	M. Hupé.....	Arthabaskaville	do 24...	5 00	W. Girard.....	Manchester, N.H.	Stated not to have been received by per-		
107	Goodhue Bros.....	Danville.....	do 24...	250 00	L. P. Cramer.....	Windsor Mills...			
108	Aug. Plourde.....	St. Grégoire....	do 24...	5 00	Singer Mfg. Co....	Sherbrooke.....			
109	P. Hébert.....	St. Patrick's Hill	do 24...	170 00	J. Otapin.....	do .....			

110	Triganne & Bourgeois.	Danville.....	do	24...	27 00	do	do	.....	sons addressed	7
111	Rev. L. A. Masson.	do	do	24..	20 00	Rev. N. Séguin ...	do	.....	<p>was placed was, under exceptional circumstances, sent to the Montreal Post Office where these letters were apparently misappropriated.</p>	
112	Union Bank of Canada.	Quebec.....	do	24...	150 00	Eastern Townships Bank.	do	.....		
113	A. O. Bilodeau.....	Kingsay Falls...	do	24...	15 00	S. Elkin.....	do	.....		
114	Triganne & Bourgeois.	Danville.....	do	24...	3 00	L. Clapin.....	do	.....		
115	do	do	do	24...	35 00	do	do	.....		
116	The Postmaster....	Percé.....	do	23...	52 61	Nova Scotia Bank.	Campbelton, N.B.	.....		
117	Mary A. Campbell.	Woodville.....	do	27...	3 30	Jno. Dougall & Son	Montreal.....	<p>Only \$47.74 stated to have been received. Stated not to have been received by persons addressed.</p>		
118	Jno. F. McByren...	do	do	28...	2 09	Wm. Shaw.....	Maybole, Scot.			
119	do	do	do	28...	1 25	Publishing Office..	Glasgow.....			
120	Samuel Glass.....	Glen Murray.....	do	28...	3 00	Street & Smith.....	New York.....	do		...
121	Mrs. Collins.....	Toronto, East Branch P.O.	do	15...	3 25	Miss Sarah Collins	Buffalo, N.Y.....	Only \$1.25 stated to have been received.		<p>Enquiry showed that this letter had probably been lost at the Inverness (Que.) Post Office. Contents made good by the postmaster of that office.</p>
122	Thos. Delaney.....	do	do	27...	4 20	Wm. Patton.....	Iroquois.....	Stated to have been received without contents.		
123	W. Dallimore.....	do	do	31...	22 15	John Acheson.....	Goderich.....	Only \$2.15 stated to have been received.		
124	Mrs. Guy.....	St. Armand Station.	do	31...	35 00	Mr. Reid.....	Montreal.....	Stated not to have been received by person addressed.		<p>Believed to have been stolen by a Letter Carrier in the Montreal Post Office, the evidence against whom, however, was not sufficient to warrant prosecution. Contents recovered from the party suspected, who was dismissed from the service.</p>

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

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					Name.	Place.			
125	D. H. Douglas.....	Warkworth.....	1887. Feb. 2...	\$ cts. 2 40	A. D. Hoagg .....	Ingersoll .....	Only 40c. stated to have been received.		7
126	W. E. Kemp.....	Norham .....	do 14...	5 00	Mrs. David Askey	Trenton .....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	
127	R. R. Philp.....	Oastleton.....	do 14...	3 45	Messrs. Copp Bros.	Hamilton.....	Only 45c. stated to have been received.		2
128	John Willis.....	Morton .....	do 3...	60 00	Glasgow and London Ins. Co.	Montreal.....	Stated not to have been received by person addressed.	Stated to have been contained in registered package made up at Morton for Kingston on 3rd Feb., 1887, but to have failed to reach the latter office. Cause of failure undiscoverable.	5
129	John Morkin.....	Woodham.....	do 4...	15 00	Raiz Bros .....	Khiva.....	Stated to have been received without contents.	Evidence in this case pointed to the conclusion that the abstraction was committed at the Khiva Post Office. The Postmaster of Khiva being one of the firm to whom the letter was addressed, the loss fell upon him.	10
130	Pierre Claude.....	Montreal.....	do 8...	13 85	Alex Poirier.....	North Lancaster	Stated not to have been received by person addressed.	The North Lancaster Post Office was destroyed by fire on the 13th Feb., 1887, and this letter burnt.	2
131	E. H. McDougall...	White River....	do 11...	102 04	Geo. Childs & Co..	Montreal.....	do	Stated to have been contained in registered package despatched from White River, on 11th Feb., 1887, to Ottawa and Port Arthur Railway Post Office, going east, no	

132	J. L. Johnston.....	Rockland.....	do	14...	60 00	W. J. Gage & Co..	Toronto.....	do	... This letter was duly despatched from Rockland, on 14th Feb., 1887, to Ottawa and Montebello Railway Mail Clerk, who, however, failed to enter it on his letter bill for Toronto, and who was accordingly held responsible for its loss, and made good the contents.	3
133	Elzéar Desrosiers..	Chapleau .....	do	14...	30 00	Mlle. O. Levasseur.	St. Hubert, County Rimouski.	Stated not to have been received by person addressed.	This letter was traced as far as the St. Arsene Post Office, County Rimouski, but whether forwarded on the next office (Viger, County Rimouski) could not with certainty be ascertained.	4
134	Charles Audet .....	St. Anselme.....	do	17...	75 00	John Ritchie.....	Quebec.....	do	... Contained in a registered package made up for the Quebec Post Office which is believed to have been received at that office, though no trace of it could be found there.	4
135	do .....	do .....	do	17...	150 00	Union Bank of Canada.	do .....	do	See case No. 72, Class I.....	5
136	A. E. Kemp .....	Toronto East....	do	28...	3 00	John Dougall.....	Montreal .....	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
137	Hurdman & Co .....	Hull.....	Mar.	15...	30 00	Léandre Bergeron	St. Gédéon. ....	Only \$20 stated to have been received.	Stated to have been despatched in registered package from Broughton Station to East Broughton, but to have failed to reach the latter office.	2
138	M. P. Angers.....	St. François North East.	do	18...	14 00	Philias Lessard ...	East Broughton.	Stated not to have been received by person addressed.	Delivered at the St. Hyacinthe Post Office to a person wrongly claiming to be the addressee. Case under litigation, in a suit brought by the addressee, with a view to testing the Postmaster's personal responsibility for the resulting loss.	4
139	A. Robert .....	St. Jean Baptiste de Rouville.	do	20...	5 00	Joseph St. Pierre .	St. Hyacinthe....	do		

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iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
140	F. Plante.....	St. Flavie Station	1887. Mar. 28...	\$ cts 20 00	Chas. Bertrand ....	Isle Verte .....	Stated not to have been received by person addressed.	Contained in registered package made up at St. Flavie Station for Railway Post Office, stated not to have reached the latter office.	2
141	Newsome & Leyden	Toronto .....	do 28...	25 00	Wallis Dunn .....	Kingston. ....	Only \$15 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
142	D. G. Cameron.....	Commercial Cross Road, P.E.I.	do 31...	25 00	James A. Rutherford.	New Glasgow....	Stated not to have been received by person addressed.	Contained in registered package stated to have been despatched from St. John and Moncton Railway Post Office for St. John and Amherst Railway Post Office, but to have failed to reach the latter office.	2
143	J. Dumarest.....	Montreal .....	do 29...	25 00	D. Thibaudeau....	Champlain .....	Only \$10 stated to have been received.	This letter failed of delivery at Champlain, and was thence returned direct to the sender, who stated that it only contained \$16, although \$25 was enclosed in it when posted. No evidence to account for the alleged discrepancy.	7
144	O. E. Northrup ....	Moncton, N.B....	April 2...	5 00	Mrs. J. C. Tingley. N.B.	Hopewell Cape,	Stated not to have been received by the person addressed.	Contained in registered package stated to have been despatched from St. John & Moncton Railway P. O. for St. St. John & Amherst Railway P. O., but to have failed to reach the latter office.	2
145	Mrs. M. McNaughton.	Buckingham.....	do 14...	5 15	Robt. Miller & Co.	Montreal. ....			
146	do	do	do 14...	16 22	J. T. Scarth .....	Toronto .....			

147	do	do	do	14...	28 25	Wightman, Ramsay	Montreal, .....	9	Stolen from the Buckingham Post Office by burglars on the night of 14th April, 1887.
148	do	do	do	14...	8 79	Thos. Davidson & Co.	do .....	3	do
149	do	do	do	14...	5 25	Jno. H. Jones & Co	do .....	3	do
150	Wilson & Wilson	do	do	14...	12 00	Stewart & Poulten	London, .....	7	Evidence taken in this case seemed to indicate that the letter disappeared at the Melvern Square Post Office. Contents made good by Postmaster of Melvern Square.
151	Jno. O'Brien	do	do	14...	3 00	Louis Bouldier	Montreal, .....	7	do
152	Richard Rowe	do	do	14...	35 00	W. R. Ross & Co.	do .....	9	do
153	Geo. McLean	High Rock	do	14...	5 00	Mrs. H. McLean	Brooke .....	3	do
154	F. Dolliver	Maplewood, Mass	do	19...	40 00	S. D. Munro	Melvorn Square, N.S.	7	do
155	.....	St. Constant	do	20...	2 00	A. Bedard	Cheneville, .....	9	do
156	Joseph Chevalier	Burleigh Falls	do	21..	16 00	Odillon Chevalier	Ottawa .....	7	do
157	Jno. W. Brennan	Greenville	do	28...	20 00	R. B. Morrison	Morrison .....	2	do
158	H. A. Muntz	Braesbridge	May	3...	5 00	R. J. Drake	Ahmic Lake .....	7	do
159	S. Rouillard	St. Evastie de Forsyth	do	9...	3 00	Joseph Bolduc	Lévis .....	9	do
160	Mrs H. H. Robertson	Montmagny	do	10...	13 f9	Miss A. Kingsella	do .....	9	do
161	do	do	do	10...	60 00	Mrs. G. Lamontagne	do .....	9	do



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					Name.	Place.		
162	Turcotte & Leves- seur.	St. Clément.....	1887. May 10...	\$ cts. 0 26	Belleau & Cie.....	Quebec.....	Stated not to have been received by person addressed.	2
163	J. B. Carbin.....	Notre Dame de Rimouski.	do 10...	60 00	Uroteau & frères...	do .....		
164	Mrs. W. F. Mac- Donald.	Rawdon Gold Mines.	do 6...	2 00	J. E. Roy & Co.. Halifax, N.S.....	do .....	These registered letters were fraudulently obtained from the Halifax Post Office by a youth of 13 years of age named Gregory Maclean, who had obtained possession of a key to Messrs. Roy & Co.'s Post Office box. Maclean was arrested, tried and sentenced to two years in the St. Patrick's Home, a reform-atory at Halifax, N.S.	9
165	Henry Redmond ...	Liscomb.....	do 9...	5 00				
166	Mrs. A. Bacchus ...	Goldenville .....	do 9...	2 00				
167	Mrs. A. Fraser ...	do .....	do 9...	5 00				
168	Mrs. J. Clarke ...	do .....	do 9...	5 00				
169	Mrs. J. M. Smith...	Warr Joseph.....	do 10...	5 00				
170	Mrs. G. W. Kitchen	Parraborough....	do 16...	3 00				
171	Edward Dorey.....	Spring Hill Mines	do 16...	4 00				
172	Mrs. C. W. Roach.	Hubbard's Cove.	do 16...	3 00				
173	Miss L. Hatt.....	Windsor, N.S....	do 16...	5 00				
174	Mrs. R. P. Sharp- ham.	do .....	do 16...	3 00				
175	Richard Haley.....	do .....	do 16...	12 00	Mrs. Eleanor Winn Stirling .....	do .....	Stolen from the Stirling Post Office by burglars on the night of 23rd May, 1887.	9
176	Stephen Snyder....	Shoal Bay .....	do 17...	10 00				
177	Wm. Thompson....	Oak Ridges.....	do 19...	8 00				
178	T. P. McEown.....	Lynedoch .....	do 19...	50 00	A. C. McEown.....	Boissevain, Man.	Evidence in this case showed that the letter was very care-lessly handled at the Boisse-vain Post Office. Contents made good by Postmaster of Boissevain.	3
179	L. N. Gauvreau....	Ile Verte .....	do 26...	20 15	Credit Foncier.....	Quebec.....	This letter was entered as re-	3

180	W. McD. Dawson.	Ottawa.....	do	27...	2 00	Dlle. A. Chatigny.	Three Rivers.....	do	...	3
181	J. H. Glover.....	Aylmer, Ont.....	do	27...	35 59	Chas. P. Geary & Co.	St. Thomas, Ont.	Only \$25.59 stated to have been received.	...	7
182	D. Gagnon.....	Ste. Luce.....	June 1...	26 10	Crédit Foncier.....	Quebec.....	Quebec.....	Stated not to have been received by person addressed.	...	2
183	Mrs. Hart.....	Toledo, Ont.....	do	3...	56 40	James Linton & Co	Montreal.....	No evidence to account for the alleged discrepancy.	...	9
184	R. L. Garber.....	Knowlton.....	do	3...	19 72	do	do	Stated to have been contained in registered package despatched from Ste. Luce to intercolonial Railway Post Office, but to have failed to reach the latter office.	...	2
185	Jacques Neven.....	Ripon.....	do	3...	28 00	Z. Lapierre.....	do	...	...	
186	George St. Arnaud	Bathurst.....	do	3...	40 00	Robertson, Linton & Co.	do	...	...	
187	Michael Guerin.....	Indian River.....	do	3...	45 00	James Popham.....	do	...	...	
188	D. M. Brown.....	Chesterville.....	do	4...	20 00	Lyman Sons & Co.	do	...	...	
189	Albert Lavoie.....	Hull.....	do	3...	2 00	do	do	...	...	
190	Aristide Gareau.....	Montebello.....	do	4...	1 00	"L'Etendard".....	do	...	...	
191	Rev. M. Hudon.....	Berthier en bas.....	do	4...	1 00	do	do	...	...	
192	.....	.....	do	4...	4 00	do	do	...	...	
193	L. E. Filteau.....	Ottawa.....	do	4...	41 40	James Popham.....	do	...	...	
194	John Wark.....	Dacre.....	do	4...	45 00	B. Levine.....	do	...	...	
195	H. Potvin.....	Ste. Louise.....	do	4...	2 25	James Popham & Co.	do	...	...	
196	Jas. O. McBain.....	Maxville.....	do	4...	17 50	M. Lang & Son.....	do	...	...	
197	Octave Gaudet.....	North Ham.....	do	4...	10 90	do	do	...	...	
198	J. C. Champagne.....	St. Remi de Tingwick.	do	4...	5 00	James Lanihan.....	do	...	...	
199	M. Sherlock.....	Arnprior.....	do	6...	26 38	St. Stephen Bank.....	St. Stephen, N.B.	Contained in a mail made up at Grand Manan for St. Stephen, on the 8th June, 1887, which is believed to have been lost or stolen in course of conveyance to the latter place.	...	2
200	The Postmaster.....	Grand Manan.....	do	6...	329 59	do	do	...	...	
201	do	do	do	6...	30 00	O. H. Smith.....	do	...	...	
202	Mrs. M. A. Lambert	Woodward's Cove, N.B.	do	7...						

**REPORT No. 5.—I. Registered Letters.**—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
203	W. H. Palmer .....	Colborne .....	1887. June 15...	\$ 16 00	Miss Nettie Rath...	Tweed.....	Stated not to have been received by person addressed.	This letter fell accidentally among the waste paper in the Belleville Post Office. The money it contained was recovered and paid over to the addressee.	3
204	J. R. Clarke .....	Walkerton.....	do 23...	689 60	Mrs. B. Winkler....	Neustadt.....	do	Trace of this letter was lost at the Palmerston Post Office, and the Postmaster of that office accordingly made good contents.	3

REPORT No. 5 — Continued.

II.

UNREGISTERED LETTERS.

REPORT of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Con- tent.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reputation.
					Name.	Place.			
1	Mrs. H. Miller.....	Essex Centre.....	1886. July 1...	\$ cis. 5 00	Mrs. F. W. Brent... Toronto.....		Stated not to have been received by person addressed...	No trace owing to want of re- gistration.	1
2	Matthew Ryan.....	Winnipeg .....	do	3 00	Rev. Père Camper. St. Laurent, Man		) Stated to have been received { without con- { tents.	There is reason to believe that these letters were rifled by a clerk in the Winnipeg Post Office. The employe in ques- tion had left the service and gone to the United States be- fore any evidence of his dis- honesty was discovered.	6
3	Chas. Connor.....	do	do	1 50	Miss Grundy .....				
4	W. Uglow .....	do	do	1 00	The Stewardess, SS 'Arthabasca.'				
5	Mrs. Farley .....	Toronto.. ..	do	2 00	Mrs. Robert Martin Avening,.....		Stated not to have been received by person addressed...	No trace owing to want of re- gistration.	1
6	Miss A. Wooster...	Montreal, .....	do	4 00	Mrs. E. Wooster ... Toronto.....		do	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 5 years imprison- ment for proved dishonesty in connection with another letter. See case No. 182, class II.	4

REPORT No. 5 — II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
7	D. S. Wallbridge.	Belleville.	1886, July 8	\$ 1 03	W. Donaldson.	Toronto.	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
8	G. Armstrong.	Montreal.	do 8	5 00	Jane Haggart.	Martintown.	do	do	1
9	Fannie Hamilton.	Strathroy.	do 12	4 00	Fessenden & Bros.	London, Ont.	do	do	1
10	J. B. Bedard.	Montreal.	do 13	15 00	Joachim Bedard.	St Sauveur, Que	do	do	1
11	R. Hamilton.	Fort Ferry Railway Station.	do 14	3 00	Miss M. Hamilton.	Lakefield.	do	do	1
12	John Payne.	Toronto.	do 16	0 65	George Payne.	Shanty Bay.	do	do	1
13	J. E. Kent.	Seaforth.	do 16	2 00	Mrs. J. E. Kent.	Toronto.	do	do	1
14	W. A. Hovey.	Mail Car Ottawa & Port Arthur.	do 20	25 00	Mrs. W. H. Hovey.	Aylmer, Ont.	do	do	1
15	J. L. Moir.	Liverpool, N.S.	do 21	10 00	Moir, Son & Co.	Halifax, N.S.	do	do	1
16	C. N. O'Regan.	Albert, N.R.	do 21	14 00	John O'Gorman.	St. John, N.B.	do	do	1
17	James E. Ives.	Stratford.	do —	11 00	Mrs. Ives.	Toronto.	do	do	1
18	Thos. Cooper.	Toronto.	do 21	2 00	Mrs. Cooper.	Thompsonville.	do	See case No. 28, class I.	3
19	H. Alexander.	Ottawa.	do 22	6 00	Mrs. F. G. Vanderlip.	Toronto.	do	No trace, owing to want of registration.	1
20	Mr. Rolland.	Montreal.	do 24	13 00	F. X. Ethier.	Almonte.	do	do	1
21	John Oliver.	Winnipeg.	do 25	5 50	Mrs. John Oliver.	Teeswater.	do	do	1
22	A. A. Burrell.	Douglasstown.	do 26	5 00	Mrs. A. A. Burrell.	Aricat.	do	do	1
23	John Poupore.	Ottawa.	do 27	3 00	W. C. Bowles.	Ottawa.	do	do	1
24	P. J. Brennan.	do	do 30	14 00	M. Brennan.	Montreal.	do	do	1
25	G. F. Stephens.	Winnipeg.	do 30	5 00	Mrs. G. F. Stephens.	Glencaira.	do	do	1
26	W. Laidley.	Qu'Appelle Sin.	do —	15 00	A. Laidley.	Omemee.	do	do	1
27	W. R. Wright.	Winnipeg.	Aug. 2	10 00	Malcolm Wright.	St. Oatharines, Ont.	do	do	1
28	Mrs. McFarlane.	Toronto.	do 2	1 00	Mrs. Chisholm.	Ottawa.	do	do	1
29	J. D. Thomson.	Buckingham.	do 3	10 45	W. Evans.	Montreal.	do	do	1
30	John Bell.	Orumlia.	do 3	3 00	Thos. Bryan.	London, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
31	R. Mills, jun.	Montreal.	do —	1 50	James Sargent.	Toronto.	Stated not to have been received by contents.	No trace, owing to want of registration.	1

32	John Cross .....	Niagara Falls....	do	4...	0 25	Box 297 .....	Windsor ... ..	7
33	S. Blanslein .....	Montreal ..	do	6...	15 00	E. Blanslein .....	River Beaudette.	1
34	J. M. Langstaff .....	Revelstoke, B.C.	do	7...	5 00	Mrs. Langstaff .....	Toronto .....	No evidence to account for the alleged discrepancy.
35	John Denison .....	Casselman .....	do	9...	5 00	Mrs. John Denison .....	Durham .....	
36	W. E. Soare .....	Ottawa .....	do	9...	10 00	Mrs. W. Soare .....	Port Rowan .....	
37	Alex. Sargente .....	Montreal ..	do	10...	6 00	D. Lisabelle .....	St. Norbert, Cap Chat.	
38	A. Lapointe .....	do	do	10...	5 00	Mlle. L. Thibaudan .....	Quebec .....	No trace, owing to want of registration.
39	Robt. Orr .....	Denfield .....	do	10...	8 00	Jno. Scandrett .....	London, Ont....	
40	M. F. Christie .....	Winnipeg .....	do	11...	6 00	F. M. Wade .....	Toronto .....	
41	A. Wilson .....	Ottawa .....	do	11...	30 00	J. Wood .....	Montreal .....	
42	J. Kemalan .....	Toronto .....	do	12...	1 00	W. H. Williams .....	Barrie .....	There is reason to suspect that this letter was stolen by a dishonest Clerk in the Toronto Post Office, who was sentenced to 5 years' imprisonment for proved dishonesty in connection with another letter. See case No. 182, Class II.
43	W. Erskine .....	Sarnia .....	do	12...	2 00	"Canadian Baptist" Office.	Toronto .....	
44	Wm. Porter .....	Deseronto .....	do	14...	1 50	Mrs. Wm. Porter...	Portsmouth .....	
45	Alex. Paterson .....	Hamilton .....	do	14...	7 00	Mrs Paterson .....	London, Ont....	
46	W. Clougher .....	Winnipeg .....	do	15...	35 00	Mrs. W. Clougher.	Toronto .....	No trace, owing to want of registration.
47	H. Gowlan .....	do	do	16...	2 00	J. Marsh .....	Stamford .....	
48	J. B. L. Hould .....	Three Rivers ...	do	17...	6 00	Mrs. J. B. L. Hould	St. Roch des Aulniers.	
49	R. F. Genge .....	Port Hope Stat'n	do	18...	13 00	Miss Jennie Genge	Kingston .....	
50	G. M. Story .....	Port Moody, B.C.	do	19...	10 00	} Mrs. Story .....	Brampton .....	There is reason to suspect that this letter was stolen by a dishonest Clerk in the Toronto Post Office, who was sentenced to 5 years' imprisonment for proved dishonesty in connection with another letter. See case No. 182, Class II.
51	do .....	do	do	19...	10 00	J. Sauter .....	Berlin .....	
52	Wm Deen .....	Exeter .....	do	19...	6 00	J. Marsh .....	Stamford .....	
53	H. Gowlan .....	Winnipeg .....	do	23...	7 00	J. Marsh .....	Stamford .....	
54	J. St. Hilaire .....	Montreal ..	do	28...	10 00	J. St. Hilaire .....	Chateau Richer.	No trace, owing to want of registration.
55	Octave Boivin .....	do	do	28...	3 00	Chas. Polvin .....	Ste Hérodine...	
56	H. A. Brous .....	do	do	28...	2 00	W. Hamilton .....	Belleville .....	
57	Mrs. M. McColl .....	St. Eustache ..	do	30...	3 00	Miss Nicholson .....	Ottawa .....	
58	C. Biette .....	Woodsstock ..	do	31...	20 00	O. Robinson & Co.	Toronto .....	

**REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.**

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Cont.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
59	Charles Carr .....	Toronto .....	1886. Aug. 31...	\$ cts. 3 13	Mrs. Carr.....	Trenton .....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
60	R. Kemp .....	Listowel .....	Sept. 2...	2 00	George Pringle .....	Parkhead .....	do	do	...
61	Joseph Martineau .....	Montreal .....	do 4...	10 00	Mde. Jos. Martineau .....	Chateau Richer .....	do	do	...
62	L. J. Eurpee .....	Ottawa .....	do 6...	10 00	A. Mason .....	Ottawa .....	do	do	...
63	J. McDonald .....	Alexandria .....	do 8...	22 00	A. J. Matheson & Co. ....	Montreal .....	do	This letter was posted for registration and the Postmaster of Alexandria having failed to register it, made good contents.	3
64	C. B. Keenleyside .....	Winnipeg .....	do 8...	1 00	Acton Burrows.....	Winnipeg.....	do	No trace owing to want of registration.	1
65	Herbert Harris .....	Toronto .....	do 9...	10 00	Mde. J. B. Lavasseur .....	Napierville .....	do	do	...
66	Miss McKee .....	Halifax .....	do 11...	4 00	W. D. Page .....	Toronto .....	do	do	...
67	H. Parsons .....	Lancaster .....	do 10...	10 00	Dr. K. N. Fenwick .....	Kingston .....	do	do	...
68	A. J. Smith .....	Port Arthur .....	do 13...	35 00	Mrs. H. Parsons .....	North Keppel .....	do	do	...
69	W. H. Atkinson .....	Aylmer, West... ..	do 13...	11 00	Mrs. A. J. Smith .....	London, Ont. ....	do	do	...
70	Miss Hall .....	Neebing .....	do 14...	38 75	A. K. Vanwick .....	Park Hill .....	do	do	...
71	Thos. D. Willis .....	Montreal .....	do 15...	6 00	Miss Cameron .....	Toronto .....	do	do	...
72	H. Sylvain .....	Toronto .....	do 18...	1 00	Thos. D. Willis .....	Montreal .....	do	do	...
73	J. H. O'Brien .....	Montreal .....	do 19...	5 00	Mde. P. Bélanger .....	St. Valier .....	do	do	...
74	Louis McDonald .....	Ste. Theresas de Blainville .....	do 21...	2 00	Mrs. J. H. O'Brien .....	Montreal .....	do	do	...
75	S. P. Buchanan .....	Roger's Pass, B. C .....	do 22...	20 00	Mrs. L. McDonald .....	Toronto .....	do	do	...
76	Miss McArthur .....	Montreal .....	do 23...	5 00	Miss M. Freeze .....	Moncton .....	do	do	...
77	Robert Myles .....	Paisley .....	do 27...	5 00	Miss McArthur .....	Toronto .....	do	do	...
78	F. Johnston .....	Hammondvale .....	do 27...	20 00	Andrew Myles .....	Portland, N.B. ....	do	do	...
79		Marquette, Mich. ....	do 28...	Money order for \$10	Mrs. F. Johnston .....	Rainburn, Ont. ....	do	This letter was re-directed from Rainburn to Orillia and there misdelivered to a party who afterwards fraudulently per-sonated the payee of the enclosed money order and	3

80	F. Bisson, ... ..	Lyster Station...	do	29...	32 00	Stroud Bros.....	Montreal.....	do	...	No trace owing to want of registration.	1
81	Benny, McPherson & Co. ....	Montreal. ....	do	30...	6 50	J. E. Livernois...	Quebec.....	do	...	do	1
82	Geo. Ballantyne...	Alexandria Station.	Oct. 1...	1...	35 00	Mrs. Geo. Ballantyne. <i>Make</i>	Sherbrooke, Que	do	...	do	1
83	Paul Kelly.....	Ottawa.....	do	3...	12 00	Mrs. Paul Kelly...	Toronto.....	do	...	There is reason to suspect that these letters were stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class I.	4
84	F. M. Middlemiss..	Ingersoll.....	do	4...	2 00	Miss Stark.....	do	do	...	No trace owing to want of registration.	1
85	J. B. McWilliams.	Peterboro' .....	do	4...	5 00	Minnie McWilliams	Ottawa.....	do	...	do	4
86	J. A. Gemmill.....	Ottawa. ....	do	9...	1 00	A. W. Ogilvie....	Montreal.....	do	...	do	1
87	P. Baby.....	do	do	9...	1 00	"Le Monde".....	do	do	...	do	1
88	L. H. Lachance....	Quebec.....	do	15...	40 00	C. Dufresne.....	Montmagny.....	do	...	do	1
89	J. McMyr.....	Victoria, B.C....	do	16...	15 00	Mrs. J. McGregor.	Victoria, B.C....	do	...	do	1
90	Wm. Downie. ....	Port Moody, B.C	do	20...	15 00	Miss M. Downie...	Barrie.....	do	...	do	4
91	Thomas H. Brooks.	London, Ont.....	Oct. 21...	21...	5 00	Miss Brooks .....	Toronto.....	do	...	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
92	Miss A. Armstrong	North Wakefield	do	21...	10 60	Mrs. W. J. Fairbairn.	Ottawa.....	do	...	No trace owing to want of registration.	1
93	Ellen M. Gorman.	Dacre.....	do	22...	3 50	Ellis Holstein.....	Shawville .....	do	...	do	1
94	W. C. May. ....	Port Arthur ...	do	25...	10 00	Mrs. W. C. May ..	Collingwood.....	do	...	do	1
95	Mrs. Jas. Botsford.	Fort William ...	do	25...	2 00	Mrs. J. L. Cox ..	do	do	...	do	1
96	U. Scullin .....	Neilsonville .....	do	27...	5 00	H. Scullin .....	Hull.....	do	...	do	1
97	M. Duprat fils ...	Ottawa.....	do	29...	15 00	P. U. Duprat.....	St. Maurice.....	do	...	do	1
98	Mrs. J. Wallwork.	Carleton Place Junction Letter Box.	do	29...	1 00	Mrs. Conway.....	Ottawa.....	do	...	do	1
99	Wm. Gorrie .....	Toronto.....	do	—	2 25	D. Gorrie.....	Haliburton.....	do	...	do	1



REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapportionment.
					Name.	Place.			
100	Mary L. McKenzie.	Winnipeg & Port Perry P.O. car	1886. Oct. 30...	\$ cts. 10 00	Miss B. Doel .....	Toronto ....	Stated not to have been received by person addressed.	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
101	Jane Wallace. ....	Montreal.....	Nov. 2...	6 00	James Wallace. ...	Inverness, Que..	do	... No trace owing to want of registration.	4
102	Wilson & Young...	Seaforth.....	do 4...	25 15	Hamilton Coffee and Spice Co.	Hamilton.....	do	do	1
103	R. H. Hazleton. ...	Albert Canon. ...	do 7...	9 00	J. Singer.....	Toronto.....	do	do	.....
104	G. Young .....	Beverton.....	do 8...	3 00	Geo. Young.....	Port Perry.....	do	do	.....
105	N. Hobson.....	Wolf Creek.....	do 11...	10 00	Mrs. Hobson.....	West Toronto Junction.	do	do	.....
106	T. Barrett.....	Hull.....	do 11...	15 00	J. & J. Taylor.....	Toronto .....	do	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
107	Mrs. N. L. Taschereau.	La Beauce.....	do 15...	2 00	R. A. Taschereau.	Quebec.....	do	... No trace owing to want of registration.	.....
108	Daniel Delaney....	Dalhousie, N.B.	do 16...	12 00	T. W. Bell.....	St. John, N.B. ...	do	do	.....
109	Merchants Bank of P.E.I.	Charlottetown, P.E.I.	do 17...	100 00	Messrs. A. J. McLeod & Co.	Stanley Bridge, P.E.I.	do	do	.....
110	E. Marcus .....	Montreal.....	do 17...	11 00	Mrs. Marcus.....	Quebec.....	do	do	.....
111	Chas. Huot.....	do .....	do 22...	8 00	Mde. O. Huot.....	Ange Gardien, Que.	do	do	.....
112	E. Monsean.....	Hull.....	do 22...	13 60	J. W. Marling .....	Montreal.....	do	do	.....

113	C. Farrow.....	Douglas.....	do	22...	10 00	Mrs. C. Farrow.....	Toronto.....	do	.....	4
114	J. Mathien.....	Quebec.....	do	22...	3 00	J. Mathien.....	St. Pierre.....	do	.....	4
115	Mrs. Wm. Fountain.....	Beaverton.....	do	22...	6 00	Alex. Brain.....	Port Perry.....	do	.....	4
116	James Ross.....	Mount Stewart, P. E. I.	do	21...	14 28	Bank of Nova Scotia.....	Charlottetown, P. E. I.	do	.....	4
117	J. W. Bates.....	Flesherton.....	do	29...	10 00	Stuart Bates.....	London, Ont .....	do	.....	4
118	James T. Oliver.....	Cloverdale, B. C.	do	—...	8 60	Chas. Stark & Co.	Toronto.....	do	There is reason to suspect that these letters were stolen by a dishonest clerk in the Toronto Post Office who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	1
119	J. H. Dodds.....	Deseronto .....	Dec. 1...	1...	8 00	Mrs. J. H. Dodds..	Portsmouth, Ont	do		No trace owing to want of registration.
120	Percy Boldrick.....	Kingston.....	do	1...	25 00	James Boldrick....	Stirling .....	do	.....	1
121	D. McDonald.....	Harrison's Corn- ers.....	do	1...	1 00	C. W. Mitchell.....	Ottawa.....	do	.....	1
122	R. C. Rolph.....	Trenton.....	do	3...	3 00	Mrs. R. C. Rolph.	Belleville.....	do	.....	4
123	Geo. Williamson.....	Bonny River Sta- tion.....	do	4...	30 00	De Forest, Harris- on & Co.....	St. John, N. B....	do	.....	4
124	Fred. Beatty.....	St. George.....	do	6...	3 00	Mrs. Fred. Beatty.	Hamilton.....	do	.....	4
125	Wm. Harper.....	Selkirk .....	do	8...	30 00	Winslow & Webber	do .....	do	.....	4
126	Mrs. Russell.....	Wauwashone.....	do	9...	2 00	Mrs. Deschenes....	Midland.....	do	.....	4
127	Mrs. P. Babey.....	Ottawa.....	do	9...	1 00	'Le Monde' .....	Montreal.....	do	.....	4
128	H. B. D. Bruce.....	do .....	do	10...	4 00	A. Mason.....	Ottawa.....	do	.....	4
129	Ira McCarthy.....	Cobourg.....	do	11...	25 00	Ontario Tea Cor- poration.....	Toronto.....	do	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	1
130	A. Gibson.....	Vermillion Bay.....	do	13...	1 50	James McGregor..	Rat Portage.....	do		No trace owing to want of registration.
131	Mrs. C. J. Fox.....	Delaware.....	do	14...	2 00	Mrs. Girdleston....	Amherburg .....	do	.....	1
132	Miss A. Hamilton.....	Peterboro' .....	do	18...	5 00	Miss Hamilton.....	Ottawa.....	do	.....	1
133	Sister St. Paschal P. E. I.	Charlottetown, P. E. I.	do	19...	30 00	Rev Sister St. Louis de Gonzague.....	Quebec.....	do	.....	1
134	W. Johnston.....	Sarnia.....	do	20...	2 00	John R. Duncan....	Brigden.....	do	.....	1
135	Mrs. E. C. Fry.....	Quebec.....	do	20...	6 00	Miss Edith Fry.....	Parkdale .....	do	.....	1
136	L. Ouimet.....	St. J. B. de Mon- treal.	do	20...	3 00	Adelard Ouimet... Ottawa.....	Ottawa.....	do	.....	1
137	W. A. Austin.....	Ottawa.....	do	20...	10 00	Miss M. M. A. Austin	Montreal.....	do	.....	1
138	W. T. Williams.....	London, Ont.....	do	21...	3 00	J. Anderson.....	Haliburton.....	do	.....	1
139	Cassie Paul.....	Iroquois.....	do	21...	8 00	Cassie Paul.....	Owen Sound.....	do	.....	1

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
140	Miss F. Bayley .....	Montreal. ....	1886. Dec. 21...	\$ cts. 13 00	M. W. Bayley .....	Toronto .....	Stated not to have been received by person addressed.	There is reason to suspect that this letter was stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 182, class II.	4
141	Chief Justice Austin.	do .....	do 23...	20 00	Bury Austin .....	Pierreville, Que.	do	No trace owing to want of registration.	1
142	B. Gearey .....	Toronto .....	do 22...	5 00	David Spence .....	Peterboro' .....	do	do	7
143	Lt.-Col. Pope .....	Quebec. ....	do 22...	1 25	Mrs. Whitaker .....	Shanty Bay, Ont	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	
144	do .....	do .....	do 25...	1 25	do	do	do	do	1
145	Sarah Dible .....	Windsor .....	do 23...	6 24	Mrs. S. Dible .....	Dunroon .....	Stated not to have been received by person addressed.	No trace owing to want of registration.	
146	M. B. Morris .....	P o g e s m a s s e s i n g , C. P. R.	do 23...	10 00	S. Ross .....	Pointe aux Trembles.	do	do	1
147	A. Reesor .....	Markham. ....	do 24...	14 00	Mrs. J. M. Read .....	Toronto .....	do	do	4
148	A. Douglas .....	Petrolia. ....	do 24...	4 10	W. G. Willoughby	Walnut .....	do	do	
149	Geo. Fisher .....	do .....	do 25...	25 00	Noxon Bros. ....	Ingersoll .....	do	do	
150	H. J. Bowen .....	London, Ont. ....	do 25...	15 00	Mrs. E. Bowen .....	Toronto .....	do	do	
151	Wm. Mitchell .....	Point Edward Station.	do 26...	5 00	Merchants Union Law Collection Association.	Hamilton .....	do	No trace owing to want of registration.	1

153	Geo. Burns.....	London, Ont.....	do	27...	5 00	James O'Connor.....	Stratford.....	do	.....	1
154	G. R. Odell.....	Sherbrooke.....	do	27...	1 50	Mr. Mescuit.....	Toronto.....	do	.....	1
155	G. E. Starnes.....	Montreal.....	do	29...	2 00	Geo. Starnes.....	St. Laurent.....	do	.....	1
156	Alfred Danis.....	do	do	29...	1 25	Alfred Danis.....	St. Vincent de Paul.....	do	.....	1
157	John Barnes.....	Warton.....	do	29...	5 00	Miss M. Barnes.....	Toronto.....	do	.....	1
158	O. Cousineau.....	Sarsfield.....	do	29...	5 00	"La Minerve".....	Montreal.....	do	.....	1
159	Robt. Campbell...	Winnipeg.....	do	29...	15 00	Mrs. R. Campbell.....	Seaforth.....	do	.....	1
160	Dr. Playter.....	Ottawa.....	do	1887.	2 00	"The Mail".....	Toronto.....	do	.....	1
161	Rev. T. R. Earl.....	Amherstburg.....	do	4...	10 00	Rev. W. Briggs.....	do	do	.....	4
162	John Engill.....	St. Thomas.....	do	4...	0 80	"Toronto World".....	do	do	.....	4
163	Dr. J. D. Starke...	Digby, N.S.....	do	4...	1 00	"Globe" Printing Co.....	do	do	.....	4
164	M. Foots.....	London, Ont.....	do	17...	2 00	Rev. W. Briggs.....	do	do	.....	4
165	Rev. Jno. Gibson.....	Norwood.....	do	18...	3 88	D. Kemp.....	do	do	.....	4
166	J. T. Thorpe.....	Windsor.....	do	24...	2 30	Rev. W. Briggs.....	do	do	.....	4
167	Miss E. Bigaquette	St. Sauveur.....	do	4...	5 00	Rev. F. J. Bigaquette.....	Archville.....	do	.....	1
168	Sarah A. Perdue...	Kingston.....	do	5...	3 00	Mrs. S. Perdue.....	Toronto.....	do	.....	1
169	Mrs. M. Sexton.....	Arnprior.....	do	5...	3 00	W. F. Sexton.....	do	do	.....	1
170	Mrs. H. Latourrelle	Montreal.....	do	5...	20 00	Mrs. J. E. Smith.....	Ottawa.....	do	.....	1
171	E. N. Bourcier.....	do	do	7...	5 00	Mde. E. N. Bourcier.....	do	do	.....	1
172	Anable Pilon.....	Dorval.....	do	7...	2 00	Frère Roy.....	Archville.....	do	.....	1
173	A. Irving.....	Pembroke.....	do	10...	2 94	T. E. Thwaites.....	Beachburg.....	do	.....	1
174	A. Benn.....	Montreal.....	do	11...	17 50	W. S. Cluff.....	Ottawa.....	do	.....	10
175	Miss H. Moore.....	do	do	12...	5 00	Miss E. Moore.....	St. Catharines...	do	.....	1
176	J. Scobie.....	North Gower.....	do	13...	1 00	C. W. Mitchell.....	Ottawa.....	do	.....	1
177	C. J. Warwick.....	Kingston.....	do	21...	11 00	Mrs. Warwick.....	Smith's Falls.....	do	.....	1
178	W. P. Watson.....	Quebec.....	do	28...	10 00	Miss J. Watson.....	Ottawa.....	do	.....	1
179	A. Shirreff.....	Almonte.....	do	29...	6 00	Mrs. A. Shirreff.....	Almonte.....	do	.....	1
180	D. F. Smith.....	London, Ont.....	do	29...	5 00	Mrs. D. F. Smith.....	Burlington.....	do	.....	1
181	Miss Seeton.....	Winnipeg.....	do	30...	5 00	A. B. Mitchell.....	Halifax, N.S.....	do	.....	1
182	H. J. Duffitt.....	Kinnear's Mills,	do	31...	1 00	Globe Printing Co.....	Toronto.....	do	.....	1

There is reason to suspect that these letters were stolen by a dishonest clerk in the Toronto Post Office, who was sentenced to 7 years imprisonment for proved dishonesty in connection with another letter. See case No. 187, class II.

No trace owing to want of registration.

Contained in portion of Pembroke mail for Beachburg of 10th January, 1887, accidentally destroyed whilst mail clerk between Ottawa and North Bay was exchanging mails at Govt. road crossing with mail Courier for Forrester's Falls. See also cases Nos. 83 and 94, class I.

No trace owing to want of registration.

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Con- tents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class In Reception
					Name.	Place.			
182	J. Smith.....	Buffalo, N.Y.....	Jan. 26... 1887.	\$ cts. 7 00	Globe Printing Office.	Toronto.....	Stated not to have been received by person addressed.	Stolen by Arthur Pinel, a clerk in the Toronto Post Office, who was tried, found guilty, and sentenced to 7 years in the Penitentiary. Con- tents recovered.	3
183	Rev. Père Lefebvre.....	Montreal.....	Feb. 1... do	31 00	Rev. Père Tielen.	Ste. Anne de Beaupré.	do	No trace owing to want of registration.	
184	E. Malo.....	do	do	5 00	Mde. Bissonnette.....	Ottawa.....	do	do	
185	Miss Lafontaine.....	Ottawa.....	do	3 00	Mrs. L. J. Guthrie.....	St. Catharines...	do	do	
186	Mrs. J. McPyke.....	Cobden Railway Station.	do	6 50	Bate & Co.....	Ottawa.....	do	do	
187	L. R. Stevens.....	Smith's Falls.....	do	4 00	W. C. Chalmers.....	do	do	do	
188	do	do	do	5 00	Mrs. F. Stevens.....	New Edinburgh.	do	do	
189	M. E. O'Meara.....	Quyon.....	do	5 00	J. O'Meara.....	Toronto.....	do	do	
190	Mrs. Beauchamp.....	Montreal.....	do	2 00	Miss R. Miron.....	Ottawa.....	do	do	
191	Jas. K. Nelson.....	Sarnia.....	do	3 00	Mrs. Robt. Laird.....	Petrolia.....	do	do	
192	Mrs. H. M. Cochran.	Belleville.....	do	26 00	D. R. Myers.....	Trenton.....	do	do	
193	H. Oha'leuvert.....	Montreal.....	do	20 00	H. J. Pitts.....	St. John, N.B.....	do	do	
194	Penman Manufac- turing Co.	Paris, Ont.....	do	3 25	Dundas Screw Co.	Dundas.....	do	do	
195	Andrew Clark.....	Valleyfield.....	do	3 10	J. Dougall & Son.....	Montreal.....	do	do	
196	Mrs. T. Lennox.....	Barrie.....	do	4 00	Mrs. A. Laurie.....	Toronto.....	do	do	
197	L. P. Gauvreau.....	Quebec.....	do	5 00	Commissioner of Patents	Ottawa.....	do	do	
198	F. C. Vaubuskirk.	Archibald, Man.	do	12 00	Mrs. J. D. Vanbus- kirk.	Winnipeg.....	do	do	
199	T. Workman.....	Peterboro'.....	do	5 00	Smith's M. & L. R. Agency.	Toronto.....	do	do	
200	Mrs. Geo. Monk- man.	Barrie Station ..	do	0 40	Miss L. A. Stack- house.	do	do	do	
201	P. Lapointe.....	Montreal.....	do	4 00	Mme. P. Lapointe.	Quebec.....	do	do	
202	do	do	do	6 00	Antoine Blondeau.	do	do	do	

No.	Name	Address	Date	Amount	Principal	Brush	Toronto	Remarks
203	Jas. A. Daniels	Petrolé	.....	0 50	Maker.			do
204	J. Poupore	Ottawa	March 1	0 50	P. Desjardins	Hull		do
205	Léonard Beaudry	St. Hyacinthe	do	2 50	H. R. Millar	Montreal		do
206	Wm. Masse	Kingston	do	8 00	Jno. Rennie	Toronto		do
207	Mrs. T. Goulter	Portage la Prairie	do	18 00	Mrs. Holmes	Winnipeg		do
208	John Bott	Chapleau Station	do	3 00	Thos. Marks & Co.	Port Arthur		do
209	Wm. Thexton	Millbrook	do	5 14	S. D. Webster	Glandine		do
210	J. C. Ward	Tottenham	do	2 00	Mrs. E. Ward	Hamilton		do
211	Miss Muckleston	Kingston	do	1 00	Rev. J. W. Muckleston	Ottawa		do
212	J. Burge	Oypress Hills	do	30 00	W. H. Burge	Winnipeg		do
213	J. H. Haverson	Carman, Man.	do	20 00	A. Gutton	Owen Sound		do
214	Jennie Allen	Port Dover	do	1 00	Stuart Allan	Toronto		do
215	James Boyd	Mitchell	do	9 50	Agnes Boyd	Wingham		do
216	H. B. Merrick	Irish Creek Ry. Station	do	55 00	Wm. Manson	Peterboro		do
217	Samuel Ball	Little Current	do	25 00	E. R. Carpenter	Collingwood		do
218	Mlle A. Blais	St. Valier	April 1	4 00	A. Blais	Montnaguy		do
219	Rev. Mr. Bennett	Almonte	do	23 00	J. Kavanagh	Ottawa		do
220	Mrs. B. Hughes	Tracadie Cross	do	2 00	Mrs. Stephen Myers	Charlottetown, P. E. I.		do
221	John Sharp	Pannington	do	8 25	Geo. Sharp	Port Hope		do
222	Hon. Thos. White	Ottawa	do	20 00	Thos. Hackett	Hockley		do
223	Miss J. Johnstone	Pendleton	do	15 00	L. Johnstone	Kingston		do
224	Lambert & Walsh	Kington	do	1 04	Dominion Bank	Toronto		do
225	A. McNaughton	Postal Car at Sudbury	do	2 00	Miss McNaughton	do		do
226	J. Fairbairn	Spencerville	do	1 00	W. Fairbairn	Ottawa		do
227	L. O. Bailey	Colborne	do	2 15	Thos. O'Neill	Paris, Ont.		do
228	Mrs. Morton	London, Ont.	do	2 00	Arthur Tupper	Waterford		do
229	C. C. Lusk	Bancroft	do	25 00	Mrs. C. C. Lusk	Ottawa		do
230	E. Roberts	Postal Car at Sharbot Lake	do	15 00	Millan Bros.	Kingston		do

9

1

Believed to have been stolen from the Winnipeg Post Office by a youth named Robert Bryant who was detected opening letter boxes in that office and examining the contents thereof. Bryant was arrested and committed for trial on a charge of unlawfully opening letters and sentenced to 3 months in gaol at hard labor. See case No. 235, class II.

No trace owing to want of registration.

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1887, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptitation.
					Name.	Place.			
231	Peter Shaw.	Hawtstone	1887. April 23...	\$ cts 36 50	Book, Ridout & Co.	Toronto	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
232	E. Emond	Ottawa	do 27...	15 00	Mme. X. Emond	Valleyfield	do	do	.....
233	W. J. McKinley	Allandale	do 28...	12 00	D. Gordon	Toronto	do	do	.....
234	J. C. T. Cochrane.	Brookville	do 29...	3 00	A. S. Cochrane	Ottawa	do	do	.....
235	Geo. Anderson.	Grenfell	do 30...	10 00	Osler, Hammond & Nanton.	Winnipeg	do	Relieved to have been stolen from the Winnipeg Post Office by a youth named Robert Bryant. See case No. 212, class II.	.....
236	Miss Mary Bremaer	Halifax, N.S.	May 2...	4 00	Isaiah Brenner	Mahone Bay	do	No trace owing to want of registration.	.....
237	Chas. Edwards	Fairville, N.B.	do 2...	1 00	Wm. Hogdon	Clarendon Station, N.B.	do	do	.....
238	Chas. R. Smith	Lanark	do 2...	2 00	A. W. Fumerton	Almonte	do	do	.....
239	Martha Kennedy	Madoc	do 6...	15 00	Mrs. W. Kennedy	Hobbsyeon	do	do	.....
240	J. B. Filion	Montreal	do 7...	4 00	Mme. J. B. Filion	Quebec	do	do	.....
241	Chas. Shore	Winnipeg	do 8...	7 00	Thos. Fisher	Albion	do	do	.....
242	Chas. Hardy	Toronto	do 9...	2 00	Jno. Dougal & Son	Montreal	do	do	.....
243	S. Irwin	Neustadt	do 10...	1 00	Globe Printing Co.	Toronto	do	do	.....
244	Miss O. Johnston	Becancour Stat'n	do 10...	3 00	Miss Aggie Johnston	Montreal	do	do	.....
245	J. Rollitt	Montreal	do 12...	2 09	John Durie & Son.	Ottawa	do	do	.....
246	Miss Aggie Brown	Lanark	do 17...	5 00	Miss Carrie R. Brown	Almonte	do	do	.....
247	Miss F. Price	Trenton	do 20...	3 71	W. C. Pew	Toronto	do	do	.....
248	Joseph Teal	Intercolonial Bridge.	do 21...	20 00	George Lever	Netherby	do	do	.....
249	C. H. Gagnon	Grande Ligne	do 25...	4 00	C. H. Gagnon	Montreal	do	do	.....
250	Cochrane, Cassis & Co.	Montreal	do 26...	10 00	H. Graham	Kinmount	do	do	.....
251	C. A. Demers	Lévis	do 28...	7 00	Société des Publications Fracaises	Montreal	do	do	.....
252	A. Nicholson	Toronto	do 28...	7 00	Mrs. T. Nicholson	Kingston	do	do	.....

No.	Name	Address	Amount	Date	Description	Registered	Unregistered	
263	N. Lemieux	Montreal	10 00	do	Jos. Lemieux	do	do	
264	Alfred Boisvert	do	3 00	do	Mme. A. Boisvert	do	do	
265	Jno. F. Gemmel	Chatham, N.B.	3 00	June	St. Roch, Quebec	do	do	
266	John Yecabeck	Quebec	2 00	do	Chéneville	do	do	
267	J. W. Wurtels	Quebec	1 50	do	do	do	do	
268	G. M. Jarvis	Moncton, N.B.	3 00	do	do	do	do	
269	John Fisher & Co.	Montreal	2 00	do	do	do	do	
270	E. McCall	Ottawa	5 00	do	A. S. Woodburn	do	do	
271	D. M. Curry	Sydney, N.S.	1 50	do	Mrs. E. McCall	do	do	
272	B. L. Felby	Toronto	7 00	do	S. E. Lefebvre	do	do	
273	R. W. Thornton	Thistledown	100 00	June	Mrs. R. W. Thornton	do	do	
274	Stephen Peace	Strathclair	100 00	do	Stobart Sons & Co	do	do	
275	Denis Ouellette	Amherstburg	1 25	do	S. E. Lefebvre	do	do	
276	Chas. E. Coote	Quebec	1 50	do	do	do	do	
277	J. H. Haslam	County Line Ry Station, P. E. I.	47 00	do	Bank of Nova Scotia	do	do	
278	Jas T. Orkney	Quebec	24 00	do	F. J. Claxton & Co	do	do	
279	H. Miller	St. Hyacinthe	10 00	do	Lavolette & Neilson	do	do	
280	Robt. Orr	Barrington	5 00	do	Faucher & Son	do	do	
281	Oliver Emery	St. John, N.B.	10 00	do	Mrs. Capt. Swat. St. Martins, N.B.	do	do	
282	R. C. Carter	Montreal	10 00	do	Mrs. Julia Carter, Windsor	do	do	
283	J. E. Ooderre	St. Anne de Prescott	6 00	do	Cadioux & Dérome	do	do	
<p>REGISTRATION. Classification of Cases.</p>								
1.	Letters stated not to have been received by persons addressed; but for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office						23	239
2.	Letters contained in mails or mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable.						34	4
3.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good.						24	19
4.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.						12	3
5.	Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by the officers responsible.						26	4
6.	Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.						12	3
7.	Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.						26	4
8.	Letters stolen, or supposed to have been stolen, from the Post Office or mails en route, the contents of which (or a portion thereof) were recovered or made good.						12	3
9.	Letters stolen from the Post Office or mails en route, the contents of which were not recovered.						66	3
10.	Letters accidentally destroyed during course of Post.						17	1
Totals						204	273	

A. W. McLELLAN, Postmaster-General.

WILLIAM WHITE, Secretary.



## REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during  
wise, showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

Number received.	—	—	—
<b>DEAD LETTERS—</b>			
Returned from Great Britain .....	10,106		
do United States .....	91,890		
do Newfoundland .....	614		
do New South Wales .....	209		
do Victoria .....	141		
do New Zealand .....	67		
do Mexico .....	53		
do Other colonies and foreign countries .....	272		
	103,352		
LESS—Registered, accounted for below .....	1,899		
Returned from Post Offices in Canada, classified as follows:		101,453	
Registered Letters (including those of foreign origin) ..	14,467		
Letters found to contain value, and recorded .....	2,826		
		17,293	
Ordinary Dead Letters originating in Canada (including 10,529 on hand 30th June, 1886) .....	226,532		
Dead Letters, originating in other countries .....	96,402		
do with printed addresses of senders .....	29,109		
do with official franks .....	9,263		
Returned Dead Letters, <i>i. e.</i> , Letters sent out from Dead Letter Office, and again returned unclaimed.	52,495		
Dead Books, Parcels, &c. (including 1,373 on hand on 30th June, 1886) .....	17,670		
Circulars, Postal Cards, &c. ....	178,499		
		609,970	
			728,716
Carried forward .....			728,716

No. 9.

the Year ended 30th June, 1887, and of their contents, valuable or other Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
<b>DEAD LETTERS—</b>				
Returned to Great Britain, including all foreign letters not enumerated below; of these were registered ..... (537) .....		19,660		
Returned to the United States; of these were registered ..... (741) .....		75,944		
Returned to Newfoundland; of these were registered ..... (4) .....		308		
Returned to New South Wales; of these were registered ..... (3) .....		98		
Returned to New Zealand; of these were registered ..... (2) .....		63		
Returned to Victoria; of these were registered. (1) .....		59		
Returned to other colonies and foreign countries; of these were registered..... (15) .....		364		
			96,396	
<u>(1,303)</u>				
(On hand 30th June, 1887, and since returned to countries of origin, 6 letters )				
Registered Letters returned to writers, including those of foreign origin .....	13,298			
Registered Letters in Dead Letter Office awaiting claim do in hands of Postmasters..... do failed of delivery to writers, owing to refusal to redeem, want of address of writers, &c. ; found to be of no value, and destroyed .....	74 2 1,093			
		14,467		
Letters containing value returned to writers. .... do do in Dead Letter Office awaiting claim .....	2,665 157			
Letters containing value in hands of Postmasters. .... do do destroyed by fire in Postal Car in transit .....	3 1			
		2,826		
			17,293	
Ordinary Dead Letters returned to writers. .... do do remaining on hand on 30th June, 1887.....	188,676 7,849			
Ordinary Dead Letters with printed addresses returned to senders.....	29,109			
Ordinary Dead Letters returned to Government Departments.....	9,263			
		234,897		
Dead Letters without signatures or post-marks, accounts, &c., destroyed .....	131,466			
Returned Dead Letters destroyed.....	52,495			
		183,961		
Dead Books, Parcels, &c., returned to senders..... do do of no value, disposed of ....	10,304 6,401			
Carried forward .....	16,705	418,858	113,689	.....

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**REPORT No. 9.—Statement of Letters received at the Dead Letter Office,**


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**TABLE No. 1.—Showing the Number of Letters of all kinds**

Number received.	—	—	—
Brought forward.....			728,716
<b>SPECIAL LETTERS</b> classified as follows :—			
Registered Letters, received for better address, postage, &c.	7,145		
Letters found to contain value, received for better address, postage, &c. ....	1,600		
		8,745	
Ordinary Letters on hand 30th June, 1886. ....	933		
do received for postage .....	35,031		
do do better address. ....	19,722		
		55,686	
Drop Letters received for postage .....		6,650	
Unpaid or short-paid Letters for foreign countries on hand, 30th June, 1886.....	144		
Unpaid or short-paid letters for foreign countries received. ....	11,744		
		11,888	
Returned Dead Letters .....		3,015	
Postal Cards received for postage .....	4,793		
do do better address.....	4,438		
		9,231	
Circulars received for postage .....	1,660		
do do better address .....	1,171		
		2,831	
Books, Parcels, &c., received for postage, better address or not claimed (exclusive of those still on hand from previous years). Of these 1,730 contained enclosures.....		6,980	
			105,026
Carried forward .....			833,742

Canada, during the Year ended 30th June, 1887, &c.—Continued.

received with the disposition made of them—Continued.

How disposed of.	—	—	—	—
Brought forward.....	16,705	418,858	113,689	.....
<b>DEAD LETTERS—Concluded.</b>				
Dead Books, Parcels, &c., remaining in Dead Letter Office .....	965	17,670		
Circulars, Postal Cards, &c., destroyed, or otherwise disposed of .....		178,499	615,027	728,716
<b>SPECIAL LETTERS :—</b>				
Registered Letters, returned to writers. ....	2,227			
do forwarded to address .....	4,833			
do in Dead Letter Office awaiting claim .....	43			
do in hands of Postmasters.....	3			
do unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver .....	39	7,145		
Letters containing value returned to writers or forwarded.....	1,537			
Letters containing value in Dead Letter Office awaiting claim.....	60			
Letters containing value in hands of Postmasters.....	3	1,600	8,745	
Ordinary Letters received for postage, returned to writers .....	23,834			
Ordinary Letters, received for postage, forwarded to address .....	9,090			
Ordinary Letters, received for postage, remaining on hand on the 30th June, 1887.....	963			
Ordinary Letters, received for postage, destroyed in consequence of the inability of the Department to return or deliver .....	2,077	35,964		
Ordinary Letters, received for better address, returned to writers .....	17,498			
Ordinary Letters, received for better address, forwarded to proper address .....	611			
Ordinary Letters, received for better address, destroyed in consequence of the inability of the Department to return or deliver.....	1,613	19,722	55,686	
Returned Dead Letters, destroyed.....			3,015	
Drop Letters received for postage returned to writers.....		1,823		
do do forwarded to address .....		4,428		
do do destroyed in consequence of the inability of the Department to return or deliver.....		399	6,650	
Letters for foreign countries returned to writers.....		4,032		
do do forwarded to address.....		7,363		
Carried forward .....		11,395	74,096	728,716

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—
Brought forward.....			833,742
Grand Total.....			833,742

	<b>S U M</b>
Dead Letters received.....	728,716
Special Letters received.....	105,026
(This includes the number of letters, 13,831, held over from last year).....	<u>833,742</u>

W. H. GRIFFIN,  
Deputy Postmaster General.

Canada, during the Year ended 30th June, 1887, &c.—*Concluded.*received with the disposition made of them—*Concluded.*

How disposed of.	—	—	—	—
Brought forward .....		11,395	74,096	728,716
<b>SPECIAL LETTERS—<i>Concluded.</i></b>				
Letters for foreign countries, remaining on hand on the 30th June, 1887 .....		186		
Letters for foreign countries, destroyed in consequence of the inability of the Department to return or deliver .....		307		
			11,888	
Postal Cards, received for postage, returned to writers or forwarded to address .....	2,237			
Postal Cards, received for postage, destroyed in consequence of the inability of the Department to return or deliver .....	2,556			
		4,793		
Postal Cards, received for address, returned to writers or forwarded to address .....	2,904			
Postal Cards, received for address, destroyed in consequence of the inability of the Department to return or deliver .....	1,534			
		4,438		
			9,231	
Circulars, received for postage, returned to senders.....	1,588			
do do destroyed .....	72			
		1,660		
Circulars, received for address, returned to senders or forwarded to address .....	667			
Circulars, received for address, destroyed .....	504			
		1,171		
			2,831	
Books, Parcels, &c., held for postage, address, enclosures, or not called for, returned to senders .....		1,443		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, sent to address .....		3,182		
Books, parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand on 30th June .....		1,106		
Books, Parcels, &c., held for postage, address, enclosures, or not called for, destroyed, being of no value and the Department being unable to deliver or return .....		1,249		
			6,980	
				105,026
<b>Grand Total .....</b>				<b>833,742</b>

## M A R Y .

Dead Letters disposed of .....	719,635
Special Letters disposed of .....	102,668
Letters on hand, 30th June, 1887 .....	11,439
	<u>833,742</u>

A. W. McLELLAN,  
Postmaster General.

REPORT No. 9.—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value and amount of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		\$ cts.			
3,774	Money (including \$11.94) enclosed in letters under other heads.....	22,362 10	3,571	199	4
49	Bills of Exchange.....	27,157 66	49		
12	Bonds.....	7,080 00	12		
411	Cheques.....	55,179 51	407	4	
271	Drafts.....	55,662 56	268	3	
3	Letters of Credit.....	4,969 57	3		
541	Money Orders (Post Office).....	9,945 95	528	13	
67	Orders.....	2,750 98	64	3	
3	Passage Certificates.....	21 75	3		
391	Promissory Notes.....	95,707 06	380	9	2
786	Receipts.....	53,218 39	771	14	1
4	Stock Certificates.....	1,100 00	4		
40	Various Certificates.....	14,986 86	37	3	
537	Registered Letters sent to Dead Letter Office, London, England.....		537		
741	Registered Letters sent to Dead Letter Office, Washington, U.S.....		741		
25	Registered Letters sent to Dead Letter Offices, other Countries.....		25		
80	Deeds.....		79	1	
61	Documents of Value.....		60	1	
1	Certificates, A O U W.....		1		
1	do Assessors.....		1		
8	do Baptism.....		7		1
1	do Bricklayers.....		1		
30	do Character.....		27	3	
12	do Church Membership.....		13		
1	do Clergymen.....		1		
13	do Commercial Travellers.....		13		
3	do Customs.....		3		
1	do Death.....		1		
2	do Divinity Students.....		2		
2	do Dominion Land Grants.....		2		
1	do Drill Instruction.....		1		
1	do Druggist.....		1		
4	do Engineers.....		4		
11	do Freemasons.....		11		
5	do Homestead Patents.....		5		
1	do Insurance.....		1		
1	do Justice of the Peace.....		1		
18	do Knights of Labor.....		18		
2	do Locomotive Engineers.....		2		
17	do Marriage.....		17		
8	do Medical.....		7	1	
2	do Militia.....		2		
8	do Oddfellows.....		7	1	
1	do Orange Lodge.....		1		
2	do Pedigree.....		2		
9	do Pensioners.....		9		
1	do Parentage.....		1		

## REPORT No. 9—Continued.

TABLE NO. 2.—Showing the number of Letters received containing Money or other enclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.		No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters under- livered on 30th June, 1887, and now lying unclaimed in D.L.O.	No. of Letters under- livered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		\$	cts.			
7	Certificates, Pre-emption Land.....			7		
9	do Physicians.....			8	1	
3	do Registered Letters.....			2	1	
3	do Registrars.....			3		
14	do School Teachers.....			13		1
2	do Seaman.....			1	1	
5	do Sheriff.....			5		
2	do Sons of Temperance.....			2		
3	do Students.....			3		
1	do Ticket Agent.....			1		
3	do Typographical Union.....			3		
3	do Weights and Measures.....			3		
11	Abstracts of Title.....			11		
7	Account Books.....			7		
19	Affidavits.....			19		
1	Amethyst (stone).....			1		
35	Agreements.....			35		
3	Assignments.....			3		
1	Artificial Flowers.....			1		
1	Apron.....			1		
2	Bills of Cost.....			2		
1	Bill of Sale.....			1		
3	Beads.....			3		
23	Books.....			21	2	
3	Boots and Shoes.....			3		
1	Brooch (gilt).....				1	
1	Cartridge Primers.....			1		
4	Charters.....			4		
5	Commissions.....			5		
5	Contracts.....			4	1	
1	Cotton Shirts.....			1		
3	Cuff Studs.....			3		
1	Crape.....			1		
6	Crown Grants.....			6		
1	Debenture.....			1		
16	Declarations.....			15	1	
1	Diamond Glass Cutter.....			1		
11	Diplomas.....			11		
8	Discharges, N.-W. Mounted Police.....			8		
1	do Seaman.....			1		
5	Drawings.....			5		
1	Dress Goods.....			1		
3	Executions.....			3		
1	False Teeth.....			1		
1	Fancy Photograph Frame.....			1		
2	do Work.....			2		
2	Feathers.....			2		
2	Garnishees.....			2		
3	Gold Jewellery—Bracelets.....			3		
26	do Brooches.....			20	6	
14	do Chains.....			9	3	
1	do Cross.....			1		
3	do Cuff Buttons.....			2	1	
17	do Ear-rings.....			15	2	



REPORT No. 9.—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.		No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters under- livered on 30th June, 1887, and now lying unclaimed in D. L. O.	No. of Letters under- livered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		£	cts.			
79	Gold Jewellery—Finger rings .....	69	10			
2	do Leaf .....	2				
3	do Locketts .....	3				
1	do Necklace .....	1				
3	do Nuggets and Quartz .....	3				
1	do Ornaments .....		1			
2	do Pencil Cases .....		2			
15	do Pins .....	11	4			
1	do Pen .....	1				
2	do Penholders .....		2			
1	do Shirt Studs .....	1				
1	do Spectacles .....	1				
1	do Tooth Pick .....	1				
5	do Watches .....	5				
116	Insurance Policies .....	116	1			
1	Indian Bead Work .....	1				
2	Invoice .....	2				
1	Jacket (Lady's) .....	1				
1	do Woollen .....	1				
2	Keys .....	2				
2	Kid Gloves .....	2				
1	Lace Bonnet .....	1				
2	do Collars .....	2				
1	do Handkerchief .....	1				
2	Leases .....	2				
67	Legal Papers .....	64	3			
1	Licenses, Fishery .....	1				
4	do Hotel .....	4				
1	do Pedlars .....	1				
3	do Temperance .....	3				
1	do Timber .....	1				
6	Lottery Tickets .....	6				
3	Maps .....	3				
7	Medals .....	7				
3	Medicine .....	3				
13	Memo. Books .....	12	1			
1	Military Bounty Land Warrant .....		1			
2	Moccasins .....	2				
1	Models .....	1				
31	Mortgages .....	31				
2	do Assignments of .....	2				
6	do Chattel .....	6				
5	do Discharges of .....	5				
6	do Releases of .....	6				
2	Needles .....	1	1			
2	Obligations .....	2				
6	Order Books .....	6				
1	Paper Cutter .....		1			
31	Pass Books, Bank .....	31				
20	do Building and Loan Societies .....	20				
24	do Savings Bank .....	24				
1	Passports .....	1				
1	Patterns .....		1			
1	Pawn Tickets .....		1			

## REPORT No. 9—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &amp;c.—Continued.

No of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.		No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in P.L.O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		\$	cts.			
1	Permits, Fishery .....			1		
13	do Liquor .....			13		
2	do Timber .....			2		
1	Petition .....			1		
1	Pipe .....			1		
6	Plans .....			5	1	
1	Plated Jewellery, Collar Buttons .....			1		
1	do Shirt Studs .....				1	
2	Pocket Books .....			2		
23	Powers of Attorney .....			23		
1	Protests .....			1		
1	Railway Baggage Checks .....			1		
20	do Passes .....			20		
32	do Tickets .....			28	4	
1	Scale (Dressmakers) .....			1		
1	Seal Skin Cap .....			1		
2	Sewing Machine Attachments .....			2		
1	Shawl .....				1	
1	Shipping Bills .....			1		
1	Silk Gloves .....				1	
12	do Handkerchiefs .....			11	1	
6	do Scarfs .....			5	1	
1	Silver Jewellery, Bracelets .....			1		
4	do Brooches .....			4		
2	do Ear-rings .....			2		
1	do Locket .....			1		
1	do Ornaments .....			1		
2	do Pins .....			1	1	
1	do Ring .....			1		
12	do Watches .....			11	1	
1	Slippers .....			1		
2	Smoking Caps .....			2		
2	Spoons .....			2		
3	Spectacles .....			3		
3	Stamps (Cancelled) .....			3		
1	do (Foreign) .....			1		
1	Steamboat Pass .....			1		
3	do Tickets .....			3		
1	Stylographic Pen .....			1		
8	Subpoenas .....			7	1	
15	Summonses .....			15		
1	Telegraph Apparatus .....			1		
1	Tobacco .....			1		
16	Unopened Letters .....			16		
1	Underclothing .....			1		
1	Vest (Hunting) .....			1		
4	Vouchers .....			4		
3	Warrants .....			2	1	
4	Watches (Nickel) .....			4		
8	Wills .....			8		
2	Wills, Probate of .....			2		
7	Woollen Goods .....			7		
3	Woollen Mitts .....			3		

REPORT No. 9.—Continued.

TABLE NO. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Concluded.

No. of Letters received during the Year ended 30th June, 1887.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1887.	No. of Letters delivered of those received during the Year ended 30th June, 1887.	No. of Letters undelivered on 30th June, 1887, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1887, and now in hands of Postmasters awaiting claim.
		\$      cts.			
37	Writs.....		37		
9,054 16,984	Add to these ordinary Registered Letters not enumerated above, and letters containing value not enumerated above, which have been returned, forwarded or otherwise disposed of, as shown in Table I .....	349,982 39	8,729	316	9
	Grand Total of Letters containing value disposed of .....		16,965	17	2
	Grand Total of Letters unclaimed in Dead Letter Office .....		25,694	333	11
	Grand Total of Letters in hands of Postmasters.....		333		
			11		
26,038			26,038		

390 Letters of value remained in the Dead Letter Office at the date of closing last year's Report

12 Of these have since been disposed of.

378 Still remain in Dead Letter Office.

Of the ten letters in the hands of Postmasters at the date of closing last year's Report, seven have since been satisfactorily accounted for.

REPORT No. 10.

POST OFFICE SAVINGS BANK, CANADA.—Account of all deposits received and paid under the authority of the Act, 38 Vic., Cap. 7, from 1st July, 1886, to 30th June, 1887, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.		\$	cts.
Balance due to depositors on 30th June, 1886.....	17,159,372	09	Repayments to depositors during the year.....	6,626,067	51
Deposits in Post Office Savings Bank during the year.....	8,272,041	00	Balance due to depositors on 30th June, 1887:—		
Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, sec. 55, 56 and 57	692,404	57	Bearing interest at 4 per cent.....	\$19,424,476	72
			Outstanding cheques held by depositors and not presented for payment.....	73,273	43
	\$26,123,817	66		19,497,750	15
				26,123,817	66

J. C. STEWART,  
Superintendent Savings Bank Branch.

A. W. McLELAN,  
Postmaster-General.

REPORT No. 10—*Concluded.*

POST OFFICE SAVINGS BANK, CANADA.—Statement of expenses incurred from 1st July, 1886, to 30th June, 1887.

	\$	cts.
Salaries at Central Office.....	25,485	03
Payment for extra labor involved in computing interest and balancing depositors' ledgers in July, 1886.....	1,444	08
Compensation to Postmasters.....	13,326	59
Printing and binding (per accounts of Queen's Printer).....	2,203	95
Stationery (per accounts of Stationery Office).....	1,172	15
Miscellaneous, including advertising, travelling expenses of inspectors, telegrams, etc. ...	29	45
<b>Total.....</b>	<b>\$43,661</b>	<b>25</b>

This statement is merely statistical and is collated from various portions of the Public Accounts.

A. W. McLELAN,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent Savings Bank Branch.*

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1887.

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*Printed by Order of Parliament.*

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OTTAWA:  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,  
1888.



*To His Excellency the Most Honourable the Marquis of Lansdowne, Governor  
General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year ending 31st October, 1887.

Respectfully submitted,

THOS. WHITE,

*Minister of the Interior.*

OTTAWA, 18th February, 1888.





# TABLE OF CONTENTS.

	PAGE.
Report of the Deputy of the Minister of the Interior.....	ix
PART I.—DOMINION LANDS.	
Report of H. H. Smith, Commissioner of Dominion Lands.....	3
do Wm. Pearce, Superintendent of Mines.....	10
do J. M. Gordon, Inspector of Dominion Lands Agencies.....	20
Annual statement of business transacted at the several Local Land Agencies in Manitoba, the North-West Territories and British Columbia.....	21
do H. B. W. Aikman, Agent of Dominion Lands, New Westminster, B.C.....	26
Extracts from reports of Rufus Stevenson, Inspector of Colonization Companies.....	29
Report of G. U. Ryley, Clerk of Timber, Mineral and Grazing Lands.....	35
Schedule showing names of Lessees of Grazing Lands, and areas covered by Leases.....	40
Statement of Receipts on account of Crown Timber.....	42
Statement of Receipts on account of Grazing, Hay and Mineral Lands..	43
A.—Statement showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Departmental year 1872-73 and ending 31st October, 1887.....	44
B.—Statement showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Fiscal year 1872-73 and ending 31st October, 1887.....	45
Regulations governing the granting of yearly Licenses to cut Timber on Dominion Lands.....	46
Regulations governing the disposal of Coal Lands in Manitoba and the North-West Territories.....	54
Regulations governing the disposal of Grazing Lands in Manitoba and the North-West Territories.....	56
do E. F. Stephenson, Crown Timber Agent, Winnipeg.....	57
Statement of Receipts at Crown Timber Office, Winnipeg.....	60
Statement showing saw-mills operating under license in Manitoba, Keewatin and Assiniboia.....	61
General Office Return for the year.....	63
Statement showing comparative prices of lumber sold in the Winnipeg District during 1886 and 1887.....	63

	PAGE.
Report of Thos. Anderson, Crown Timber Agent, Edmonton.....	64
Statement of Receipts at Crown Timber Office, Edmonton.....	65
General Office Return for the year.....	66
Statement showing saw-mills operating under License in the Edmonton Agency.....	67
do C. L. Gouin, Crown Timber Agent, Calgary.....	68
Statement of Receipts at Crown Timber Office, Calgary.....	69
General Office Return for the year.....	70
Statement showing saw-mills operating under License in the Calgary Agency.....	71
do R. S. Cook, Acting Crown Timber Agent, Prince Albert.....	72
Statement of Receipts at Crown Timber Office, Prince Albert.....	73
Statement showing saw-mills operating under License in the Prince Albert Agency.....	74
General Office Return for the year.....	75
do T. S. Higginson, Crown Timber Agent, British Columbia.....	76
Statement of Receipts on Account of Crown Timber in British Columbia.....	77
Statement showing saw-mills cutting timber on Dominion Lands in British Columbia.....	78
do Wm. Mills, in charge of Ordnance and Admiralty Lands.....	79
Statement of sales during the year.....	81
Statement showing localities on account of which moneys have been received.....	81
Statement of receipts.....	82
do J. A. Pinard, Accountant of the Department.....	83
Statement of receipts on account of Dominion Lands.....	84
Appendix A—Statement showing number of entries for Dominion Lands made at Head Office, and the Agencies of Colonization Companies.....	85
do B—Statement showing number of Letters Patent issued, and number of acres patented.....	86

## PART II.—DOMINION LANDS SURVEYS.

Report of E. Deville, Surveyor General.....	2
Schedule showing D. L. Surveyors employed during year ending 31st October, 1887.....	9
do W. F. King, Chief Inspector of Surveys on Determination of Latitudes and Longitudes.....	10
do Otto J. Klotz, D. T. S., on Determination of Latitudes and Longitudes.....	25
do J. S. Dennis, Inspector of Surveys, Inspection and Correction of Surveys...	43
Extract from Report of J. S. Dennis on the Mormon Colony.....	53
Mormon articles of Faith.....	53
Report of John McAree, D. T. S.....	55
do A. Driscoll, D. L. S.....	58

	PAGE.
Report of I. Traynor, D. L. S. ....	60
do T. C. Brownjohn, D. L. S. ....	61
do N. R. Freeman, D. L. S. ....	62
do J. A. Kirk, D. L. S. ....	63
do Wm. Ogilvie, D. L. S., Exploration Survey of the Yukon River District. ....	64 —
do J. I. Dufresne, D. L. S., Exploratory Survey of Lake Winnipegosis, and of the Swan and Red Deer Rivers. ....	71
do J. Lestock Reid, D. L. S., Survey of Roads in the North-West Territories. ....	75
do T. D. Green, D. L. S., Survey of Roads in Alberta. ....	77
do Arthur St. Cyr, Survey of Boundaries of Rocky Mountains Park. ....	79
do C. F. Miles, D. L. S., Survey of Mounted Police Reserves. ....	81
do F. W. Wilkins, D. L. S., Survey of Methodist Church Mission Reserves. ....	85
do A. F. Cotton, D.L.S., Sub-division Surveys in New Westminster District, B.C. ....	87
do Jas. F. Garden, D.L.S., Sub-division Survey in Kamloops District, B.C. ....	89
do Thomas Fawcett, D.T.S., Sub-division Survey in Kamloops District, B.C. ....	92
do John McLatchie, D.L.S., Sub-division Survey on Salmon, Eagle and Spellamcheen Rivers, B.C. ....	96
do P. R. A. Bélanger, D.L.S., Sub-division Survey in vicinity of Columbia River, B. C. ....	99
do J. J. McArthur, D.L.S., Topographical Survey of the Rocky Mountains. ....	102
do W. S. Drewry, D.L.S., Topographical Survey of the Rocky Mountains. ....	110
Examination Papers of the Board of Examiners for Dominion Land Surveyors. ....	114

## PART III.—GEOLOGICAL SURVEY.

Report of Dr. A. R. C. Selwyn, Director of the Geological and Natural History Survey	3
do Dr. G. M. Dawson, on the Exploratory Expedition to the Yukon River. ....	4
Explorations and Surveys in British Columbia. ....	11
do do Manitoba and North-West Territories. ....	11
do do Ontario. ....	14
do of Islands in James Bay. ....	14
Report of E. D. Ingall, on Salt and Silver Districts of Canada. ....	16
do Dr. R. Bell, on Exploration of the Upper Ottawa River District. ....	16
Explorations and Surveys in Quebec. ....	19
Gas Well near St. Grégoire, County of Nicolet. ....	23
Explorations and Surveys in New Brunswick. ....	25
Mineral Statistics. ....	27
Chemistry and Mineralogy. ....	29
Paleontology and Zoology. ....	32
Botany. ....	37
Maps. ....	38
Library. ....	39
Visitors to Museum. ....	39
Staff, Appropriation, Expenditure, and Correspondence. ....	39

## PART IV —NORTH-WEST TERRITORIES.

Report of His Honor Lieutenant-Governor Dewdney, embracing therein :—

Session of Council —Names of Members composing the Council . . . . .	3
Legislation—Ordinances passed by Council . . . . .	3
Form of Government . . . . .	4
Municipalities . . . . .	4
Schools . . . . .	4
List of Justices of the Peace . . . . .	6
do Notaries Public . . . . .	7
do Registration Clerks . . . . .	7
Return of special permissions for the importation of intoxicating liquors during the year . . . . .	8
Report of the Board of Education for the North-West Territories . . . . .	14

## PART V.

Report of North-West Half-breed Claims Commission.

## PART VI.

Report of Geo. A. Stewart, Superintendent of Rocky Mountains Park.

ANNUAL REPORT  
OF THE  
DEPARTMENT OF THE INTERIOR  
FOR THE YEAR 1887.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 10th February, 1888.

*To the Honourable Thomas White, Minister of the Interior :*

SIR,—I have the honour to submit the Annual Report of the Department of the Interior for 1887. This report, as usual, covers the transactions of the Department at all its agencies from Winnipeg to New Westminster, to the 31st October, but it includes also a statement of everything of consequence which has transpired in relation to the business down to the close of the calendar year.

INSIDE SERVICE.

No change of any consequence has occurred in the Inside Service of the Department, with the exception of the creation of the Mining Division of the Geological Survey, which will be referred to hereafter. I regret to have to record the death of six valued officers of the Department, namely, Mr. R. M. Bonfellow, Surveyor and Draughtsman, Mr. W. B. Howlett, Draughtsman of the Timber and Mines Office, Mr. Martin Gormly, also of the Timber and Mines Office, and Mr. Thomas Anderson, Mr. W. Harkin and Mr. J. L. N. Duprat, clerks in the Secretary's Branch. This is rather a remarkable percentage of deaths in the course of one year, the more especially as all but Mr. Gormly and Mr. Anderson were young men.

OUTSIDE SERVICE.

Finding it necessary to make such arrangements in regard to the business of the Rocky Mountains Park as would relieve Mr. Stewart, the Superintendent, of the office work, so that he might devote himself wholly to the duties which the title of his office indicates, Mr. E. A. Nash, formerly the Agent of the Department at Battleford, has been transferred to Banff, where he performs the duties of Agent in respect of all building lots and other lands situated within the boundaries of the Park. Mr. Edwin Brokovski, who has rendered efficient service to the Department for several years as Intelligence Officer at Moosomin, on the line of the Canadian Pacific Railway, has been promoted to be Agent at Battleford. As the homestead lands in the Moosomin country have been very largely taken up, it has been found unnecessary to replace Mr. Brokovski at that point, but instead a simi-

lar office has been opened at Medicine Hat, which has been filled by the transfer thereto of Mr. Edwin Rochester, formerly a clerk in the Land Office at Calgary. Mr. E. Clementi Smith, for several years Agent of Dominion Lands at Brandon, has retired from the service on account of ill health, and Mr. W. H. Hiam, previously Agent of Dominion Lands at Manitou, has been transferred to the Brandon Agency, while the vacancy at Manitou has been filled by the promotion of Mr. George Young, a member of the Commissioner's staff at Winnipeg. The office of the Touchwood Agency has been transferred to Yorkton, and Mr. John Ferguson is temporary Agent. This office has, as usual, been closed at the end of the immigration season; Mr. Ferguson will perform his usual duties in the Commissioner's office during the winter, and the office will be opened again in the spring as formerly.

It has been found desirable to establish the office of Mr. William Pearce, Superintendent of Mines, permanently at Calgary. At this point he is within easy reach of the mining country to the west, his duties in connection with which are greatly increasing, and at the same time he is able to perform very important services in his quality as a member of the Land Board, in the settlement of disputed cases and squatters' and other complicated claims to lands in the region lying between Medicine Hat and the Rocky Mountains. He of course makes occasional visits to Winnipeg for the purpose of sitting and acting with the Commissioner of Dominion Lands in the regular work of the Land Board. The removal of Mr. Pearce to Calgary has necessitated a slight increase in the cost of administration of the outside service, which, however, is more than compensated for by the increased efficiency of the service.

There are no changes to report in connection with the Crown Timber Agencies.

#### HOMESTEAD AND PRE-EMPTION ENTRIES AND SALES.

The following statement of homestead and pre-emption entries and sales, made at the Agencies of the Department during the year, shows a reduction in the area disposed of as compared with 1886:—

	1886.	1887.
Homesteads.....	294,960 acres.	319,500 acres.
Pre-emptions.....	146,430 do	87,747 do
Sales.....	133,701 do	114,544 do

It will be observed that there has been a small increase in the area taken up as homesteads by actual settlers, and it is doubtful whether the decrease in the area taken up as pre-emptions is at all to be regretted. The opinion begins to gain favor with those who have paid close attention to the affairs of Manitoba and the North-West that, so far as relates to the grain growing portions of the country at

least, 160 acres is the limit of the area which the average farmer can profitably work. The number of homesteaders who lately have not availed themselves of the privilege of pre-emption is an indication that this conviction is growing among the settlers themselves. I confess to some disappointment that the number of homesteads entered during the year has not been more largely in excess of the entries for the previous year, the increase in area being 24,540 acres. The information furnished to this Department by Mr. J. H. Metcalfe, the chief of the Intelligence Office at Winnipeg, shows that during the year about six thousand more immigrants arrived in Winnipeg than in the previous year. This increase is large in comparison with the increase in the area of land entered for homestead purposes, and I have taken some trouble to ascertain how the difference is to be accounted for. There would appear to be two causes. In the first place, intending settlers arriving in the North-West during the past year have been to a greater extent than formerly impressed with the desirability of acquiring some experience of the modes of agriculture suitable to the country, and have not been in such a hurry to select and enter homesteads on their own account as those arriving in previous years. In the second place, the extraordinary grain crop, of which there was almost an assured prospect from the beginning of the season, made it necessary for the farmers to increase the number of their employés very largely, and the consequence was that new arrivals were in great demand, and the scale of pay offered them was quite tempting. In this way was absorbed a very much larger proportion than usual of the immigration of the season, and a smaller proportion than usual entered homesteads on their own account. If my conclusions in this matter are well founded (and as already stated, I have taken every available means at my command to assure myself that they are) there is, so far as I am able to judge, nothing in the circumstances to be regretted. There is much in the soil and climate of Manitoba and the North-West that requires to be studied by the newly arrived agriculturist, even assuming his former experience to have fitted him in every respect for the pursuit of his calling, and it would be to his personal interest that he should acquire a little practical knowledge of the country and its methods of farming before finally taking up land on his own account. To those whose means are limited, there is the further advantage that a considerable sum of ready money will be added to what they may have available for the purpose of stocking and cultivating the land and erecting for themselves comfortable houses. Perhaps one of the chief difficulties experienced so far, by the farmers west of Lake Superior, has been the limited labour market and the extravagant wages required to pay for such assistance as it was possible to hire.



Underneath is a comparative table showing the land transactions of the Department year by year, from 1872 down to the close of the last Departmental year:—

Period.	Homesteads	Pre- emptions	Sales.	Total.
	Area in Acres.	Area in Acres.	Area in Acres.	Area in Acres.
Up to 31st December, 1872.....	40,000	1,600	15,200	56,800
do 1873.....	136,640	2,400	16,620	155,660
do 1874.....	215,520	101,461	17,713	334,694
do 1875.....	84,480	67,314	4,908	156,702
do 1876.....	52,960	40,406	39,562	132,918
do 1877.....	145,280	107,715	170,989	423,984
do 1878.....	308,640	275,240	125,380	709,260
do 1879.....	555,295	270,178	271,343	1,096,817
Up to 31st October, 1880.....	280,640	140,790	260,797	682,227
do 1881.....	438,707	263,647	355,166	1,057,520
do 1882.....	1,181,652	904,211	613,282	2,699,145
do 1883.....	970,719	689,120	202,143	1,831,982
do 1884.....	533,280	364,080	213,172	1,110,512
do 1885.....	249,552	106,213	126,049	481,814
do 1886.....	294,980	146,480	133,701	575,141
do 1887.....	319,500	87,747	114,544	521,791

The following table, showing the number of homestead and pre-emption entries reported in each year since 1874, and the number and proportion of those entries since cancelled for non-fulfilment of the conditions, is a repetition of the figures furnished last year under the same head, carefully revised and corrected from the returns received since then from month to month from the office of the Commissioner of Dominion Lands and the Dominion Lands Agencies. It will be seen that the cancellations which have taken place since the date of the table of last year have been principally cancellations of entries made in the earlier years of the settlement of the North-West. The proportion which it has been found necessary to cancel of entries made in recent years has not been materially increased:—

Year.	Homesteads.			Pre-emptions.		
	No. of Entries.	No. Cancelled.	Percentage Cancelled.	No. of Entries.	No. Cancelled.	Percentage Cancelled.
1874.....	1,376	854	62½	643	593	92
1875.....	499	280	57	391	216	55
1876.....	347	138	40	263	103	39
1877.....	845	388	46	594	299	50
1878.....	1,788	1,193	67	1,580	756	48
1879.....	4,068	1,701	42	1,729	1,157	66
1880.....	2,074	593	28	1,004	404	40
1881.....	2,753	837	30	1,649	581	35
1882.....	7,383	2,549	34	5,654	1,646	29
1883.....	6,063	1,126	18	4,120	752	18
1884.....	3,753	507	14	2,762	341	12
1885.....	1,858	102	5	653	68	10
1886.....	2,657	16	½ of 1	1,046	5	½ of 1
1887.....	2,036	.....	.....	585	.....	.....

The Superintendent of Mines calls my attention to the fact that in the report of the Commissioner of the General Land Office of the United States for 1887, a similar statement is given for the States of Colorado, Nebraska and Kansas, for the years 1885, 1886 and 1887, which shows that of the homestead entries in the several States mentioned during the three years, there were perfected by actual residence and cultivation

	Per cent.
In Colorado only.....	17 $\frac{8}{10}$
Nebraska .....	40 $\frac{8}{10}$
Kansas .....	40

In Dakota, Kansas and Nebraska the lands relinquished in 1887 equalled twenty-five per cent. of all the lands taken up in the whole of those States by settlers, and forty-two per cent. of those acquired as homesteads and pre-emptions throughout the whole of the United States for that year.

CORRESPONDENCE.

Herewith is submitted a statement showing the number of letters received and sent by the Department since its establishment. For the past year the figures are rather under those of 1886, 47,845 letters having been received, and 60,890 sent out. Of these 5,505 and 8,478 were received and sent, respectively, by the Geological Survey Branch. Some portion of the enormous increase of 1886 arose out of the settlement of the claims of volunteers to scrip and land warrants under the provisions of the Military Bounty Act. During the present year the correspondence has been somewhat in excess of what may be regarded as its normal proportions on account of the business of the Rebellion Losses Commission, 340 of the letters received and 2,788 of those sent having relation to the business of that Commission :—

Year.	Letters received.	Letters sent.	Total.
1874.....	3,482	4,150	7,632
1875.....	1,974	2,189	4,163
1876.....	2,256	3,097	5,353
1877.....	3,137	3,677	6,814
1878.....	4,642	6,009	10,651
1879.....	5,526	6,179	11,705
1880.....	8,222	9,940	18,162
1881.....	13,605	15,879	29,484
1882.....	25,500	30,309	55,809
1883.....	27,180	33,500	60,680
1884.....	27,525	33,386	60,911
1885.....	33,970	43,997	77,967
1886.....	60,964	67,973	128,937
1887.....	47,845	60,890	108,735

In this connection I have the honour to repeat what I stated last year, that it is now evident that whatever increase may be necessary in the staff of the Department in the future, it is most improbable that, consistently with efficiency, there can be any decrease.

## REVENUE STATEMENT.

The financial results of the transactions of the Department from year to year since its establishment, are as follows :

Fiscal Year.	Homestead and Pre-emption Fees.	Ordinary Sales.		Sales to Colonization Companies.	Totals.
		Cash.	Scrip.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July 1, 1872, to June 30, 1873. ....	6,970 00	21,616 00	.....	.....	28,586 00
do 1, 1873 do 30, 1874. ....	8,290 00	17,697 00	.....	.....	25,987 00
do 1, 1874 do 30, 1875. ....	11,570 00	13,591 90	.....	.....	25,161 90
do 1, 1875 do 30, 1876. ....	4,700 00	3,704 31	320 00	.....	8,724 31
do 1, 1876 do 30, 1877. ....	5,620 00	1,069 90	136,955 16	.....	143,645 06
do 1, 1877 do 30, 1878. ....	15,370 00	2,682 24	120,159 54	.....	138,211 78
do 1, 1878 do 30, 1879. ....	36,026 00	8,188 44	210,904 84	.....	255,119 28
do 1, 1879 do 30, 1880. ....	32,358 00	41,768 47	81,685 86	.....	155,812 33
do 1, 1880 do 30, 1881. ....	30,682 75	62,940 84	70,818 30	.....	164,451 89
do 1, 1881 do 30, 1882. ....	94,228 90	1,228,424 37	50,590 84	354,036 17	1,727,280 23
do 1, 1882 do 30, 1883. ....	127,740 00	516,092 21	33,638 40	248,492 01	925,961 62
do 1, 1883 do 30, 1884. ....	70,390 00	423,113 36	40,919 67	253,713 40	768,136 43
do 1, 1884 do 30, 1885. ....	42,745 00	198,759 32	45,875 60	1,214 22	288,594 14
do 1, 1885 do 30, 1886. ....	40,481 00	76,140 41	214,657 97	.....	331,279 38
do 1, 1886 do 30, 1887. ....	26,501 93	48,175 76	337,640 19	.....	412,317 88
do 1, 1887, Feb. 1, 1888. ....	14,666 00	30,126 57	161,951 92	.....	206,744 49

It will thus be seen that the revenue of the Department has improved during the year by a sum of \$81,038.50 as compared with the previous year. The receipts from pre-emptions are smaller than they would otherwise have been on account of the extension of time granted within which to make payment, as explained on page 16 of the report of last year, the principle involved in this extension having been applied also to payments falling due during the calendar year 1887, as well as to the arrears and payments due on 1st of January of that year. I have thought it desirable that the statement should show the condition of the account for the seven months of the current financial year, which expired on the 31st of January last. The amount paid up to that date was \$206,744.49, which indicates that during the financial year, there will at all events be no diminution in the Departmental receipts. I respectfully direct attention once more to the fact that the Public Accounts make no account of the payments made to the Department in scrip. As stated in last year's report, it seems to me that the scrip issued by the Dominion differs in no material respect from ordinary public securities, and that the Public Accounts should only show the payments made in cash creates great misconception as to the true state of the revenue.

MANITOBA ACT CLAIMS.

The claims to land under the Manitoba Act, which at one time formed an important feature of the business of the Department, have been nearly all finally closed. There are still a few cases pending, in regard to which some evidence as to ownership or heirship is wanting, but the furnishing of this evidence is purely a matter of time. Practically this branch of the business of the Department is closed.

INSPECTION OF AGENCIES.

The inspection of agencies continues to be effectively and efficiently conducted, and the audit of the revenue by the Auditor General during the past year has proven that the regulations in this respect, enforced by the Department for two or three years past, have on the whole been well calculated to secure a proper system of accounting on the part of agents, and generally the rendering of accurate and prompt returns of the revenue.

PATENTS ISSUED.

The following table will show the number of patents issued and cancelled in each year since the creation of the Department of the Interior. The number issued in 1886 was 4,570, in 1887 it was 4,599 :—

Year.	Letters Patent.	
	No. Issued.	No. Cancelled.
Departmental Year ending 31st October, 1874 .....	536	6
do do 1875 .....	492	4
do do 1876 .....	375	4
do do 1877 .....	2,156	13
do do 1878 .....	2,597	32
do do 1879 .....	2,194	57
do do 1880 .....	1,704	41
do do 1881 .....	1,768	11
do do 1882 .....	2,866	11
do do 1-83 .....	3,591	16
do do 1884 .....	3,837	24
do do 1885 .....	3,257	18
do do 1886 .....	4,570	17
do do 1887 .....	4,599	26

DISTRIBUTION OF SEED GRAIN IN THE TERRITORIES.

The wisdom of the decision to furnish seed grain to certain settlers in the Territories last year has been proven by the results obtained. The seed, taken as a whole, was of excellent quality, although there is reason to believe that in regard to the oats there were, notwithstanding all the care taken by the Commissioner of Dominion Lands and the grain inspector of the Inland Revenue Department, some exceptions to the rule. The crops of last season were so good in almost

every corner of the Province of Manitoba and the Territories as to lead to the expectation that the repayment of the seed loan would have been prompt and satisfactory. I regret to say that up to the present this has not been the case, the returns coming in slowly and the proportion of the loan so far repaid being comparatively small. It is not unlikely, however, that the persons who received these advances made an effort in the first place to dispose of so much of their surplus as they could to the grain dealers in the country, with a view to securing its equivalent in cash, calculating that the repayment to the Government could be made at a later date without inconvenience to any one concerned. Great care has been taken to impress upon them, by circular and otherwise, the necessity of making this return, as far as possible, not later than the 1st of April next, as provided by the Order in Council in that behalf.

#### THE WHEAT CROP OF MANITOBA AND THE TERRITORIES.

I have made special efforts to ascertain the actual quantity of grain raised in Manitoba and the North-West Territories in 1887, and comparing the statements furnished by the Winnipeg Board of Trade, the crop reports of the Department of Agriculture of the Province of Manitoba, and the information furnished by the Canadian Pacific Railway Company, I have come to the conclusion that it is safe to say that the wheat crop alone amounted to fourteen million bushels. The reports of the Canadian Pacific Railway Company indicate that the wheat marketed at stations in Manitoba and the North-West up to the end of January amounted to six million five hundred thousand bushels, of which, at the date of this report, six million bushels had actually gone forward. It may safely be said, that for the population of Manitoba and the Territories, which is shown by the recent census to be in round numbers 188,000, this is a record which cannot be equalled by any equal number of people under the sun.

#### MANITOBA AND NORTH-WEST HALF BREED CLAIMS.

Mr. Roger Goulet, of St. Boniface, and Mr. N. O. Coté, formerly Secretary of the Half-breed Commission, made a final trip through the Territories during the past summer, and completed the enumeration of the half-breeds entitled to be ranked as such within the meaning of the Acts of Parliament and Orders in Council passed from time to time in that behalf. The number of persons to whom certificates were issued by the Commission during 1887 was 503—of whom 321 were treaty-taking half-breeds who had recently withdrawn from the membership of their respective Indian bands, 54 of whom were legal representatives of deceased half-breeds, and but 28 of whom were actually residing in the North-West and eligible to be ranked as half-breeds at the time of the transfer and who had never taken Indian treaty money.

## FORESTRY COMMISSION.

By an Order in Council dated the 7th July last, Mr. J. H. Morgan was appointed a Commissioner for the purpose of enquiring into and reporting upon the best methods of propagating forest trees in Manitoba and the North-West Territories, and also of preserving and protecting the forests in existence in the Dominion at the present time. It was further considered desirable to have information as to the measure of success which has been achieved in such of the States and Territories of the American Union as have made experiments in arboriculture and forestry, and Mr. Morgan was therefore instructed to visit the Canadian North-West and such parts of the United States adjacent to the 49th parallel of latitude as might be necessary, and to report the result of his investigations from time to time. On the 14th January last the Department was advised by a letter from Mr. Morgan that he had been prostrated by a severe illness, which prevented him from sending in a report of progress in time for insertion in this volume.

## TIMBER, MINERAL AND GRAZING LANDS.

The revenues from the above sources during the past year amounted to \$121,415.52, an increase, as compared with 1886, of \$337.67. The timber dues are in excess of those of 1886 by \$7,628.10, being for this year \$79,807.71. Grazing and hay lands show a decrease, as compared with 1886, of \$7,266.86, and stone quarries a decrease of \$23.57. Of the revenue from timber lands \$15,141.47 was derived from bonuses, ground rents and royalties on timber cut and manufactured from lands in the rail way belt in British Columbia.

## PRICE OF LUMBER.

Following is a comparative statement of the average prices of lumber within the several Crown Timber Agencies for the last four years. It will be observed that the average price has been very much reduced within that time, and that even as compared with last year there has been a considerable reduction all round. This is a very important matter to settlers, and ought not to be lost sight of:—

	1884.	1885.	1886.	1887.
	Per M.	Per M.	Per M.	Per M.
Edmonton.....	\$25 00 to \$30 00	\$25 00 to \$30 00	\$15 00 to \$30 00	\$15 00 to \$23 00
Calgary.....	30 00	25 00 to 30 00	15 00 to 20 00	17 00
Fort McLeod.....	20 00	30 00	30 00 to 37 00	20 00 to 40 00
Prince Albert.....	30 00 to 40 00	30 00 to 45 00	30 00 to 42 00	21 00 to 42 00
Winnipeg.....	15 00 to 25 00	13 50 to 25 00	16 00	10 00 to 40 00
Cypress Hills.....	.....	10 00 to 15 00	25 00 to 36 00	10 00 to 12 00
Lethbridge.....	.....	.....	25 00	30 00

## PRICE OF FUEL.

The Crown Timber Agent at Winnipeg reports that fuel continues to sell at the figures given in his last annual report, viz, :—

Cordwood on car at Winnipeg, \$3.50 to \$4.50 per cord ; at Portage la Prairie, \$2.50 to \$3.00 ; at Brandon and other points along the line of the Canadian Pacific Railway in Manitoba, it sells at about the same figures. Native and foreign coal is offered at Winnipeg, on the cars, at the following prices :—

	Per ton.
American anthracite.....	\$10 00
Canadian (N.W.T.) anthracite.....	8 50
Native, soft.....	<u>7 50</u>

The price of soft coal, at the pit, is reported as being \$1 per ton.

## COAL MINING INDUSTRY.

In the months of June and July last I had the privilege, while visiting the North-West, of witnessing for myself the gratifying development of the coal mining industry, at the works of the North-West Coal and Navigation Company and of the Canadian Anthracite Company near Banff. I am informed that the coal supplied to the Canadian Pacific Railway Company, at all points from Brandon westward, is now exclusively the product of Canada, and that the contracts of the company at present in existence are all based upon this arrangement. The Canadian Anthracite Company have commenced to supply their coal in the San Francisco market, where the article is in constant demand, and being nearer to the mines at Banff than to any of the anthracite coal fields of the United States, it is probable that San Francisco will henceforth depend, to a large extent, upon Canada for its supply of this class of fuel. The establishment of this connection is of great consequence not only to the owners of the mine, but also to the Canadian Pacific Railway Company and to the country. The discovery and successful development of anthracite coal in the heart of the Rocky Mountains, midway between the coal fields of British Columbia on the west and those of the prairie region on the east, situated, too, right on the line of our great transcontinental railway and within easy reach of the Pacific coast, may furnish to those who are concerned about the possible future relations of Canada and the British Empire, some material for reflection.

## GRAZING DISTRICTS OF THE NORTH-WEST.

I had the great advantage last summer of being able personally to visit, in company with Mr. William Pearce, the Superintendent of Mines, a considerable portion of that section of the North-West which offers the best facilities for the breeding and grazing of live stock. It was our intention to have started from Calgary and, proceeding across the country along the trail to McLeod, to have visited

and inspected the ranches between the trail and the mountains and between the trail and the Bow River in the course of our progress southward. The unusually high water in the rivers in the month of June compelled us, however, to proceed by rail from Calgary to Lethbridge, and thence by trail to Fort McLeod, our expectation being that by the time we had succeeded in visiting the ranches in the south-western section of the Territories, the streams between McLeod and Calgary would have subsided so as to permit our accomplishing on the return journey the work originally laid out for the southward trip. Unfortunately, in this we were disappointed, for after completing what we had to do in the McLeod district, we were forced to make our way back to Calgary by rail. From Calgary the High River and Bow River ranges were visited, but the country lying between High River and McLeod we found it impossible to reach within the time at our disposal. During the months of June and July, the greater portions of which were spent in the western portion of the Territories, there were warm showers nearly every day, the grasses were exceedingly luxuriant and nutritive, and it would be impossible to realize, unless by personal observation, the splendid condition of all classes of live stock at that period of the year.

The number of cattle, horses and sheep in the North-West Territories, according to the latest information, is as follows:—

Cattle .....	101,382
Horses.....	6,924
Sheep.....	<u>15,266</u>

#### THE STOCK LOSSES OF LAST SEASON.

Mr. Pearce and I took every opportunity which presented itself to discuss with stock owners the losses of the winter of 1886-87. These were more than usually severe all over the continent, but to the best of my ability to judge they did not extend beyond twelve or at the utmost fifteen per cent. on our side of the International Boundary. In the grazing States and Territories of the American Union this result would be considered very favorable for the best of winters, and it is probably not more than one-third of the average loss experienced in those States and Territories during the same season. At first sight, from twelve to fifteen per cent. may appear a large proportion of the whole of the stock on the ranges. It must be kept in mind, however, that little or no preparation had, as a rule, been made for feeding or sheltering the stock; and the abnormally low temperature, combined with strong winds and unusually heavy snow storms, was naturally very destructive to the cattle on ranges which furnished no natural shelter in the localities to which the animals drifted. Pilgrim cattle, that is to say cattle brought in from farms and recently placed on the ranges, suffered in the largest proportion, both because they were as yet unacclimatized and because the comparatively brief period they had been in the country did not enable them to seek out in extreme



weather, as do the ordinary range cattle, the places where shelter and food might have been found. Cows dropping their calves during the prevalence of the cold weather almost invariably died. So did their calves, and so also did the calves which came late in the fall. The experience of some of the stockmen, who have tried the experiment, goes to show that the loss arising out of late and unseasonable calving can, at a comparatively trifling cost, be altogether prevented if the bulls are placed upon separate ranges and kept apart from the cows, except during what is determined to be the proper season. On the Cochrane range this experiment was tried with perfect success. I mention the Cochrane range particularly because I visited the range and saw the cattle. I believe it has been tried with equal success on others. Some special provision is also requisite for feeding and sheltering the pilgrim and weaker range cattle in very hard weather. It is alleged, and has never, so far as I am aware, been denied, that the average loss upon the United States ranges was last year nearly fifty per cent. But it must be remembered that in nearly all those States droughts prevail in the summer; water is at all times scarce, and sometimes not to be had at all; and if the average temperature is higher in winter than on our side of the line, they are subject to sudden and extreme changes and to devastating winds and snow storms; whereas, on our side of the boundary we are within the region of summer rain, the temperature of winter although colder is steadier, and the snow storms are neither so sudden nor so excessive.

#### THE LEASING SYSTEM AND THE SETTLERS.

Outside of the Territories the impression still prevails in some quarters, although to a far more limited extent than in previous years, that there is some conflict of interest which is not defined, and which is really not definable, as between the lessees of grazing lands and actual settlers. It is scarcely necessary to repeat that the Department now offers the strongest possible inducements to settlers owning small herds of stock to become themselves lessees of areas of grazing lands proportionate to their means and the number of their stock, and that these tracts may be acquired without resorting to public competition, as is required in the case of the larger ranges. It may be mentioned once more, too, that the leasing system presents a great advantage over the free ranging system, in that it permits the stockmen and the Government jointly to control the number of stock to be placed upon the ranges, and thus prevent the grass from being eaten out. I could see that there were some abuses of the system, arising out of the trespass upon choice portions of the ranges by persons who were actuated by not too honorable motives; but the Stock Association, into which owners of small herds are admitted on equal terms with owners of large herds, have the remedy for this abuse in their own hands.

#### THE HORSE RANCHES.

The class of horses which may be produced in the grazing districts of the

North-West ought to be equal to the very best horses raised in any quarter of the globe, the advantages presented by the country being superior to any I have ever had the opportunity of observing myself, and being, I believe, actually unsurpassed anywhere. Mr. Pearce and I inspected the horses upon the Stimson ranche on the High River, and the Cochrane ranche on the Bow River, on the last named of which particularly the animals were of a superior class. While I was at Calgary there arrived several beautiful stallions imported from Great Britain by Mr. C. W. Martin, who has gone into the business on an extensive scale, and has invested in it a very considerable sum of money. The breed of the animals reared on the ranges is thus being improved every year.

#### MANUFACTURE OF WOOL.

It will be seen on reference to the report of Mr. Pearce that that gentleman, with an experience of the country which enables him to speak with some authority, strongly endorses the remarks which I took the liberty of submitting to you last year, as to the facilities for establishing woollen factories upon the numerous and almost unrivalled water powers of the Bow and Belly Rivers and their tributaries. The subject is one deserving of the attention of manufacturers.

#### THE MORMON SETTLEMENT.

I did not have the opportunity, while in the country, of visiting the Mormon settlement being formed at Lee's Creek and in that vicinity, but Mr. J. S. Dennis, one of the members of the Topographical Survey staff, did so during the autumn, and his report upon the subject, which will be found in No. 4 of Part II, of this volume, will be interesting reading. The doubts which have been expressed in some quarters about the advisability of encouraging or even permitting these people to settle in the country are, I think, without foundation. Irrespective of the change of sentiment which has occurred in the past few years among the Mormons in relation to the subject of polygamy—and there is no doubt that their views in this particular have been very greatly modified, if not indeed entirely altered—it should be remembered that the circumstances under which they have settled in our country are entirely different from the circumstances under which they settled in Utah. There they found a comparatively barren and wholly unoccupied country, of the settlement of which they were themselves the pioneers, and which under their industrious and intelligent operations shortly became a veritable oasis in the great desert. They were thus not only the first on the ground as to settlement, but to their hands was intrusted, under the United States system, the making of the territorial laws. Naturally these laws were framed according to their own ideas and principles, and the difficulty which has been experienced has been not as to the maintenance but as to the modification of these laws. In the North-West their pioneer settlement commences under a state of affairs almost exactly the

opposite. The territory is already organized, has its laws in regard to property and civil rights and relations, including the subject of marriage, already in operation, these laws being similar in all material respects to the statutes bearing on the same subjects in the Provinces of Canada. It is almost impossible to conceive that the Mormons could, under any circumstances, attain such proportions and influence as would enable them to seriously affect the laws of the Territories, in relation to such a matter as marriage, but even if such were the case, the control over Territorial and Provincial legislation which under the Constitution is vested in the Dominion authorities, representing, as they do, the views of the whole public of Canada, will be a perfect safeguard against any possible mischief arising from this source. In favour of the Mormons it must be said that they are as a rule industrious, intelligent and frugal; indeed, in these respects, they are not excelled by any class of settlers. It ought to be added, too, that to every one who has spoken to them they have declared their intention of abiding strictly by the laws of Canada as they find them. As pointed out by Mr. Pearce, their experience and the example which they are likely to show in the matter of irrigation will be of great importance to other settlers along the foot hills of the Rocky Mountains. Irrigation is not so expensive a process as is popularly believed; but we are fortunate that in so large a proportion of this immense country we have a rainfall so bountiful and so equally distributed over the year that we do not need to resort to artificial means of moistening the soil, except in very rare cases. Irrigation will at most be confined to a comparatively small tract of the North-West.

#### MINERAL RIGHTS IN THE BRITISH COLUMBIA RAILWAY BELT.

It was stated in this portion of last year's report that the dispute between the Dominion Government and the Government of British Columbia, as to the ownership of the precious metals in the railway belt, had been submitted for decision to the Supreme Court. This Department has recently been informed by the Department of Justice that the Supreme Court has delivered judgment in the premises, and has upheld the claim made by the Dominion Government to the ownership of these metals. The Department is further advised, however, that the Government of British Columbia intend appealing to the Privy Council against this decision.

#### SURVEYS.

The operations of this branch of the Department in the field have now been reduced to what I presume may be regarded as their normal proportions. All the agricultural lands along the main line of the Canadian Pacific Railway and its branches, and also along the constructed lines of the colonization railways, have been subdivided and set out for settlement. So also have the lands along the North and South Saskatchewan and in the valley of the Bow River; and as stated in previous reports the township outlines throughout the whole of the agricultural portions of

the Territories have been so fully completed that sub-division can proceed from year to year, as it did during the past season, according to the requirements of settlement. The surveys in British Columbia have been prosecuted wholly with a view to rendering immediately available such lands as are likely to be required for agricultural purposes, and the sub-division of any tract within the railway belt can now be accomplished in a very short space of time and at comparatively small expense by projection from the line of the Canadian Pacific Railway, the topographical survey of which, made jointly by Mr. William Ogilvie, D.L.S., and Mr. Otto J. Klotz, D.T.S., has been completed and mapped. Of the sub-division work done on this side of the mountains the most extensive was in the neighbourhood of Lake Dauphin, that district having recently received considerable attention, both on account of its fitness for settlement and its probable value as a petroleum field. Whether the anticipations of prospectors in regard to the petroleum are likely to be fulfilled or otherwise will very shortly be known, for a company fairly well equipped for the work has been prosecuting exploratory borings during the whole of the working portion of last season, and it is more than likely that their efforts will be renewed in the spring.

The topographical survey of the Rocky Mountains along the line of the Canadian Pacific Railway is making satisfactory progress, and although the proportion of the survey staff engaged in the work during the year was smaller than in the previous year, the Department has been able to profit by the experience of the past to such an extent that the results of the season's work are the most satisfactory yet accomplished. It is important to observe, as is stated by the Surveyor General, that with the assistance of a small camera, specially fitted for the purpose, the surveyor is able to obtain and plot upon his maps details of the topography of the country which, if the methods hitherto pursued were adopted, would require a long time to complete and would cost a large sum of money.

#### AREAS OF SUB-DIVIDED LANDS.

Hereunder will be found the usual table of sub-division or settlement survey work completed in each year since the commencement of the survey, with the results of last season added :—

	Acres.	No. of Farms of 160 acres each.
Previous to June, 1873.....	4,792,292	29,952
In 1874.....	4,237,864	25,487
1875.....	665,000	4,156
1876.....	420,507	2,628
1877.....	231,691	1,448
1878.....	306,936	1,918
1879.....	1,130,482	7,066
1880.....	4,472,000	27,950
1881.....	9,147,000	50,919
1882.....	9,460,000	55,125
1883.....	27,000,000	168,750
1884.....	6,400,000	40,000
1885.....	391,680	2,448
1886.....	1,379,010	8,620
1887.....	643,710	4,023

## THE YUKON EXPEDITION.

The last annual report of the Department contained very full information as to the steps which had then been taken with a view to exploring the portion of the Yukon country lying within Canadian territory. Progress reports from Dr. George M. Dawson, Assistant Director of the Geological Survey, who was in command of the expedition until he left the field last autumn, and from Mr. William Ogilvie, the topographical surveyor who has since had charge, will be found in another part of this report. Dr. Dawson's report is highly interesting and very valuable. Mr. Ogilvie, of course, has only been able to furnish a hurried line or two prepared after his meeting with Dr. Dawson at the junction of the Pelly Branch and the Yukon, and written so as to permit of its being taken out of the country by Dr. Dawson. Some very interesting photographs of the country through which they passed were taken by Dr. Dawson and Mr. Ogilvie, and have since been developed by Mr. Topley.

Mr. Ogilvie and his party are wintering on the Yukon, and the time will be utilized in making such observations as are possible with the facilities at hand and such explorations as can be conducted during that portion of the year. On the opening of spring, he will proceed down the Yukon to the mouth of the Porcupine, up the Porcupine to its head waters, and crossing over the height of land will reach the Mackenzie River, by which he will return to the North-West Territories, reaching Edmonton possibly some time in the early winter of the present year.

The placer gold mines of the Yukon valley have of late years received much attention from miners, and a considerable population of this class has for the past three seasons been at work upon the placer diggings in that region, a large number of them within what is well known to be Canadian territory. The region is also of considerable value for its timber resources, and the opinion formed by Dr. Dawson would appear to be that it has also agricultural capabilities sufficient to permit of producing the chief necessaries of life. There is little doubt that stock-raising, if the animals were cared for in the winter as we are accustomed to care for them in Eastern Canada, could be carried on, at least upon such a scale as to supply the local demand.

## ASTRONOMICAL WORK.

The determination of latitudes and longitudes, commenced in British Columbia by Mr. Klotz and Mr. Drummond, in 1885, has been continued during the past season by Mr. W. F. King, the Chief Inspector of Surveys, and Mr. Klotz. The results attained have been excellent, considering the several drawbacks experienced; and Mr. King follows up his report of last year upon this class of operations by another admirable and valuable contribution, which will be found in the appendices hereto. In order to complete and make use of the work performed during the past three seasons, it is necessary that a connection should be made

with some station on the east from Winnipeg, which it is hoped will be accomplished during the coming summer.

#### GENERAL REMARKS.

The addition of a qualified and experienced photographer, in the person of Mr. H. N. Topley, was made to the staff of the Department during the past year. Mr. Topley is now engaged in perfecting a process by which we expect, perhaps in time to be utilized in connection with next year's report, to be able to illustrate the publications of the Department by reproducing the photographs made from negatives supplied by the surveyors who are now furnished with photographic instruments. This will add greatly to the interest and also to the value of the reports, and if the success accomplished be at all equal to our present anticipations, these reproductions will be quite an attractive feature of our Departmental publications.

I join with the Surveyor General in expressing regret that the last link connecting Mr. Lindsay Russell with the Department of the Interior has been severed. It would be difficult to estimate the value of the services which have been rendered to the country by Mr. Russell in his quality as a surveyor, and his resignation from the membership of the Board of Examiners is a real loss not only to the Department but to the profession.

#### GEOLOGICAL AND NATURAL HISTORY SURVEY.

Part III of this volume consists of the usual report of the Director of the Geological Survey upon the operations of his Branch for the past year. Amongst the subjects which have received the Director's personal attention may be mentioned the silver-bearing galena deposits of the Illecillewaet, in the British Columbia Railway Belt. It will be observed that the chief difficulty experienced in working the Illecillewaet mines to advantage is the elevation of the openings, which are 5,300 feet above the level of the sea, and which can only be reached by a zigzag ascent of 3,500 feet from the railway and a similar descent of 1,000 feet on the other side of the ridge. The Superintendent of Mines deals with this practical question in his contribution to the annual report, and it seems a great pity, since the analysis of the ore, as made by Mr. Hoffmann, the Chemist and Mineralogist of the Geological Survey, shows a return of from 247.92 to 316.67 ounces of silver to the ton of ore, that the development of these mines should not be undertaken by persons having the necessary capital to enable them to meet the somewhat heavy outlay requisite to establish an economical and speedy means of communication between the mines and the railway. The ore certainly seems rich enough to justify such an outlay, and it is to be hoped that those interested in the mines will be able to procure the capital necessary to their proper development, for in that event the mining industries in the railway belt in British Columbia would probably become as important as those of any equal area on this continent. It is by virtue of expenditures of this kind, and the furnishing of the same facili-

ties as will be necessary at Illecillewaet, that mining has experienced such rapid development in corresponding regions to the south of the International Boundary.

Among the economic results of the Survey, as distinguished from the purely scientific, the report of Dr. Ells on the asbestos, copper, antimony, iron and gold mines in the neighborhood of Quebec; the observations of the Director on the existence of natural gas in that Province; the report of Mr. Fletcher on the iron ores of Pictou County, N. S., and of Mr. Hoffmann on the work carried on in the chemical laboratory and the mineralogical section of the Museum, will be regarded by the commercial public with more than ordinary interest.

An important event in the history of the Survey was the creation by Order in Council, based upon your own recommendation, of a new division, with Mr. Eugène Coste, Mining Engineer, as its chief, the object of which is to afford to the public more detailed and complete information with regard to the mining resources and industries of the country than has hitherto been presented. With an efficiently conducted Bureau specially devoted to this work, the co-operation of the authorities of the several Provinces, and the prompt publication of the information collected which may be expected in the future, there is every reason to believe that this arm of the service will be the means of furnishing to those interested in the development of the mineral products of the country a great deal of useful information, and, generally speaking, will meet a growing public want.

#### ROYAL COMMISSION ON REBELLION LOSSES.

Immediately after the close of the outbreak of 1885, a large number of the claims for losses, alleged to have been incurred during and in consequence of the insurrection, were received by the Department from the various districts in the North-West Territories which had suffered at the hands of the Indian and half-breed insurgents.

Many of these claims were of a *bonâ fide* and urgent nature, and showed that in several instances great suffering would be endured if speedy means of relief were not adopted. To meet this emergency, Messrs. Muma, Ouimet, McKay and Herchmer were at once sent through the lately disturbed districts to report upon the situation. As a result of their report, the sum of \$132,191.35 was paid through the agents of this Department to the settlers in the Districts of Prince Albert and Battleford; and the case being emergent, the money was provided in advance of the meeting of Parliament by Special Warrants of His Excellency the Governor General. The report of the gentlemen mentioned also reserved a number of claims, in regard to which they represented that it was necessary to take evidence under oath. In accordance with the recommendation contained in that report, and in order to settle as speedily as possible the large number of claims still undisposed of, an Order in Council was passed on the 25th February, 1886,

appointing Messrs. J. Alphonse Ouimet, Barrister (since appointed Judge), of Montreal, Quebec; Thomas McKay, of Prince Albert, N.W.T.; and Henry Muma, of Drumbo, Ontario, as Royal Commissioners to investigate and report on the claims.

The Commissioners assembled at Winnipeg on the 11th March, 1886, and after transacting some routine business left for Prince Albert on the 17th of the same month, at which point they began their sittings for reception of claims and the hearing of evidence on the 29th of that month. From that date until the 30th June, 1886, the Commissioners were busily engaged at Prince Albert, Battleford, Calgary and Qu'Appelle in their investigation and enquiries. Sittings of the Commission for the convenience of claimants were also held in Winnipeg, Ottawa and Montreal, at which latter point the Commissioners considered the evidence and information already received, corresponded with the claimants, and generally completed the work on hand. The report of the Commission was completed and handed in to yourself on the 4th July, 1887. The following extracts from that report may be of use as a summary of the important work entrusted to and discharged by the Commission:

*A.—Claims Received.*

1. Prince Albert District.....	577
2. Battleford do .....	147
3. Calgary do .....	127
4. Qu'Appelle do .....	74
<b>Total.....</b>	<b>925</b>

*B.—Amounts claimed and allowed.*

	Claimed.	Allowed.
1. Prince Albert District.....	\$675,301 87	\$259,682 50
2. Battleford do .....	401,945 32	171,429 68
3. Calgary do .....	63,683 64	48,635 28
4. Qu'Appelle do .....	67,783 16	3,952 61
	<u>\$1,208,713 99</u>	<u>\$483,700 07</u>

Immediately on receipt of the report of the Commission, the audit of the awards was proceeded with by the Auditor General, the cheques were issued by the Finance Department, and forwarded through this Department to our various Land Agents in the west for distribution; except in the case of the Prince Albert cheques, which were entrusted to Mr. Thomas McKay for delivery to the parties entitled. Some few of the claimants have, since the forwarding of these cheques, been absent



from home, on hunting, trading or freighting trips, and their cheques have not as yet been delivered, but with this trifling exception the payments have all been completed and the receipts returned to this Department.

To more clearly explain the awards as made by the Commissioners, I have had the following statement prepared, showing the consequential and other reductions, as made on the various classes into which the claims were divided :

FURTHER RECAPITULATION.

	Claimed.	Allowed.	Consequen- tial Reductions	Other Reductions.	Totals.
	\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Class A—Part direct losses.....	919,552 08	480,700 07	334,149 94	104,702 07	438,852 01
Class B—Imprisonment by Rebels....	57,480 00	3,000 00	.....	overcharge. 54,480 00	54,480 00
Class C—Party to their own losses...	112,388 10	.....	.....	overcharge. 112,388 10	112,388 10
Class D—Personal neglect.....	2,875 85	.....	.....	2,875 85	2,875 85
Class E—Loss on account of rebellion not proven.....	103,893 12	.....	.....	103,893 12	103,893 12
Class F—Transferred to other De- partments.....	12,524 84	.....	.....	12,524 84	12,524 84
	1,208,713 99	483,700 07	334,149 94	390,863 98	725,013 92

From which statement, it will be observed that in reality a very small reduction has been made from the claims of loyal settlers which were of a nature permitting them to be considered. The apparently large reduction of \$725,013.92 is shown to have been due only in a small measure to the action of the Commissioners with reference to prices and quantities. The amounts disallowed under the various headings are of such a nature and arose from such causes as to leave the Commissioners, with the information they had, no alternative but to act as they did. For the purpose of explaining more fully the line of "consequential reductions," I submit herewith a statement showing how that amount has been arrived at by the Commission :—

*From Class A.*

1. Amount reduced from the value of merchandise as claimed for, to bring it to "cost landed" at point of loss.....	\$ 99,491 59
2. Amount reduced from claims as being charged for interest, loss of business and debts.....	135,579 55
3. Amount rejected as being claimed for milk, butter and eggs that they, the claimants, allege they would have had but for the rebellion.....	4,759 00
4. Amount disallowed as being claimed for the estimated loss of a crop, which the claimants allege they would have secured but for the rebellion .....	71,844 00
5. Amount deducted from the claims, as having been claimed for the alleged loss of time by men and animals, because of the rebellion.....	22,475 80
	\$ 334,149 94

As soon as the fact became public that the Commission had completed its work, enquires and applications for information commenced to pour into the Department from individual claimants. I therefore applied to you to be allowed to retain the services of Captain George H. Young, the Secretary of the late Commission, for as long as might be necessary, to assist in answering correspondence on this subject. In accordance with that request an Order in Council was passed on 21st October, 1887, giving the desired authority and the Department has therefore in its communications with claimants had the advantage of Captain Young's special knowledge of the circumstances of each case. The total amount that has been paid out to date, through this Department, on the awards of the Rebellion Losees Commissioners, is as follows:—

By special warrants, 1885 and 1886.....	\$132,191 35
By vote of Parliament, 1887.....	483,700 07
	\$615,891 42

The claims, which have been settled by the payment of the awards, come from all points of the North-West Territories, commencing east as far as Cumberland House, reaching to the north as far as Waterhen Lake, to the west as far as Lac la Biche and Edmonton, and to the south as far as the International Boundary Line. The total number of cases dealt with by both the Commissions was 1,093.

## COLONIZATION COMPANIES.

Since the date of the report for last year, a settlement, of which the outlines were then given, has been completed with all the Colonization Companies except the Temperance Colonization Society, who have never signified any desire to terminate their agreement with the Government, Mr. Patrick Purcell and the Shell River Colonization Company.

## SCHOOL LANDS.

As set forth in the report of the Commissioner of Dominion Lands, it was arranged in the course of last summer, between this Department and the Government of Manitoba, that a series of sales of school lands should be held this winter, and accordingly sales were held on the following dates at the respective places mentioned:—

10th January, at Manitou ;  
 17th do at Winnipeg ;  
 24th do at Portage la Prairie ;  
 31st do at Brandon.

The following table shows the number of acres sold, the amount realized, the average price per acre, and the maximum and minimum prices per acre ; from which it will be seen that if the remainder of the school lands in Manitoba and the same class of lands in the North-West Territories could be relied upon to bring, at the proper time, equivalent prices, the liberality of this educational endowment would be difficult to exaggerate :—

Place of Sale.	No. of acres sold.	Amount realized.	1st Instalment (paid).	Average price per acre.	Maximum price per acre.	Minimum price per acre.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Manitou .....	7,813·57	47,639 69	9,525 04	6 16	9 00	5 00
Winnipeg .....	2,917·51	17,985 23	3,597 80	6 16	8 00	5 00
Portage la Prairie .....	6,694·22	57,373 70	14,002 23	8 57	16 10	5 00
Brandon .....	2,560·00	17,184 00	3,436 80	6 71	10 00	5 00
Total .....	19,985·30	140,182 62	30,561 87	7 00	10 77	5 00

NOTE.—The return of the Minnedosa sale, which took place on the 7th instant, has not yet been received.

It is difficult to believe that any portion of a civilized and intelligent community would fail to sympathize with the aims and objects of the Government in providing this endowment, far less that they should interpose their petty, selfish

interests to prevent the consummation of so desirable an object; yet such would appear to be the fact. With millions of acres of the best class of agricultural land

Manitoba and the North-West open for legitimate homestead and pre-emption entry, it has nevertheless happened that individual settlers, well knowing the provisions of the law under which and the purposes for which school lands have been reserved from sale and settlement, have squatted upon these lands; and it would even appear that in some cases they have combined to prevent the legitimate sale of these lands for the noble purpose for which they have been set aside, although an arrangement was arrived at with Mr. Norquay, the late Prime Minister of the Province, under which the value of all *bond fide* improvements made upon school lands by actual settlers, notwithstanding that such actual settlement and improvements were in defiance of the law, should be paid by the purchaser of the said land to the settler if the purchaser were any person other than the settler. This should be sufficient to meet the equities of the case and the expectations of all reasonable persons interested.

#### REPATRIATION OF CANADIANS.

There is a strong probability of an extensive movement amongst Canadians settled in Dakota to return to Manitoba and the North-West. The Department has recently been in communication with Mr. Duncan Sinclair, a Dominion Lands Surveyor, a gentleman who is well known to the public, not only of the North-West, but of the Ottawa region of the Province of Ontario as well who with his family left Manitoba for Dakota several years ago, because, as he says, in a letter dated the 20th ultimo, he and his sons were discouraged by the summer frosts which occurred two or three years in succession, and because "of the establishment of the Canadian Pacific Railway monopoly." As to the frosts he states his conviction that care on the part of farmers will enable them to escape the effects of them in the future; and while expressing the hope that the Canadian Pacific Railway monopoly will be modified, he says: "We find railway monopoly as grasping here as in any part of Canada." He further says:—

"The terrible blizzards which we have had for the last three weeks have sickened me of the country more than anything else. It is a hard thing to be on the prairies of this country without shelter of trees, and it is sad to think that so many people in this Territory have lost their lives in the snow storms. The Canadian settlers of this Territory are now in a poverty stricken condition, all their pre-empted lands are mortgaged to the capitalists to pay the Government price, and their cattle are held under chattel mortgage for small sums, at short periods, bearing 50 per cent. interest, payable to the pawnbrokers, who euphronically call themselves 'bankers.' I have recently thought of sending you two or three letters, giving you some reasons why Canadians should go to their own North-West, rather than here. Under any circumstances the Canadian Government will not have to wait long until the United States lands shall have been exhausted, then Canadian and European emigrants must settle in the Canadian North-West and in the backwoods of Ontario.

“An American paper has recently stated to the public that they have only about 24,000,000 acres of land remaining for farmers, and that it will be taken up in six years. This Government has detrimentally shut out immigration from the Pacific, and there is an agitation started in the Atlantic States against the importation of foreign labor.”

Mr. Sinclair and his whole family have made arrangements to return to Strathclair, on the Little Saskatchewan. The information which he gives as to the condition of settlers in the Western States coincides with statements which have recently appeared in the American press. In one newspaper published in Chicago, I recently saw a paragraph setting forth that \$200,000,000 of foreign capital was invested in mortgages in Kansas and Nebraska, and that foreign lenders were about to foreclose and would in a large majority of instances become the actual proprietors of these lands under their mortgages.

#### ROCKY MOUNTAINS PARK OF CANADA.

The work of development in the Rocky Mountains Park has been vigorously prosecuted throughout the year. Fifteen miles of the external boundaries of the Park have been surveyed; a traverse has been made of nearly the whole of the Devil's Lake; and the construction of roads, bridges and other works has been carried on energetically. Eighteen miles of road have been opened up to the 31st December last, the principal one being from the railway station to the Hot Springs,  $4\frac{1}{2}$  miles in length. Roads have also been constructed to the Cave Spring and to the Basin, a spring in close proximity to the Cave; also to the Bow River Falls, to the Spray River at its junction with the Bow, to the Canadian Pacific Hotel (a magnificent building recently completed at a cost of about \$150,000) and to the Devil's Lake, the latter road being four miles in length.

A float bridge was thrown across the Bow River in the summer of 1886, which has now been replaced by a fine iron bridge with stone piers. This bridge, which is 360 feet in length, was finished and thrown open for traffic on the 19th October last. A bridge 62 feet long, with stone piers and iron superstructure, has also been built across the Spray River near its junction with the Bow.

The pond at the Cave has been thoroughly cleared of all loose and projecting rocks, the deposit of sand and gravel forming the natural dam has been removed, the waterway leading from the spring through the rock has been cut out and enlarged so as to form a means of access to the Cave, and the pond itself has been surrounded by a stone wall of masonry, thus enlarging and deepening it so as to render it a convenient and pleasant bathing place. At the Basin the natural dam has been removed, the spring thoroughly cleared out, a wall of masonry built surrounding it, and a waste-pipe and valves constructed so as to regulate the height of the water. Rustic buildings in Swiss style have been erected at both the Cave and the Basin. These buildings are fitted up with waiting and dressing rooms for ladies and gentlemen.

The necessary piping to conduct the waters of the Hot Spring to an iron reservoir specially constructed for that purpose, and piping to connect the hotels and bath-houses with this reservoir, with a view to the distribution of the water, have recently been completed.

It will thus be seen that such preparations have been made as will make available for next season all the natural advantages and beauties of the park. With a view to lessening the danger from fires, over 100 acres of dead timber have been cleared, and the work of underbrushing in the vicinity of the high-ways and thoroughfares, which has been undertaken for the same purpose, is making fair progress. It would appear from the report of the Superintendent of the park, which forms Part VI of this volume, that there is a permanent population in the park of about 650 persons. A statement furnished by the clerk of Brett's Sanitarium shows that 2,096 guests put up at that hotel during the season, exclusive of the large number who simply took one or two meals there and did not register. Besides the Sanitarium, however, there are six or seven other hotels from which statistics have not been obtained. A number of visitors occupied special cars which remained at the station, and others still lived in tents. The Superintendent considers that 3,000 would be a low estimate of the total number of visitors during the season. Regulations for the government of the park under the Act of last session are in course of preparation.

#### NORTH-WEST GOVERNMENT.

Part IV of this report consists of the report of the Lieutenant Governor of the North-West Territories. His Honour expresses satisfaction at the marked progress made in the Territories since the date of his previous report. The grain crops have been excellent, the agricultural exhibitions highly successful, and some progress has been made in the establishment of new industries. His Honour deals in his report with the legislation of the last session of the North-West Council, the form of government, the municipalities and the schools. In regard to the latter, there has been a very satisfactory increase, both in the number of schools and in the attendance of children; and the educational system of the North-West would appear on the whole to have been organized on an excellent and permanent basis.

#### OLD TRAILS.

During the past season the old trails between the places below mentioned have been surveyed and established as permanent highways :

Calgary and Blackfoot Crossing, south of the Bow River. (Bow River Bottom Trail.)

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The portion of the MacLeod Trail between Calgary and Fish Creek.  
Blackfoot Crossing and Fort Macleod.  
Medicine Hat and Dunmore.  
Calgary and Morleyville.  
Regina and Buffalo Lake.

#### CROP REPORTS.

One hundred and eighty-two returns, representing as many townships, have been received by the Lieutenant Governor. The total number of acres under cultivation in these townships is 84,497, of which 39,198 sown in wheat are estimated to yield 21 bushels to the acre; 31,178 sown in oats, to yield 38 bushels to the acre, and 8,660 sown in barley, to yield 32 bushels per acre. The remainder of the area was sown in roots, &c.

#### LAND REGISTRATION IN THE TERRITORIES.

Since the 1st of January, 1887, a system of registration of titles, under the provisions of the Territories Real Property Act, has been in operation, its administration having devolved upon the Department of the Interior. The new system was brought into effect with very little friction, and would appear to be giving satisfaction to the great majority of those interested. I have from time to time called your attention to provisions in the Act which seemed to require amendment, and a measure having in view the necessary changes is now being framed.

I have the honour to be, Sir,

Your obedient servant,

A. M. BURGESS,

*Deputy of the Minister of the Interior.*

PART I.

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DOMINION LANDS.

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## No. 1.

## REPORT OF THE COMMISSIONER OF DOMINION LANDS.

OFFICE OF THE DOMINION LANDS COMMISSION,

WINNIPEG, 7th December, 1887.

Hon. THOS. WHITE,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honor to submit for your information my annual report for the departmental year ending the 31st October, 1887, also the reports of Mr. Wm. Pearce, the Superintendent of Mines, Mr. J. M. Gordon, Inspector of Agencies, Mr. H. B. W. Aikman, who has been appointed a member of the Land Board, resident in British Columbia, with headquarters at New Westminster, and also the report of Mr. E. F. Stephenson, Crown Timber Agent for the Province of Manitoba.

REPORT of the work of the Commissioner's Office, for the Departmental Year ending 31st October, 1887.

No. of Letters Received.			No. of Letters Sent.		
Months.	1885-86.	1886-87.	Months.	1885-86.	1886-87.
November.....	1,630	1,854	November.....	1,583	1,604
December.....	1,986	1,661	December.....	1,319	1,543
January.....	1,712	1,950	January.....	1,679	1,777
February.....	1,617	2,262	February.....	1,183	1,780
March.....	2,171	2,727	March.....	1,591	2,737
April.....	2,158	2,527	April.....	1,544	2,463
May.....	2,384	2,850	May.....	2,335	2,480
June.....	2,797	3,220	June.....	2,304	3,098
July.....	2,437	2,808	July.....	2,353	1,662
August.....	2,101	2,436	August.....	2,133	2,133
September.....	1,725	1,933	September.....	1,637	1,715
October.....	1,770	1,868	October.....	1,394	1,482
			Seed grain notices and circulars.....	21,094	24,474
					5,400
Total.....	24,488	28,096	Total.....	21,094	29,874

## SUMMARY.

Received.			Sent.		
1886.	1887.	Increase.	1886.	1887.	Increase.
24,488	28,096	3,608	21,094	29,874	8,780

*Cancellations.*

Number of notices to show cause sent out in the year ending 31st October, 1887.....	965
Number sent out last year.....	949
Increase.....	<u>16</u>
Number of inspections ordered, year ending 31st October, 1887.....	1,083
Number ordered last year.....	809
Increase.....	<u>274</u>
Cancellations ordered.....	494
do refused.....	41
do pending.....	81
	<u>616</u>
Number last year.....	924
Decrease.....	<u>308</u>

*Applications for Homestead Patents.*

Approved during the year.....	<u>1,367</u>
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There is, as you will observe, an increase in the work performed in my office, due in part to the distribution of seed grain to settlers in Assiniboia, Prince Albert and Battleford. The number of claims to lands in Manitoba, under the Manitoba Act and under the Order in Council relating to Staked Claims, which have been disposed of, is 41, and I am happy to say that very few now remain to be dealt with. The time within which claims under the said Act through occupancy might be filed expired on the 1st May, 1886, and unless this limitation should affect prejudicially the rights of persons who, excepting through the issue of patents, are unable to make satisfactory titles to lands claimed, through occupancy and possession, on the 15th July, 1870, it is desirable that the time for receiving evidence in these matters shall not be extended. The few remaining claims under the said Act, through purchase or lease from the Hudson's Bay Company, for which letters patent have not issued, will be dealt with as heretofore, no limit of time having been fixed within which to file the requisite evidence with regard to them.

*Receipts from Timber.*

The report of Mr. E. F. Stephenson, Crown Timber Agent at Winnipeg, shows an improvement in the revenue.

The amount received this year is \$45,610.50, being an increase of \$3,941.08 over last year.

The returns of the local Timber Agents in the Territories amount to \$19,068.14, being a decrease of \$2,303.17 compared with the receipts of last year.

The returns of the Crown Timber Agent for British Columbia amount to \$15,141.47, being an increase of \$5,984.81 over the receipts of last year.

*Homestead Inspectors.*

The number of inspectors has been recently increased from six to seven, by the re-appointment of Mr. W. J. O. Bouchier to his old position. It was found necessary to add to the staff in consequence of the large amount of extra work devolving upon the inspectors in examining the homesteads of settlers who had given six months

notice of intention to apply for patent. Before finally deciding upon an application, I now receive in nearly every case a report from the inspector, who has been upon the ground and ascertained precisely what the settler has accomplished in the way of improvements, and is in a position to speak definitely as to the good faith of his occupation.

The inspectors are being utilized more largely than ever in receiving evidence in support of these applications, thus saving settlers the expense of proceeding with their witnesses to the district land office.

#### *Intelligence Service.*

The office at Winnipeg of the Chief Intelligence Officer, Mr. J. H. Metcalfe, has proved of material assistance in protecting and advancing the interests of newly arrived immigrants, directing them to localities where they may find suitable homesteads, or, if not at once prepared to take up lands, to employers who require their services.

The scope of the information in this office accessible to persons intending to make homestead entry will, in a short time, be very largely extended. It is proposed to keep there an accurate record of the position of every quarter section in Manitoba and the North West, so that with the least possible labor and delay, intending settlers may be advised upon arrival at Winnipeg where suitable homesteads may be secured. Mr. T. R. Burpé, Secretary to the Dominion Lands Board, who recently visited Ottawa for the purpose of examining records at the Head Office, has devised a system of registration which is calculated to prove most useful, showing the exact position of every quarter section, whether it is patented or available for entry.

In connection with the office at Winnipeg outside offices are established at Moose Jaw and Medicine Hat. The one formerly in operation at Moosomin has been closed and the officer who was in charge of it, Mr. E. Brokovski, has been promoted to the position of Agent of Dominion Lands for the Battleford district. The Medicine Hat office was opened recently and entrusted to Mr. E. Rochester, who was formerly employed in the Dominion Lands Office at Calgary. In consequence of the small extent of lands available for entry in the vicinity of Moosomin it will not, I think, be necessary to re-open the intelligence office at that point.

#### *Pre-emptions.*

It was deemed advisable in the public interest to issue a circular calling upon all persons in arrear in payments due upon pre-emption lands to pay within a limited time. The 1st January next is the date fixed upon. It was not the intention, of course, to deprive any one of the credit allowed under the Orders in Council providing for deferred payments by instalments, but it was ascertained that pre-emptions stood entered in the various Agency books in the names of settlers who were not in residence upon their homesteads and who were not entitled to the privileges of the said Orders, having no intention of returning to their lands or of purchasing their pre-emptions. I feel satisfied that a very large number of entries will be cancelled through default in payment or in furnishing satisfactory reasons to justify the Government in granting further extension of time. The lands, the entries for which are thus cancelled, will, under sub-section 5 of section 38, cap. 54 Revised Statutes, be thrown open for homestead entry, offering most eligible locations for intending settlers, and effecting a marked improvement in the settlement of the localities in which these lands are situate.

#### *Seed Grain Advances.*

In consequence of drought or prairie fires the crop throughout the district of Assiniboia and in Saskatchewan River settlements, Prince Albert and Battleford, gave last year an exceedingly poor return. Representations to this effect were made to the Government by the North-West Council. It was asked that the Government

should furnish the settlers seed in these districts, and in all the sum of \$129,713.22 was provided for the purpose. The purchase and distribution of the grain were entrusted to me and added very largely to the work of my office. All of the grain was bought on tender and subject to the approval of Mr. D. Horn, Acting Government Grain Inspector, who certified every car load to be either No. 1 grade or the best grade that was at that time procurable. I had little difficulty in obtaining a sufficient quantity of wheat No. 1 hard, but, owing to the partial failure of the oat crop in Manitoba in 1886, I was obliged to make arrangements for the importation of a large quantity of this grain from Ontario, and although every precaution was taken in cleaning and preparing it for seed, it was not, I regret to say, in some instances, as clean as I could have wished. In no case, however, did we accept any seed that in the inspector's opinion should have been rejected, and, indeed, none of which the inspector did not fully approve.

The quantity of grain distributed to 2,032 settlers in Assiniboia was: wheat, 43,663 bushels; oats, 55,952 bushels; and barley, 10,236 bushels.

In the Prince Albert district 186 settlers received 664 bushels of wheat, 2,211 bushels of oats, and 1,898 bushels of barley; and in Battleford 64 settlers received 343 bushels of wheat, 3,578 bushels of oats, 755 bushels of barley, and 938 bushels of potatoes.

The whole cost of the grain was, including expense of distribution, \$108,000, being \$21,713.22 less than the amount provided.

Every settler who applied received all the seed he could use upon his own place, up to the limit of 100 bushels.

It is estimated that the product from the whole of this seed is not less than 1,500,000 bushels, which, but for this action of the Government, would not have been grown.

It was at first stipulated that the settlers in the Prince Albert and Battleford districts should repay two bushels of grain for every bushel which they received. This, in view of the heavy transport charges involved in moving the grain from the line of railway to these remote settlements, was not an inequitable arrangement; but as the crop in these settlements was not a success in 1885 or 1886, in consequence of which they could ill afford to repay double quantities notwithstanding the fair crop this year, you decided to recommend that the Government should accept bushel for bushel in discharge of the obligation, the same as in Assiniboia.

Borrowers of this seed are under obligation to return it on or before next April. I cannot as yet form an opinion as to the quantity we are likely to receive, but as the crop was good generally throughout the Territories, it is probable that the major part will be returned to the Government.

In any event there will be a very considerable loss. We paid for wheat, oats and barley, respectively, per bushel 70 cents, 60 cents and 65 cents, and are realizing now on the grain so far paid back 50 cents, 25 cents and 35 cents per bushel.

#### *Recent Amendments to Dominion Lands Act.*

The amendments to the Dominion Lands Act suggested in my annual report for 1885, which have since become law, are operating very satisfactorily.

The six months notice of intention to apply for patent enables us to receive a report from a homestead inspector in nearly every case before deciding upon an application, while the settler avoids the expense of proceeding with his witnesses to the office of the local agent for the purpose of filing his evidence. The inspector visits him on his farm and receives the evidence there.

#### *Cancelled Pre-emptions.*

The determination of Parliament to allow you to open cancelled or abandoned pre-emptions for homestead entry upon conditions as to residence and cultivation slightly more stringent than the ordinary provisions is producing very satisfactory

results, and I am satisfied that a large area of these lands will be entered for during the coming year. The improvement to be thus effected in consolidating settlement will be most thoroughly appreciated by resident settlers in the neighborhood whose greatest difficulties at present arise from the isolation of their position. I am also convinced that the effect upon the public revenue by the settlement of the lands in question will be better than the results of slow sales and the non-occupation of the lands in the meantime.

#### *Hay Regulations.*

I beg to submit for your consideration the advisability of so amending the regulations now in force with regard to the cutting of hay, that, instead of granting quantity permits, we may issue permits covering a specified area of land not exceeding say, one quarter section, to which the permittee, upon payment of a certain fee, of, say, 10 cents per acre, shall obtain the exclusive right.

I would respectfully suggest the propriety of your asking Parliament to provide ready means of redress against trespassers upon hay lands, operating in the same way as those which have been provided to meet the case of illegal cutting of timber. An amendment to the Dominion Lands Act, having this object in view, is most necessary to the successful enforcement of regulations.

#### *School Lands.*

After consultation with the Government of the Province of Manitoba, it has been decided to offer for sale at an early date 250,000 acres of school lands situate in all parts of the Province. The lands for the purpose of this sale have been arranged in five districts, separate auction sales to be held at the most central place in each. The first will be held at Manitou on the 10th January, and at an interval of one week similar sales will be held at Winnipeg, Portage la Prairie, Brandon and Minnedosa.

The value of each quarter section to be offered has been appraised by an official of the Local Government, and another from my own office, and the reserve price—in no case less than \$5.00 per acre—is governed by this appraisal, representing fully the present market value of the land. The terms of sale will be those prescribed by Section 25, Chap. 54 of the Revised Statutes of Canada, namely, at least one-fifth in cash at the time of the sale and the remainder in four equal successive annual instalments with interest at the rate of 6 per cent. per annum.

It is, I believe, in the interest of the Educational Endowment fund as well as in the interests of settlement that these lands should be placed upon the market. At present a considerable number of the quarter sections to be offered are in possession of squatters who, whilst enjoying the benefit of Municipal improvements and government, are in a position to refuse payment of taxes, and I believe very often do so. The continued cultivation of these lands must in some degree exhaust them and diminish their intrinsic value.

The time chosen for the sale, following a bountiful harvest, seems to be opportune; and I am satisfied that the reserve prices which have been adopted amply protect the interests of the school fund.

#### *Immigration.*

The number of immigrants reported by Mr. Metcalfe, Chief Intelligence Officer, to have arrived here during the year is 17,035, being an increase of 7,737 over last year, although in 1886, it must be borne in mind, the returns were for ten months only.

There is, I am happy to report, a marked improvement in the class of immigrants who are now being attracted to this country. The arrivals in the past year are said to be largely agriculturists, and many of them possessed of considerable means.

The several colonies of Icelanders, Swedes, Hungarians and Germans, established in the neighborhood of the main line of the Canadian Pacific Railway and the Manitoba and North-Western Railway are said to have improved both with regard to the number and condition of the resident settlers and extent of their farming operations. With regard to these colonies, it has been urged that it is undesirable to allow separate nationalities to thus form exclusive settlements. The only case in which, in my opinion, this objection would have any weight is where foreigners might congregate in numbers sufficient to enable them to transact business wholly within themselves without assistance from or close communication with the English speaking population. Such a condition of affairs is, I think, under existing circumstances, impossible. At any rate, we find, as a matter of fact, that in the several colonies referred to the people are rapidly learning our language and adopting our usages.

#### *Mormons.*

I am informed that about twenty families of Mormons settled during the spring and summer of this year on Lee's Creek, in Township 3, Range 25, west 4th meridian. They are a very industrious, enterprising and apparently well-to-do class of settlers, who seem to be content to submit to the laws of the country, and in nowise disposed to attempt the practice of polygamy. The natural difficulties which the pioneers of this sect in Utah faced boldly and overcame with a splendid success augurs favorably for the benefit likely to result from this settlement in Alberta. Mormons in Utah, so far, at least, as the agriculturists are concerned, learned by experience, more or less severe, how to live within their resources economically, and how to develop from the somewhat uninviting and arid soil of Utah a condition of high cultivation that would be a credit to the best agricultural state in the American Union.

#### *General Condition of the Country.*

The crop returns indicate a most bountiful harvest in all parts of Manitoba and the North-West. The only localities in which over limited areas damage was occasioned by drought or frost, were in the Calgary and Edmonton Districts. Gophers did some damage to grain in the central portion of the Regina District.

The grain crop of Manitoba is estimated at about 22,000,000 of bushels, and that of the Territories at between 3,000,000 and 4,000,000. Throughout the average yield per acre has been in bushels, wheat, 27.7; oats, 46.2; and barley, 36.3.

The number of horses in Manitoba is said to be 29,915; sheep, 12,540; hogs, 35,713; horned cattle, 101,681. Cattle have increased largely in Manitoba and in the settlements upon the North Saskatchewan River, but in the grazing district proper there has been a decrease, due in a minor degree to exportation, but largely to the losses resulting from the severe winter.

The inspector of ranches, Dr. Cox Allan, reports the number of horses and cattle in the grazing district in 1887 to be about 93,000.

Dr. Allan reports that this year there are 5,800 sheep in the Alberta District; the number reported last year was 1,700, showing an increase of 4,100.

The above figures do not include the cattle in the Regina, Coteau, Prince Albert, Battleford and Edmonton Districts.

#### *Water Supply in the Districts of Assiniboia and Alberta.*

During the past season two well boring machines have been in operation in the vicinity of Regina and Moose Jaw, but the results, I regret to say, are not wholly satisfactory. In a considerable number of cases in the Regina District water has been secured in satisfactory quantity and quality, but not more than one-half of the borings are successful at either Regina or Moose Jaw. Whether this is due to the inadequate penetrating power of the machine employed or to the natural difficulties of geological formation I cannot say. This matter should be the subject of very careful and exhaustive enquiry, and I shall take the earliest possible opportunity of

looking into it. In the accompanying report of Mr. Superintendent Pearce, it is suggested that in the Alberta District a diamond drill costing about \$15,000 might be profitably operated by private enterprise. The first cost is, as he points out, considerable, but the machine is not, I believe, an expensive one to operate. With its assistance there is little doubt but that water could be procured in places where an ordinary boring machine would prove useless. If this is the case and if the work should not at an early date be undertaken by private enterprise, further enquiry and consideration may possibly warrant the Government in employing one or two diamond drills in Assiniboia and Alberta.

*Coal.*

The Superintendent of Mines reports a satisfactory development in coal mining. The output of the several mines now in operation largely exceeds the quantity imported to this country from the United States, which, until recently, provided our sole source of supply. This must be regarded as an important factor in the general improvement this year in the condition of Manitoba and the Territories. The local coal is sold considerably cheaper than the imported article. The settler thus gains the full benefit of this difference in cost, and derives advantage as well from the employment which the mines afford.

*Regulations for the Disposal of Dominion Lands in British Columbia.*

I had the pleasure of visiting the Pacific Coast with the Deputy Minister last summer, partly for the purpose of looking into certain claims preferred to lands in the vicinity of Port Moody, and also in order that we might, by consultation with Mr. H. B. W. Aikman, Agent of Dominion Lands at New Westminster, and Mr. T. S. Higginson, Crown Timber Agent, and by personal observation and enquiry, gain such information as would enable us to recommend for adoption a set of regulations for the disposal of Dominion Lands within the Railway belt in British Columbia.

A draft set of regulations was afterwards discussed by yourself, your Deputy and the Land Board in Winnipeg, the result being the regulations lately issued under the authority of Sub-section 4, of Section 1, cap. 56 of the Revised Statutes of Canada, which appear to be well adapted for the purpose.

I have the honor to be, Sir,

Your obedient servant,

H. H. SMITH,

*Commissioner.*



## No. 2.

CALGARY, 31st October, 1887.

H. H. SMITH, Esq.,  
 Commissioner of Dominion Lands,  
 Winnipeg, Man.

SIR,—I have the honor to transmit through you for the information of the Honorable the Minister of the Interior, my report for the year ending this date on matters appertaining to my office, or which may have come under my notice, and which may be of sufficient interest to justify a perusal thereof.

At the close of last departmental year, at your request, I was in Winnipeg, where I remained attending to matters brought before the Land Board till early in December, when I returned to Calgary, and where I remained some two weeks, in the mean time visiting Banff and other points. I then returned to Winnipeg, remained in your office a few days, when I proceeded to Ottawa.

When in Ottawa it was deemed advisable to utilize my services there till about 1st May, when I returned to Winnipeg, where I remained until about the 19th of that month. I then went to Banff, and thence to Calgary where I met Mr. Burgess, Deputy Minister of the Interior, and with him visited several portions of the ranching districts. Owing to almost unprecedented high water, the ranching area visited was not so extensive as the Deputy Minister desired, it being impossible to cross many of the streams. I then returned to Calgary, where I remained until the Deputy Minister returned from the coast. I then returned with him and you to Winnipeg, and remained there till the Minister of the Interior started from Winnipeg for the Pacific coast. I accompanied him as far as Calgary, and from there I proceeded to the Lethbridge District and met every settler who was at home in the townships surveyed in that district during the past year. In the latter part of August I met the Minister of the Interior here, and accompanied him to Battleford, and from that point to Winnipeg. I returned to Calgary on the 20th September, and on the following day proceeded to Kamloops, when, with Mr. Aikman, a member of the Land Board, I met the squatters within that portion of the railway belt which might be termed the grazing portion. I accompanied Mr. Aikman to New Westminster, and embraced the opportunity of visiting the St. Alice Hot Springs and Harrison Lake on the shore of which are the said springs. I then returned to Calgary, and a few days subsequently accompanied to Banff Mr. E. A. Nash, who has been recently appointed agent at that point. Afterwards I visited Canmore to personally examine into certain matters connected with the Department at that point.

The foregoing enumerated duties, together with several minor trips and inspections, have kept me fully occupied during the past year.

I have reported through you to the Minister on various matters about which I was instructed to so report, or which came under my observation and were considered worthy of notice.

As to the duties performed by the Land Board, your report will doubtless deal fully therewith.

*Establishment of my office and headquarters at Calgary.*

Since May, 1884, it has been in contemplation to establish my headquarters here, but it was not till the first of July last that my office here was regularly opened. A good deal of back work had to be put in shape, which, so far, is not fully overtaken.

*Grazing and Rancho Matters.*

The past winter was the most severe that has been experienced for very many years, and the losses in cattle consequently high, but not nearly so high as in the

ranching country south of the International boundary. As always occurs in such cases, the loss of "pilgrim" stock was particularly heavy, especially in the case of domestic as distinguished from range cattle. Such winters have occurred occasionally in the past, and no doubt will be again experienced. It is particularly unfortunate for those (as was the case last winter with a very large percentage of the whole) in the Canadian North-West who had brought in their stock during the preceding summer. Even such winters as the last may be successfully met if the following conditions could be carried out:—1st, that the stock should be familiar with the range; 2nd, that the calves should all, or nearly all, come between, say 15th April and 15th September; and that sufficient fodder could be put up to feed the weak stock, cows, and calves under one year of age, these to be kept so that they can be looked closely after and fed when necessary. Steers, and heifers not in calf, and all over one year of age, passed through even last winter without at all serious loss. The past season has witnessed the exportation of live cattle direct from the ranches here to England, *via* the Canadian Pacific Railway to Montreal and from there to their destination by ocean steamers. These shipments have proved satisfactory to those who undertook them. It is reported that after paying all expenses the cattle have realized about \$45 per head. Some of the cattle were slaughtered in Montreal, and were, as regards quality, an agreeable revelation to the purchasers. The time seems opportune for the commencement in this country of beef-packing establishments, similar to those of Chicago, Kansas City, St. Paul, and other cities of the United States. These establishments have contributed very largely to the success of the cattle industry. The facilities granted by the Canadian Pacific Railway Company for the profitable carrying on of such shipment have been, it is stated, all that could be desired.

#### *Tanning Establishments.*

The attention of capitalists might well be directed to the prospect of tanning being conducted with large profits at some point along the line of the Canadian Pacific Railway. In the Selkirk range of the Rocky Mountains any amount of hemlock bark should be cheaply procurable in proximity to the road, and any number of water powers could readily and cheaply be rendered available for bark-grinding mills. It is stated the practice now is to ship the portions of the bark valuable for tanning purposes in a pulverized state, pressed into bales. There are now available annually at, say Calgary, at least 10,000 cow hides and 3,000 sheep skins. This supply would be doubled in probably a couple of years, from the fact that once there was a fair market for hides every available one would be brought to market; at present cattle that die natural deaths are seldom skinned. In proportion to the population probably three times more leather is consumed here than in the eastern part of Canada. Harness, saddles and leather leggings add extensively to the consumption.

#### *Sheep.*

Sheep have, where ordinary care was exercised, proved very successful; the losses that have been at all heavy have been the result largely of smothering, keeping too many in a flock and stud room limited. The sheep are now being kept in bands of 1,000 to 1,200; formerly there were double that number herded together. It is to be anticipated that in the very near future factories for the manufacture of the wool of the district will be established throughout the country. There are any number of locations where good water-power is available, shipping facilities good, and land at nominal prices sufficient for the employés, so that each may have his "garden patch"; fuel is now very cheap, and building reasonably so, and it will soon be as low as at almost any other point in Canada. Within a year or two at least 200,000 pounds of wool should be available at Calgary.

#### *Horses.*

Nature has fitted the grazing portions of our North-West most lavishly in all the essentials for raising cheaply a most excellent class of horses. Water and pas-

turage are abundant, and the topography of the country is such that, if properly bred, horses should have good lungs, size and muscular development, and in every respect should be very healthy. There has heretofore been absolutely no loss in horses pasturing out during the winter. During the present year a very large number of good mares and stallions have been brought in, the greater portion of the stallions and very many mares from Great Britain. The horsemen seem to begin at last to realize that the day of the Cayuse is rapidly drawing to a close, if it has not already done so. The Cayuse was at one time admirably fitted to meet the wants of the country. To carry on horse-breeding successfully enclosures are necessary; each class of breeding mares and stallions must be kept by itself. When the colt is one year of age he can with safety be permitted to roam with the band, the dam being handled continuously, and the colt until a year old, and during that time he probably could profitably be better broken, and while running at large being visited frequently he will not be timid of the approach of or handling by men; the result will be he may be readily and thoroughly broken, not as at present. The large number permanently injured under the present process will be saved, and the result will undoubtedly prove very much more profitable than if the business were conducted as it has been in the past.

This means either the conducting of this business, if on a large scale, by one corporation or individual, the employment of a large amount of capital and a very considerable number of men, or a very large number of small breeders—men owning from 50 to 100 mares.

The provision enabling small leases of about 2,500 acres to be granted to actual settlers in the vicinity of their homesteads has already done much towards the starting of small bands, and will certainly for the future continue to do so in an increasing ratio.

The very severe character of last winter decreased the number of stock in the ranching country south of the International boundary to a very great extent, probably at least 50 per cent.; in some places it was even higher. From that cause many of the men now in the business became alarmed, and rushed every available hoof at all fit either for beef or feeding, to the eastern markets; consequently, districts that were overstocked last year are not fully stocked this year. The result is that the number of cattle anticipated have not been imported. No doubt a great many would have come in had it not been for the strict quarantine regulations that it had been considered advisable to impose; but favorable seasons will again so stock up the ranges that every acre of the Canadian North West will be in demand.

#### *Dairying.*

There are now a few small butter making establishments in the neighborhood of Calgary. Perhaps at no place in the world could dairying be conducted with more profit than along the eastern foot-hills of the Rocky Mountains between the International boundary and, say, the Red Deer River. Water is in abundance; at no point would cattle have to walk such distances to water as would fatigue them; these waters are gravelly-bottom, the purest creeks, rivers and springs; no miring in mud; pasturage in profusion, which, for producing the richest and sweetest milk cannot be excelled anywhere and is rarely equalled; no noxious weeds to impair the taste of the milk. There is scarcely a day during the summer season that there is not breeze enough to prevent flies from tormenting the cattle; the night is invariably cool enough to prevent trouble from this source. The conditions of climate for the manufacture and canning of butter and cheese are all that could be desired. A good article of butter and cheese will bear the cost of transport from here to points where the best markets are available.

#### *Poultry and Eggs.*

In connection with dairying, the establishment of henneries could no doubt be profitably conducted to furnish poultry and eggs. Inquiry on the Pacific coast

will show that a large percentage of the butter and eggs consumed there is brought from California. This may surprise many eastern people. The demand for those articles there will without doubt increase at a marvelous rate, as the development of the products of the forest and mine goes on, as go on rapidly it must. Further, the shipping which will undoubtedly increase very rapidly owing to the Canadian Pacific Railway, will consume a vast amount of such products.

*Reserves for Stock Watering and Shelter.*

During the autumn of 1886 I personally inspected a portion of the Old Man's River, the Belly, and the Bow River and some of the tributaries thereof. Certain river bottoms were reserved to the public by Order in Council, for the purpose of water and shelter. This action has been warmly endorsed by the public generally, and I had hoped to have inspected other portions of the district with a view of recommending further reserves. Time to do so has not been available, but I trust to be able to do so early next season. There is not the slightest doubt of the wisdom of such a course being adopted. Water and shelter, two of nature's most valuable gifts in a stock country, should not be permitted to be controlled by the few to the detriment of the many. This probably cannot be better illustrated than by the quotations which appear further on in this report, illustrating the practices adopted by the stockmen in the United States to secure water and shelter.

It was at one time very frequently stated that the policy of the leasing system was aiding the capitalists at the expense of the individual settler, and comparisons were instituted between the policy of the Canadian Government and that of our neighbors to the south of the line, such comparison not being at all favorable to ourselves. Parties who honestly make such comparisons exhibit very great ignorance of the subject, as the quotations alluded to illustrate. They might be indefinitely multiplied; they show the absurdity of applying a homestead law, suitable for a country in which nearly every quarter section will support a settler, to a district adapted only for stock. Parties who have given the subject considerable attention have recommended the hamlet homestead provisions; the hamlets would be placed at certain centres where crops (usually by irrigation) to some extent could be cultivated.

*Irrigation.*

It is unfortunate for this district that there have been, prior to this year, no settlers who have had any experience in irrigation. The Mormons, who settled this year south of Macleod, have had such experience, and should their location prove to be one requiring irrigation, the example they will show of what can be done in that way will prove invaluable. Persons who have not tried irrigation, invariably imagine that both the quantity of water required and the laying of it on the land are very much greater than they really are. It was anticipated that certain tests by diamond drill boring, which the North-West Coal and Navigation Company proposed making both for coal and water in the vicinity of Lethbridge, might show that artesian wells could be readily procured and irrigation made possible by such means. That Company have not so far made the anticipated tests, but will probably do so next spring, and should that district prove to be one capable of being irrigated by artesian wells a very large area will be made available for settlement, in which there is everything to be desired so far as both soil and climate are concerned, the rainfall being variable and very frequently too little; but outside of that there are many districts where hay lands could be cheaply made available by irrigation, and it is to be hoped this to some extent will be tested. The more hay obtainable, the more stock the country will support. The winter capacity of the best grazing district is not 25 per cent. of its summer capacity.

*Prairie Fires.*

The greatest source of danger to the cattle industry and also to the smallest settlers in this country is prairie fires.

This subject was alluded to at length in my report of last year, and after giving it considerable attention since then, I am of opinion that the origin of not more than five per cent. of the fires can be discovered. They are, no doubt, in the vast majority of cases, started accidentally; but if the truth were known, they are also lit by "pilgrims," i.e.—those who have been only a short time in the country. Many are caused in attempting to make "fire-breaks" around buildings, stacks, &c. No doubt, in many cases, the fires are thought to be wholly out, and the parties have left the scene. An unperceived smouldering, however, is going on in some particle of dry cow-dung or in an ant-hill, and hours afterwards a strong wind arising carries sparks from the smouldering matter to the neighboring grass, and the result is probably the destruction of many thousand dollars worth of property. There is enough property destroyed each year in this country by prairie fires in the settled districts to put a fire break 30 feet in width around every section. If these strips for fire breaks were ploughed at the time the sod thoroughly rots, they could thereafter be cheaply maintained by occasionally running a cultivator over them.

Might it not be well to enact that no fire-breaks should be made except by ploughing; and, further, that even when fires are put out this shall be done only under the supervision of some official in each district authorized to act, and only then when whatever aid he desires is furnished. Make the penalty severe for all fires started accidentally or otherwise. The subject is within the jurisdiction of the North-West Council.

#### *Wolves.*

This subject was also alluded to in my report of last year. Some of the stockmen have imported from Europe a number of large, powerful and ferocious looking wolf and stag hounds.

#### *Stock Associations.*

There are two stock associations, one for the northern, the other for the southern portion of Alberta. Each has minor associations, or branches, which look after the interest of their respective neighborhoods. For a stock association to fulfil its maximum usefulness it is necessary that the management be vigorous and that its powers be ample. I do not know to what extent the North-West Territories associations possess these qualities, but now that they have become organized it is to be anticipated that if they do not already possess them they will do so shortly; the interests they are expected to conserve are sufficient to warrant a great deal of attention being paid to them.

#### *Coal Mining.*

Outside of mining by individual settlers for their personal wants, or the requirements of the immediate neighborhood, coal mining has been, in the North-West, confined to the following points, viz., Lethbridge, Medicine Hat, Bow River Mines and Anthracite.

#### *Lethbridge.*

The coal mining at this point is carried on by the North-West Coal and Navigation Company, on rather an extensive scale. As the mining goes in from the outcrop the quality has greatly improved, which, and the introduction, about twelve months since, of coal-cutting machines, has made the out-put there a first class bituminous coal, and for steam and domestic purposes all that can be desired.

#### *Medicine Hat.*

The out put of this mine, near Stair station, Canadian Pacific Railway, was at one time considerable. Opened first in autumn of 1883, it has had a rather checkered career, caused chiefly by want of capital by the promoters; and, after several varia-

tions of financial embarrassment and litigation, it for some months past has ceased to be worked. A new company has been formed to develop the coal deposit on the opposite bank of the river, which is claimed to be of superior quality. This will necessitate the building of a branch line of railway from Medicine Hat, and the promoters, who have the necessary parliamentary authority, state that they have obtained a good line to their property, and intend developing it shortly.

#### *Bow River Mines.*

These mines are situated immediately adjacent to the Canadian Pacific Railway, about twenty-seven miles west of Calgary. The seam has been worked to a small extent for the past two years, and lies in sandstone; it has a dip of about 33°, is about four feet in thickness, and is a first class cooking coal, containing a very large amount of resinous matter, consequently an intense heat can be obtained quickly; it is also a favorite coal with railway engine drivers. This seam has heretofore been badly worked from want of capital. More attention has been paid to obtaining a return from coal mined than opening the mine with any regard for system, and the result is that a great deal of what has been done must be abandoned if the mine is to be worked as it should be. New capital, it is stated, has been put into the concern, and at present the work carried on is largely exploratory. Where the mine has been opened seems to have been a point at which considerable geological disturbance has occurred, and probably when the mining is carried to a certain depth it may be found more easily worked and the deposit more compact in its nature. A new seam has been lately opened about one mile north of the old workings. It has not been developed sufficiently, however, as yet to enable one to judge what the probabilities are. It will possibly prove to be the same seam as already worked. The outcrop, however, is of excellent quality.

#### *Anthracite.*

From recent explorations, it would appear that from the Gap to Anthracite station is one large anthracite coal deposit. Very many seams exist, varying in thickness from 40 feet down to a few inches. All, or nearly all, of it lies in sandstone, having a dip to the south-west varying from 30 to 45°. There is considerable variety of quality in the different seams, also in the same seam, but they have now been sufficiently opened to warrant the assertion that an almost unlimited supply of anthracite of first-class quality exists there. The mine owned by the Canadian Anthracite Coal Company has for the past year been pushed with a great deal of vigor, and the result appears to warrant still larger expenditure. The experiment has been made of placing this coal on the market of San Francisco and other Pacific coast points, and if the result proves what is probable, in a very few years, no doubt, a trade will be built up which to most at present would appear incredible. The result will prove of incalculable benefit, and the traffic therefrom on the British Columbia portion of the Canadian Pacific Railway will be such that probably no part of that line will prove of greater benefit to Canada. It is within the range of probability that in mineral development in the Rocky and Selkirk Mountains alone the return will be sufficient to fully recoup both to the company and country the outlay.

#### *Diamond Drill Company.*

In connection with coal mining and prospecting, there is no doubt the use of a diamond drill would in several cases already in our territory have saved its cost several times over, and it seems incredible that it has not already come into use. The first cost is considerable; the machinery necessary for a well equipped diamond drill company would probably cost from \$12,000 to \$15,000, but would, without doubt, prove a remunerative enterprise.

*Natural Gas.*

The existence of two natural gas wells at stations of the Canadian Pacific Railway indicates the probability of large supplies of that material at other points, were proper tests made and appliances used to utilize it when found. If, for instance, natural gas were obtained at Calgary, a manufacturing point would be at once established. The coal interest need not be at all alarmed, as statistics from the natural gas producing States show that the quantity of coal mined has increased and the demand for coal lands improved.

In this connection the following extracts from the report of the Inspector of Mines for the State of Ohio may prove interesting:—

“The past year has also witnessed a more general investment in coal lands all over the country than has been noticed in the same time for many years. These investments are in the shape of purchases of large tracts of coal and mineral lands by companies with large surplus capital with which to develop and operate them. They seem to be confined to no special locality or state. Corporations with immense capital have purchased thousands of acres of coal land in Alabama, Tennessee, Virginia, Illinois and Ohio, and a Canadian company has also been organized to develop alleged anthracite deposits in the Rocky Mountains. The manufacture of coke is receiving more attention, and in some of the cases alluded to above, purchases of land have been made with a view of engaging in this industry as the main business.”

*“Natural Gas and the Coal Trade.”*

“(In considering this subject special reference is made herein to the coal trade of Ohio, and so far as the same is relatively affected, western Pennsylvania, as comprising mainly the territory in which natural gas has come into competition with coal.) It is said that natural gas has been discovered in paying quantities in nineteen States and Territories. No record is kept of the yield of natural gas in cubic feet, but the chief of the Bureau of Mineral Statistics estimates that the amount of coal displaced by gas in 1885 was 3,160,600 tons, valued at \$4,854,200. In 1884 the coal displaced was valued at \$1,460,000. The yield has increased tenfold since 1883. In western Pennsylvania alone sixty-six natural gas companies have been organized and nearly \$21,000,000 of capital invested. There is said to be 461 miles of gas mains entering Pittsburgh, and it is estimated that two and one-half million tons of coal have been displaced there the past year. The gas companies and the increase of active work in the iron mills have, however, given employment to over 3,500 men supposed to have been thrown idle in mining and other industries by the introduction of natural gas.”

“The revenues now received for supplying gas in Pittsburgh amount to over \$2,000,000 per annum. A statement of the earnings of one of the large natural gas companies there, for a period of eight months, shows gross earnings, \$964,665; total expenses and interest charges, \$242,884; net earnings, \$721,781. The company divided \$400,000 in eight months, being one per cent. monthly, and had a surplus left of \$321,871.”

The following from the bulletin of the American Iron and Steel Association, will give some idea of the extent of the introduction of natural gas in the great iron and steel district of western Pennsylvania:—

“Two years ago not more than six rolling mills and steel works in the United States used natural gas as fuel; now we have a record of sixty-eight rolling mills and steel works which use the new fuel, and of sixteen which are making preparations to use it. Every rolling mill and steel works in Allegheny County, Pennsylvania, fifty-five in all, now use natural gas. In western Pennsylvania, outside of Allegheny County, it is used in twelve mills and steel works, and seven others, including the rolling mill and Gautier departments of the Cambria iron works, 79 miles east of Pittsburgh, are preparing to use it. One rolling mill in Ohio is now using it, and eight mills are getting ready to use it. At Wheeling, West Virginia,

one mill is making arrangements to introduce it. In all but a very few of the mills and steel works referred to, natural gas is used as fuel exclusively."

"Since this was written all the mills on both sides of the Ohio River, at and near Wheeling, have begun using the new fuel, which will add considerably to the list above enumerated, and all of which draw their supply of gas from the same district. The mills of Youngstown, as noticed farther on, are also about to join in the general use of gas."

"At to the permanency of the supply, opinions differ. Professor Lesley, of the Pennsylvania Geological Survey, in a paper read before the Institute of Mining Engineers, says: 'I take this opportunity to express my opinion in the strongest terms, that the amazing exhibition of oil and gas, which has characterized the last twenty years, and will probably characterize the next ten or twenty years, is nevertheless not only geologically, but historically, a temporary and vanishing phenomenon, one which young men will live to see come to its natural end. And this opinion I do not entertain in any loose or unreasonable form; it is the result of both an active and a thoughtful acquaintance with the subject. \* \* \* \* For I am no geologist if it be true that the manufacture of oil in the laboratory of nature is still going on the hundredth or the thousandth part of the rate of its exhaustion. \* \* \* \* I hold the same opinion respecting gas, and for the same reasons, with the difference merely that the end will certainly come sooner, and be all the more hastened by the multiplication of the gas wells and of the fire boxes and furnaces to which it is led,' &c."

"Experience has shown that the pressure of the wells increases and diminishes at times, but the general tendency is to decrease gradually. One well, in the Canonsburg field in Pennsylvania, has been flowing for a year, and shows, by measurement, a decrease in that time of thirty-five pounds pressure to the square inch. The Homewood gas district at Pittsburgh, opened in 1884, is now practically exhausted. There is no doubt that in many instances where piped gas has given out at the point of consumption, the cause can be traced to defective methods of piping and distributing rather than to a falling off in the supply. Nevertheless, gas men have very generally come to the conclusion that the life of a well is a mere question of time, and that the gas company having the largest territory to draw from may be considered the surest of longevity."

"As yet natural gas has not been successfully utilized as a fuel in blast furnaces. An experiment was made in this direction by the Isabella Furnace, near Pittsburgh. The result was that a reduction of ten per cent. in the coke supply caused the furnace to show signs of chilling, and the manager was obliged to return to the former amount of coke to avoid trouble in the working of the furnace. Without radical change in the present furnace practice it would seem to be impossible to substitute gas for coal or coke in smelting iron. A solid fuel is necessary to support the burden, and the fuel should be mixed through and permeate the whole mass. Until this difficulty can be overcome, it is not probable that a gaseous fuel will entirely take the place of others in blast furnaces. At Findlay and Bowling Green, where lime is being burned by natural gas, the same difficulty is met with. The stone nearest the gas jet is burned too hard, while that furthest away receives too little heat. If this be the case in small lime kilns, how much greater difficulty would be met in introducing a similar fuel in our large furnaces, under conditions, in this respect, comparatively analogous."

#### *Petroleum.*

The alleged petroleum discoveries at Lake Dauphin have not as yet been sufficiently tested to enable one to state whether or not that mineral exists in quantities to be of any considerable economic value. The expense of placing the necessary machinery there has been largely the cause; a company has, however, made a fair effort, but had the services of a diamond drill company been available, much more information could have been obtained than has been heretofore. There is a danger, if the present



company is not successful where they are drilling at present, that the effort to obtain petroleum in that district may for the present be abandoned, though there is no reason why this should be the case, as the best oil-producing regions have more dry than oil-producing holes.

It is almost if not absolutely certain that there are large areas of petroleum producing basins on the Athabaska River, and from specimens of rocks obtained it is probable that the basins extend to the neighborhood of Edmonton and possibly even further south. In that region with the prospect of railway communication in the near future, there should ere long be developments. The discovery of that substance would, more than anything else, hasten the construction of such railway or railways. The location of the beds is admirable; the Pacific ports, it is stated, take the majority of the oil now produced in Pennsylvania, and the probable exhaustion of the basins of that State in the near future increases materially the prospective value of those of our North-West.

Some very rich mineral leads have been opened in the Selkirks, near Illecillewaet station, Canadian Pacific Railway, but they are located so high up the mountain that without the construction of some means of communication, probably, say suspended cables, the ore is too expensively brought to shipping points, and the short season during which it can be packed renders development very difficult. Sufficient, however, has been shown of these leads to warrant the belief that very shortly a large mining town will spring up there. The attention of capitalists during the past season has been directed to many other points in the country, and if once the right class of smelters are established, there will be seen a boom in mining which few now anticipate.

#### *Smelting and Reduction Works.*

There has been considerable discussion during the past three months over the erection at various points of these works. As yet there is not one in Canada, and any ore requiring treatment other than what can be obtained by an ordinary stamp mill has to be sent either to the United States, Great Britain or Germany. Let once the proper kind of works be established at any point on the Canadian Pacific Railway between, say Calgary and Vancouver, and in a very short space of time there will be such an impetus given to mining that at least half a dozen of the better class of reduction works will be started at as many different points, with, in every mining camp, one or more of the works utilized in the preliminary smelting. Nature has supplied everything necessary; superior cooking coal, iron and copper ores, limestone, and the timber suitable for the manufacture of charcoal.

#### *Lumber trade of the Canadian Pacific Railway Company in British Columbia.*

The past twelve months have witnessed the shipments of very large amounts of timber from British Columbia to the east; some of it has gone as far east as Montreal. Sawn timber upwards of 90 feet in length has been shipped to that point. There is a very large amount of wealth in timber in the railway belt, if it be not destroyed by forest fires, which, however, there, as at very many other points on the continent, have been more than usually severe during the past summer. It is only by the utmost vigilance that our valuable heritage in timber there can be preserved, and it is desirable that every step possible should be taken to prevent its destruction. Many imagine that forest fires cannot be successfully fought, but the experience gained in the eastern lumber regions shows that they can be to a very considerable extent. The resinous nature of a large percentage of the British Columbia timber will render that operation difficult, but organization would no doubt tend to minimize the destruction.

#### *Mormon Settlement.*

On Lee's Creek, south of the Blood Indian Reserve, in June last, several families of Mormons made a settlement. Notices have appeared in the press relative to these,

and in some cases the probable injurious effect of their religious belief has been dilated upon, adversely to the encouragement of such settlers.

No complaint has been made against this sect because of its many large and flourishing settlements in Montana, Idaho, Washington Territory, Oregon and other places. They have, on the contrary, received every encouragement, so that no fear need be entertained by Canada on that head, particularly if they are made to comply with our laws from the commencement. It may not have been generally known that there was for some years and possibly is yet in existence a Mormon settlement in Manitoba. It was started in 1875 and 1876, but it was not in 1878 at all in a flourishing condition owing to misfortune in the choice of location. The leaders of it were not like the leaders of this community south of McLeod, well qualified to manage and to carry their enterprise to a successful conclusion.

I have not personally visited this settlement, but hope to do so shortly. In another part of this report allusion is made to the example they will probably show in the way of irrigation.

*Canadian Pacific Railway Experimental Farms.*

The results from the establishment of these have been, on the whole, very satisfactory, and it is stated that at each section house between Moose Jaw and Calgary next year that corporation intends conducting what might be termed a large garden, devoted, to a considerable extent, to experiments in vegetables, shrubs, trees, plants, &c., and to be conducted under intelligent superintendence. If such be done thoroughly and intelligently, though probably there will be many failures, the information obtained will prove of incalculable benefit to the country. Each of these will become representative points of the various localities, and the intending settler will learn what vegetables, grains, trees, plants, &c., are suitable or will grow there.

I have the honor to be, Sir,

Your obedient servan

WM. PEARCE,

*Superintendent of Mines.*

[PART I]

19

## No. 3.

## OFFICE OF THE DOMINION LANDS COMMISSION,

WINNIPEG, 31st October, 1887.

SIR,—I have the honor to submit the following report of the work of my office, to accompany your report for the year ending to-day.

In the month of November, 1886, I inspected the Land Offices at Deloraine, Brandon and Regina, and the Land and Timber Offices at Calgary.

During the month of December I was engaged at Ottawa on work connected with the Agencies.

Early in January, 1887, I returned to Winnipeg and took charge of your office while you were attending to the business of the Land Board.

In February I visited the office at Brandon.

In April I visited the Land and Timber Offices at Calgary, the Rocky Mountains Park at Banff, and the Land Offices at Regina and Lethbridge.

In May I visited the Land Offices at Manitou, Deloraine and Carlyle, and the Intelligence Office at Moosomin.

In June I went to Prince Albert and Battleford, and inspected the Timber and Land Offices at these points.

During July and August I took charge of your office while you were absent with the Deputy Minister.

In September I inspected the Land Offices at Minnedosa, Birtle, Brandon, Deloraine and Manitou; and, during the current month, I visited the Land and Timber Offices at Calgary, Edmonton and New Westminster.

The results of these inspections, which have from time to time formed the subjects of reports for the information of the Minister, have, as a general thing, been satisfactory.

The work of the Agencies is in a satisfactory condition, and I have found a desire on the part of the officials to perform their duties faithfully.

I submit, herewith, a schedule setting forth the business transacted at the several Agencies during the past year. This schedule deals only with the business transacted at the Agencies and does not, therefore, include entries and sales of lands effected in the tracts of colonization companies.

A statement showing the contingent expenditures of the several Agencies accompanies this report.

I have the honor to be, Sir,

Your obedient servant,

J. M. GORDON,

*Inspector of Agencies.*

H. H. SMITH, Esq.,  
Commissioner of Dominion Lands,  
Winnipeg.

REPORT showing work performed at the various Agencies for Year ending 31st October, 1887.

No. of Agency.	Agency.	Letters.		Circulars.		Recommendations for Patents.						Cancelled Entries.				Wood Lots.					
		Re-ceived.	Sent.	Re-ceived.	Sent.	Free Homesteads.			Purchased after 12 Months' Residence.			Homesteads.		Pre-emptions.		Entered.	Sold.				
						No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.			No.	Area.		
1	Battleford.....	481	642	38	.....	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
2	Birtle.....	2,418	2,777	41	.....	156	24,960	35	5,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
3	Calgary.....	1,467	1,447	41	143	29	4,617.70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
4	Côteau.....	590	1,010	51	.....	26	4,160	1	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
5	Dufferin.....	2,034	2,838	47	.....	77	12,320	1	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6	Edmonton.....	631	828	43	.....	21	2,393	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
7	Little Saskatchewan	1,544	2,040	47	38	70	11,200	3	480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
8	Lethbridge.....	606	758	40	.....	2	320	2	186.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
9	New Westminster.....	1,231	980	23	.....	27	2,916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
10	Prince Albert.....	993	1,357	38	.....	8	1,240	3	480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
11	Qu'Appelle.....	6,552	7,575	56	.....	383	61,280	243	36,880	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
12	Souris.....	3,590	3,642	34	.....	389	62,240	5	800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
13	Swift Current.....	198	180	7	.....	9	1,440	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
14	Touchwood.....	574	597	36	.....	33	5,233.28	4	637.76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
15	Turtle Mountain.....	2,288	2,740	37	.....	187	29,200	9	1,440	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
16	Winnipeg.....	2,156	2,208	30	400	103	15,974	10	1,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Totals.....	27,353	31,767	604	581	1,522	240,813.98	818	50,744.24	10	2,720	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a Homesteads recommended to Commissioner at \$1 an acre.

REPORT showing work performed at the various Agencies for Year ending 31st October, 1887.—Continued.

Homesteads and Pre-emption Entries.

No. of Agency.	Land not Previously Entered.				Cancelled Lands Re-entered.				Homesteads and Pre-emption Entries.				Abandoned Pre-emptions Home-steaded.		Total Homesteads.		Total Pre-emptions.	
	Homesteads.		Pre-emption.		Homesteads, 160 acres.		Pre-emptions, 160 acres.		Homesteads, 80 acres.		Pre-emptions, 80 acres.		No. Area.		No. Area.		No. Area.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
1	{ *5 } 32	6,387.66	18	2,836.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	2,836.06	
2	105	16,800	11	2,210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71	10,720	
3	197	31,820	99	15,840	85	13,600	49	7,810	8	640	8	640	16	2,560	204	33,600		
4	{ *5 } 33	{ 6,839 } }	18	2,880	{ *1 } { 10 }	{ 17 } { 1,920 }	9	1,440	.....	.....	.....	.....	.....	.....	.....	214	34,240	
5	{ *3 } 33	{ 960 } { 5,280 } }	5	800	55	8,800	12	1,920	4	320	4	320	(13	2,080)	43	8,759		
6	{ *1 } 37	{ 160 } { 5,647.82 } }	10	1,309.68	2	320	1	160	.....	.....	.....	.....	.....	.....	.....	39	6,127.82	
7	61	9,500	12	1,920	40	6,400	12	1,920	2	160	2	160	21	3,360	123	19,420		
8	{ *1 } 14	{ 2,385 } { 30 } }	6	831.62	2	307.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	Free 1	6,127.82	
9	355	53,774	.....	.....	1	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	Free 1	1,829.68	
10	61	11,358	14	2,210	8	1,280	3	450	.....	.....	.....	.....	(2	0)	67	12,638		
11	{ *5 } 113	{ 18,867 } { 47 } }	28	4,480	{ *1 } { 55 }	{ 9,120 } { 19,200 }	43	6,782.99	2	160	2	160	.....	.....	.....	170	28,147	
12	{ *3 } 88	{ 14,880 } { 1,120 } }	26	4,160	120	19,200	30	4,800	22	1,760	21	1,680	22	3,520	252	39,360		
13	7	1,120	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	1,120	
14	15	2,470	8	1,199.6	1	155.50	1	160	.....	.....	.....	.....	.....	.....	.....	*1	2,625.50	
15	39	6,240	15	2,400	103	16,480	71	11,360	14	1,120	14	1,120	2	320	146	24,160		
16	121	17,051	8	468	75	11,748	4	610	5	400	4	320	6	960	202	30,959		
	1,336	212,010.25	284	44,084.93	576	92,211	245	39,102.99	57	4,560	56	4,400	67	13,120	2,036	319,500.78	585	87,747.95

\* Military Bounty Warrants.

Report showing work performed at the various Agencies for Year ending 31st October, 1887.—Continued.

No. of Agency.	Homestead and Pre-emption Entries.		Entries by Agent.		Mining Locations Recorded.		Homesteads after 12 Months' Residence.		Pre-emptions.		General.		Town Sites.		Returns to Head Office.		Expenditure.				Receipts.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Amounts.	Salaries.	Travel-ling Expenses.	Contingent Account.	Total Expenditures.	Homestead Entry Fees.	
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	23	3,680	52	.....	4	1,280	.....	.....	1	160	5	414.66	68	2,504.77	1,200.00	.....	282.02	1,482.02	320.00	.....	.....	
3	1	160	5	16	.....	.....	.....	.....	20	3,200	7	1,930.75	22	13,018.29	1,930.00	.....	466.23	2,396.23	2,040.00	.....	.....	
4	1	1,719	6	.....	.....	.....	.....	.....	10	1,537.76	17	4,572.78	99	45,153.49	3,474.50	.....	572.02	4,059.52	2,140.00	.....	.....	
5	5	1,440	.....	.....	.....	.....	.....	.....	12	1,920	.....	.....	35	5,092.96	1,995.00	.....	207.34	2,202.34	440.00	.....	.....	
6	.....	.....	.....	.....	.....	.....	.....	.....	74	11,747.22	.....	.....	51	33,008.47	2,237.62	.....	183.57	2,431.14	920.00	.....	.....	
7	17	2,720	.....	.....	.....	.....	.....	.....	14	1,757.88	25	1,691.75	48	5,293.27	1,870.00	.....	381.14	2,308.14	390.00	.....	.....	
8	.....	.....	.....	.....	.....	.....	.....	.....	28	4,480	14	2,240	41	8,719.04	1,890.75	.....	199.41	2,180.16	1,230.00	.....	.....	
9	.....	.....	.....	.....	.....	.....	.....	.....	10	2,032	10	2,032	21	10,036.53	1,200.00	.....	414.94	1,654.94	1,160.00	.....	.....	
10	7	1,424	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59	8,250.68	5,698.00	.....	658.33	6,346.33	3,560.00	.....	.....	
11	17	2,771.50	76	.....	.....	.....	.....	.....	22	3,327	23	4,031	44	7,089.25	2,236.00	.....	244.62	2,480.62	670.00	.....	.....	
12	46	7,360	3	.....	.....	.....	.....	.....	42	4,000	20	3,686	47	17,434.11	4,031.85	.....	691.41	4,723.26	1,710.00	.....	.....	
13	.....	.....	.....	.....	.....	.....	.....	.....	161	23,128.94	41	5,891.47	59	51,192.22	5,147.08	.....	608.10	5,755.18	2,520.00	.....	.....	
14	1	236	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	105.00	.....	.....	.....	.....	.....	.....	.....	
15	.....	.....	.....	.....	.....	.....	.....	.....	4	609.52	1	320	12	1,037.40	276.00	.....	.....	38.86	388.86	150.00	.....	.....
16	11	1,643	25	.....	.....	.....	.....	.....	98	15,712.67	14	4,078.64	45	35,428.38	2,691.50	.....	.....	292.22	2,983.72	1,460.00	.....	.....
17	.....	.....	.....	.....	.....	.....	.....	.....	17	2,528	33	3,341	48	19,654.87	4,440.50	.....	.....	231.00	4,671.50	2,020.00	.....	.....
18	143	23,133.60	187	59	10	2,719.60	503	76,108.99	224	35,715.36	864	.....	.....	.....	264,003.79	40,408.80	191.45	5,471.27	46,071.52	19,800.00	.....	.....

A fee of \$20 was charged for one Homestead Entry, C.O., Letter 72,736.

REPORT showing work performed at the various Agencies for Year ending 31st October, 1887.—Concluded.

Receipts.

No. of Agency	Pre-emption Entry Fees.		Fees charged for cost of Organisation.		Improvements for Government.		Other Sources.		Sales.		Hay Permits.		Fees for Interchange of Entries.		Entries for Cancelled Lands.		Wood Lo's.		Total Receipts.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	Pre-emptions.	Other.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1	180 00			8 00																	3,504 77	
2	710 00		1,340 00			405 00															13,018 29	
3	1,080 00		340 00		688 75																45,153 49	
4	290 00		200 00		143 50																5,092 96	
5	210 00		585 00		100 50																33,008 47	
6	110 00		13 00		40 00																5,293 27	
7	250 00		675 00		115 00																8,719 04	
8	60 00		20 00																		10,026 59	
9																					8,230 68	
10	170 00		130 00		31 00																7,089 25	
11	730 00		830 00		75 00																17,434 11	
12	770 00		1,560 00		540 10																51,192 22	
13	20 00																				1,105 00	
14	90 00		20 00																		1,027 40	
15	990 00		1,565 00		391 81																35,428 38	
16	160 00		555 00		85 00																19,654 87	
	5,820 00		7,730 00		2,815 66																264,008 79	

STATEMENT showing Contingent Expenditure of the several Agencies, for Year ending 31st October, 1887.

Agency.	Fuel.	Light.	Office Attendance.	Postage.	Telegrams.	Office Furniture.	Stationery.	Inspection Expenses.	Sundries.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg .....	49 95	15 60	104 10	91 63	0 35	5 60	5 60	29 39	231 00	
Dufferin .....	75 00	15 60	14 00	95 90	0 50	3 72	3 72	4 90	183 57	
Little Saskatchewan .....	75 00	15 60	14 00	99 41	1 50	4 90	4 90	18 20	189 41	
Birtle .....	*182 00	8 50	86 00	106 43	1 20	76 50	8 90	22 70	466 23	
Souris .....	113 45	8 95	80 00	253 03	6 03	23 50	57 55	59 60	618 10	
Turtle Mountain .....	70 75	9 41	12 30	152 25	1 25	7 80	11 72	26 75	292 22	
Coteau .....	113 25	6 55	24 00	53 34	.....	.....	3 75	6 4	207 34	
Qu'Appelle .....	85 26	1 00	102 00	351 08	29 13	8 80	25 95	50 00	691 41	
Touchwood .....	4 00	.....	.....	13 30	.....	.....	2 00	38 19	38 86	
Prince Albert .....	80 50	5 00	85 00	59 00	11 12	.....	3 00	12 91	244 62	
Battleford .....	126 75	19 00	45 00	54 00	.....	6 60	5 00	21 00	252 02	
Edmonton .....	95 75	8 00	60 00	69 89	.....	55 00	36 75	14 67	381 14	
Calgary .....	170 30	25 85	94 00	133 50	30 87	21 75	17 40	46 00	572 02	
Lethbridge .....	34 75	.....	29 00	59 38	25 31	8 50	1 00	40 00	414 91	
New Westminster .....	.....	.....	.....	56 50	23 72	6 00	37 74	443 88	658 59	
<b>Crows Timber Agencies.</b>										
Winnipeg.....	1,200 71	107 85	695 40	1,648 97	130 37	214 45	224 88	443 88	801 76	5,471 27
Prince Albert .....	66 25	14 20	18 00	22 80	.....	30 00	2 60	345 00	347 47	2,988 12
Edmonton .....	.....	.....	32 50	17 08	3 66	.....	.....	93 19	98 40	507 85
Calgary .....	66 25	16 90	56 00	12 00	0 70	39 70	4 60	36 73	9 00	122 43
				229 26	28 70	39 70	4 60	2,694 55	9 00	90 93
									473 37	3,609 33
									{ Commission on seizures and permits..	347 47
									{ Sundries .....	98 40

[PART I]

\*Coal for 3 years.



## No. 4.

NEW WESTMINSTER, B.C., 1st November, 1887.

SIR,—I have the honor to report through you for the Minister's information upon matters of interest relating to Crown Lands in British Columbia administered by the Dominion Government.

The New Westminster Agency having been but recently opened at the date of my last report, little could then be said of the progress made in settlement of the lands within the Railway Belt. The Agency may now be considered as fairly established and in good working order; its operations, however, by reason of the partially explored state of the country and the immense extent of territory yet to be surveyed, have been limited chiefly to the New Westminster District, in which an area of 71,148 acres has been entered under the Homestead Regulations since the lands were opened for entry in August, 1886, and at least an equal area is held by squatters on unsurveyed lands, and in townships the surveys whereof are awaiting confirmation. In Chilliwack Municipality, comprising about five townships, nearly all the available lands have also been squatted upon.

This municipality is one of the most thriving settlements in the Province, producing large quantities of hay, oats, barley, peas and root crops, butter, cheese, and other marketable products; but up to the present time no steps have been taken to investigate the claims of settlers and open the lands for entry, nor can anything be done towards that end before the dispute between the Provincial and Dominion Governments, with respect to the ownership of these lands—which are claimed by the former Government under an effete Provincial Act known as the Sumass Dyking Act, 1878—has been settled or finally set at rest by a decree of the Exchequer Court of Canada. The *bonâ fide* settlers on these lands are very anxious to obtain titles, and would much prefer to have them administered under the Dominion Regulations. In the interest of all parties it is to be hoped that the proposition which the Minister made to the Provincial Government during your visit to Victoria last summer may be acquiesced in by the Provincial authorities.

This proposition was to the effect that the lands in question, pending a decision of the Court, should be administered under the Dominion Regulations, the patents to be issued jointly by the two Governments, and the purchase money of \$1.00 per acre paid to the credit of the Receiver-General to abide the ultimate decree of the Court. A settlement on this basis would be a great boon to the settlers, as all further delay would be avoided and they could at once get their entries, and many of them their patents.

Outside of the municipality of Chilliwack the uneasiness which had long been felt by the settlers of New Westminster District in consequence of the lands having been unavoidably kept locked up since 1878 under the Railway Reserve, was entirely dispelled by the establishment of this Agency, and they are now assured that under the Dominion their claims will be respected, and so far as I have been able to learn they are perfectly satisfied with the present administration of the lands. Speaking generally, the public feeling is that under our Regulations this beautiful and fertile district, which has so long remained uncultivated and almost unpopulated, will soon become the centre both of the population and the wealth of the Province, and it is well understood that the aim and intent of the Dominion Government is to have every available quarter section in the district occupied by a producer and consumer.

Settlers who have obtained entry are, as a rule, well pleased with their locations, and by far the greater number are steadily fulfilling the conditions of settlement.

The wet, backward spring, followed by an unusually dry summer this year, has proved rather discouraging, but notwithstanding these drawbacks the grain crops have been nearly up to the average, and the preparation of the ground for next year's

operations has been proceeded with under the most favorable conditions; the drought has affected the root crops more than any other, especially on the high lands. On the low lands the yield has been fully up to the average and of unusually good quality.

The fruit crop, as a whole, has been very satisfactory, apples and pears being particularly fine, both as regards size, quality and yield; the supply of home grown fruit, however, is not at all adequate to meet the demands of the local market, the bulk of the fruit consumed being imported from Oregon and California. The early settlers of this Province do not appear to have been fully alive to the importance of this pleasant and profitable industry, their orchards, generally speaking, being small and ill-kept; in fact, fruit growing has been merely a side issue, just sufficient to give a satisfactory test of the climatic conditions and productiveness of the soil, and to show the unlimited capabilities of the Province as a fruit growing region. Our homesteaders on the railway lands, especially those from the Eastern Provinces, are more far-seeing, as many of them are making strenuous efforts to plant all the trees that they can command. The adoption of certain provisions, framed specially to encourage fruit culture, promulgated in the recently amended regulations, is a step in the right direction, and one which, when fully understood, will be duly appreciated, especially by settlers of small means; these provisions are very liberal and permit the homesteading without conditions of residence, of legal sub-divisions of various areas to which a title may be acquired at the end of five years, on payment of \$1 per acre for the land, and on proving to your satisfaction that a certain portion of the area entered has been annually, during the first three years, cleared, fenced and planted with fruit trees, and also maintained under good culture until the expiration of the fifth year from entry. With the inducements offered by these liberal provisions, the productiveness of the soil and other favorable conditions enjoyed by the Province, there can be no question but that fruit growing is destined to become, in the near future, one of its chief and most profitable industries. The growing demand of Manitoba and the North-West Territories for dried, canned, preserved and green fruits, combined with the easy transportation facilities offered by the Canadian Pacific Railway, must eventually create and open up an immense trade in these commodities.

The Hot Mineral Springs, situate at the southern end of Harrison Lake, and within five miles of Aggasiz Station on the Canadian Pacific Railway, have, during the past summer, obtained, as a sanitarium and pleasure resort, more than mere local notoriety.

From Yale, Kamloops District, numerous informal applications have been received from squatters for lands in the vicinity of Secamus, Notch Hills, Shuswap Lake, Grand Prairie and other localities, and a large amount of work in investigating and dealing with these claims will be added to the Agency so soon as the surveys already made are confirmed and the lands formally opened for entry.

This district being much more of a pastoral than an agricultural character, there is a feeling prevalent amongst the old settlers who have acquired titles from the Provincial Government to the arable river frontages, and who have uninterruptedly used the public domain for grazing purposes free from taxation or dues of any kind, that these lands, being now in the hands of the Dominion Government, their privileges will be greatly curtailed by the disposal of these lands to strangers, in areas suitable for ranching purposes: the sale of these hill-grazing lands would undoubtedly prove a serious matter to a large majority of them, as they must either carry less stock and turn their attention to other farming operations, or, in order to prevent its falling into other hands, purchase a sufficient area to enable them to continue their pastoral pursuits. Generally speaking, stock raisers in British Columbia have had little to complain of during the past season, stock having passed through the unusually severe winter in fair condition, the average loss not exceeding 20 per cent., and a local market, at very remunerative prices, being found for all beef cattle that could be sent to the coast.

The long standing dispute between the Government of Canada and the Government of British Columbia as to the ownership of minerals within the railway belt,

has greatly retarded mining operations during the past season. The silver bearing galena mines at Illicillewaet have, however, attracted much attention, and about one hundred claims have been recorded with the Provincial Commissioner.

Assays of ores from these mines are reported to have run from \$70 to \$2,000 per ton of ore, and it is confidently expected that as development takes place the ore will be found to increase in quality and richness.

The Selkirk Mining and Smelting Company, under the management of Mr. G. B. Wright, has erected a crushing mill, which has crushed during the short time whilst in operation, before the closing of the mining season, upwards of ten car loads of ore, which wereshipped for smelting to Omaha and San Francisco, and the results are said to have been very satisfactory to the proprietors. Free milling gold bearing quartz of a very rich character is lately reported to have been discovered at Cayoosh Creek, and various other localities outside of the Railway Belt, and the old silver lodes at Yale and Hope, as well as those at Illicillewaet are now attracting the attention of English capitalists. From present indications it is highly probable that British Columbia will at an early date experience a very rapid development of its mining resources, unequalled since the Cariboo rush of 1861 and 1862.

A townsite was surveyed at Illicillewaet late in the season and a sale of lots was held on the 5th of October, at which a few were disposed of for cash at very good prices, and I have every reason to believe that next summer all the available lots will be bought up, and that it will become necessary to extend the survey across the Illicillewaet River where there is a beautiful level plateau, consisting of about 200 acres, in every way suitable for an addition to the present site.

The survey of the belt has been energetically carried on.

I have the honor to be, Sir,

Your obedient servant,

H. B. W. AIKMAN,

*Agent.*

H. H. SMITH, Esq.,  
Commissioner of Dominion Lands,  
Winnipeg, Man.

## No. 5.

## EXTRACTS FROM REPORTS OF THE INSPECTOR OF COLONIZATION COMPANIES.

## THE SHELL RIVER COLONY.

ASMISSIPPI, MAN., 1st December, 1887.

SIR,—I have the honor to report to you, for the information of the Minister of the Interior, that on the 29th of last month I reached the Shell River Colony, and at once put myself in communication with the local agent, Henry Gill, Esq., also with James Richardson, Esq., a shareholder in the said company. Both these gentlemen kindly afforded me much information, and manifested an earnest desire to render me all the assistance in their power, to enable me to prosecute my duties in connection with the Shell River Colonization Company.

The names of the settlers enumerated for the colony will be found appended to this report.

The enumeration exhibits no marked difference from that attached to my former report. A majority of the settlers in this colony having made their entries in 1882 have already received, or are now entitled to receive, their patents, and, if I might be allowed to suggest, reasonable notice could be given that at some stated period a competent official would be at Russell, Asissippi or Shellmouth to take applications for patents, which would be a great accommodation to the settlers in that section of the country, save them much expense and doubt, and, I am sure, would be duly appreciated.

The grist mill at Asissippi, having a capacity of 50 barrels a day, is running day and night to its utmost capacity, and, so far as I have been able to learn, is giving good satisfaction to all who patronize it.

A new saw mill, fitted to cut 10,000 feet board measure per day, is about completed, and is fitted up with lath, shingle and other machinery requisite in a well appointed establishment, to meet the wants of the people in that section of the country; but I am informed that there is likely to be difficulty in procuring logs to operate the mill in the future, which, if such be the case, will be a serious thing for the settlers resident within a large section of country of which Asissippi is the recognized centre. The size of the saw mill is 38 by 55 feet; power, water turbine wheel; 52-inch saw.

About 100,000 feet of excellent lumber, suitable to the requirements of the settlement, have already been turned out here, by the old mill, up to the present time. The prices per M have been \$20.00 for first class, and a much lower rate for inferior grades. Shingles are sold at \$2.50 and \$3.00 per M.

It, therefore, is my opinion it would be a hardship to this section of Manitoba if this local industry were, under any circumstances, to be unnecessarily hampered in any way. To the progress of this district it is, without doubt, a most important factor.

The grist mill had ground from 6,000 to 7,000 bushels of grain this year, up to the date of my arrival here.

The quantity of grain of all varieties estimated to have been produced in the Shell River Colony in 1887 is 12,000 bushels. About half of this is wheat of splendid quality, and would class A1.

By reference to the appendix attached hereto it will be seen that not a few settlers in this colony, notably in Townships 23-29, have really become non-residents. 1

attribute this to the privileges accorded in the "Hamlet Clause" of the Dominion Lands Act. Taking advantage of this clause, under various pretexts, not a few homesteaders have neglected their homesteads and to-day are not nearly so well off in cash or improved property as they would have been had they continued to reside upon and cultivate the lands which, at the outset, were intended for homesteads for the homesteaders and homes for their families.

#### THE QUILL PLAINS COLONY.

No new settlers have arrived in the colony since I last visited it; nor have any fresh entries for lands there been made. The number of *bond fide* homesteaders remains the same as then, viz., 3.

Mr. James McInnes resides and makes his home on Round Plains, in the township originally allotted to Messrs. Beattie, Armytage & Co. Those settlers whom I enumerated upon my first visit to Quill Plains have not since put in an appearance there, although Mr. Milligan informs me that the majority of them have expressed a determination to do so as soon as a railway is constructed through that section of the country. My present enumeration therefore stands thus:—

1. Joshua Milligan, sen., whose homestead was patented to him in 1885, has a log house, 16 by 36, log stable, 12 by 12, 25 acres broken, all of which was in crop in 1887. Married, wife and five children. Has taken up a second homestead, west  $\frac{1}{2}$  Section 24, Township 33, Range 13, by military bounty warrant, 10 acres now broken thereon.

2. Henry Milligan. No buildings on his homestead as last reported, the buildings having been removed in 1886, after he received his patent, to his present homestead, the second homestead being part of Section 10, Township 33, Range 13, west of 2nd principal meridian. On the original homestead he had 40 acres broken, but no crop in 1887; 10 acres broken on his second homestead. Single.

3. Joshua Milligan, junr. Homestead north-west  $\frac{1}{4}$  Section 2, Township 33, Range 13, west of 2nd principal meridian; pre-emption, north-east  $\frac{1}{4}$  Section 2, Township 33, Range 13, west of 2nd principal meridian. Log house, 12 by 14. No other buildings. 40 acres broken, 25 in crop in 1887. Lived on his homestead from 1st July, 1887, for three months next prior to making his application for patent. Previously from 1st October, 1884, until 1st July, 1887, he resided with his father within the two mile radius. Has one yoke oxen, two cows, two calves, and one pony. Single.

4 (?) James McInnis. Log house, 16 by 20; logs out for a stable, 18 by 37; about 15 acres broken, but no crop in 1887. Resides on Round Plains, but is back and forth to and from his homestead. Single.

As I remarked previously several others have either made entries themselves or had entries made for them by others, but none of them (seven in number) have perfected these entries by taking up their residence on their homesteads and entering into the cultivation thereof. I submit herewith details so far as I can concerning them:—

1. Robert H. Hamill. South  $\frac{1}{2}$  Section 6, Township 33, Range 13, entered 12th February, 1884. Had 15 acres broken. Is now about Port Arthur, anxiously awaiting news of a railway and good crops, to return to his homestead.

2. Edward Hamill. South  $\frac{1}{2}$  Section 4, Township 33, Range 13, entered 12th February, 1884, is near Port Arthur, awaiting same as Robert Hamill.

3. John Robison. North  $\frac{1}{2}$  Section 6, Township 33, Range 13, entered 17th April, 1884, went to Rocky Mountains, intending to return so soon as he thought he could make a living on his homestead.

4. Kenneth Morrison. South  $\frac{1}{2}$  Section 23, Township 33, Range 13, entered 23rd July, 1884, cancelled in August last.

5. Donald Morrison. East  $\frac{1}{2}$  Section 22, Township 33, Range 13, entered 23rd July, 1884, waited in Manitoba to hear of railway and good times before coming to live on it.

6. James E. Playford. West  $\frac{1}{2}$  Section 22, Township 33, Range 13, entered 23rd July, 1884, same position as Donald Morrison.

7. William Campbell. West  $\frac{1}{2}$  Section 16, Township 33, Range 13, entered 13th March, 1885. Has abandoned his entry.

#### THE TEMPERANCE COLONY.

On Thursday Mr. Copeland and myself started on our visit to the several settlers on the Company's lands. Not a few of these settlers were found to be absent from their lands for various causes, some engaged in freighting to and from the colony, others working at their trades in Prince Albert, Battleford, and other places; several having put in their full time as homesteaders had left their homesteads and were at work in the Rocky Mountains.

Taken altogether the settlers visited expressed themselves as being in much better heart than I found them on the occasion of my inspection in 1886. Those who had land prepared and had put in crops invariably were satisfied with the yield; in some instances they were more than delighted with their present and future prospects, and about the only complaint made was as to the distance to market and the absence of threshers to enable them speedily to convert their grain into cash. The samples of wheat and oats exhibited to me were very superior; of potatoes the yield was fully up to the average and the quality was excellent; root crops generally, in most places, turned out well. The cattle were all in good condition and a marked improvement was manifest both in the breed and number of head in the colony. So far as the homesteaders are concerned, I found the greater number of those who had not performed what they deemed their full settlement duties to entitle them to their patents, still upon their homesteads, unless, as I have already mentioned, temporarily absent.

It will be observed that amongst the settlers in this colony there are twenty-four who have taken advantage of the provisions of Sec. 37 of the Revised Statutes of Canada, Chap. 54, An Act respecting Public Lands (as amended by 50-51 Vic., Chap. 31; assented to 23rd June, A. D. 1887) and popularly known as the Hamlet Clause of the Dominion Lands Act.

One noticeable feature of this settlement in 1887 is the fact that not a few of those parties who located there in 1882, and who became a great deal dispirited at the result of the frosts which prevailed in 1883 and 1884, and the rebellion of 1885, and left the locality, have since returned with their families, and, besides, have brought with them relatives and friends, some from England and Scotland and some also from the United States, notably from the Territory of Dakota.

There is a Common School in Saskatoon, which is being efficiently conducted by a teacher from Ontario, who holds a first-class certificate; and religious services are held regularly twice every Sunday. All the denominations unite in the conducting of a Sunday School and Bible Class.

The ferry across the South Saskatchewan, at Saskatoon, has been kept in thorough working order, the Temperance Colonization Company having furnished it with a new steel cable and other appliances since my former visit; it is a great benefit to the settlers, who pass free, and being in the direct route from Regina to Battleford, is much patronized by the general public.

The new trail from Regina to Saskatoon is being more and more used, and is a good road, through, for the most part, a good country well supplied with water, which is found, during the driest times, at the following distances—counting from Regina, by the numbered stakes, which are a quarter of a mile apart—namely:—at 6, 15, 20, 31, 35, 40, 44, 72 $\frac{1}{2}$ , 74, 84, 106, 114, 118, 125 $\frac{1}{2}$ , 134 miles, and at several settlers' wells as you approach Saskatoon, the whole measured distance being 154 miles. With a comparatively small further expenditure, this trail can be made one of the best in this western country.

The settlers as a class I may further add, judging from their energy, the permanent character of the houses they have erected and their general surroundings,

indicate a good future for the colony; and the railway being likely to reach this part of the country in the course of a few months, will make the settlement advance still more rapidly than hitherto.

The enterprise of the settlers was well shown by the second annual exhibition of the Agricultural Society, held on the 21st of September last, being, as it was, a decided success both in number of entries (430), and variety and high quality of the exhibits. This society numbers 93 members.

More direct and frequent mail service is being asked for, and the settlers confidently expect it will soon be granted. At present there is a fortnightly mail from Batoche to Saskatoon and return, connecting with the mail service from Prince Albert to Qu'Appelle, on the line of the Canadian Pacific Railway. At present a large proportion of the mail matter, to and from the Temperance Colony, is carried by private parties going either to Regina or Moose Jaw, and returning from those places.

I am informed that the company have now under consideration the advisability of establishing a stage line, running twice or thrice a month, on the route between Regina and Saskatoon, with convenient stopping places at stated distances, for the comfort of incoming settlers. This, if carried out, would be a great boon to the Temperance Colony, and of unquestionable benefit to the trade of Regina.

The total number of settlers on the lands allotted to the Temperance Colonization Company, is ninety, for 1887.

Before concluding this report, I should be remiss were I to omit making mention of the general desire on the part of the settlers to supply me with all the information relating directly to my visit, of which they were in possession. Mr. Thomas Copeland, the Local Agent at Saskatoon, accompanied me throughout my tour of inspection over the company's lands, and frankly afforded me very much valuable assistance.

#### THE QU'APPELLE LAND COMPANY.

Taking the colony as a whole I was more agreeably surprised than otherwise, for from accounts that had reached me, I had been led to expect that a great exodus of settlers would have been manifest on my visit. This I did not realize, for I found that those settlers who had put in their cultivation were still on their homesteads and doing very much better than they had done during any former year since they had perfected their homestead entries. Some of them had done very well, others from one cause or another did not make as good a showing, but nearly all had improved on the showing of 1885, both as regards the acreage broken and under crop and the number of head of live stock possessed by them. All I saw were hopeful that the near future would bring them profitable returns and as a consequence were disposed to increase the number of acres broken and make another effort to test the capability of the country and soil as grain producing. The stock in every instance looked remarkably well, and on all hands it was admitted that mixed farming was what would bring the surest return to the agriculturist in this portion of Canada, though wheat and other grains yielded a fair return, but could not be depended upon as a certainty during exceptional seasons. More thorough ploughing and summer fallowing were sure to bring good returns for the labor expended.

As I have already said, not a few of the settlers in this colony whose three years of residence and cultivation on their homesteads have expired are at present working at their trades and in various ways off their lands, but none of these, so far as I have been informed, have expressed themselves as disposed to abandon their lands, nor have any of them determined to permanently leave this section of the country, believing as they do, that with a comparatively fair season they will be fully remunerated for the labor they may expend in tilling the soil. Almost everywhere extensive breaking was going on, which to my mind was the strongest possible evidence that the settler had pluck and perseverance left, and that with his past

experience he had great hopes of profitable returns for his expenditure of time, labor and money.

At the present time the Long Lake Railway constructed from Regina, the capital of the North-West Territories, extends to within a very few miles of the Qu'Appelle Colony, and it is confidently predicted that next season a further extension of this line will be made to the north and west. Two other lines of railway are reported to be well under way, the one, the North-West Central, starting from near Brandon, having some thirty-five miles already graded, and the other, the Wood Mountain and Qu'Appelle, it is stated, will be begun early in the spring of 1888, and its construction proceeded with to the distance of 200 to 250 miles that year. All these enterprises will greatly tend to improve and develop the lands in this colony and largely promote the welfare of the settlers in that district.

The books of the Company, I was informed, were in Ontario, and as a consequence I was not able to look over them. However, I believe that since my former inspection a number of new entries have been made and several others are awaiting the arrival of the local agent at Regina so that they can make their formal entries.

The land throughout this colony is exceptionally good and in many sections of it there is to be found plenty of wood for fuel and building purposes, while water of an excellent quality is obtainable at comparatively little expense and trouble. The trails are good and game of various kinds is plentiful. Post offices are located at convenient distances, and in many respects the hardships endured by pioneer settlers in other portions of Canada and other new countries are almost wholly overcome.

#### THE YORK FARMERS' COLONY.

I have the honor to report to you for the information of the Minister of the Interior that I arrived at Yorkton on the night of the 21st of November. Mr. Beamor was compelled to go to Devil's Lake, and for a couple of days I was without his assistance. In the interim, however, I was able to meet a good many of the settlers, at their homesteads and elsewhere.

I am happy to be able to report that the settlers are in much better heart than they have been heretofore. Those who prepared their ground and put in seed are well pleased with the result of their labors, if I except a few, who informed me they lost their crops by gophers. This loss, I am informed, is covered throughout the colony, by 300 acres. Those who have thus sustained losses, cannot but have suffered serious deprivations. A remedy ought to, if possible, be devised to cure this evil in the North-West country. However, I am assured that the total product of wheat throughout the colony will amount to about 25,000 bushels, besides oats, barley, potatoes, &c.

The flouring mill, of which I wrote in former reports, though temporarily disabled, has been doing a splendid business and is a most valuable acquisition to this section of the country. In 1886 it ground about 10,000 bushels of wheat, &c, into flour, chop stuff, &c.; of wheat it gristed 3,664 bushels for settlers alone. Mr. Beamor who is running the mill, bought 1,600 bushels of wheat from the settlers in the same year. Already this year to date, he has bought over 3,000 bushels of wheat, paying for the same at the rate of 45 to 50 cts. per bushel, and has ground about 1,800 bushels of wheat for residents, besides what the mill has done in manufacturing chop stuff, &c.

The rate for grinding is ten cents per bushel—it is a steam mill—which rate for its cheapness is favorably spoken of by the settlers with whom I have conversed.

A school district is formed in the western portion of Township 26, Range 4. Another school district is being organized in Township 23, Range 2. These educational facilities will prove a great boon to the colony.

Presbyterians, Episcopalians and Methodists, hold stated religious services throughout the colony.

An Agricultural Society is in active operation, and \$314 were awarded in prizes at the Fall Show at Yorkton, on the 4th of October last. Number of sub-



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scribers to the society is 120 ; number of entries 257. This fair is to be held for the future on the first Thursday in October of each year. I am informed that so soon as the requisite ordinance is passed by the Territorial Government, the York Farmers' Colonization Company will give to the Agricultural Society a plot of ground for exhibition purposes, also an annual grant of \$50 to aid the society.

Fortunately there were no prairie fires of especial moment in the district this year, the settlers from past experience guarding themselves against it. There is a weekly mail service from Whitewood (on the Canadian Pacific Railway) ; but with the near prospect of the construction of the Manitoba and North-Western Railroad through this section of the country—it now being but 45 miles from Yorkton—it is reasonably predicted that increased mail facilities will be afforded this whole district. At present there are three post offices within this colony, all of which are served once a week both ways, by a good comfortable double-spring stage in summer and sleigh in winter months. Altogether the colony has progressed, notwithstanding the rebellion in 1885. Most of the homesteaders, who did comparatively nothing that year are now on their homesteads, and having had good crops this year, are most valuable agents for the colony for the coming year, when a large influx of settlers is confidently expected.

As my earlier reports describe the soil of the townships allotted to the York Farmers' Company, I do not make further reference on that point here.

## No. 6.

## TIMBER, MINERAL AND GRAZING LANDS.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 30th December, 1887.

SIR,—I have the honor to submit the eighth annual report of the Timber, Mineral and Grazing Lands Office of the Department of the Interior.

Statements showing the revenue, amounting to \$121,415.52, derived from Crown timber, mineral and grazing lands, but exclusive of sales, for the departmental year which ended on the 31st October last, are appended hereto, together with the reports of the Crown Timber Agents at Winnipeg, Edmonton, Calgary, Prince Albert, and New Westminster, B.C. The above amount includes \$1,948.80 dues on timber cut on school lands.

The revenue exceeds that of last year by \$337.67. There is an increase for timber dues of \$7,628.10, for mining fees, \$40, but a decrease for rent of grazing lands of \$7,759.91.

For the sake of reference and comparison statements showing, both by fiscal and departmental years, the revenue received for timber, mineral and grazing lands from 1872 up to the 31st of October last, have been prepared, and may be found at the end of this report.

The total revenue from the Winnipeg Agency amounted to \$45,611, being an increase of \$3,941.58 as compared with the previous year.

The agent points out that this increase is due to the abundant crops of last season; that the settlers who have in many cases hitherto been without the means to improve their farms by building and fencing are now in a position to do so, and consequently the lumbering interests of the country are beginning to feel the effects of the improved condition of the farmers, in the increased demand for lumber.

The agent in his report sets forth in detail his reasons for urging upon the Department the necessity of preserving the timber in his district for the future needs of settlers and preventing as far as possible its destruction for speculative purposes, and suggests in view of the fact that so many young healthy trees are destroyed annually in making railway ties, that an effort should be made to divert the timber operations of the railway companies to the Lake Superior district, or to some other place where the interests of settlement would not be so greatly affected.

In connection with the subject of the preservation of timber there is one essential point which should not be passed without remark, and that is the necessity of providing some better means than at present exist to prevent the destruction, annually, by fire, of millions of feet of timber throughout Manitoba and the North-West Territories. A person who has lately returned from exploring the North Saskatchewan and its vicinity, between Calgary and Edmonton, reported that during last summer miles of valuable timber had been destroyed through the carelessness of Indians and others in not extinguishing their camp fires when moving from place to place; and an explorer, who, within the last few months, has been examining the timber resources of the Porcupine Hills west of lake Winnipegosis, in the Province of Manitoba, makes the same complaint.

The Department, acting upon a suggestion made by the Crown Timber Agent at Winnipeg, is about to issue permits to parties to cut the burnt timber within the Winnipeg Agency at reduced rates of dues. The object is to save the burnt timber

as much as possible, and to prevent, in the future, the spreading of fires to the green timber.

The agent furnishes a statement showing the quantity of lumber sold in Manitoba, of which he says about sixty per cent. was imported, and he gives it as his opinion that the fact of lumber being shipped into Manitoba and sold at low prices is an advantage, as it reserves our own forests for future use, our heaviest and best timber being as yet inaccessible.

The agent reports that wood is selling at the same price as in the fall of 1886, and he gives a schedule of prices of the several kinds of coal.

The price of lumber manufactured within the Winnipeg Agency varies from \$10 to \$40 per thousand feet, according to kind and quality of lumber. British Columbia lumber sold in Winnipeg at from \$18 to \$50 per thousand.

The total amount of dues collected for timber within the Edmonton Agency is \$5,983.96, being \$2,075.79 of an increase over last year. This satisfactory state of affairs is accounted for in the same manner as the increase of the revenue within the Winnipeg Agency. The price of lumber at Edmonton during the year was from \$15 to \$23 per thousand feet, board measure, and at St. Albert \$25. There are at present five sawmills within this agency, one having been erected within the past year at Athabasca Landing by the Hudson's Bay Company. Another mill is at present being built at the Red Deer River by the Alberta Lumber Company.

The total amount of dues collected for timber within the Calgary Agency during the year amounted to \$10,331.55, being a decrease of \$1,705.93. There is, however, \$2,845.71 owing the Department for dues on lumber sold prior to the 31st of October, 1887, which there will be no difficulty in collecting, and if this amount had been received before that date it would have increased the revenue to \$13,167.26. There are at present seven mills in operation under Government license within this agency, one in the neighborhood of Fort McLeod, one at Lethbridge, one at Cypress Hills, one at Calgary, one at Kananaskis, one at Cochrane, and one on the north fork of Sheep Creek. There are also several portable mills, the owners of which have been cutting timber from time to time under permit. During the past season the Eau Claire and Bow River Lumber Company erected a sawmill at Calgary, having a cutting capacity of 25,000 feet, board measure, in twelve hours, and Major Walker erected a sawmill at Kananaskis with a capacity of 15,000 feet, board measure, in twelve hours.

The returns from mill owners show that lumber sold at Calgary for \$17 per thousand feet, at Cochrane \$16, at Fort McLeod \$20 to \$40, at Lethbridge \$30, and at Cypress Hills \$10 to \$12.

The total amount of dues collected within the Prince Albert Agency was \$2,762.63, being a decrease of \$2,672.93. It may be said in explanation of this decrease that about \$2,400 which should have been paid during the last departmental year is only now being collected, the Department having thought it undesirable to press for payment until the crop of 1887 could be realized upon. There is only one sawmill within this agency cutting under Government license, namely, that at Prince Albert, erected in 1876 by Messrs. Moore and Macdowall. There are two other sawmills at Prince Albert, one owned by Mr. James Saunderson and the other by Mr. Chester Thompson, and one at Battleford, owned by Messrs. Prince Brothers, all manufacturing lumber for settlers who received permits to cut timber for their own use. Lumber sold at Prince Albert from \$21 to \$42 per thousand.

The total amount of dues collected for timber cut on Dominion lands in the Province of British Columbia, amounted to \$15,141.47, being an increase of \$5,984.81 over last year. The indications are that the revenue from this agency will be increased during the present year. The returns received show 10,930,478 feet, board measure, of lumber as having been manufactured during the year.

Saw-mill returns, received at the head office, give the following quantities of building material as having been manufactured and sold during the year within the five agencies :—

	Manufactured.	Sold.
Sawn lumber.....	36,413,687 feet.	33,372,951 feet.
Shingles .....	5,453,023	5,262,773
Lath.....	2,605,850	2,389,050

Forty-eight licenses to cut timber, over a total area of 2,025.03 square miles have been issued during the year. The areas leased in the Province of Manitoba, the three Provisional Territorial Districts, and on Dominion lands in British Columbia are as follows:—

	Miles.
Manitoba .....	509.31
Alberta .....	1,120.49
Assiniboia .....	30.00
Saskatchewan .....	346.67
British Columbia.....	18.56

In addition to the 2,025.03 square miles in Manitoba and the North-West Territories under yearly license, an area of 791 square miles is covered by twenty-one years leases which were issued prior to December, 1883.

The number of applications received during the year to cut timber was 121, of which 66 were for licenses to cut timber in Manitoba and the North-West Territories, and the remainder for licenses to cut timber upon Dominion lands in British Columbia. The number of applications during the previous year was 164.

The regulations governing the granting of yearly licenses to cut timber in Manitoba and the North-West Territories, approved by His Excellency the Governor General in Council on the 8th of March, 1883, as amended by Orders in Council passed since that date, are attached to this report. These regulations also govern the disposal of timber on Dominion lands in the Province of British Columbia as far west as the height of land near Eagle Pass, which is situated about eight miles west of Revelstoke, on the line of the Canadian Pacific Railway.

The provisions of the regulations governing the disposal of timber on Dominion lands in the Province of British Columbia lying west of the 120th degree of longitude and north of 49° 34' north latitude (Yale) in force last year, have been amended and these regulations now govern the disposal of timber on Dominion lands as far east as the height of land at Eagle Pass. A copy of the regulations accompanies this report.

No amendments to the regulations governing the disposal of licenses to cut timber on Dominion lands lying south of 49° 34' north latitude and west of the 121st degree of longitude have been made during the last year. A copy of the regulations will be found at the end of this report.

#### MINING LANDS OTHER THAN COAL.

Returns from the Dominion lands agents show that during the year fifty-seven entries were made for mining locations other than coal. The revenue from mining lands for the year was \$637.50, made up as follows:—

Fees for entry and registration of assignments \$230, and \$407.50 in payment of a mining location in Townships 50 and 51, Range 4, west of the 5th meridian, and a stone quarry at the narrows of Lake Manitoba.

Regulations for the disposal of Dominion lands containing minerals other than coal were approved by an Order in Council, dated the 5th October, 1887, and were substituted for the regulations of the 7th of March, 1884.

The principal changes may be briefly stated as follows:—

The area of a mining location is changed from forty to a little over twenty acres.

Under the former regulations a mining claim had to be rectangular in form and the boundaries due north and south and east and west lines, and not more than four

in number. Under the present regulations the form of a claim must be a parallelogram, with a length not exceeding 1,500 feet and a breadth not exceeding 600 feet, but there is no requirement for the boundaries to be due north and south and east and west lines.

The former regulations required \$500 to be expended on a claim within one year of the date of entry, and before patent could issue, with the privilege of another year in certain cases within which to make such expenditure. The present regulations call for \$100 expenditure in each of five years, thus giving the locatee five years within which to make the \$500 worth of improvements, but if he wishes to obtain a patent sooner, he can do so by making the necessary expenditure at any time before applying for patent.

A new feature of the present regulations is that provision is made to a limited extent for the formation of mining partnerships of not exceeding four persons, whose claims must be adjacent to each other, and the entries for which must have been made within three months of each other. In such cases the four partners will be permitted for the first two years to concentrate their annual expenditure on any one of the four claims. Such expenditure, however, does not count as expenditure on any but the claim on which it is made. The present regulations provide that within surveyed territory the mining locations shall be adapted to the system of surveys. The old regulations did not provide for this. The present regulations enable the Minister of the Interior, if he deems it expedient, to grant petroleum claims of an area of 160 acres each, under the same conditions as the former regulations provided for claims for iron mining locations.

Clause 18 of the former regulations is so amended in the present regulations that creek or river placer claims shall not exceed ten acres in area when the distance from base to base of the hill or bench exceeds ten chains.

Under the head of ditches, the former regulations provided for the granting of water required for works in connection with mining. Subject to the same conditions, the present regulations permit of the acquisition of the same right in connection with stamping mills, reduction works, &c.

Clause 81 of the former regulations, which provided for the collection of a royalty on the sales of the products of all mines, has been repealed. By the present regulations lots containing stone quarries can be taken up, but the products are either subject to royalty or the lots may be sold absolutely at such price as the Minister of the Interior may determine.

A new provision of the present regulations is that which permits the owner of a mine, who finds in the course of development that his lode or vein will pass beyond the vertical lines of his claim before he has reached the depth beyond which working would cease to be remunerative, and the adjacent land is vacant, to obtain an additional area of 20 acres on the side to which the lode or vein defects. This privilege only attaches, however, to a claim which is in process of being worked practically and *bond fide*.

#### COAL MINING LANDS.

The number of applications received during the year was sixty-nine, and sixty of the applicants have been given the privilege to purchase within a specified time the location for which they applied.

The revenue for the year derived from the sale of coal lands was \$7,650, being a decrease of \$30,758.16 as compared with the previous year. The prospects are that the revenue from this source will be considerably increased during the present year.

The coal mining regulations are to be found at the end of this report. No changes have been made since last year, but by an Order in Council dated the 31st of October, 1887, authority was given for the insertion of a clause in all patents from the Crown for lands situated west of the 3rd Meridian in the North-West Territories, reserving to Her Majesty, her successors and assigns forever, all mines and minerals

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which may be found to exist within, upon, or under such lands, together with full power to work the same, and for this purpose to enter upon and use and occupy the said lands, or so much thereof and to such an extent as may be necessary for the effectual working of the said minerals, or the mines, pits, seams and veins containing the same.

GRAZING LANDS.

The total number of leases of grazing lands in Manitoba and the North-West Territories issued by the Department was 167. Some of these leases have been cancelled and others returned to the Department by the lessees. The number of leases now in force is 132, covering an area of 4,466,844 acres. The lands leased are situated principally in the District of Alberta and the southern portion of the District of Assiniboia, with a few tracts in the District of Saskatchewan and the Province of Manitoba. The number of new applications received for leases of grazing lands during the year was 149, being 112 less than the previous year.

The amount received for rent of grazing lands was \$39,577.10 as compared with \$47,337.01 for the year which ended on the 31st of October, 1886.

The following schedule shows the names of the lessees of grazing lands, the numbers of their ranches, and the areas covered by their leases:—

No. of Ranches.	Name of Lessee.	Area in Acres.	No. of Ranches.	Name of Lessee.	Area in Acres.
1	Mount Head Rancho Company.....	44,000	143	Thomas McKay .....	50,000
2	North-West Cattle Company. ....	59,000	143	T. P. McHugh & Co.....	9,700
3	Ryan & Whitney.....	3,000	144	T. H. Logan .....	100,000
6	Durham Rancho Company.....	33,000	145	George Scheetz .....	100,000
11	Alexander Begg .....	1,440	147	E. Hausman .....	100,000
15	Sir F. W. de Winton and A. J. Williams .....	15,000	148	H. M. Taylor .....	100,000
16	D. McEachran .....	29,000	149	P. Doyle .....	60,000
16a	D. McEachran .....	30,000	150	Potter & Petapiece. ....	5,160
22	Stewart Rancho Company.....	23,000	151	F. W. Craig .....	11,600
25	Cochrane Rancho Company.....	73,000	152	John J. Sullivan .....	23,000
26	do do .....	60,000	164	D. McEachran .....	16,640
28	Jones, Inderwick and McCaul.....	103,600	157	Allen R. Macdonell .....	20,800
30	Orrin F. Main.....	32,000	160	J. K. Kerr .....	42,700
31	Military Colonization Company.....	70,000	161	Lafferty & Martin.....	7,000
33	G. F. Wachter .....	7,000	163	Ingram & Chambers .....	1,280
34	Cochrane Rancho Company .....	33,000	165	A. C. McKay .....	76,000
35	North-West Cattle Company.....	55,000	167	Glengarry Ranches Co .....	52,320
35a	Moore & Martin .....	33,000	176	McDermid & Ross .....	60,620
36	C. W. Martin.....	53,270	180	John H. Conrad .....	89,300
38	Allfrey & Brooke .....	10,000	183	Samuel Spencer.....	22,000
40	Jacob Erratt .....	5,000	185	Herbert Samson .....	40,000
42	British American Rancho Co .....	100,000	186	T. C. Power & Bro .....	24,500
43	do do .....	34,000	187	C. A. Bigger .....	11,000
44	do do .....	55,000	189	Greely & Wood .....	8,960
45	Wells & Brown .....	12,000	193	Cypress Cattle Co .....	38,750
48	New Oxley (Canada) Rancho Co... ..	80,000	195	W. Riddell .....	13,400
55	Winder Rancho Co .....	50,000	197	Walter O. Skrine .....	8,700
56	Bell Brothers .....	5,000	198	D. C. Plumb .....	66,000
57	Ives & Sharp .....	5,000	201	A. Adsit .....	1,920
59	New Oxley (Canada) Rancho Co... ..	100,000	206	H. D. & F. E. Beveridge.....	4,160
60	John Hollies .....	29,000	209	Lt.-Col. Irwin .....	33,000
62	Brunskill & Geddes .....	13,000	217	W. Carter .....	100,000
64	Moore & Macdowall.....	22,000	219	C. W. Saunders.....	3,040
65	Bell & Patterson .....	6,000	225	Medicine Hat Rancho Co.....	17,000
66	Michael Gallagher .....	2,600	227	W. L. Nicol .....	4,000
66a	William Julius Hyde.....	3,900	233	G. W. Quirk .....	5,972
67	E. H. Mannsall .....	4,480	236	E. W. Murphy .....	68,600
74	Sir J. bn Walrond.....	100,000	240	W. G. Conrad.....	32,580
77	New Oxley (Canada) Rancho Co... ..	100,000	243	Dorr Clarke .....	22,000
80	Viscount Boyle .....	5,000	245	Curry Brothers .....	11,000
82	Walrond Rancho Co .....	100,000	246	F. Barnard .....	44,000
87	W. S. Lee .....	25,000	247	G. Alexander.....	2,234
92	W. G. Conrad.....	100,00	248	A. E. Cross .....	11,000
93	Garnett Brothers .....	20,000	251	G. L. Broderick.....	4,000
94	F. W. Godsall .....	20,000	252	Thyne & Hole .....	5,120
96	W. F. N. Scobie .....	12,000	257	A. Niedringhaus .....	33,000
99	Joseph McFarland .....	13,000	259	T. B. H. Cochrane .....	39,300
100	Alfred Lynch Staunton .....	8,000	260	John Lawrence .....	640
101	Alberta Rancho Co .....	27,750	261	G. M. Annabel .....	5,700
04	W. Bell Irving .....	5,280	262	D. C. Plumb .....	33,000
107	Thos. B H. Cochrane.....	51,000	264	G. Alexander.....	2,250
108	D. McDougall.....	6,000	265	Jonathan Henderson .....	1,250
109	S. E. St. Onge Chapeau.....	100,000	266	Dixon, Gow & Co .....	6,580
111	J. Walter Ings .....	1,920	267	P. Robertson .....	3,200
114	Thorpe & Bedelle.....	24,000	268	F. W. & J. W. Ings.....	7,040
119	North-West Land and Grazing Co. ....	24,500	272	W. R. Abbott .....	1,280
120	M. Oxarart .....	11,000	273	F. G. Niedringhaus .....	100,000
122	George Alexander .....	44,000	277	A. P. Patrick .....	2,560
123	Walter C. Skrine .....	8,200	278	R. Deacon .....	2,880
124	E. M. Godsall .....	3,600	280	H. D. Beveridge.....	16,650
129	Rev. John McDougall.....	7,680	282	Dorr Clarke .....	18,000
130	Union Ranching Co .....	100,000	284	E. Vanvolkenburgh.....	30,000
131	Hand-in-Hand Ranching Co .....	100,000	287	S. L. Bedson .....	880
132	J. Ick Evans .....	66,000	290	A. Caswell .....	1,920
136	A. J. McKay.....	88,000	297	Dorr Clarke .....	26,000
137	Brown Rancho Company.....	33,500	305	John O. Slater.....	320
140	E. Meek .....	88,000	307	John Quirk .....	11,000
141	P. McLaren.....	7,500			
40					

Total area in acres..... 4,466,844

By an Order in Council dated the 7th of April, 1887, leases of grazing lands in Manitoba and the North-West Territories can be granted only after public competition, excepting in cases of actual settlers, to each of whom may be leased, without public competition, a tract of land not exceeding four sections in area, which tract must, however, be contiguous to the settler's homestead.

The number of horses in Manitoba is reported by the Commissioner of Dominion Lands to be 29,915, cattle 101,681, sheep 12,540, hogs 35,713. Cattle have increased largely in Manitoba and in the settlements upon the North Saskatchewan River.

The following statement shows the total number of cattle, horses and sheep in the Districts of Alberta and Assiniboia, as reported by lessees of ranches, and from information furnished by the Inspector of Ranches, and from other sources:—

Cattle.....	101,382
Horses.....	6,924
Sheep.....	15,266

Some of the lessees who have cattle upon their ranches have not yet sent in returns, and there are a number of ranchers who have herds of cattle and who do not hold leases from the Government, so that the numbers above given cannot be said to be the full amount of stock in the said districts.

The following is a statement of the correspondence, applications received, and returns examined:—

Number of letters sent.....	4,400
Number of pages of memoranda and schedules.....	1,349
<b>Timber—</b>	
Number of berths applied for.....	121
Number of Orders in Council authorizing issue of licenses to cut timber.....	34
Number of licenses for timber berths drawn up.....	59
Number of returns from saw-mills received and verified....	146
Number of returns of surveys of timber berths received and examined.....	16
Number of permits issued to cut timber.....	1,629
<b>Grazing—</b>	
Number of applications for grazing lands received.....	149
Number of leases of grazing lands authorized to be issued..	57
Number of leases of grazing lands issued.....	45
Number of permits to cut hay issued by Dominion Lands Agents.....	762
<b>Mining—</b>	
Number of applications for coal locations received.....	69
Number of coal locations of 320 acres and less sold.....	4
Number of applications for mining locations other than coal	62
Number of entries for mining locations by Dominion Lands Agents.....	57
Number of mining locations other than coal sold.....	2
Number of stone quarries applied for .....	8
Number of mill sites applied for.....	14
Number of applications for water power.....	3

I have the honor to be, Sir,

Your obedient servant,

G. U. RYLEY,

*Clerk of Timber, Mineral and Grazing Lands.*

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior.  
Ottawa.



STATEMENT of Receipts on account of Crown Timber, for the twelve months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Royalty on Returns of Sales.	Permit Fees and Dues.	Seizures, Dues and Fines for Trespass.	Miscellaneous.	Totals.
1886.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November .....	1,737 50	351 62	510 74	863 08	190 25	0 14	3,653 33
December .....	2,305 00	1,635 66	2,445 00	1,041 46	477 08	10 08	7,914 28
1887.							
January .. .....		1,885 00	453 43	653 45	17 64	73 55	3,083 07
February .....		2,612 10	269 53	2,622 48	228 60	12 95	5,745 66
March .. .....	2,602 95	3,813 18	259 93	797 71	233 04	.....	7,706 79
April .. .....	1,620 00	400 00	1,197 97	*996 82	345 80	21 00	4,581 59
May .. .....	710 00	336 20	598 16	1,094 18	233 52	.....	2,972 06
June .. .....		332 05	528 77	889 61	316 95	.....	1,867 38
July .. .....		889 21	4,018 21	1,283 08	503 92	398 68	7,093 10
August .. .....	1 00	1,159 21	1,832 19	750 84	2,242 51	.....	5,985 75
September .....	75 00	1,551 10	3,819 18	644 21	556 76	0 03	6,708 28
October .....	750 00	1,493 34	7,029 73	9,126 53	2,126 27	49 75	20,575 62
Totals .....	9,801 45	16,458 65	23,022 84	20,563 45	7,472 34	566 18	77,884 91
Deduct \$13, amount collected on account of School Lands in June, 1886.....							13 00
School Lands .....							77,871 91
							1,935 80
Total .....							79,807 71

\* \$5.50 included for dues on timber cut from School Lands, which amount will be deducted from the revenue from the year ending the 31st October, 1888, and credited to "School Land Account."

G. U. RYLEY,  
Clerk of Timber, Mines and Grazing Lands.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, 31st October, 1887.

STATEMENT of Receipts on Account of Grazing, Hay and Mineral Lands, for the twelve months ending the 31st October, 1887.

Month.	Rents from Grazing Lands.		Hay Dues.	Mining Fees.	Royalty from Stone Quarried.	Totals.
	Cash.	Scrip.				
1886.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November .....	5,381 41	4,140 00	105 20	5 00	.....	9,631 61
December .....	{ 1,089 55 25 60 }	2,907 00	20 40	5 00	.....	4,047 55
1887.						
January .....	734 87	2,455 22	294 35	30 00	.....	3,514 44
February .....	1,472 81	3,297 69	108 40	5 00	.....	4,883 90
March .....	1,040 60	624 00	81 60	.....	.....	1,746 20
April .....	187 61	2,440 00	58 50	60 00	.....	2,746 11
May .....	582 23	4,400 00	29 20	10 00	.....	5,021 43
June .....	228 99	1,741 55	87 80	.....	.....	2,058 34
July .....	273 85	1,968 90	325 80	95 00	4 21	2,667 76
August .....	153 85	853 97	542 30	.....	.....	1,550 12
September .....	82 40	1,180 00	117 25	5 00	.....	1,384 65
October .....	275 00	{ 560 00 1,480 00 }	25 70	15 00	.....	2,355 70
Totals.....	11,528 77	28,048 33	1,796 50	230 00	4 21	41,607 81

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, 31st October, 1887.

[PART I]

43

**A.—STATEMENT showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Departmental Year 1872-73 and ending the 31st October, 1887.**

From 1st November to 31st October each Year.	Timber Dues.		Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty from Stone Quarried.	Totals.	Totals added from Year to Year.
	\$	cts.	Cash.	Scrip.						
1872-73	662	05							662	05
1873-74	1,347	00							1,347	00
1874-75	3,146	00							3,146	00
1875-76	387	06							387	06
1876-77	320	00							320	00
1877-78	1,820	00							1,820	00
1878-79	3,388	15							3,388	15
1879-80	31,539	95							31,539	95
1880-81	44,524	17							44,524	17
1881-82	75,781	26	10,123	66		80	00		85,984	86
1882-83	150,712	27	18,778	83		880	00	95	170,468	82
1883-84	93,765	86	10,642	50	135	541	3	43	105,157	05
1884-85	63,533	84	20,342	74	481	150	00	46	84,956	16
1885-86	70,927	70	26,723	72	1,303	40	00	27	119,825	94
1886-87	77,871	91	11,528	77	1,786	50	00	4	119,479	72
<b>Totals</b>	<b>619,527</b>	<b>16</b>	<b>98,140</b>	<b>16</b>	<b>3,716</b>	<b>1,691</b>	<b>30</b>	<b>217</b>	<b>772,804</b>	<b>87</b>

**NOTE.—\$60 in scrip included in total received for hay dues.**

B.—STATEMENT showing Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Fiscal Year, 1872-73, and ending the 31st October, 1887.

Fiscal Year.	Timber Dues.		Grazing Lands.		Hay Dues.	Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty from Stone Quarried.	Totals.	Totals added from Year to Year.	
	\$	cts.	Cash.	Scrip.							\$
1872-73.....	109	25							109	25	
1873-74.....	1,710	55							1,710	55	
1874-75.....	3,335	25							3,335	25	
1875-76.....	387	00							387	00	
1876-77.....	320	00							320	00	
1877-78.....	1,620	00							1,620	00	
1878-79.....	325	00							325	00	
1879-80.....	25,121	46							25,121	46	
1880-81.....	32,028	16							32,028	16	
1881-82.....	58,763	14	2,245	00		40	00		61,038	14	
1882-83.....	90,066	46	22,844	43		880	00	33	91	113,824	80
1883-84.....	147,983	10	11,370	60	23	498	90	105	00	159,994	60
1884-85.....	87,474	99	17,089	75	207	232	40	46	98	108,380	37
1885-86.....	64,820	31	29,562	51	966	40	00	21	78	98,798	73
1886-87.....	65,111	74	14,242	77	1,509			6	00	120,492	58
Revenue to 30th June, 1887.....	579,166	41	97,355	06	2,705	1,691	30	213	67	724,485	89
July, 1887.....	7,693	10	273	85	325			4	21	9,760	85
August, 1887.....	5,985	75	153	85	542					7,635	87
September, 1887.....	6,706	28	82	40	117					8,090	93
October, 1887.....	20,575	62	275	09	25					22,931	32
Totals.....	619,527	16	98,140	16	3,716	1,690	30	207	88	772,804	87

NOTE.—\$80 scrip included in total received for hay dues.

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REGULATIONS governing the granting of Yearly Licenses to cut timber on Dominion Lands in Manitoba, North-West Territories, and as far West as the height of land near Eagle Pass, within the Railway Belt in the Province of British Columbia, under the provisions of Section 52 of the Dominion Lands Act, 1879, approved by His Excellency the Governor General in Council on the 8th of March, 1883, as amended by Orders in Council passed since that date.

1st. The area of a timber berth to be covered by a yearly license shall not exceed fifty square miles; and not more than one berth shall be given to an individual or firm. Any departure from this rule, which special circumstances may render expedient, shall be made only with the sanction of the Governor in Council.

2nd. The licenses shall be granted under the following conditions:—

(a) The licensee shall pay a ground rent of five dollars (\$5) per square mile.

(b) Within a month after the date of the Order in Council granting a timber berth, the party in whose favor it is passed shall pay the rent for the year in advance, the said rent to bear interest at the rate of six per cent. per annum from that date until the same is paid.

(c) The licensee shall pay a royalty of 5 per cent. on the amount of the sales of all products of the berth.

(d) All licenses to cut timber shall be disposed of by public competition. Parties tendering will be required to state the sum or bonus per square mile which they will pay in addition to the ground rent and royalty; and the limit will be awarded to the party offering the highest bonus.

(e) The licensee shall have in operation within a year from a date to be fixed in the license, and keep in operation for at least six months of each year of his holding, a saw mill capable of cutting daily at least ten thousand feet board measure of lumber.

3rd. When a licensee has fully complied with all the above conditions, and where no portion of the timber berth is required for settlement or other public purpose, of which the Minister of the Interior is to be the judge, the license may be renewed for another year, subject to such revision of the annual rental and royalty to be paid therefor as may be fixed by the Governor in Council.

4th. In unsurveyed territory the party to whom a license shall be promised, shall, before the issue of said license and before the said party shall cut any timber, cause to be made, at his own expense, under the instructions of the Surveyor General, a survey of his timber berth by a duly qualified Dominion Lands Surveyor, and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

In surveyed territory berths shall consist of township sections, their legal subdivisions or fractions thereof.

5th. No penalties are to be inflicted upon the following classes of persons for cutting timber upon undisposed of Dominion lands west of the summit of the Rocky Mountains:—Free miners engaged in prospecting or mining; travellers; persons engaged in merely scientific pursuits or exploring; farmers cutting timber for purposes connected with their farms; proprietors of mines containing coal and other minerals, cutting timber for colliery and other mining purposes; persons cutting cordwood for fuel for their own use, or for the use of steamers, or for school purposes.

A. M. BURGESS,

Deputy of the Minister of the Interior.

REGULATIONS governing the disposal of Timber on Dominion Lands, situated between the height of land near Eagle Pass and 49° 34', North latitude, in the Province of British Columbia, as embodied in the Regulations for the disposal of Dominion Lands within the Railway Belt in the said Province, authorized by Order in Council of the 17th September, 1887.

1. It shall be unlawful for any person, without a license in that behalf, to be granted as hereinafter mentioned, to cut, fell or carry away any trees or timber upon or from any Dominion lands.

2. Every person who shall violate the provisions of the preceding section shall, for the first offence, be liable to a penalty of two hundred and fifty dollars, and in default of immediate payment to imprisonment for three calendar months, and, for a second conviction, to both a fine of two hundred and fifty dollars and imprisonment for three calendar months.

3. Any person desirous of cutting or felling and carrying away trees or timber from Dominion lands, may obtain a license to that effect upon proving to the satisfaction of the Minister of the Interior that he has complied with the following provisions, such proof to be made by affidavit in the form P. in the schedule hereto:—

(a.) He shall apply in writing to the Minister of the Interior for a license, and shall also, if the land intended to be covered by such license be not included in any surveyed township, stake out the land sought for, by placing at each angle or corner of the land a stake or post at least four inches square, and standing not less than four feet above the surface of the ground; and upon each post he shall inscribe his name, and the angle represented thereby, thus:—"A. B's, N. E. corner" (meaning north-east corner), or as the case may be: except such posts are so planted before the notice referred to in the next succeeding section is given, all the proceedings taken by the applicant shall be void; and with his application he shall forward to the Minister of the Interior a map or sketch of the land so staked out, specifying metes and bounds, and showing thereon the best information in his power respecting the same, but if the land has already been included in any general survey, then the official number of the section or sections, or part thereof, applied for shall be given.

(b.) He shall, after making the application for the license, publish for a period of thirty days, in the *British Columbia Gazette*, and in any newspaper circulating in the district in which the lands lie, notice of his application for a timber license, and shall in such notice give the best description of the land applied for, specifying metes and bounds, and such further particulars, if any, as may be required by the Minister of the Interior.

4. In the event of any adverse claim being filed with the Minister of the Interior, he may hear and decide upon the same.

5. Timber licenses shall be granted for such area and such length of time as may, from time to time, be determined by the Governor in Council; the licensee shall pay to the Minister of the Interior, for the use of Her Majesty, annually, during the currency of the license, the sum of fifty dollars therefor, the first payment to be made upon the granting of the license, and subsequent payments thereafter annually on a day to be named in the license, and in default of payment of any such sum within thirty days after the same should have been paid, the license shall be void.

6. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve, and the Minister of the Interior may refuse to grant a license in respect of any particular land, if, in his opinion, it is deemed expedient in the public interest so to do.

7. The license may be in the form Q, set forth in the schedule to these Regulations.

8. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and the measurement thereof; and shall, at the expiration of every month, during the currency of his license, make and furnish to the Minister of the Interior a statement in writing, verified by affidavit, showing the number of trees so felled and the measurement thereof, and shall then

forthwith pay to the Crown Timber Agent, for the use of Her Majesty, in respect of each tree felled, the sum of thirty cents, and also the sum of seventy-five cents for each and every one thousand feet of board measure contained in the logs made from such trees, and until the same shall be paid the logs shall not be removed from the land where they were cut, and a lien for such timber dues shall attach to the logs until the dues are paid, and as soon as the logs are scaled and measured, and until payment of the dues, the Crown Timber Agent may take and hold possession of the logs.

9. In reckoning the number of trees felled, there shall not be included small timber used for skids, levers, rafting stuff, or the like, and no dues shall be payable in respect of such small timber.

10. The scale and rule by which the measurement of logs shall be determined is the rule laid down and prescribed in Scriber's Lumber and Log Book, as copyrighted, in 1-82, by George W. Fisher, of Rochester, New York.

11. In scaling or measuring logs a deduction shall be made, in the case of hollow logs, equal to one half of the diameter of the hollow portion of such logs; and of all logs over eighteen feet in length, the mean diameter shall be taken.

12. If the licensee shall fail to keep correct books of account of his business, or to submit the same for the inspection of any authorized agent of the Minister of the Interior whenever required, or to render to the Minister of the Interior the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of two hundred and fifty dollars, to be recovered as hereinbefore provided, and in default of payment, imprisonment not exceeding sixty days, and in case of conviction the license held by him may be cancelled by the Minister of the Interior.

*Liability of persons cutting timber without authority.*

13. If any person, without authority, cuts, or employs or induces any other person to cut or assist in cutting any timber of any kind on Dominion lands, or removes or carries away, or employs, or induces, or assists any other person to remove or carry away any timber of any kind so cut, he shall not acquire any right to such timber, or any claim for remuneration for cutting the same, preparing the same for market, or conveying the same to or towards market; and when the timber has been removed out of the reach of the Crown timber officers, or it is otherwise found impossible to seize it, he shall, in addition to the loss of his labor and disbursements, pay a fine not exceeding three dollars for each log which he is proved to have cut or carried away, or assisted to cut or carry away; and such sum shall be recoverable with costs, at the suit and in the name of the Crown, in any court having jurisdiction in civil matters to the amount of the penalty; and in all cases the burden of proof of authority to cut and take the timber shall lie on the party charged; and the averment of the party seizing or prosecuting, that he is duly employed under the authority of these Regulations, shall be sufficient proof thereof, unless the defendant proves the contrary.

14. Whenever satisfactory information, supported by affidavit made before a Justice of the Peace, or before any other competent officer or person, is received by any Crown Timber Officer or Agent, that any timber has been cut without authority on Dominion lands, or if any Crown Timber Officer or Agent, from other sources of information, or his own knowledge, is aware that any timber has been cut without authority on any such lands, he may seize or cause to be seized, in Her Majesty's name, the timber so reported or known to be cut, wherever it is found, and place the same under proper custody, until a decision can be had in the matter by competent authority:

2. And where the timber reported, or known to have been cut without authority, has been made up with other timber into a crib, dam or raft, or in any other manner has, at any mill or elsewhere, been so mixed up with other timber as to render it impossible or very difficult to distinguish the timber so cut, without authority, from the other timber, the whole shall be held to have been cut without authority, and

shall be liable to seizure and forfeiture accordingly, until the holder shall have separated, to the satisfaction of the Crown Timber Agent, the one timber from the other.

15. Whenever any Crown Timber Agent, or other officer or agent of the Minister of the Interior, is in doubt as to whether any timber has or has not been cut without authority, or is or is not liable to Crown dues on the whole or any part thereof, he may enquire of the person or persons in possession or in charge of such timber, as to when and where the same was cut; and if no satisfactory explanation, on oath or otherwise as he may require, be given to him, he may seize and detain such timber until proof be made to the satisfaction of the Minister of the Interior, or of such Crown Timber Agent or officer, that such timber has not been cut without authority, and is not liable, either in whole or in part, to Crown dues of any kind; and if such proof be not made within thirty days after such seizure such timber may be dealt with as timber cut without authority, or on which the Crown dues have not been paid, according to the circumstances of the case; and the dues thereon may be recovered as provided in the seventy-fourth clause of the Dominion Lands Act.

16. In case any timber, or any product thereof, is seized under the provisions of these Regulations by any Crown Timber Agent or officer, he may allow such timber or product thereof to be removed and disposed of, on receiving sufficient security, by bond or otherwise, to his satisfaction, for the full value thereof, or, in his discretion, for payment of double the amount of all dues, fines, penalties and costs incurred or imposed thereon, as the case may be.

17. All timber seized under these Regulations on behalf of the Crown as being forfeited, shall be deemed to be condemned, unless the owner thereof, or the person for whom it was seized, within one month from the day of the seizure, gives notice to the seizing officer, or to the Crown Timber Agent or officer under whose authority the seizure was made, that he intends to contest the seizure. If, within fifteen days thereafter, the claimant shall not have instituted proceedings before a court of competent jurisdiction to contest the seizure, or if the decision of the court be against him, or should the claimant fail duly to prosecute such proceedings, in the opinion of the judge before whom such case may be tried (and who may for that cause dismiss the suit on the expiration of three months from the date on which it was instituted—anything to the contrary hereinbefore enacted notwithstanding), the timber may be confiscated and sold for the benefit of the Crown, by order of the Minister of the Interior, after notice on the spot of at least thirty days: Provided, nevertheless, that the Minister of the Interior, should he see cause for doing so, may, instead of confiscating timber cut without authority on Dominion lands, impose a fine or penalty which, in addition to all costs incurred, shall be levied on such timber; and, in default of payment of the whole on demand, he may, after a notice of fifteen days, sell such timber by public auction, and may, at his discretion, retain the whole proceeds of such sale, or the amount of penalty and costs only.

18. And whenever any timber is seized for non-payment of Crown dues, or for any cause of forfeiture, or any prosecution is instituted for any penalty or forfeiture under these Regulations, and any question arises whether the said dues have been paid on such timber, or whether the said timber was cut on other than any of the Dominion lands aforesaid, the burden of proving payment, or of proving on what land the said timber was cut, shall lie on the owner or claimant of such timber, and not on the officer who seizes the same, or the party instituting such prosecution.

19. An officer or person seizing timber in the discharge of his duty under these Regulations may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber so seized; and if any person under any pretence, either by assault, force or violence, or by threat of such force or violence, in any way resists or obstructs any officer or person acting in his aid, in the discharge of his duty under these Regulations, such person shall be guilty of felony, and, being convicted thereof, shall be punishable accordingly.

20. If any person, whether pretending to be the owner or not, either secretly or openly, and whether with or without force or violence, takes or carries away, or



causes to be taken or carried away without permission of the officer or person who seized the same, or of some competent authority, any timber seized and detained for any lawful cause under these Regulations, before the same has been declared by competent authority to have been seized without due cause, such person shall be deemed to have stolen such timber, the property of the Crown, and to be guilty of felony, and, being convicted thereof, shall be punishable accordingly.

21. The Minister of the Interior may, from time to time, define timber districts, and may appoint a Crown Timber Agent for each district.

22. The Minister of the Interior may, in his discretion, cancel any timber license granted under the provisions of these Regulations, if the licensee shall not, within the time prescribed by his license, continuously proceed to cut and manufacture the timber contained within the limits of his license.

#### *Slides &c.*

23. No sale or grant of any Dominion lands shall give or convey any right or title to any slide, dam, water-way, pier or boom, or other work previously constructed on such land, or on any stream passing through or along it, for the purpose of facilitating the descent of timber or saw logs, unless it be expressly mentioned in the letters patent or other documents establishing such sale or grant that such slide, dam, water-way, pier or boom, or other work, is intended to be thereby sold or granted :

2. The free use of any slide, dam, water-way, pier, boom or other work on stream to facilitate the descent of lumber and saw logs, and the right of access thereto for the purpose of using the same and keeping the same in repair, shall not in any way be interrupted or obstructed by or in virtue of any sale or grant of Dominion lands made subsequent to the construction of any such work.

24. The free use, for the floating of saw logs or other timber, of any stream or lake that may be necessary for the descent thereof from Dominion lands, and the right of access to such stream or lake, and of passing and re-passing on or along the land on either side, and wherever necessary for such use thereof, and over any existing or necessary portage-road past any rapid or fall, or connecting such stream or lake, and over such road as, owing to natural obstacles, may be necessary for taking out timber from Dominion lands, and the right of constructing any slide or water-way where necessary, shall continue uninterrupted, and shall not be affected or obstructed by or in virtue of any sale or grant of such lands.

A. M. BURGESS,

*Deputy of the Minister of the Interior.*

#### FORM Q.

#### Timber License.

No.

Term

years-

This is to certify that \_\_\_\_\_ of \_\_\_\_\_ in the Province of British Columbia, is hereby, from this date, licensed for the term of \_\_\_\_\_ years next ensuing, to enter upon, cut, fell and remove (except as hereinafter is reserved) timber from all that tract of Dominion lands situate in the district of \_\_\_\_\_

and more particularly described as (*insert description of land*),

and containing \_\_\_\_\_ acres, more or less, with right of ingress, egress and regress for \_\_\_\_\_ agents, servants and workmen for such purposes over any adjacent, vacant and unoccupied Dominion lands.

Subject, nevertheless, to the payment of the annual sum of \_\_\_\_\_ dollars on the \_\_\_\_\_

day of \_\_\_\_\_

in each year of the said term, and to the payment of all other sums, fees and timber dues prescribed by the "Regulations for the disposal of Dominion lands within the Railway Belt in the Province of British Columbia, as approved by Order in Council, dated 17th September, 1887," and also subject to all other provisions of the said Act with respect to timber.

Provided always, that any and all exceptionally large trees that may be standing or growing on the said tract of land are hereby expressly reserved to the use of Her Majesty for all time, and the said hereby expressly forbidden to cut or fell any of such trees.

Dated at

*Deputy of the Minister of the Interior.*

**REGULATIONS governing the cutting of Timber on Dominion Lands within the Railway Belt in British Columbia lying south of 49° 34' north latitude and west of the 121° of longitude west of Greenwich.**

1. It shall be unlawful for any person, without a license in that behalf, to be granted as hereinafter mentioned, to cut, fell, or carry away any trees or timber upon or from any Dominion lands.

2. Every person who shall violate the provisions of the preceding section shall, for each offence, be liable to a penalty of not less than five dollars nor more than five hundred dollars, to be recovered in a summary manner, upon the complaint of any person, before any Stipendiary Magistrate, or two Justices of the Peace, and in default of payment, imprisonment not exceeding thirty days.

3. Any person desirous of cutting or felling and carrying away trees or timber from Dominion lands, may obtain a license to that effect upon complying with the following provisions:—

(a.) He shall apply in writing to the Minister of the Interior for a license, and shall also, if the land intended to be covered by such license be not included in any surveyed township stake out the land sought for, by placing at each angle or corner of the land a stake or post at least four inches square and standing not less than four feet above the surface of the ground; and upon each post he shall inscribe his name and the angle represented thereby thus: "A. B.'s N. E. corner" (meaning north-east corner) or as the case may be: except such posts are so planted before the notice referred to in the next succeeding section is given, all the proceedings taken by the applicant shall be void. With his application he shall forward to the Minister of the Interior a map or sketch of the land so staked out, specifying metes and bounds, and showing thereon the best information in his power respecting the same, but if the land has already been included in any general survey, then the official number of the section or sections, or part thereof applied for, shall be given.

(b.) He shall, after making the application for the license, publish for a period of thirty days in the *British Columbia Gazette* and in any newspaper circulating in the district in which the lands lie, notice of his application for a timber license, and shall in such notice give a description of the land applied for, specifying metes and bounds, and such further particulars, if any, as may be required by the Minister of the Interior.

4. In the event of any adverse claim being filed with the Minister of the Interior, he may hear and decide upon the same.

5. No timber license shall be granted for a larger area than one thousand acres of land for each 25,000 feet of lumber that the mill in connection therewith is capable of cutting in twelve hours, nor shall the license be granted for a longer period than four years. The license shall not be transferable, and may be surrendered at any time. No person shall be entitled to more than one license at the same time. The licensee shall pay to the Minister of the Interior, for the use of Her Majesty, annually during the currency of the license, the sum of ten dollars for every 1,000 acres covered thereby.

the first payment to be made upon the granting of the license, and thereafter annually. In default of payment the license shall be void.

6. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve, and the Minister of the Interior may refuse to grant a license in respect of any particular land, if, in the opinion of the Governor General in Council, it is deemed expedient in the public interest so to do.

7. The license may be in the Form A set forth in the schedule to these Regulations.

8. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and shall at the expiration of every six months, during the currency of his license, make and furnish to the Minister of the Interior a statement in writing, verified by declaration to be made before a Justice of the Peace, showing the number of trees so felled, and shall then forthwith pay to the Crown Timber Agent for the use of Her Majesty, in respect of each tree felled, the sum of fifteen cents.

9. The licensee shall, if required, produce to the Crown Timber Agent the original account of trees felled.

10. If the licensee shall not keep an account in writing of the number of trees felled under the license, or shall not render to the Crown Timber Agent the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of not less than five dollars nor more than two hundred and fifty dollars, to be recovered as aforesaid, and in default of payment, imprisonment not exceeding thirty days.

11. The preceding sections of these Regulations shall not be construed so as to inflict penalties upon free miners engaged in prospecting or mining, nor upon travellers, nor upon persons engaged in merely scientific pursuits or exploring, nor upon farmers cutting timber for purposes connected with their farms, nor upon proprietors of coal mines cutting timber for colliery purposes, nor upon persons cutting cordwood for fuel for their own use, or for the use of steamers, or for school purposes.

12. In reckoning the number of trees felled there shall not be included small timber used for skids, levers, rafting stuff, or the like.

13. If any person, without authority or otherwise than is permitted by these Regulations, cuts, or employs or induces any other person to cut, or assists in cutting any timber of any kind on any Dominion lands, or removes, or carries away any merchantable timber of any kind so cut from any Dominion lands, he shall not acquire any right to the timber so cut, or any claim to any remuneration for cutting, preparing the same for market, or conveying the same to or towards market, and such timber may be seized by the Crown Timber Agent, or other officer or agent of the Minister of the Interior, and shall be sold for the benefit of the Crown.

(a.) When the timber or saw-logs made has or have been removed by any such person from Dominion lands, such person shall, in addition to the loss of his labor and disbursements, forfeit a sum of one dollar for each tree (rafting stuff excepted) which he is proved to have cut, or caused to be cut or carried away, which sum shall be recoverable with costs in the name of the Minister of the Interior in any Court having jurisdiction in civil matters to the amount of the penalty.

(b.) In such cases it shall be incumbent upon the party charged to prove his authority to cut.

14. Where timber has been cut without authority on Dominion lands, and has been made up with other timber into a crib, dam or raft, or in any other manner has been so mixed up as to render it impossible, or very difficult for the agent to distinguish the timber so unlawfully cut on Dominion lands from other timber with which it is mixed up, the whole of the timber so mixed up shall be held to have been cut without authority on public lands, and shall be liable to seizure and forfeiture until separated by the holder satisfactorily to the officer making the seizure.

15. The officer making the seizure may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber seized.

16. All timber seized under these Regulations shall be deemed to be condemned, unless the person from whom it was seized, or the owner thereof, shall, within one month from the day of seizure, give notice to the seizing officer or nearest Crown Timber Agent, that he claims, or intends to claim, the same; failing such notice, the agent aforesaid shall report the circumstances to the Minister of the Interior, who may order the sale of the said timber by the said agent after a notice of at least thirty days.

17. Any Supreme Court Judge may, upon petition, in a summary way, try and determine such seizures, and may order the delivery of the timber to the alleged owner upon his giving security, by bond, with two good and sufficient sureties, to pay double the value in case of condemnation.

(a.) Such bond shall be taken in the name of the Minister of the Interior to Her Majesty's use, and shall be delivered up to and kept by the Minister of the Interior.

(b.) If such seized timber is condemned, the value thereof shall be forthwith paid to the Minister of the Interior and the bond cancelled, otherwise the penalty shall be enforced and recovered.

18. Every person availing himself of any false statement or oath to evade the payment of any moneys payable under these Regulations, in respect of timber, shall forfeit the timber in respect of which payment of such moneys is attempted to be evaded.

19. The Minister of the Interior may, from time to time, define timber districts, and may appoint a Crown Timber Agent for each district.

20. No logs shall be sawn in any mill, or otherwise manufactured into lumber, or other material, in any mill, until the logs shall have been scaled and measured, and the timber dues hereinafter mentioned paid; but the provisions of this section shall not apply to logs cut from any lands held by pre-emption or under Crown grant.

21. The logs shall be scaled and measured at the mill by the Crown Timber Agent, or person appointed by the Minister of the Interior for that purpose, for the district in which the mill is situate.

22. When the logs have been scaled and measured, the person who did so shall make out a bill, stating therein the number of logs, the number of feet board measure contained in such logs, and the name of the owner; and the Crown Timber Agent shall enter in the books of his office a copy of such bill. Another copy of the bill shall be made out and delivered to the owner or his agent, with a certificate thereto attached that it is a true and correct bill, which bill, so certified, shall, for the purpose of ascertaining the amount of timber dues to be paid in respect of such logs, be presumptive evidence of the facts therein contained and of the correctness of such scaling or measurement.

23. The scale and rule by which the quantity of logs shall be determined is the rule laid down and prescribed in Scribner's Lumber and Log Book, as copyrighted in 1882, by George W. Fisher, of Rochester, New York.

24. There shall be payable and paid by the owner of the logs to the Minister of the Interior, to and for the use of Her Majesty, the sum of twenty cents for each and every one thousand feet board measure contained in such logs, and until the same shall be paid the logs shall not be taken into the mill or removed from where they were scaled, and a lien for such timber dues shall attach to the logs until the dues are paid, and as soon as the logs are scaled and measured, and until payment of the dues, the Crown Timber Agent may take and hold possession of the logs.

25. In scaling or measuring logs, such allowance for hollow or crooked, or otherwise defective logs shall be made as would make them equal to good, sound, straight and merchantable logs.

26. These Regulations shall not apply to the cutting of the trees known as hemlock.

27. The Minister of the Interior may cancel any timber license granted under the provisions of these Regulations, if, in his opinion, the licensee shall not continuously proceed to cut and manufacture the timber within the limits of his license.

A. M. BURGESS,

*Deputy of the Minister of the Interior.*

## SCHEDULE.

## FORM A.

Regulations for the disposal of Dominion Lands within the Railway Belt in the Province of British Columbia, as approved by Order in Council, dated 16th July, 1885.

## TIMBER LICENSE.

No. \_\_\_\_\_ Term \_\_\_\_\_ years.  
 THIS IS TO CERTIFY THAT \_\_\_\_\_ of \_\_\_\_\_

is hereby from this date licensed for the term of \_\_\_\_\_ years next ensuing, to enter upon, cut, fell and remove (except as hereinafter is reserved) timber from all that tract of Dominion Lands situate in the District of \_\_\_\_\_, and more particularly described as (*insert description of land*), and containing \_\_\_\_\_ acres, more or less, with right of ingress, egress and regress for agents, servants and workmen for that purpose over any adjacent, vacant and unoccupied Dominion Lands.

SUBJECT NEVERTHELESS to the payment of the annual sum of \_\_\_\_\_ dollars, on the \_\_\_\_\_ day of \_\_\_\_\_ in each year of the said term and to the payment of all other sums, fees and timber dues prescribed by the "Regulations for the disposal of Dominion Lands within the Railway Belt in the Province of British Columbia, as approved by Order in Council, dated 16th July, 1885," and also subject to all other provisions of the said Act with respect to timber.

PROVIDED ALWAYS, that any and all exceptionally large trees that may be standing or growing on the said tract of land are hereby expressly reserved to the use of Her Majesty for all time, and the said hereby expressly forbidden to cut or fell any of such trees.

Dated at \_\_\_\_\_

*Deputy of the Minister of the Interior.*

REGULATIONS for the disposal of Coal Lands in the North-West Territories, and the Province of Manitoba, approved by His Excellency the Administrator of the Government in Council on the 26th December, 1882 (in substitution for the preceding Regulations of the 17th December, 1881), with the amendments thereto approved by His Excellency the Governor General in Council, on the 3rd March, 1883, the 26th March and the 13th May, 1884, the 3rd December, 1885, and the 13th April and 14th June, 1886.

1st. The following districts have been set apart and declared to be Coal Districts, the same to be known as those of the Souris River, the Bow River, the Belly River, the South Saskatchewan River, the North Saskatchewan River, the Cascade, and a district at Wood Mountain and its vicinity.

These lands are withdrawn from ordinary sale; but the even numbered sections, with the exception of Hudson's Bay Company's Lands, are open for settlement, subject, however, to the reservation of the coal and other mineral rights therein.

## I.—SOURIS RIVER COAL DISTRICT.

Township 1 and South halves of 2, Ranges 4, 5, and 6, West of Second Meridian.

"	1, 2, 3,	"	7, 8, 9, 10,	"	"
"	1, 2, 3, 4,	"	11,	"	"
"	1, 2, 3, 4, 5,	"	12, 13,	"	"
"	2, 3, 4, 5,	"	14,	"	"
"	3, 4, 5,	"	15,	"	"
"	4, 5,	"	16,	"	"
"	5,	"	17,	"	"

## II.—BOW RIVER COAL DISTRICT.

Townships 19, 20, 21, Ranges 18, 19, West of Fourth Meridian.  
 “ 20, 21, 22, “ 20, 21,

## III.—BELLY RIVER COAL DISTRICT.

Townships 8, 9 and 10, Range 21 ;

Those portions of Townships 8 and 9 not included in the Blood Indian Reserve, and the whole of Township 10, in Range 22 ; those portions of Townships 8 and 9 not included in the Blood Indian Reserve, and the whole of Township 10, in Range 23, all West of the Fourth Meridian.

## IV.—SOUTH SASKATCHEWAN RIVER COAL DISTRICT.

Townships 11, 12, 13, Ranges 2, 3, 4, 5, 6, 7, 8, 9, 10, West of Fourth Meridian.  
 “ 14, 15, 16, “ 2, 3, 4, 5, “ “

## V.—NORTH SASKATCHEWAN RIVER COAL DISTRICT.

Townships 50 and 51, and the South half of Township 52, Range 25,

“ 50 “ 51, Range 26,

“ 50 “ 51, “ 27,

“ 50 “ 51, in the fractional portion of Range 28, all West of the Fourth Meridian.

Also Townships 50 and 51, Range 1,

“ 50 “ 51, “ 2,

“ 50 “ 51, “ 3,

“ 50 “ 51, “ 4,

All West of the Fifth Meridian, in the Provisional District of Alberta.

## VI.—CASCADE COAL DISTRICT.

The North West quarter of Township 25, Range 11,

“ South West “ “ 26, “ 11,

“ North East “ “ 25, “ 12,

“ South East “ “ 26, “ 12,

All west of the Fifth Meridian, in the Provisional District of Alberta, but excluding therefrom that portion of the said described area which is covered by the right of way and station grounds of the Canadian Pacific Railway.

## VII.—DISTRICT AT WOOD MOUNTAIN AND ITS VICINITY.

Townships 1, 2, 3, 4, 5, 6, 7, Ranges 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, West of Second Meridian.

“ 1, 2, 3, 4, 5, 6, 7, “ 1, 2, 3, 4, 5, 6, 7, 8, West of Third Meridian,

2nd. The surveys of the lands within the said Coal Districts will be completed as soon as possible, and thereafter the lands will be periodically offered for sale by tender or public auction—the lands within the “ Cascade Coal District ” at an upset price of \$12.50 per acre, cash, and the lands within all the other Coal Districts at an upset price of \$10 per acre, cash.

(a)—Not more than three hundred and twenty acres shall be sold to one applicant.

(b)—When there is more than one applicant for the same coal location, the Minister of the Interior may invite competition between the several applicants, or offer the land for sale at public competition by tender or by auction as he may think expedient, at the upset price of coal lands in the district in which such coal location is situated.

(c)—When applications are made to purchase coal locations situated outside of the organized Coal Districts, the Minister of the Interior may sell the same to the applicants at the price and on the terms which would apply if the lands were within an organized Coal District, and with due regard to the quality of the coal which the said lands may be found to contain.

3rd. With respect to leases which have already been granted, each lessee who has fulfilled the conditions thereof may, within two years from the date of the Order in Council authorizing his lease, convert the leasehold into freehold, by paying in cash the upset price placed by the Minister of the Interior on the lands in the Coal District wherein the said leasehold is situated; but the lease shall be null and void in all cases where the conditions have not been fulfilled by the lessee, especially the conditions contained in Clause 5 of the said regulations, which is as follows: "That failure to commence active operations within one year and to work the mine within two years of the commencement of the term of the lease, or to pay the ground rent or royalty, shall subject the lessee to forfeiture of the lease and resumption of the land by the Crown."

4th. In cases where the Minister of the Interior satisfies himself that companies, or persons, have expended considerable sums of money in exploring for coal within the limit of any district for which they may have applied under the Regulations of the 17th December, 1881, the said lands may be sold to such companies or persons at the upset price fixed for lands in the Coal District in which such tract may be situated.

5th. The boundaries beneath the surface of coal mining locations shall be the vertical planes or lines in which their surface boundaries lie.

6th. The rights of lessees, and of persons in favor of whom Orders in Council authorizing leases have been passed, shall not be affected by these Regulations.

A. M. BURGESS,

*Deputy of the Minister of the Interior.*

DEPARTMENT OF THE INTERIOR,  
OTTAWA, 14th June, 1886.

### REGULATIONS *Governing the Disposal of Grazing Lands in Manitoba and the North-West Territories.*

1. Leases of grazing lands in Manitoba and the North-West Territories can be granted only after public competition, except in the case of actual settlers to whom may be leased, without public competition, tracts of land not to exceed four sections and to be contiguous to the settler's homestead. Leases shall be for a period of not exceeding twenty-one years, and no single lease shall cover a greater area than 100,000 acres.

2. The lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

3. In surveyed territory, the land embraced by the lease shall be described in townships and sections. In unsurveyed territory, the party to whom the lease may be promised shall, before the issue of the lease, cause a survey of the tract to be made, at his own expense, by a Dominion Lands Surveyor, under instructions from the Surveyor General; and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

4. The lessee shall pay an annual rental at the rate of \$20 for every 1,000 acres embraced by his lease, and shall within each of the three years from the date of the Order in Council granting the lease, place upon the tract of land leased not less than one-third of the whole amount of the stock which he is required to place upon the said tract, namely, one head of cattle for every ten acres of land embraced by the lease, and shall during the rest of its term maintain cattle thereon in at least that proportion.

5. After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home farm and *corral*, paying therefor \$2 per acre in cash.

6. The whole or any part of the lands leased shall be open to homestead and pre-emption entry, or to be purchased from the Government at the cash price of not less than \$2.50 per acre, upon application being made therefor, and that as entries are granted, or purchases effected, the lease shall become void in respect of the land so entered or purchased.

7. Failure to fulfil any of the conditions of his lease shall subject the lessee to the forfeiture thereof.

A. M. BURGESS,

*Deputy of the Minister of the Interior.*

DEPARTMENT OF THE INTERIOR,  
OTTAWA, JUNE, 1887.

WINNIPEG CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE,

WINNIPEG, 31st October, 1887.

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

SIR,—I have the honor to submit my annual report of the business transacted within the Winnipeg district for the year ended 31st October, 1887, to be read in connection with which are the following detailed statements, namely:—

A.—Statement of revenue derived from timber dues and other sources.

B.—Statement of saw mills operated under Government license in the Province of Manitoba, and in Assiniboia as far west as the third initial meridian, and in what is known as the "Disputed Territory," together with the quantities of material manufactured, sold and on hand, by each lessee respectively.

C.—General office returns, and other information respecting the work of the office.

The revenue of this agency, for the year just closed, from all sources, amounts to \$45,611, being \$3,941.58 over that of the preceding year. That derived from timber cut under permits amounts to \$16,678.81 as against \$14,381.27 for the preceding year, showing an increased desire on the part of the settlers to comply with the regulations governing the cutting of timber on Dominion lands. And I have reason to anticipate a still further increase in the revenue from this source during the ensuing year. The settlers who in many cases have hitherto been without the means to improve their farms by building and fencing are now, owing to the abundant crops of last season, in a position to do so; and the lumbering interests of the country, which have suffered such severe depression during the last three or four years, are already beginning to feel the effects of the improved condition of the farmers, in the increased demand for lumber.

I took occasion in a previous report to advert to the advisability, where practicable, of preserving the growing timber in this district for the future needs of the settlers, and preventing, as far as possible, its destruction for speculative purposes. The necessity for these precautions is becoming year by year more apparent.

I find that since railway construction commenced in this country, about 9,000,000 ties have been used in the building and maintenance of our roads.



Assuming that on an average two ties are cut from each tree, this would cause the destruction of 4,500,000 healthy young trees—only straight and vigorous trees being used for this purpose. At the present time there are about 2,500 miles of railway in this country. As the life of a tie is about seven years, it would therefore require to maintain the present roads over 1,000,000 ties per annum, and the consequent destruction of some half a million trees. It will readily be perceived, then, that as the extension of railroads in the country increases, the demand for this class of material will be enormous; and the importance of devising some measures for its preservation can scarcely be over-estimated. I would therefore respectfully urge that the Department give this matter serious consideration, with a view of diverting the timber operations of the railway companies from this country to the Lake Superior district, or to some other place where the interests of settlement would not be so greatly affected.

The total amount of lumber sold in Manitoba and that part of this district which lies in the North-West Territories amounts to 40,675,547 feet, of which quantity 17,222,021 feet was manufactured from timber cut under Government license, the balance being brought into the country from the following places, namely:—

	Feet.
United States, <i>via</i> Emerson and Gretna.....	602,826
do from State of Minnesota (logs manufactured at Keewatin and Rat Portage).....	15,277,700
Ontario and State of Wisconsin (logs manufactured at Port Arthur).....	5,073,000
British Columbia, <i>via</i> Canadian Pacific Railway.....	<u>2,500,000</u>

It will thus be seen that of the quantity of lumber sold during the past year about 60 per cent. was imported.

The fact that lumber is being shipped into this country and sold at low prices is, in my opinion, an advantage to the community which cannot be too highly appreciated, affording, as it does, the conservation of our own forests for future use, our heaviest and best timber being, as yet, inaccessible. During the last season about 15,000,000 feet of lumber was manufactured at Keewatin and Rat Portage from logs brought down streams tributary to the Rainy River from the State of Minnesota.

According to the latest statistics published by the Department of the Interior at Washington, D.C., upwards of 300,000,000 feet of pine standing on streams (Big Fork, Little Fork and Vermillion Rivers) in the State of Minnesota, which flow northward into Rainy River, will naturally find a market in Manitoba.

The larger portion of the lumber shipped in from Port Arthur was manufactured from logs floated across Lake Superior from the State of Wisconsin, U.S. The difficulties of prosecuting this trade, however, are so great, owing to the risk and expense attending the rafting of logs across the lake, that, from enquiries made, I am led to believe the importation from that quarter is not likely to increase in volume.

Relying on reports received from shippers in British Columbia, I learn that large shipments of timber products will be made into Manitoba next season.

This season one firm in New Westminster shipped in and sold 2,500,000 feet of lumber, 3,000,000 shingles and 500,000 laths, principally cedar. The lumber is of superior quality, and largely used for interior finish and cabinet making.

The following particulars, although not having a direct bearing on the business for the year now under consideration, may, perhaps, be found to be not without interest. The first timber manufactured in this north-west country, under Government license, was in the year 1874, at Fort Francis (District of Keewatin,) by Stephen H. Fowler. It was not, however, until the year 1880, that lumbering commenced on anything like an extensive scale. I have, by careful research, ascertained that the following is the quantity of material manufactured in Manitoba, the North-West Territories and the District of Keewatin, under Government license, since the year 1874, viz. :—

Feet Lumber.....	190,568,456
Shingles.....	44,762,823
Laths.....	16,416,404

The Ontario Crown Lands Agents at Rat Portage and Port Arthur, continue to exercise supervision over the unlicensed timber lands in the "Disputed Territory." Permits to cut timber in large quantities have been issued by them during the past season, the dues for which are paid into the Ontario treasury.

The loss of timber by prairie fires during the year has, I am glad to say, been insignificant as compared with the damage from that source during the previous year; the settlers, profiting by their sufferings of last year, have exercised greater vigilance in preventing the spread of fires.

Fuel continues to sell at the figures given in my last annual report, namely:—

Cordwood, on car at Winnipeg, \$3.50 to \$4.50 per cord; at Portage la Prairie, \$2.50 to \$3.00; at Brandon and other points along the line of the Canadian Pacific Railway in Manitoba, it sells at about the same figures.

Native and foreign coal is offered at Winnipeg, on the cars, at the following prices:—

	Per ton.
American anthracite.....	\$10 00
Canadian (N. W. T.) anthracite .....	8 50
Native, soft.....	7 50
Soft coal at pit.....	1 00

No American bituminous coal is offered.

The routine work of the office has largely increased, as a reference to schedule "C" will show. The work is still being conducted with the assistance of an accountant and one clerk. The forest rangers have shown much activity in the discharge of their duties, and have, by their discreet conduct, avoided any unpleasantness in their dealings with the settlers; nor can any fault be found on the ground of extravagance in travelling expenses, which have been kept as low as possible consistently with the efficient inspection of the lands entrusted to their supervision.

I have the honor to be, Sir,

Your obedient servant,

E. F. STEPHENSON,  
Crown Timber Agent.

SCHEDULE A.

STATEMENT OF RECEIPTS ON ACCOUNT OF CROWN TIMBER, FOR THE YEAR ENDING THE 31ST OCTOBER, 1887.

Month.	Bonus.	Ground Rent.	Royalty on Returns.	Permits.	Seizures, Dues and Fines and for Tresspass.	Refunded Disbursements.	School Lands.	Total.	Amounts collected at Head Office.	Grand Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886.										
November.....	5 00	66 00	24 68	464 27	31 95	10 00	28 75	586 88	1,140 50	1,727 38
December.....		127 16	1,701 46	923 44	365 13			3,160 94		3,609 94
1887.										
January.....		1,475 00	245 19	84 10		72 40	485 00	2,361 69		2,361 69
February.....			213 26	2,534 53	228 60	12 95	131 25	3,120 59		3,120 59
March.....			69 19	419 71	233 01		29 75	741 69		741 69
April.....			1,067 57	862 07	345 80	21 00	93 71	2,390 15		2,390 15
May.....			390 06	545 53	70 58		35 00	1,031 17	50 00	1,081 17
June.....			151 78	420 84	264 80		2 50	839 92		839 92
July.....		640 00	2,980 71	633 81	362 23	398 68	31 25	5,036 68		5,036 68
August.....		603 81	1,685 47	514 55	7 00			2,710 63		2,710 63
September.....		1,273 85	3,071 10	447 17	23 82			4,815 91		4,815 94
October.....		965 54	6,186 48	8,828 79	929 41	49 75	684 25	17,624 22		17,624 22
Collections at Head Office.	5 00	5,151 16	17,666 93	16,678 81	2,852 36	561 78	1,501 46	44,420 50	1,190 50	45,611 00
Totals.....	1,092 50	5,151 16	17,666 93	16,678 81	2,852 36	564 78	1,904 46			

E. F. STEPHENSON,  
Crown Timber Agent.

CROWN TIMBER OFFICE,  
WINNIPEG, 31st October, 1887.

SCHEDULE "B" showing the Number of Saw Mills in the Province of Manitoba and the Districts of Keewatin and Assiniboia operating under Government License, for the Year ending 31st October, 1887.

Name of Owner or Owner and Assignee	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced Operation	Description of Timber.	Location of Limits.	Quantity of Lumber manufactured during Year ending 31st October, 1887.	Quantity of Lumber sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Lumber on hand 31st October, 1887.	Quantity of Shingles manufactured during Year ending 31st October, 1887.	Quantity of Shingles sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Shingles on hand 31st October, 1887.	Quantity of Lath manufactured during Year ending 31st October, 1887.	Quantity of Lath sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Quantity of Lath on hand 31st October, 1887.	Remarks.
Boyd & Crows	Fisher River	Steam	75	30,000	1880	Spruce	Fisher River, Lake Winnipeg.	2,500,000	770,010	1,729,990							
Brouse, Geo. I., & Co.	Bad Throat River	Water	20	7,000	1879	do and jack pine	Bad Throat River do	153,071	171,271		191,000	423,000	188,000				
Brown, Rutherford & Nielson	Fisher Bay	Steam	30	10,000	1884	do	Fisher Bay do	1,100,000	800,000	1,450,000							
Bulmer, F. T. & Co.	Keewatin	do	80	50,000	1884	Red and white pine.	Crow Lake, Lake of the Woods.										Mill not worked season 1887.
Cameron, Alexander	Minnedosa	do	25	6,000	1878	Spruce	Riding Mountain	192,950	56,938	160,305							
Dick & Banning	Keewatin	Water	150	60,000	1881	Red and white pine.	Lake of the Woods and Rainy Lake	3,659,196	1,750,000	3,384,554	950,000	600,000	750,000	825,000	525,000	675,000	
Federal Bank of Canada	Ebb and Flow Lake	Steam	75	20,000	1883	Spruce	Ebb and Flow Lake, Lake Winnipeg	900,000	616,130	814,640							
Hudson's Bay Co.	Riding Mountain House	do			1880	do	Riding Mountain										Mill destroyed by fire, May, 1886.
Jermyn & Bolton	Minnedosa	do	50	15,000	1880	do	do	58,193	51,003		66,500	2,750		10,000	46,800	46,800	Mill not worked season 1887.
Jouasson, Stgr.	Bad Throat River	do	40	12,000	1885	do and jack pine	Bad Throat River, Lake Winnipeg	495,000	288,843	287,638	360,000	341,750	418,250	46,500	23,409	35,100	
Keewatin Lumbering & Manf. Co (Limited)	Keewatin	Water	200	120,000	1880	Red and white pine.	Islands, Lake of the Woods	1,507,952	3,807,041	1,816,230		392,750			881,800		
Likely, John	Fort Alexander	Steam	25	8,000	1884	Spruce and jack pine	Bear River, Winnipeg River	357,700	267,700	90,000	400,440	400,440					
Manitoba and North-West Railway Co.	Ebb and Flow Lake	do	20	4,000	1885	do and tamarac.	West Shore Lake Manitoba	208,000	110,343	107,187							
Miller & Patton	Bird Tail Creek	do	50	30,000	1880	do	Riding Mountain		373,037			163,000		8,700			do do
McFadyen, David	Sec 19, Tp. 17, R. 16, W. 1st	do	16	3,000	1884	do and poplar	do	102,000	132,144		343,000	210,000	203,000				
Mitchell, H. B.	Millwood	do	75	30,000	1885	do and tamarac.	Little Boggy Creek	1,384,855	491,285	873,570	299,000	159,000	140,000	93,500	15,500	78,000	
Morton, George	Turtle Mountain	do	40	12,000	1882	Oak and poplar	Turtle Mountain	178,500	142,341	49,584	63,000	73,500	18,000				
North-West Timber Co.	Bull Head Bay	do	30	10,000	1886	Spruce and tamarac.	West Shore Lake Winnipeg	519,744	603,157	161,587							Lumber manufactured from logs purchased at sheriff's sale by Jas. Cocoran, Stratford Ont.
Rainy Lake Lumber Co	Rat Portage	do	95	60,000	1883	Red and white pine.	Rainy Lake	5,377,616	2,730,197	5,649,073	1,149,500	466,250	683,250	715,000	180,000	535,000	Lumber in dispute between Union Bank of Canada and liquidator, R. L. Lbr. Co. Also 76,010 railway ties.
do do	Fort Francis	do			1879	do	do	953,509									
Ross, David	Whitemouth	Steam	35	10,000	1880	Spruce and tamarac.	Whitemouth River	1,608,709	1,594,243	966,496							
Smith, Samuel	Turtle Mountain	do	40	3,500	1881	Oak and poplar	Turtle Mountain	120,068	123,306	12,782							
Sprague, Daniel	Winnipeg	do	25	20,000	1882	Red pine	Roseau River		1,452,690	742,797					48,000	21,200	Mill not worked season 1887.
Stewart, John	Fort Ellice	do	20	3,000	1883	Spruce	Township 32, Range 2, West 2nd	388,185	409,513	58,346	7,000	7,000					
Watts, Alfred	Norquay	do	16	3,000	1882	Oak and poplar	do 7 do 9 do 1st	30,000	114,073	8,797		101,500					
Wells Bros	Balmoral	do	15	2,500	1884	Spruce and poplar	do 17 do 2 East 1st										do do
Williams & Harrison	Wakopa	do	25	3,000	1880	Oak do	Turtle Mountain		64,749								
Whimster & Kyall	Strathclair	do	25	6,000	1880	Spruce and tamarac.	Riding Mountain	354,817	294,817	300,000	44,750	122,250	346,500				
								20,119,363	17,222,021	19,667,038	3,807,690	3,526,940	2,749,750	1,688,700	1,683,700	1,391,100	

Saw mills owned by the undermentioned have not been in operation during the season of 1887:—

Name of Owner.	Where Situated.	Name of Owner.	Where Situated.
Adams & Schnider	Winnipeg River.	Shiels et al	Brandon.
Armitage & McCulloch	Minnedosa.	Sprague, Danl	Winnipeg.
Bulmer, F. T., & Co.	Keewatin.	Stewart, Jno.	Fort Ellice.
Hudson's Bay Co.	Riding Mountain.	Wells Bros.	Balmoral.
Imperial Bank of Canada	Rapid City.	Williams & Harrison	Wakopa.
Millar & Patton	Birtle.	Jermyn, James	Minnedosa.

[PART I]

E. F. STEPHENSON,  
Crown Timber Agent.



SCHEDULE C.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1887.

Description of Return.	Number.	Compared with Last Year.	
		Increase.	Decrease.
Number of letters written.....	3,787	725	.....
do circulars sent.....	2,376	755	.....
do letters received.....	1,796	361	.....
do permits issued, homesteaders free.....	538		510
do do subject to dues.....	698	190	.....
do seizures made.....	401	172	.....
do mill returns received and verified.....	84		5

COMPARATIVE PRICES of Lumber sold at the principal points in the Winnipeg District during the Years 1886 and 1887.

Place.	Kind.	1886.	1887.
Birtle, Man.....	Spruce and tamarac, per M. feet.....	\$15 00 to \$20 00	\$14 00 to \$18 00
Boisaveain, Man.....	do do do.....	15 00 " 20 00	15 00 " 18 00
Brandon, Man.....	do do do.....	12 00 " 20 00	14 00 " 18 00
Langenburg, Assa.....	do do do.....	20 00 " 30 00	18 00 " 20 00
Minnedosa, Man.....	do do do.....	10 00 " 20 00	10 00 " 18 00
Moose Jaw, Assa.....	do do do.....	15 00 " 25 00	15 00 " 21 50
Moosomin, Assa.....	do do do.....	15 00 " 18 00	15 00 " 19 00
Rat Portage, Ont.....	Red and white pine do.....	10 00 " 30 00	10 00 " 30 00
Regina, Assa.....	do do do.....	18 00 " 30 00	18 00 " 30 00
do.....	Spruce do.....	15 00 " 18 00	15 00 " 18 00
Portage la Prairie... ..	do do do.....	14 00 " 18 00	14 00 " 16 00
Selkirk, Man.....	do and tamarac do.....	8 00 " 12 00	10 50 " 12 00
Winnipeg, Man.....	do do do.....	10 00 " 16 00	12 50 " 16 00
do.....	Red and white pine, do.....	13 00 " 35 00	13 00 " 40 00
<i>British Columbia Lumber.</i>			
Winnipeg.....	Cedar lumber for finishing (clear).....		\$45 00 to \$50 00
do.....	Douglas fir do.....		35 00 " 40 00
do.....	Cedar common boards.....		18 00 " 20 00
do.....	Cedar shingles (clear).....		3 50 " 3 50

E. F. STEPHENSON,  
Crown Timber Agent.

CROWN TIMBER OFFICE,  
WINNIPEG, 31st October, 1887.

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EDMONTON CROWN TIMBER AGENCY.

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DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE,

EDMONTON, 1st November, 1887.

SIR,—I have the honor to enclose the annual statements of my office, which show a continued and marked improvement over last year.

The quantity of sawn lumber is 1,400,379 feet, being an increase of 439,058, as compared with last year.

The local demand which I took notice of in my last returns, has been steadily increasing, and at the present time is greater than it has ever been before, and there is every prospect of its increasing.

Messrs. Moore & Macdowall have purchased Mr. John Kelly's mill and timber berth, situated adjoining the limit owned by them, and I have no doubt they will put new life into the milling business, and next year a much larger quantity will be marketed than heretofore.

There has also been a large increase in the correspondence of this office.

The crops are turning out much better than was at one time expected, the frost we had in August having only injured the wheat.

I have the honor to be, Sir,

Your obedient servant,

THOS. ANDERSON,

*Crown Timber Agent.*

The Secretary

Department of the Interior,  
Ottawa.

## SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Dues on Timber cut under license.	Permits, Fees and Dues.	Miscellaneous.	Total.	Amounts collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886.								
November.....			70 95	75 41	0 14	146 50		146 50
December.....		421 00	2 60	94 17	1 23	519 00	1,250 00	1,769 00
1887.								
January.....			36 53	14 70		51 23		51 23
February.....				7 50		7 50	1,602 50	1,610 00
March.....		230 00		21 85		251 85	416 66	668 51
April.....				6 50		6 50		6 50
May.....		14 33	33 62	157 11		205 11		205 11
June.....		76 57	13 76	5 89		95 72		95 72
July.....			153 11	17 08		170 19		170 19
August.....				130 19		130 19	500 00	630 19
September.....			298 56	104 25		402 81	17 70	420 51
October.....				20 64		20 64		20 64
Totals.....		741 95	609 13	654 79	1 37	2,007 24	3,786 86	5,794 10
Amounts collected at Head Office.....		3,786 86						
Totals.....		4,528 81	609 13	654 79	1 37			
Add \$210.50 collected prior to 31st October, 1886, and received at Head Office subsequent to that date.....								210 50
Deduct \$20.64 collected prior to 31st October, 1887, but not received at Head Office until after that date.....								20 64
Total.....								5,983 96

THOMAS ANDERSON,  
Crown Timber Agent.

CROWN TIMBER OFFICE,  
EDMONTON, 31st October, 1887.

[PART I]



## SCHEDULE B.

GENERAL Office Return for Twelve Months ending 31st October, 1887.

Description of Return.	Amount.	Compared with previous year.		Remarks.
		Increase.	Decrease.	
Number of letters written.....	701	69		
do do received .....	222	21		
do permits issued .....	68	2		
do seizures made .....	8	6		
do mill returns received .....	11	.....		

THOMAS ANDERSON,  
*Crown Timber Agent.*

CROWN TIMBER OFFICE,  
EDMONTON, 31st October, 1887.

**SCHEDULE C.**

Showing the Saw-Mills, in the Edmonton Crown Timber Agency, operating under Government License during the Year ending the 31st October, 1887.

Name of Owner or Owner and Assignee.	Where situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations in	Description of Timber.	Logs cut at	Quantity of Lumber manufactured during the Year ending 31st October, 1887.	Ft. B. M.	Quantity of Lumber sold from amount on hand, and manufactured to 31st October, 1886, and manufactured during the Year ending 31st October, 1887.	Quantity of Shingles manufactured during the Year ending 31st October, 1887.	No.	Quantity of Shingles sold from amount on hand, and manufactured to 31st October, 1886, and manufactured during the Year ending 31st October, 1887.	No.	Quantity of Laths manufactured during the Year ending 31st October, 1887.	Quantity of Laths sold from amount on hand, and manufactured to 31st October, 1886, and manufactured during the Year ending 31st October, 1887.
Richard Hardisty..	Edmonton ...	Steam	30	10,000	1880	Spruce and poplar	North Saskatchewan River.	687,461	208,883	161,373	181,333	7,350	7,350	181,333	7,350	7,350
Lamoureux Bros ...	Stony Plain ...	do	20	5,000	1883	do	Stony Plain, North Saskatchewan	403,184	154,067	306,250	236,750	155,100	41,000	236,750	155,100	41,000
John Kelly .....	White Mud ...	do	40	10,000	1885	Spruce	White Mud, North Saskatchewan River.	161,150	106,900	246,750	81,500	.....	.....	81,500	.....	.....
Roman Catholic Mission, St. Albert.	St. Albert .....	Water	20	5,000	1882	do	Egg Lake.....	99,557	7,818	98,000	2,000	.....	.....	2,000	.....	.....
*Hudson's Bay Co.	Athabaska Landing.	Steam	20	5,000	1886	do	Athabaska River ..	49,024	48,021	41,500	41,500	.....	.....	41,500	.....	.....
Alberta Lumber Co	Red Deer River	.....	.....	.....	.....	..... (No returns received to date)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	.....	.....	.....	.....	.....	.....	.....	1,400,379	526,692	873,833	543,083	162,450	48,360	543,083	162,450	48,360

\* Timber cut under permit No. 158.

THOMAS ANDERSON,  
Crown Timber Agent.

CROWN TIMBER OFFICE,  
EDMONTON, 31st October, 1887.

## CALGARY CROWN TIMBER AGENCY.

DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE,

CALGARY, 28th November, 1887.

SIR,—I have the honor to submit my annual report of the business transacted within my agency for the year ended on the 31st October, 1887, viz. :—

“A.”—Statement showing revenue derived from timber dues.

“B.”—General office returns and other information respecting the work of this office.

“C.”—Number of saw mills operating under Government license in the district of Alberta and part of Assiniboia.

I have the honor to be, Sir,

Your obedient servant,

C. L. GOUIN,

*Crown Timber Agent.*

The Secretary

Department of the Interior,  
Ottawa.

## SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Royalty on Sales.	Dues on Permits.	Seizures, Dues and Fines for Trespass.	Total.	Amounts collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886.								
November.....			661 32	38 60		699 92	143 25	843 17
December.....			86 31	39 30		125 61	87 50	213 11
1887.								
January.....			56 27	11 50		67 77		67 77
February.....			81 19	11 00		92 19	1,000 00	1,092 19
March.....				43 00		43 00	2,416 50	2,459 50
April.....			125 26	269 14		394 40	30 00	424 40
May.....				23 00		23 00	635 00	658 00
June.....			84 03	63 00		147 03	265 30	412 33
July.....			13 28	19 50		32 78	136 91	149 78
August.....		250 00	147 81	0 50		398 31	2,111 01	2,509 32
September.....				11 50		11 50	430 94	442 44
October.....			188 95	10 00		198 95	558 55	757 50
Total.....		250 00	1,444 42	540 04		2,234 46	7,814 96	10,049 42
Amounts collected at Head Office.	640 00	4,211 21			2,963 75			
Total.....	640 00	4,461 21	1,444 42	540 04	2,963 75			
Add \$134.44 collected prior to 1st November, 1886, and received at Head Office subsequent to that date.....								134 34
Deduct \$198.95 collected prior to 31st October, 1887, but not received at Head Office until after that date.....								10,183 76
								198 95
Total.....								9,984 81
School lands.....								336 84
Grand Total.....								10,321 65

C. L. GOUIN,  
Crown Timber Agent.CROWN TIMBER OFFICE,  
CALGARY, 31st October, 1887.

[PART I]

69

## SCHEDULE B.

GENERAL Office Return for Twelve Months ending 31st October, 1887.

Description of Return.	Amount.	Compared with Previous Year.		Remarks.
		Increase.	Decrease.	
Number of letters written.....	362	67		
do received.....	313	61		
Permits issued.....	142		37	
Seizures made.....				
Mill returns received.....	29			

C. L. GOUIN,  
*Agent.*CROWN TIMBER OFFICE,  
CALGARY, 31st October, 1887.

**SCHEDULE C.**

Showing the Saw Mills in the Calgary Crown Timber Agency, operating under Government License, during the Year ending 31st October, 1887.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced Operations.	Description of Lumber.	Logs Out at.	Quantity of Lumber manufactured during the Year ending 31st October, 1887.	Ft. B.M.	Quantity of Lumber sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.	Ft. B.M.	Quantity of Shingles manufactured during the Year ending 31st October, 1887.	No.	Quantity of Laths manufactured during the Year ending 31st October, 1887.	No.	Quantity of Laths manufactured to 31st October, 1886, and manufactured during the Year ending 31st October, 1887.	Quantity of Laths sold from amount on hand 31st October, 1886, and manufactured to 31st October, 1887.
Louis Sands.....	Cypress Hills.	Steam	30	18	.....	Pine and spruce...	Cypress Hills Limit	96,841	268,045	173,250	240,500	7,000	7,000	7,000	7,000	7,000	7,000
Peter McLaren.....	Mill Creek.....	Water	30	5	.....	Spruce, fir and pine.	Mill Creek ....	211,007	334,602	146,500	167,250	.....	.....	.....	.....	.....	.....
James Walker .....	Kananaskis.....	Steam	60	15	1887	Spruce, pine and cypress.	Kananaskis, Rocky Mounts.	325,814	409,971	83,500	80,750	72,100	.....	.....	.....	.....	79,200
N.W. Coal and Navigation Co.	Lethbridge.....	Steam	20	5	1885	Spruce.....	South Fork of Old Man's River.	1,623,521	1,721,420	.....	.....	.....	.....	.....	.....	.....	.....
Calgary Lumber Co.	Cochrane.....	Steam	75	20	1886	Spruce and cypress pine.	Cochrane.....	842,530	861,694	231,250	231,250	535,600	.....	.....	.....	.....	513,600
Eau Claire and Bow River Lumber Co	Calgary .....	Steam	75	25	1887	Douglas pine, fir and spruce.	Calgary .....	249,560	232,454	.....	.....	140,000	.....	.....	.....	.....	11,000
D. Morrison.....	North Fork of Sheep Creek.	Steam	12	5	1887	Spruce.....	Sheep Creek.....	237,386	237,386	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	.....	.....	.....	.....	.....	.....	.....	3,586,659	4,055,572	634,500	719,750	764,700	.....	.....	.....	.....	610,800

C. L. GOUIN,  
Crown Timber Agent.

CROWN TIMBER OFFICE,  
CALGARY, 31st October, 1887.

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PRINCE ALBERT CROWN TIMBER AGENCY.

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CROWN TIMBER OFFICE,

PRINCE ALBERT, 31st October, 1887.

SIR,—I have the honor to submit for your information the annexed report of the business transacted by this office for the Departmental year ending 31st October, 1887.

The prospects for the coming year are much more favorable than they have been for some time past, the bountiful harvest and fair prices for grain have brightened up all branches of business, and the town and surrounding settlements are steadily improving, notwithstanding the great disadvantage at which we are placed by want of railroad facilities, and as soon as easy communication is obtained with the outside world, this is destined to become one of the great cities of the west, and has a great future before it.

I have the honor to be, Sir,

Your obedient servant,

R. S. COOK,

*Acting Crown Timber Agent.*

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

**SCHEDULE A.**  
**STATEMENT OF Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.**

Month.	Bonus.	Ground Rent.	Dues on Timber cut under License.	Dues on Permits.	Seizures, Fines and Trespass.	Miscellaneous.	Total.	Amounts collected at Head Office.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886.									
November.....				117 82			119 32	275 62	394 94
December.....				20 50			23 00		23 00
1887.									
January.....				331 05			331 05		331 05
February.....				16 00			16 00		16 00
March.....				13 00			13 00		13 00
April.....				325 91			325 91	260 00	575 91
May.....				83 27			83 27		83 27
June.....				413 94	8 10		451 04		451 04
July.....				29 00			29 00		29 00
August.....				86 10	11 33	0 03	104 69	1 00	105 69
September.....				78 69	14 64		340 47		340 47
October.....				113 35			213 72	319 12	532 84
				50 22					
				146 90					
				213 72					
Amounts collected at Head Office..	1 00	785 62		2,073 47	34 07	0 03	2,107 57	845 74	2,953 31
	1 00	785 62		59 12	34 07	0 03			
				2,132 59					
Add \$23.04, amount collected prior to 1st November, 1886, and received at Head Office subsequent to that date.....									
Deduct \$213.72, amount collected prior to 31st October, 1887, but not received at Head Office until after that date.....									
									23 04
									2,976 35
									213 72
									2,762 63

GROWN TIMBER OFFICE, PRINCE ALBERT, 31st October, 1887, R. S. COOK, Acting Crown Timber Agent.



SCHEDULE B.

SHOWING the Saw-Mills in the Prince Albert Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1887.

Name of Owner or Owner and Assignee.	Where situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations.	Description of Timber.	Logs cut at.	Quantity of Lumber manufactured during the year ending the 31st October, 1887.	Quantity of shingles manufactured during the year ending the 31st October, 1887.	Quantity of shingles sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.	No.	Bundles.	Quantity of Laths sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.	Bundles.	Bundles.
* Moore & Macdowall.	Prince Albert N.-W. T....	Steam	75	35,000	1876	Spruce, pine and poplar....	Sturgeon River....	Ft., B.M. 101,808	Ft., B.M. 363,188	No. 336,000	No. 336,000	Bundles ..... 924	Quantity of Laths sold from amount on hand, 31st October, 1886, and manufactured to 31st October, 1887.	Bundles ..... 924	Bundles ..... 924

\* Returns received up to 30th June, 1887.

R. S. COOK,  
Acting Crown Timber Agent.

CROWN TIMBER OFFICE,  
PRINCE ALBERT, 31st October, 1887.

## SCHEDULE C.

GENERAL Office Return for Twelve Months ending 31st October, 1887.

Description of Return.	Number.	Compared with previous year.	
		Increase.	Decrease.
Number of letters written .....	458		175
do received .....	296		86
do permits issued .....	177		26
do seizures made .....	3	3	
do mill returns received .....	3		

R. S. COOK,  
Acting Crown Timber Agent.

CROWN TIMBER OFFICE,  
PRINCE ALBERT, 31st October, 1887.

[PART I]

75

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 BRITISH COLUMBIA CROWN TIMBER AGENCY.
 

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DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE,

NEW WESTMINSTER, B.C., 31st October, 1887.

SIR,—I have the honor to submit my annual statement of timber matters in the Province of British Columbia for the year ending 31st October, 1887, to which the following statements are attached, namely:—

“A.” Statement showing amount of revenue from all sources.

“B.” Statement of saw mills operating under Government license, together with the quantities of material manufactured and sold by each lessee respectively.

For the year just closed the revenue of my agency, from all sources, amounted to \$15,141.47.

In statement No. 2 I have, for the purpose of giving the public outside of this Province as full and minute information as possible in relation to lumber matters in this Province, prepared a tabulated statement, giving the names of mill proprietors, location of mills, their capacity, description of timber, situation of their limits, &c.

Owing to the superiority in many respects of both our Douglass pine or fir and cedar, they are attracting the attention of wealthy lumbermen in both Eastern Canada and the Western States, who are anxious to obtain full information regarding timber matters in this Province. I have, therefore, every reason to believe that our almost exhaustless forests of virgin pine and cedar will very soon bow their majestic heads to the axe of the foreign capitalist.

The completion of our great national highway, the Canadian Pacific Railway, has already given an outlet for the better class of dressed Douglass pine and cedar eastward as far as Montreal, and also to Chicago and St. Paul, while dimension timber from 70 to 100 feet in length have found a market in Dayton, Ohio, and other places. These new outlets are exclusive of the well established markets of China, Japan, Australia and the South American Provinces, in which places the bulk of our sawn lumber has found an unlimited market for many years past at exceedingly remunerative prices.

Considering, therefore, the denudation of the Eastern Canada and Western United States forests, which is steadily going on, this Pacific Province must supply the ever increasing demand, and it is, therefore, only reasonable to look forward to a lumbering boom in this Province at an early day.

I may remark that the great bulk of the timber which is now annually cut is from Provincial lands along the mainland coast, the dues on which, as well as that cut on Dominion lands near the coast, being at present merely nominal, equal to about 25 cents per M.

I have the honor to remain, Sir,

Your obedient servant,

T. S. HIGGINSON,

*Dominion Crown Timber Agent for British Columbia.*

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

## SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending the 31st October, 1887.

Month.	Bonus.	Ground Rent.	Dues on Timber Cut under License.	Permit Fees and Dues.	Seizures, Dues and Fines for Trespass.	Totals.
1886.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November .....	700 00	10 00	260 33	.....	15 05	985 38
December .....	2,300 00	.....	82 22	.....	111 95	2,494 17
1887.						
January .....	.....	160 00	82 80	206 00	17 64	466 44
February .....	.....	9 60	.....	.....	.....	9 60
March .....	2,602 95	750 00	119 55	50 00	300 00	3,352 95
April .....	1,590 00	150 00	130 40	.....	.....	469 55
May .....	50 00	311 20	92 84	.....	162 94	1,870 40
June .....	.....	38 40	343 37	.....	52 15	616 98
July .....	.....	49 70	786 60	126 75	143 59	433 92
August .....	.....	25 60	233 44	.....	154 50	1,106 64
September .....	75 00	9 55	660 27	4 50	76 03	413 54
October .....	750 00	17 80	544 69	.....	784 06	825 35
	8,067 95	1,531 85	3,336 51	387 25	1,817 91	2,096 55
						15,141 47

T. S. HIGGINSON,  
Crown Timber Agent.

NEW WESTMINSTER, B.C., 31st October, 1887.

[PART I]

77

SCHEDULE B.

SHOWING the Saw Mills in the Crown Timber Agency at New Westminster, B.C., cu Timber under Government License, during the Year ending 31st October, 1887.

Name of Owner or Owner and Assignee.	Where Mill situated.	Kind of Power.	Capacity per 12 hours.	Description of Timber.	Logs Cut at	LUMBER.		SHINGLES.	
						Quantity manu-actured during the year ending 31st Oct., 1887.	Ft. B.M.	Quantity sold during the year ending 31st Oct., 1887.	No.
[PART I] Royal City Planing Mills Co....	New Westminster....	Steam....	Feet. 75,000	Pine, spruce and cedar.	Tps. 1 and 2, New Westminster Dist.	7,144,868	7,144,868		
W. C. McDougall .....	do .....	do .....	.....	do .....	do .....	705,774	705,774		
Brunette Saw Mill Co. ....	do .....	do .....	40,000	do .....	do .....	2,644,715	2,644,715		
Palliser Lumber Co.....	Palliser .....	do .....	30,000	do .....	Kicking Horse River.	435,121	435,121		
F. Robinson .....	Beaver .....	Water....	15,000	do .....	Beaver River and Quartz Creek.	275,000	275,000	137,000	137,000
W. H. Burr .....	Ladner's Landing....	Steam....	10,000 (Returns not received.)	.....	.....	.....	.....	.....	.....
Totals.....	.....	.....	.....	.....	.....	11,205,478	11,205,478	137,000	137,000

T. S. HIGGINSON,  
Crown Timber Agent.

CROWN TIMBER OFFICE,  
NEW WESTMINSTER, B.C., 31st October, 1887.

## No. 7.

## ORDNANCE AND ADMIRALTY LANDS.

OTTAWA, 31st December, 1887.

SIR,—I have the honor to submit a report of the transactions of this Branch for the fiscal year ended 30th June, 1887.

The three schedules annexed, marked respectively A, B and C, exhibit in a summarised form, the monetary transactions during the year.

(A.) Statement of Sales.—The sales during the year have been few, the proceeds amounting to \$11,512.43, of which sum \$3,752.43 has been paid. In the city of Toronto, a triangular piece of land (66 by 200 feet) being the south-west corner of Wellington and Strachan Avenues was sold for \$3,400. Lots Nos. 2 and 4, situate on the south side of King street (60 by 104½ feet, each) were sold for \$2,160 and \$2,820, respectively, and Lot No. 1 on the north side of Wellington Avenue (60 by 100 feet) for \$1,320. In the Seigniorie of Sorel 17 pieces of land forming portions of a gore of unconceded land lying between Concession Rhimbeault and Concession North, 1st River, Pot au Beurre, in the Parish of St. Victoire, comprising an area of 139 arpents and 56 perches, have been disposed of to the proprietors of the lots in front, the pieces of land mentioned being the "continuations" of their respective holdings, at the price and in accordance with the terms and conditions referred to in my report of last year. Amount realized \$298.08. In the Township of Marlborough, Lots Nos. 19 and 20, of the Broken Front of the 1st Concession, comprising an area of about 43 acres, the greater part being submerged, were sold to the proprietor of the lots immediately in the rear, for \$51. In the City of Ottawa, 8 lots and 1 half lot have, by the payment of \$1,463.35, made by the respective lessees, been converted into freehold, in accordance with the terms and conditions of the original leases granted by the Principal Officers of Her Majesty's Ordnance.

(B.) Statement showing the several localities on account of which moneys have been received.

(C.) Statement of amounts received (monthly) during the fiscal year. Total receipts \$21,761.27.

In the month of April last, the Ordnance property known as the "Government Farm" at Longueuil, sustained for the second time considerable damage from the prevailing flood. In my report of last year I referred to the partial destruction of the "Old Hugh House." This year a large portion of the farm house heretofore occupied by the lessee of the farm (Mr. M. Carmel) and his family has been demolished by the action of the ice, and the building rendered totally unfit for habitation. A commodious stone walled barn adjoining the farmhouse has been crushed, and can no longer be utilized as a granary and cattle shed.

Towards the close of the fiscal year surveys of the Ordnance properties known as the "Block House" site, comprising an area of about 23 acres, situate at Edmondston, in the County of Victoria, and part of Block "A," about 18 acres, in the town of Dalhousie, County of Restigouche, in the Province of New Brunswick, were commenced by Mr. H. H. Robertson, D.L.S., under instructions from this Department. These surveys have since been completed, and the lands have been laid off into town and villa lots with a view to their being ultimately disposed of by sale at public auction.

A License of Occupation was granted in the month of December last to the Sault Ste. Marie Bridge Company of a portion ( $3\frac{3}{10}$  acres) of St. Mary's Island, in the District of Algoma, to be used in the construction of a bridge by means of which the Canadian and United States railway systems would become connected. At Stamford, in the County of Welland, a part of the "Chain Reserve" and the slope to the water's edge of the Niagara River, in the vicinity of the Falls, has been leased to Messrs. Swinyard and Howard, for the purpose of a tramway and elevators, for a period of 20 years.

I have much pleasure in stating that since the close of the fiscal year a marked improvement in the receipts of this Branch has taken place, the amount received during the six months ended this day being \$20,805.04 as against \$13,025.56 received during the corresponding six months of last year, showing an increase of \$7,779.48.

There are still a number of vacant lots situated in sundry localities, to wit: in the City of Ottawa, Kingston, Amherstburg, Fort Erie, Prescott, Sorel, Chambly, Quebec, Vespra, Edmundston and Dalhousie, the sales of which at a convenient season will greatly augment the receipts of this Branch.

During the year 570 letters were received, 681 letters written (including a number of lengthy reports), and upwards of 500 notices and statements of account prepared and forwarded to tenants and purchasers in arrears. 42 assignments were registered, 41 drafts of letters-patent prepared, and 3 leases made out. About 1,100 accounts open with the respective purchasers and tenants of Ordnance lands situated in the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, have been carefully kept in this office. The number of warrants issued during the year for the Bank of Montreal at Ottawa to receive money was 179.

It would be difficult, as I have already had occasion to remark, to present an accurate statement of the large amount of labor performed in this office, or description of the quality of that labor, embracing, as it does, the consideration of conflicting claims, errors in surveys, preparation of numerous and varied reports, &c., &c. The staff of this Branch consists of the officer in charge, a general clerk and a temporary clerk.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM MILLS,

*In charge of Ordnance and Admiralty Lands.*

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

## A.

STATEMENT of Sales made during the Fiscal Year ended 30th June, 1887.

Locality.	No. of Lots Sold or Redeemed.	Amount Sold for.		Amount Received.	
		\$	cts.	\$	cts.
Ottawa.....	8½	1,463	35	1,463	35
Sorel Seigniory.....	17 (139 arp. 56p.)	298	08	298	08
Toronto.....	4	9,700	00	1,940	00
Marlborough Tp.....	2	51	00	51	00
<b>Totals.....</b>		<b>11,512</b>	<b>43</b>	<b>3,752</b>	<b>43</b>

WILLIAM MILLS,

*In charge of Ordnance and Admiralty Lands.*

## B.

STATEMENT showing the several Localities on account of which Moneys have been received during the Fiscal Year ended 30th June, 1887.

Locality.	Amount.		Locality.	Amount.	
	\$	cts.		\$	cts.
			Brought forward .....	9,406	13
Amherstburg.....	1,247	23	Ottawa.....	8,803	08
Côteau du Lac.....	15	00	Oxford.....	4	80
Eimsley.....	9	70	Point Pelee.....	400	00
Fort Erie.....	146	35	Pittsburg.....	15	20
Kingston City.....	6,728	35	Quebec.....	22	56
Longueuil.....	525	00	St. Mary's Island.....	20	00
Marlborough.....	51	00	South River.....	10	00
Montreal.....	197	00	Sorel.....	903	36
Nepean.....	135	22	Sarnia.....	40	00
Nova Scotia.....	0	25	Toronto.....	2,045	60
New Brunswick.....	55	16	Wolford.....	20	40
Niagara.....	295	87	Registration Fees.....	70	20
<b>Carried forward.....</b>	<b>9,406</b>	<b>13</b>	<b>Total.....</b>	<b>21,761</b>	<b>27</b>

WILLIAM MILLS,

*In charge of Ordnance and Admiralty Lands.*

[PART I]



## C.

## STATEMENT of Receipts on account of Ordnance and Admiralty Lands for the Fiscal Year ended 30th June, 1887.

Date.	Registration Fees.	Rent or Interest.	Principal.	Total Amount.
1886.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July .....	31 40	432 22	410 34	873 96
August .....		396 18	780 00	1,176 18
September .....		402 90	2,525 24	2,928 14
October .....	17 40	508 71	1,298 18	1,824 29
November .....		2,261 55	3,256 11	5,517 66
December .....	5 20	223 83	476 30	705 33
1887.				
January .....	2 00	672 60	245 88	923 48
February .....		58 82	1,092 20	1,151 02
March .....	7 20	519 74	232 18	759 10
April .....		904 20	709 67	1,613 87
May .....	7 00	2,063 27	849 34	2,919 61
June .....		1,217 31	151 32	1,368 63
Totals .....	70 20	9,661 33	12,029 74	21,761 27

WILLIAM MILLS,

*In charge of Ordnance and Admiralty Lands.*

DEPARTMENT OF THE INTERIOR,

OTTAWA, 31st December, 1887.

## No. 8.

## ACCOUNTS.

OTTAWA, 29th December, 1887.

SIR,—I have the honor to submit the following report referring to the accounts of this Department for the year ending 31st October, 1887.

The steady increase in the business of this Department consequent upon the continued settlement of the Dominion lands in Manitoba and the North-West Territories and, latterly, in British Columbia, has caused a natural increase in the accounts of this Branch.

Four years' experience of the new system of keeping the accounts, inaugurated in July 1883, when I was appointed Accountant of this Department, has proven that the radical change then made has been a complete success and has met the wants of the Department. The satisfaction which our method of keeping the accounts has given to the Finance Department and to the office of the Auditor-General is an additional testimony to the efficiency of the staff of this Branch, which consists only of three permanent officers and three extra clerks.

Over 7,000 cheques were issued during the Departmental year in connection with the payments made for the different services under the control of this Department. A very large number of scrip notes were issued during the year on account of Manitoba and North-West half-breeds, original white settlers, military bounty, and also in favor of colonization companies. The payments made in connection with claims for losses caused by the Insurrection of half-breeds and Indians, the distribution of seed grain and the relief of distress in the North-West Territories, have caused a great deal of additional work in the Branch.

The total receipts for sale and rents of ordnance and admiralty lands for the Departmental year has been \$27,133.28.

Hereto annexed you will find a detailed statement of receipts on account of Dominion lands showing the monthly revenue from all sources for the twelve months ending 31st October, 1887.

Gross revenue in cash.....	\$188,487 76
Scrip redeemed and warrants located.....	241,331 48
Total .....	<u>\$429,819 24</u>

I have the honor to be, Sir,

Your obedient servant,

J. A. PINARD,

*Accountant.*

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

[PART 1]

83

STATEMENT of Receipts on account of Dominion Lands, for the Year commencing 1st November, 1886, and ending 31st October, 1887.

Month.	Homestead Fees.	Pre-emptions.	Improvements.	General Sales of Lands.	Timber Dues.	Rents from Grazing Lands.	Royalty from Stone Quarries, Hay Permits, Mining Fees, &c.	Map Sales, Office and Registration Fees.	Inspection Fees, In-terchange of Bu-tries, &c.	Surveyors' Examina-tion Fees.	Miscellaneous.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886.												
November	1,375 00	480 00	89 67	6,364 71	3,640 33	5,381 41	110 20	155 20	478 40	.....	.....	18,774 92
December	1,520 00	370 00	114 50	4,991 92	7,914 28	1,115 15	25 46	55 65	350 00	.....	94 60	16,551 50
1887.												
January	1,990 00	520 00	105 63	6,623 06	3,083 07	734 87	324 35	169 94	600 00	.....	.....	14,150 92
February	760 00	270 00	166 00	2,574 72	5,745 66	1,472 81	113 40	77 50	350 00	10 00	.....	11,560 09
March	1,200 00	317 83	183 00	4,789 54	7,706 79	1,040 60	81 60	61 50	630 00	170 00	10,350 00	26,530 96
April	1,930 00	610 00	184 50	2,184 69	4,661 59	1,87 81	118 50	128 50	630 00	.....	.....	10,555 39
May	2,000 00	580 00	142 75	2,756 88	2,972 08	682 23	39 20	222 75	660 00	.....	.....	9,955 87
June	2,009 00	900 00	456 50	2,863 62	1,867 38	328 99	87 80	141 10	900 00	30 00	.....	9,484 39
July	1,871 00	680 00	129 00	4,341 01	7,093 10	273 85	425 01	148 25	868 53	.....	106 70	15,906 45
August	1,880 00	505 00	109 31	5,067 48	6,985 75	153 58	542 30	96 75	525 00	80 00	.....	14,945 42
September	1,835 00	510 00	227 85	3,005 10	6,706 28	82 40	122 26	77 25	955 00	.....	.....	13,621 13
October	1,770 00	330 00	212 25	3,021 75	20,575 62	275 00	40 70	160 40	865 00	.....	.....	27,250 72
Scrip and Warrants	20,140 00	6,042 93	2,110 96	48,584 46	77,871 91	11,528 77	2,030 71	1,494 79	7,841 93	280 00	10,551 30	188,487 76
Grand Total	.....	.....	.....	213,283 15	.....	28,048 33	.....	.....	.....	.....	.....	241,331 48
												429,819 24

J. A. PINARD,  
Accountant.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, 29th December, 1887.

**APPENDIX A.**

STATEMENT of Entries, affecting Dominion Lands, which were made at the Head Office and at the Agencies of the several under-mentioned Colonization Companies, during the Year commencing 1st November, 1886, and ending 31st October, 1887.

Where Made.	Homesteads.		Pre-emptions		Special Grants.		Hudson's Bay Co.		U. P. Railway.		Manitoba & N. W. Railway.		Manitoba & S. W. Railway.		Totals.	
	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
Head Office.....	3	480	2	320	42	7,246	6	47,054	326	125,235	65	52,001	34	10,804	173	242,340
Primitive Methodist Colonization Co.....	13	2,080	6	960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	800
York Farmers' Colonization Co.....	2	320	2	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	3,010
Montreal and Western Colonization Co....	44	7,040	30	4,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	640
Saskatchewan Land and Homestead Co....	62	9,920	40	6,400	42	7,246	6	47,045	326	125,235	65	52,001	34	10,804	74	11,840
Totals.....															575	258,680

WM. M. GOODEVE,  
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,  
PATENT BRANCH, OTTAWA, 1887.

## APPENDIX B.

ABSTRACT of Letters Patent covering Dominion Lands situated in Manitoba, the North-West Territories and British Columbia, issued from the Department of the Interior between the 1st of November, 1886, and the 31st of October, 1887.

No.	Nature of Grants.	1886-1887.		1885-1886.	
		Number of Patents.	Area in Acres.	Number of Patents	Area in Acres.
1	Homesteads.....	2,335	373,601	2,913	466,876
2	Sales.....	1,446	445,346	886	146,988
3	Half-breed allotments.....	174	41,760	185	44,400
4	Grants under Manitoba Act.....	76	6,768	82	7,864
5	Grants in commutation of right of common and cutting hay.....	39	3,437	89	6,983
6	Special grants.....	40	7,248	66	10,141
7	Hudson Bay Company grants.....	3	974	26	106,693
8	Canadian Pacific Railway Company grants...	322	121,584	187	122,504
9	North-West half-breed grants.....	60	12,908	50	11,664
10	Coal land sales.....	3	605	10	2,346
11	Free wood lots.....	1	20	3	60
12	Vancouver Island Railway grants.....	6	653	59	8,816
13	Manitoba and North-Western Railway Company grants.....	51	43,972	12	6,559
14	Forest tree culture claims.....	.....	.....	1	160
15	School lands sales.....	1	40	1	1
16	Manitoba South-Western Colonization Railway Company.....	32	10,259	.....	.....
17	North-West Coal and Navigation Company's grants.....	6	1,868	.....	.....
18	Mining lands sales.....	4	321	.....	.....
	Total.....	4,599	1,071,364	4,570	922,055

WM. M. GOODEVE,  
Chief Clerk, Patent Branch.

PART II.

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DOMINION LANDS SURVEYS.

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## No. 1.

## REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,

TECHNICAL BRANCH,

OTTAWA, 27th January, 1888.

A. M. BURGESS, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honor to submit the following report of the operations of this branch of the Department of the Interior for the year 1887:—

As compared with former years, there has been a great decrease in the field work, most of which is now confined to British Columbia. In Manitoba and the North-West Territories the surveys are generally so far in advance of settlement that there would be no object in extending them further.

## MANITOBA.

The operations in the Province of Manitoba consisted of the survey of block and township outlines, five sub-division contracts, one exploration, and the location of a public highway.

The block outlines survey is in charge of Mr. Edgar Bray. The work lies between Lakes Manitoba and Winnipeg, in the vicinity of the proposed line of the Hudson's Bay Railway, the object of the survey being to permit the sub-division of the lands as soon as they are required for settlement. Owing to the nature of the country it was thought advisable to wait till winter before commencing the work, and it is due to this circumstance that no report of progress has yet been received from Mr. Bray.

Mr. J. H. Brownlee was instructed to survey township outlines in the vicinity of Lake Dauphin. Unfortunately, as he was on his way to the lake, he met with a severe accident while loading a cart, and was incapacitated from work for several months. He was replaced by Mr. W. A. Small, D.L.S. I have not yet received any report from the latter, and I am unable to say what progress has been made.

Five sub-division contracts were given out as follows:—

Mr. J. W. Fitzgerald had the sub-division of Townships 13 and 14, Range 11, east of the Principal Meridian. These had not yet been surveyed when visited by the Inspector.

Mr. P. T. C. Dumais is to sub-divide Township 14, Range 10, and Township 13, Range 11, east of the Principal Meridian. The country being wooded, he was allowed to do the work during the present winter.

Mr. R. C. McPhillips surveyed a part of Big Island in Lake Winnipeg, and also completed some townships at the mouth of the Red River. He is still at work.

At the request of the Commissioner of Dominion Lands, Mr. J. E. Woods laid out wood lots in Townships 12, Ranges 12 and 13, west of the Principal Meridian. The survey has been satisfactorily completed, and the returns of the work received.

The last contract was given to Mr. Walter Beatty, and covered two townships adjoining Lake Dauphin. The work has been completed and the returns received. This section of the country is now attracting much attention. It is well wooded and watered, and the soil is excellent.

No accurate survey having ever been made of Lake Winnipegosis, it was decided to send an exploratory party to do this. Mr. J. I. Dufresne was given charge of the

expedition. He was provided with two wooden canoes and a crew of four men. I regret to say that only the west side of the lake has been surveyed; when he reached the northern end, Mr. Dufresne had to return on account of cold weather. Beyond supplying an accurate plan of the lake, the exploration has not elicited any new information respecting the country.

Pursuant to a requisition of the Government of the Province of Manitoba, a survey of Main Street, Winnipeg, was made by Mr. Jos. Doupe, D.L.S., the object being to establish legally the boundaries of the street. Mr. Doupe was guided in his work by the city by-laws relating to the matter, and I am glad to say that the survey has proved satisfactory to all parties interested.

#### NORTH-WEST TERRITORIES.

The location of the public highways, as in former years, has formed an important part of our work. Hitherto the great difficulty that we had to contend with was the opposition of settlers to allowing the roads to cross their lands, and much of the surveyor's time was wasted in useless discussions. We have now arranged that our surveyor, or the Inspector of surveys, accompanied by a representative of the Lieutenant Governor, is to visit the settlers wherever difficulties are anticipated and complete arrangements with them before going on with the survey. This system has been found to work well and to save much trouble.

The trails in the vicinity of Calgary were surveyed by Mr. T. D. Green, and those near Prince Albert by Mr. J. L. Reid.

Five survey contracts were given out, as follows:—

Elzéar Boivin, three townships near Fort Pitt; work completed.

A. J. Brabazon, four townships north of Calgary; work completed.

C. A. Bigger, three townships north of Calgary; work completed.

R. C. Laurie, three townships north of Battleford; work completed.

G. E. MacMartin, sub-division of land on Pincher Creek; work completed.

All contracts this year were limited in amount to \$2,000 each.

A re-survey by Mr. A. Sproat, of some townships sub-divided by Mr. F. Murphy, has been in progress for the last two years, and is now completed. The original survey was found defective and was not accepted.

Mr. Arthur St. Cyr is now surveying the boundaries of the Rocky Mountains Park at Banff. As might be expected from the nature of the ground, the progress of the work is very slow.

Mr. C. F. Miles has been engaged during the summer on the survey of the Mounted Police reserves in the Territories. The rations, assistance and transportation required for his work were furnished by the Mounted Police, from whom he obtained also all the information required concerning the reserves.

Mr. F. W. Wilkins was, at the request of the Methodist Church Missionary Society, detailed to survey the lands occupied by their missions. Most of these being close to or inside Indian Reserves, the assistance of the Indian Department was necessary in order to avoid complications with the Indians. Mr. Wilkins surveyed during the season the missions of Saddle Lake, Victoria and Morleyville.

#### BRITISH COLUMBIA.

Five survey parties were engaged on sub-division surveys in British Columbia. It is quite impossible to devise a system for making surveys by contract in such a country; so they are all made by surveyors paid by the day.

In New Westminster District, Mr. A. F. Cotton was engaged on sub-division and miscellaneous work during the summer; he was somewhat delayed by high water in the spring, and owing to the heavy timber near the coast could only make slow progress afterwards.

In Kamloops District, we had two sub-dividers, one on the north and the other on the south side of the Thompson River.

Mr. Jas. F. Garden was on the north side, and his work covered about the same ground as last year, consisting merely of the extension of former surveys. Similarly,



Mr. Thos. Fawcett, on the south side of the river, worked between Spence's Bridge and Little Shuswap Lake. As pointed out by them in their reports, the only industry of this district at the present time, is stock raising, notwithstanding the fact that, with irrigation, it is one of the most fertile parts of the Dominion. This state of affairs cannot be expected to last very long; as a consequence, the subject of irrigation is now attracting considerable attention. From the nature of their occupation Messrs Fawcett and Garden have been able to collect much valuable information on the subject, which will be found in their reports.

Further east, Mr. John McLatchie was sub-dividing in the valleys of the Eagle, Salmon, Spellamcheen and adjoining rivers. Since the completion of the Canadian Pacific Railway, a large number of settlers have come to this part of the country, principally to the Spellamcheen and the Okanagan valleys, where they are reported to raise magnificent crops.

Mr. P. R. A. Belanger had instructions to plant the section or quarter section corners nearest to the railway, from the summit of the Rocky Mountains westwards, the object being to furnish points of reference for any future surveys. He was also to survey the claims of squatters wherever found. He did this as far as Leanoil, when it was found necessary to detail him to make a survey of a town site at Illecilliwaet. On completion of the latter, he resumed the former work and located the claims near Golden, Moberly, Donald and Revelstoke.

Mr. J. J. McArthur, who has already been employed on exploratory surveys in the mountains, was again at the same work this year, but on a somewhat different plan. In addition to the usual surveying instruments, he was supplied with a small camera, specially fitted for the purpose. It was intended that he should do the survey work as usual with the ordinary instruments, and plot the details of the plans from his photographs. He mapped in this way a part of the railway belt west of the summit of the Rocky Mountains.

Mr. W. S. Drewry was similarly engaged in New Westminster District; unfortunately, the smoke was so dense all summer that he could not commence work until September, or do more than a survey of Lake Harrison.

The plans of these explorations are now being prepared here, under my immediate supervision, and although they are not yet complete, I am glad to say that the results so far achieved fully confirm my anticipations. Instead of the rough and imperfect sketches which such explorations generally furnish, we will have, without extra cost and with but little extra office work, complete maps of the country, which, if made with the usual methods, would absorb very large sums of money.

These exploratory parties are quite inexpensive, consisting, as they do, of the surveyor, two men, and a few horses for transportation. The information which they procure is necessary for the extension of the regular surveys and for other purposes; in many cases, in the mountainous country, this is the only survey that will ever be made.

During the whole of the summer forest fires have been prevalent along the railway line in British Columbia; the smoke was a great impediment to surveying operations.

#### EXPLORATION OF THE PELLY OR YUKON RIVER

Until last year the part of the North-West Territories adjoining Alaska had never been visited by regularly organized parties under instructions from the Canadian Government, our information concerning the country being derived from the reports of travellers or from foreign sources. The recent gold discoveries on the tributaries of the Pelly or Yukon River having directed the attention of the public to this region, it was decided to undertake a thorough examination of its resources. The expedition was in charge of Dr. Dawson, Assistant Director of the Geological Survey, and consisted of several parties, one of which, under Mr. Wm. Ogilvie, D.L.S., received instructions from this office. To the latter was particularly entrusted the task of mapping the river and approximately defining the point where the 141st Meridian intersects the Yukon River. This Meridian is the International

Boundary between Alaska and Canada. It was calculated that the time of the arrival of Mr. Ogilvie at the boundary would be so late in the fall that he could not make the necessary astronomical observations at that point, and be in time to return to the coast before the frost, so it was decided to let him winter there. An indirect advantage will be gained by enabling him to commence exploring earlier next summer, and to see places which he could not reach from here in one summer. He was provided with two large wooden canoes, built at Peterboro', each weighing about 100 pounds. Canvas decks could be fitted on for rough weather and removed for loading and unloading. The regular crew consists of two men in each canoe.

In June last he reached Chilkoot Inlet in Alaska and commenced his survey at one of the United States Coast Survey Stations. He then crossed Taiya Pass, a distance of 18 miles, to Lake Lyndeman the head of the Lewis River. Over this pass, at an altitude of nearly 4,000 feet, he had to transport his two canoes, his numerous astronomical and surveying instruments, some of them very heavy, and eighteen months' supplies for his party. With the help of Indians this was successfully accomplished. He now built a large boat for transporting the bulk of his supplies and continued the survey with the two canoes.

He will winter in the vicinity of Belle Isle. Next spring he will start for the mouth of the Mackenzie River by way of the Porcupine River and Fort Macpherson and ascend the Mackenzie to Fort Chipewyan, connecting with his own survey of the Peace and Athabasca Rivers.

It was proposed to make astronomical observations corresponding to those of Mr. Ogilvie, at two places, Kamloops and Ottawa, so that if anything interfered with the observations at one place, sufficient data could be obtained from the other one. Unfortunately, as will be seen from Mr. King's report, the weather at Kamloops was cloudy, and the arrangements for observing at Ottawa could not be carried out. The value of Mr. Ogilvie's astronomical work is therefore very problematical.

#### ASTRONOMICAL WORK.

The determination of latitudes and longitudes was in charge of Mr. W. F. King, Chief Inspector of Surveys, with Mr. O. J. Klotz as the other observer. The work had previously been brought east as far as Winnipeg and it was intended to connect this year with the Atlantic seaboard, without which connection no use can be made of the results so far obtained. I regret to say that the arrangements for effecting this connection could not be carried out, and the time of the observers had to be occupied in fixing the positions of Wapella, Kalmar and Port Arthur.

Mr. Ogilvie having taken with him one of our astronomical transits, a new one was ordered but did not arrive in time for the summer's work, so Mr. King had to take our large altazimuth.

The use of such an instrument for time observations is open to the objection that the direct measurement of the inclination and collimation errors is a troublesome process. These values may be obtained, as they have been by Mr. King, from the normal equations, but then these equations contain seven unknown quantities, a number which is not calculated to inspire confidence in the result. There are no proper arrangements here for making this direct determination, and Mr. King will have to go to one of our central observatories, Kamloops or Winnipeg, to do it.

Mr. King's report gives a very clear exposition of the methods and processes employed; the residual errors to which the results are liable are submitted to an able and thorough investigation.

In Mr. Klotz' report will be found a description of our telegraphic switch board; it has proved a great convenience.

#### INSPECTION AND CORRECTION OF SURVEYS.

This work is under the direction and supervision of Mr. J. S. Dennis, Inspector of Surveys. He had two fully equipped survey parties under Messrs. John McArae and A. Driscoll, and five sub parties, each consisting of a surveyor and one man. The

surveyors were Messrs. P. V. du Tremblay, T. C. Brownjohn, J. A. Kirk, N. R. Freeman and I. Traynor.

To the parties under Messrs. McAree and Driscoll devolved the more important survey operations and the examination of survey contracts. The sub-parties did the minor corrections, and were mainly engaged in removing river lot posts where it was deemed advisable to do away with this mode of sub-division and to revert to the regular sectional survey.

In June, 1887, a certain number of Mormons came overland from Utah, and settled in Township 3, Range 25, west of the 4th Initial Meridian. Mr. Dennis had occasion to go there during the summer, and being the first officer of the Department to visit the colony, he considered the subject of sufficient importance to report upon it. He describes them as very industrious and intelligent people, and states that, considering the short time they have been in the country, they have made wonderful progress.

#### OFFICE WORK.

This consists of the examination of the returns of survey, making or copying plans, calculations and compilations of various kinds, printing of plans, &c. Part of this is the direct outcome of the surveys made during the year, and would disappear entirely were the surveys to cease. The other part is connected with and increases in the same proportion as the general business of the Department. It is due to this cause that, notwithstanding the gradual decrease in field work of the last four years, there has been no perceptible decrease in our office work.

The correspondence consisted of:—

Letters received.....	1,111
Letters sent.....	<u>1,520</u>

The accounts examined and payments made were:—Accounts examined and passed, 232; amount of above accounts, \$196,333.06; requisitions issued, 416; cheques forwarded, 914.

The following is a short synopsis of work performed in the draughting room:—

Number of plans received with corresponding field notes:—

Sub-division .....	242
Outlines.....	5
Road surveys.....	35
Settlements.....	3
Correction and inspection.....	122
Miscellaneous .....	9
Statutory declarations received.....	170
Number of plans examined.....	243
New plans compiled from returns of different surveyors.....	34
Plans plotted from field notes.....	2
Plans completed for printing.....	101
Proofs examined.....	62
Progress sketches of surveys received and filed.....	70
Copies of township plans made by hand.....	151
Miscellaneous plans, sketches and diagrams made.....	60
Miscellaneous tracings.....	64
Reduced copies of township plans, $\frac{1}{2}$ mile to an inch.....	<u>218</u>

A map of the New Westminster District, B.C., was compiled and printed on a scale of  $2\frac{1}{2}$  miles to an inch.

A map of the railway belt in British Columbia on a scale of 6 miles to an inch was also prepared and printed.

A schedule of lands surveyed was prepared for notification to the Hudson's Bay Company.

In addition to the above, a considerable amount of work which cannot easily be classified, was performed, including the copying of field notes and reports, preparing contracts and instructions for surveyors, with the sketches accompanying them, descriptions of parcels of land for patents, &c.

A small map of Canada, for the use of this office, has been compiled and printed. It is drawn on a peculiar projection which is free from distortion and permits direct measurement on the map of distances, directions or areas.

In the lithographic office the work has been as follows:—

	No. of Copies Printed.
53 township plans.....	2,650
55 maps.....	26,176
99 circulars, blank forms, &c .....	58,607
<b>Total.....</b>	<b><u>87,433</u></b>

The number of copies of each edition being very limited, generally from 50 to 100, only hand presses are used. Considering that most of the plans and maps are printed in four and five colors, the number of prints made shows that the men's time has been well occupied.

The use of photography on the surveys and for copying, enlarging or reducing plans, necessitated the employment of a photographer: Mr. H. N. Topley was selected. It was thought that he would have ample time to do what was required, but it was soon found that the work far exceeded our anticipations. It is sufficient to say that during the few months he has been employed, he developed over six hundred negatives and made about the same number of prints, besides miscellaneous work. Part of this was for the Geological Survey. The want of proper quarters has been a serious drawback, but as we are soon to move into new quarters, it was not considered advisable to incur the expense of fitting up a place for a few months only.

#### BOARD OF EXAMINERS OF DOMINION LAND SURVEYORS.

The Board has suffered a loss in the person of the late Surveyor General, Mr. Lindsay Russell, who resigned his membership on account of ill health. To Mr. Russell is, in a great measure, due the present efficiency of the Board, and more especially the creation of the Dominion Topographical Surveyors' examination. Having been connected with the surveys of Dominion Lands since their inception, Mr. Russell was better able than anyone else to judge of the qualifications required in a Dominion Land Surveyor, and the loss of his services will be seriously felt. He was replaced by Mr. O. J. Klotz, Dominion Topographical Surveyor, of Preston, Ontario.

It having come to the knowledge of the Board that the Board of Examiners of Land Surveyors for the Province of Quebec had for some years ceased to reciprocate the privilege conceded to Provincial Land Surveyors by clause 109 of the Dominion Lands Act, of receiving a commission as Dominion Land Surveyor without being subjected to any examination except as regards the survey laws of the Dominion, the Board, as directed by the said clause, has ceased to grant this privilege to Land Surveyors of the Province of Quebec.

Meetings of the Board of Surveyors were held at Ottawa in February and August, 1887.

The following gentlemen having passed the requisite examinations were granted commissions as Dominion Land Surveyors:—

Examined at Ottawa:—

- A. Driscoll, Aylmer, Que.
- J. W. Tyrrell, Weston, Ont.
- H. Irwin, Montreal, Que.

H. M. Burwell, London, Ont.  
 J. D. A. Fitzpatrick, St. Ambroise de Kildare, Que.  
 J. B. Saint Cyr, Ste. Anne de la Pérade, Que.  
 A. Saint Cyr, Ste. Anne de la Pérade, Que.

Examined at Winnipeg before Mr A. H. Witcher, a member of the Board :—

J. H. Brownlee, Winnipeg, Man.  
 J. A. Cadenhead, Morris, Man.

Examined at New Westminster before me :—

J. Strathern, Vancouver, B. C.  
 J. McKenzie, New Westminster, B. C.

Preliminary certificates were granted to :—

J. H. Antliff, Montreal, Que.  
 C. Byng Hall, Ottawa, Ont.

Mr. L. B. Stewart, D. L. S., of Banff, Alberta, passed the prescribed examination and received a commission as Dominion Topographical Surveyor.

The correspondence of the Board of Examiners amounted to :—

Letters received.....	241
Letters sent.....	820

APPENDICES.

The following documents are appended :—

1. Schedule showing Dominion Land Surveyors employed during the year.
2. Reports of the Chief Inspector of Surveys, and the Inspector of Surveys, and the Surveyors in charge of parties.
3. Examination papers of the Board of Examiners for Dominion Land Surveyors.

I have the honor to be Sir,

Your obedient servant,

E. DEVILLE,

*Surveyor General.*

SCHEDULE showing Dominion Land Surveyors employed during the Year ending 31st October, 1887.

Surveyor.	Province.	Description of Survey.
Bélanger, P. R. A.....	L'Islet, Que.....	Sub-division of Townships in the vicinity of the Columbia River, B.C.
Bray, Edgar.....	Oakville, Ont.....	Survey of block outlines between Lakes Winnipeg and Manitoba.
Brownlee J. H.....	Brandon, Man.....	Survey of outlines near Lake Dauphin.
Beatty, Walter.....	Delta, Ont.....	Sub-division of Township 24, in Range 18, and part of Township 24, in Range 16, west of the Principal Meridian.
Boivin, E.....	Bagotville, Que.....	Sub-division of Township 51, in Range 24; Townships 53, in Ranges 25, 26 and 27, west of the 3rd Initial Meridian.
Bigger, C. A.....	Ottawa, Ont.....	Sub-division of Townships 29, 30 and part of 31, in Range 4, west of the 5th Initial Meridian.
Brabazon, A. J.....	Portage du Fort, Que	Sub-division of Townships 29, 30 and 31, in Range 3, west of the 5th Initial Meridian.
Cotton, A. F.....	Ottawa, Ont.....	Sub-division of Townships in New Westminster District, B.C.
Drewry, W. S.....	Belleville, Ont.....	Topographical survey of the Rocky Mountains.
Doupe, Joseph.....	Winnipeg, Man.....	Survey of Main Street, Winnipeg.
Dufresne, J. I.....	Montmagny, Que.....	Exploration survey, Lake Winnipegosis.
Dumais, P. T. O.....	Hull, Que.....	Sub-division of Township 14, in Range 10, and Township 13, in Range 11, east of the Principal Meridian.
Dennis, J. S.....	Aylmer, Que.....	Supervision of inspection and correction of surveys.
McAree, John.....	Toronto, Ont.....	Inspection and correction of surveys.
Driscoll, A.....	Aylmer, Que.....	do do
DuTremblay, P. V.....	Ste. Anne de la Pé- rade, Que.....	(Sub-party) do
Brownjohn, T. C.....	Granby, Ont.....	do do
Kirk, J. A.....	Stratford, Ont.....	do do
Freeman, N. R.....	Milton, N.S.....	do do
Traynor, I.....	Dundalk, Ont.....	do do
Fawcett, Thos.....	Gravenhurst, Ont...	Sub-division of Townships, Kamloops District, B.C., south of Thompson River.
Fitzgerald, J. W.....	Peterboro', Ont.....	Sub-division of Townships 13 and 14, in Range 11, east of the Principal Meridian.
Garden, Jas. F.....	Vancouver, B.C.....	Sub-division of Townships, Kamloops District, B.C., north of Thompson River.
Green, T. D.....	Brantford, Ont.....	Survey of Trails, McLeod to Blackfoot Crossing, and the Trail running along the Bow River, near Calgary.
Klotz, O. J.....	Preston, Ont.....	Longitude determinations.
Laurie, R. C.....	Battleford, N.W.T....	Sub-division of Township 43, in Range 15, and Townships 46, in Ranges 15 and 16, west of the 3rd Initial Meridian.
Miles, O. F.....	Walkerton, Ont.....	Survey of Mounted Police Reserves.
McLatchie, John.....	Ottawa, Ont.....	Sub-division of Townships, Spellamacheen District, B.C.
McArthur, J. J.....	Aylmer, Ont.....	Topographical survey of the Rocky Mountains.
McPhillips, R. C.....	Winnipeg, Man.....	Sub-division of fractional Townships 23 and 24, in Ranges 5 and 6; fractional Townships 15 and 16, in Range 5, east of the Principal Meridian.
MacMartin, G. E.....	St. Andrews, Que ...	Sub-division of Townships 5 and 6, Range 25; Township 5, in Range 26; east $\frac{1}{2}$ Township 7, in Range 26; south $\frac{1}{2}$ Township 4, Range 29, west of the 4th Initial Meridian; and parts of Townships 4, 5 and 6, in Range 1, west of the 5th Initial Meridian.
Ogilvie, W.....	Ottawa, Ont.....	Exploratory survey of Yukon River District.
Reid, J. Lestock.....	Port Hope, Ont.....	Survey of part of Qu'Appelle and Prince Albert Trail, &c.
Robertson, H. H.....	St. Thomas, Que.....	Survey of Ordnance Lands.
Sproat, Alex.....	Prince Albert, N.W.T.	Re-survey of Townships 45, 46 and 47, in Range 4; and Township 46, in Range 5, west of the 3rd Initial Meridian.
Small, W. A.....	Oak Point, Man.....	Survey of outlines near Lake Dauphin.
St. Cyr, Arthur.....	Quebec, Que.....	Survey of boundaries of Rocky Mountains Park.
Wilkins, F. W.....	Norwood, Ont.....	Survey of Methodist Mission Reserves.
Woods, J. E.....	Aylmer, Que.....	Sub-division of Townships 12, in Ranges 12 and 13, west of the Principal Meridian.

## No. 2.

## REPORT OF W. F. KING, CHIEF INSPECTOR OF SURVEYS.

## DETERMINATION OF LATITUDES AND LONGITUDES.

DEPARTMENT OF THE INTERIOR,  
TECHNICAL BRANCH,

OTTAWA, 31st December, 1887.

SIR,—I have the honor to submit my report upon the astronomical work performed during the past season, in continuance of the system of telegraphic longitude determinations inaugurated in 1885. The observers on this work were Mr. Otto J. Klotz and myself.

At the beginning of the season some delay occurred through the necessity of procuring a chronometer to replace one of those used last year, which had been taken by Mr. Ogilvie on his exploratory expedition. On this account we were unable to leave Ottawa for Winnipeg before the 23rd May, thus losing much time in a season of the year very favorable for observations.

Our observatory at Winnipeg is situated on the east side of Main street a short distance north of the C. P. R. track. It has been connected with the Dominion Lands Surveys by a triangulation from one of the stations of the Special Survey triangulation of 1874.

At this point Mr. Klotz and I set up our instruments side by side and observed during two nights for the difference of our "personal equations."

During the season the differences of longitude from Winnipeg of Wapella, Port Arthur, and Kalmar, all on the C. P. R. main line were determined; Mr. Klotz occupying these stations in succession, while I remained at Winnipeg to take the corresponding observations there.

After the completion of the Kalmar observations Mr. Klotz returned to Winnipeg where further observations for personal equation on the 9th, 10th and 12th October completed our season's work, the approach of cold weather rendering it inadvisable to continue work requiring the utmost available precision.

I then went to Kamloops, British Columbia, to carry out a programme of lunar observations as previously arranged with Mr. Ogilvie, to enable him to get as accurately as possible the longitude of some point on the Yukon River upon which to tie his survey.

I have but lately returned from Kamloops, and have not had time to work out many of my observations, and but few results can therefore be given.

I shall now describe the methods and instruments used in this work, first saying a few words on the theory of longitude determinations.

The difference of longitude of two places is the angle between their meridian planes. The uniform revolution of the earth about its axis at the rate of  $360^\circ$  in 24 hours, or  $15^\circ$  in one hour, gives an accurate measure of this angle, the difference of longitude between two places being equal to the difference of their local times.

To determine then this difference of longitude, there must be an observer at each place, provided with a chronometer, and an instrument with which he can determine its error on local time; and secondly, means must be provided by which the chronometers can be compared.

The error of the chronometer is found by comparing the time recorded by it when a star crosses the meridian, with the true time of passage of the star. The latter is tabulated in the Nautical Almanac under the heading of "right ascension."

The observation of the moment of the stars crossing the meridian is made with a transit instrument. This instrument consists of a telescope mounted at right angles to a horizontal axis, which terminates in two cylindrical pivots, resting upon V shaped supports on a strong frame. In the field of view of the telescope is fixed a system of fine parallel threads which are seen distinctly with the image of the star, and over which the instant of transit of the star's image can be accurately noted.

The telescope then being placed so as to revolve in the plane of the meridian, it is only necessary to note the time by the chronometer at which the star passes the centre thread. The difference of this time from the star's right ascension is the correction of the chronometer.

This supposes the instrument to be in perfect adjustment, a condition never fulfilled in practice. The errors of adjustment of the transit instrument are:

(1.) The deviation in azimuth, the angle by which the horizontal axis deviates from an exactly east and west position.

(2.) The error of inclination, by which the axis deviates from a perfectly horizontal position.

(3.) The error of collimation, or deviation of the straight line joining the optical centre of the object-glass with the centre of the system of parallel threads from perpendicularity to the axis.

The effect of each of these errors upon the time of transit differs for different stars. Their angular amounts being first found, these effects are computed, and applied to the time of passage over the *instrumental* meridian, thus giving the time of transit over the true meridian. The azimuthal deviation is found by star observations, the error of inclination directly by the use of the spirit level, and the error of collimation by observing a terrestrial object or a slow moving star in the direct and reversed positions of the instrument, reversal being effected by turning the axis end for end in the V's. Or, the latter error may be found along with the error of azimuth by solution of the observation equations of a number of stars taken in both positions of the instrument, as will be shown below.

The angular values of the three errors being denoted by  $a$ ,  $b$  and  $c$ , respectively expressed in seconds of time, their effects on the times of transit are  $Aa$ ,  $Bb$ , and  $Cc$ , where  $A = \sin(\phi - \delta) \sec \delta$ ,  $B = \cos(\phi - \delta) \sec \delta$ ,  $C = \sec \delta$ ,  $\phi$  being the latitude of the place and  $\delta$  the declination of the star.

If then  $a$  be the right ascension of the star,  $\tau$  the chronometer time, and  $\Delta\tau$  its correction, the observation equation is

$$\Delta\tau + Aa + Bb + Cc = a - \tau$$

$b$ , and therefore  $Bb$  being known by the sliding level, this equation contains three unknowns,  $\Delta\tau$ ,  $a$ , and  $c$ , which can be found from three such equations by the ordinary algebraic solution, or from a greater number by combination according to the method of least squares.

This is the method used with the portable transit instruments supplied to our observers in 1885 and 1886, one of which was again used by Mr. Klotz in his observations this year. The other one was taken by Mr. Ogilvie on the Yukon River expedition.

Another instrument of this kind not being procurable on short notice, I was obliged to fall back upon an instrument of a different pattern, an altazimuth which Mr. Russell had constructed some years ago for triangulation work. This instrument I used as a transit instrument, but its theory presents some points of difference from that of the ordinary transit instrument.

It is an altitude and azimuth instrument having a horizontal limb 17 inches in diameter, read by two microscopes to 1", and an 18-inch vertical circle, read by 4 microscopes each to 1". The telescope of  $3\frac{1}{4}$  inches aperture, and 36 inches focal length is, in order to avoid unnecessary height and consequent instability, attached to one end of the axis beyond the standard. The value of one division of the strid-



ing level is 1''<sup>38</sup> or 0<sup>s</sup>.092. The upper or revolving horizontal plate is supported on the lower by three small rollers attached to the upper plate and running on the rim of the lower plate. The two plates are clamped together by means of a collar clamp on the short central axis. For very firm clamping during transit observations, there is an arrangement for clamping the rollers. This, however, I found unnecessary, as the instrument when the collar clamp only is applied has, owing to its weight, remarkable stability in azimuth. The whole instrument is supported on a well-braced tripod with a brass head.

The instrument when clamped in the meridian is used for transits in the usual way, but from the position of the vertical circle microscopes, it is impossible to reverse the axis end for end, which process, in the ordinary transit instrument, gives the collimation error with opposite sign without changing the azimuth. Reversal of the collimation must therefore be performed by revolving the horizontal plate of the instrument 180°, resetting by means of the reading microscopes. This however, cannot be done with perfect accuracy and necessarily changes the azimuth.

There exists moreover in this instrument a large inequality of pivots, whereby the striding level reading of the inclination of their surfaces does not give the true inclination of the axis of revolution which is the line joining the centres of the pivots. This error which is found in the transit instrument directly by striding level readings in the two positions of the axis in this instrument can only be found indirectly. There is also a flexure of the axis, caused by the weight of the eccentric telescope. This has the same effect as an inequality of pivots. The combined flexure and inequality of pivots, if not directly determined by proper methods, enters into the observation equations as an unknown level error, so that in working out the observations, the term  $Bb$  must be retained.

One night's observations usually consisted of twenty stars, five in the position telescope east, then five telescope west, then five again telescope west, and five telescope east. The observations of each star are reduced to the mean thread, and corrected for the rate of the chronometer to one instant, and for the inclination of the axis as given by the striding level, and for approximate values of the azimuthal deviation, inequality of pivots, collimation error and chronometer correction. We have then for determining the resident errors of azimuth, level, collimation and chronometer correction, for each star an observation equation:

$$Aa + Bb + Cc + \delta\tau = d.$$

If the star has not been observed over all the threads, a weight correction should be applied. Five threads making a perfect observation, I used weights,  $p=0.9, 0.8, 0.64, \text{ and } 0.4$ , for four, three, two and one thread respectively. The equation then becomes:

$$pAa + pBb + pCc + p\delta\tau = pd.$$

For each set of five stars there is a different  $a$ , so that there are seven unknowns  $a_1, a_2, a_3, a_4, b, c, \delta\tau$  to be determined from the twenty equations.  $b$  and  $c$  have opposite signs telescope east and telescope west, so that  $B$  and  $C$  are given negative signs for telescope west.

Multiplying each equation by the coefficient of  $a$  in it and adding we obtain the normal equation in  $a$ , similarly for the other unknowns.

The normal equations then are:

- (1)  $[pA_1^2] a_1 + [pA_1B] b + [pA_1C] c + [pA_1] \delta\tau = [pA_1d]$
- (2)  $[pA_2^2] a_2 + [pA_2B] b + [pA_2C] c + [pA_2] \delta\tau = [pA_2d]$
- (3)  $[pA_3^2] a_3 + [pA_3B] b + [pA_3C] c + [pA_3] \delta\tau = [pA_3d]$
- (4)  $[pA_4^2] a_4 + [pA_4B] b + [pA_4C] c + [pA_4] \delta\tau = [pA_4d]$
- (5)  $[pA_1B] a_1 + [pA_2B] a_2 + [pA_3B] a_3 + [pA_4B] a_4 + [pB^2] b + [pBC] c + [pB] \delta\tau = [pBd]$
- (6)  $[pA_1C] a_1 + [pA_2C] a_2 + [pA_3C] a_3 + [pA_4C] a_4 + [pBC] b + [pC^2] c + [pC] \delta\tau = [pCd]$
- (7)  $[pA_1] a_1 + [pA_2] a_2 + [pA_3] a_3 + [pA_4] a_4 + [pB] b + [pC] c + [p] \delta\tau = [pd]$

In the calculation of the coefficients of these equations, it is necessary to find for each star thirteen quantities viz.,  $A, B, C, d, A^2, B^2, C^2, BC, CA, AB, Ad, Bd, Cd$ , which are set down in thirteen columns, each quantity being multiplied by the weight of the observation. These columns summed give the coefficients of the normal equations. Any column containing  $A$ , as a factor, *i. e.*,  $A, Ad, A^2, AB, AC$ , must be summed separately for each set of five stars.

The normal equations are then solved by the method of substitution, *i. e.*, equation (1) is divided throughout by the coefficient of  $a_1$ , [ $p A_1^2$ ], and multiplied by [ $p A_1 b$ ] and then subtracted from equation (5) thereby eliminating  $a^2$ , from that equation. Then equation (2) is divided by [ $p A_2^2$ ] and multiplied by [ $p A_2 B$ ] and subtracted from the remainder of equation (5). Similarly the equations (3) and (4) are divided each by the coefficient of  $a_3$  and  $a_4$  in it and multiplied by the coefficients of these quantities in equation (5) and subtracted from (5). We thus get in place of equation (5) an equation clear of the unknowns  $a_1, a_2, a_3$ , and  $a_4$  and containing only  $b, c$ , and  $\delta\tau$  as unknowns.

Equations (6) and (7) are treated similarly, and we then have three equations each containing  $b, c$ , and  $\delta\tau$ . Successive operations of the same kind eliminate  $b$  and  $c$  and give the value of  $\delta\tau$ .

Substituting this value in the last equation but one, which involves  $c$ , and  $\delta\tau$ , we have the value of  $c$ , thence by successive substitutions we obtain all the unknowns  $b, a_1, a_2, a_3, a_4$ . Each of these should be found from the equation in which its coefficient is greatest, and then we have a final check on the whole by substituting the values found for all the unknowns in the normal equation in  $\delta\tau$  (No. 7), which ought to reduce to an identity.

For the sake of readiness in the computation the successive coefficients of the unknowns are placed in columns, and a check on the work is carried through by placing in an additional column, the sum of the coefficients of each equation with its sign changed, which sum is subjected to the same processes of multiplication, division and subtraction as the other coefficients of the equation, so that at each stage of the process the sum of the quantities in a line must be zero, if no arithmetical mistake has been made. For the sake of illustration, I subjoin the working out after this method of observations taken at Winnipeg on 4th October, 1887. There are seventeen stars this night in four sets. One or two of the transits were defective, rendering necessary the application of weights. The column headed  $\tau$  is the chronometer time of transit over mean thread, corrected for rate, and for approximate azimuth, inclination, and flexure errors  $\alpha$  is the star's right ascension, then  $\alpha - \tau$  gives approximate chronometer correction. Taking  $-4^h 02^m 59^s \cdot 204$  as a near approximation to the actual chronometer correction at the time  $2^h 00^m 00^s$ , to which time the observations have been corrected for the rate, the differences between  $4^h 02^m 59^s \cdot 204$  and the quantities  $\alpha - \tau$  are tabulated in the column  $d$ . The star numbers in the first column refer to the Berliner Jahrbuch from which the stars' right ascensions are taken.

## COMPUTATION of Transit Observations, Winnipeg,

Star No.	Position of Telescope.	T	$\alpha$	$\alpha - \tau$	p	pd	pA	pB
		h. m. s.	h. m. s.	h. m. s.				
289	E	0 21 11.150	20 18 12.305	-4 02 58.845	1.0	+0.359	+0.227	+1.284
290	E	31 49.656	27 50.887	58.769	1.0	+0.435	+0.641	+0.792
293	E	37 24.135	34 25.417	58.718	1.0	+0.486	+0.586	+0.856
298	E	44 39.162	41 40.480	58.682	1.0	+0.522	+0.338	+1.151
508	E	53 46.327	50 47.692	58.635	1.0	+0.569	-3.884	+6.167
Sums...							-2.092	
510	W	1 10 48.749	21 07 48.824	59.925	1.0	-0.721	-2.183	-4.145
512	W	19 53.680	16 53.912	59.768	1.0	-0.564	+0.539	-0.912
514	W	35 27.767	32 27.767	59.492	1.0	-0.288	+0.227	-1.284
309	W	41 40.352	38 40.566	59.768	0.9	-0.508	+0.595	-0.693
Sums...							-0.822	
329	W	3 02 10.309	22 59 10.677	59.632	1.0	-0.428	+0.597	-0.843
535	W	26 28.850	23 23 29.189	59.661	0.64	-0.292	+0.401	-0.518
334	W	37 50.622	34 51.230	59.392	1.0	-0.188	-2.026	-3.959
538	W	49 46.872	46 47.304	59.568	1.0	-0.364	+0.549	-0.901
Sums...							-0.479	
3	E	4 10 26.793	0 07 27.976	58.817	1.0	+0.387	+0.598	+0.843
9	E	36 19 406	33 20.503	58.903	1.0	+0.301	+0.389	+1.090
11	E	44 22.986	41 24.099	58.897	1.0	+0.307	+0.479	+0.979
344	E	56 51.326	53 52.158	59.168	0.9	+0.032	-6.936	+9.637
Sums...					16.44	+0.045	-5.470	+9.544

4th October, 1887, W. F. King, Observer.

pC	pAd	pBj	pCd	pA <sup>2</sup>	pB <sup>2</sup>	pC <sup>2</sup>	pAB	pAG	pBC
+ 1·303	+0·083	+ 0·461	+ 0·468	+ 0·051	+ 1·649	+ 1·698	+ 0·291	+ 0·296	+ 1·673
+ 1·019	+0·279	+ 0·345	+ 0·443	+ 0·411	+ 0·627	+ 1·038	+ 0·508	+ 0·653	+ 0·807
+ 1·038	+0·285	+ 0·416	+ 0·504	+ 0·343	+ 0·733	+ 1·077	+ 0·502	+ 0·608	+ 0·889
+ 1·200	+0·176	+ 0·601	+ 0·626	+ 0·114	+ 1·325	+ 1·440	+ 0·389	+ 0·406	+ 1·381
+ 7·288	-2·210	+ 3·509	+ 4·147	+15·085	+ 38·032	+ 53·115	-23·953	-28·307	+ 44·945
.....	-1·387	.....	.....	+16·004	.....	.....	-22·263	-26·344	.....
- 4·685	+1·574	+ 2·988	+ 3·378	+ 4·765	+ 17·181	+ 21·949	+ 9·049	+10·227	+ 19·419
- 1·060	-0·304	+ 0·514	+ 0·598	+ 0·290	+ 0·832	+ 1·124	- 0·492	- 0·571	+ 0·967
- 1·303	-0·065	+ 0·370	+ 0·375	+ 0·051	+ 1·649	+ 1·698	- 0·291	- 0·296	+ 1·673
- 0·912	-0·336	+ 0·391	+ 0·515	+ 0·393	+ 0·534	+ 0·923	- 0·458	- 0·603	+ 0·702
.....	+0·869	.....	.....	+ 5·499	.....	.....	+ 7·808	+ 8·757	.....
- 1·033	-0·256	+ 0·361	+ 0·442	+ 0·356	+ 0·711	+ 1·067	- 0·503	- 0·617	+ 0·871
- 0·655	-0·182	+ 0·236	+ 0·299	+ 0·251	+ 0·419	+ 0·669	- 0·324	- 0·410	+ 0·530
- 4·447	+0·381	+ 0·744	+ 0·836	+ 4·105	+ 15·674	+ 19·776	+ 8·021	+ 9·010	+ 17·606
- 1·054	-0·200	+ 0·328	+ 0·387	+ 0·301	+ 0·812	+ 1·111	- 0·495	- 0·579	+ 0·950
.....	-0·258	.....	.....	+ 5·013	.....	.....	+ 6·699	+ 7·404	.....
+ 1·033	+0·231	+ 0·326	+ 0·400	+ 0·358	+ 0·711	+ 1·067	+ 0·504	+ 0·618	+ 0·871
+ 1·158	+0·117	+ 0·328	+ 0·349	+ 0·151	+ 1·188	+ 1·341	+ 0·424	+ 0·451	+ 1·262
+ 1·092	+0·147	+ 0·301	+ 0·335	+ 0·229	+ 0·958	+ 1·192	+ 0·469	+ 0·523	+ 1·069
+11·874	-0·247	+ 0·343	+ 0·422	+53·458	+103·195	+156·650	-74·274	-91·510	+127·144
+11·858	+0·248	+12·562	+14·524	+54·196	+186·230	+266·935	-72·877	-89·918	+222·759

The partial sums of the columns containing  $A$  as a factor and the total sums of the other columns are the coefficients of the normal equations.

Hence applying them as in the formula above given we have the normal equations :

$$\begin{array}{l}
 (1) + 16.004 a_1 \qquad \qquad \qquad -22.263 b - 26.344 c - 2.092 \delta\tau = - 1.387 \\
 (2) \qquad \qquad + 5.499 a_2 \qquad \qquad \qquad + 7.808 b + 8.757 c - 0.822 \delta\tau = + 0.869 \\
 (3) \qquad \qquad \qquad + 5.013 a_3 \qquad \qquad \qquad + 6.699 b + 7.404 c - 0.479 \delta\tau = - 0.258 \\
 (4) \qquad \qquad \qquad \qquad \qquad + 54.196 a_4 - 72.877 b - 89.918 c - 5.470 \delta\tau = + 0.248 \\
 (5) -22.263 a_1 + 7.808 a_2 + 6.699 a_3 - 72.877 a_4 + 186.230 b + 222.759 c + 9.544 \delta\tau = + 12.562 \\
 (6) -26.344 a_1 + 8.757 a_2 + 7.404 a_3 + 89.918 a_4 + 222.759 b + 266.935 c + 11.856 \delta\tau = + 14.524 \\
 (7) 2.092 a_1 - 0.822 a_2 - 0.479 a_3 - 5.470 a_4 + 9.544 b + 11.856 c + 16.440 \delta\tau = + 0.045
 \end{array}$$

The solution of these is as follows :—

Solution of the Normal Equations of 4th October, 1887.

Reference numbers.	$a_1$	$a_2$	$a_3$	$a$	$b$	$c$	$d$	$e$	Check.
I	-22.263	+7.808	+6.699	-72.877	+186.230	+222.759	+9.514	+12.562	-350.462
II	+16.004	.....	.....	.....	-22.263	-26.344	-2.092	-1.387	+36.082
III	+22.263	.....	.....	.....	-30.9698	-36.6469	-2.9102	-1.9294	+50.1833
IV	.....	+7.808	+6.699	-72.877	+155.2602	+186.1121	+6.6338	+10.6326	-300.2687
V	.....	+5.499	.....	.....	+7.808	+8.757	-0.822	+0.869	-22.111
VI	.....	-7.808	.....	.....	-11.0866	-12.4340	+1.1672	-1.2339	+31.3953
VII	.....	.....	+6.699	-72.877	+141.1736	+173.6781	+7.8010	+9.3987	-268.8734
VIII	.....	.....	+5.013	.....	+6.699	+7.404	-0.479	-0.258	-18.379
IX	.....	.....	-6.699	.....	-8.95205	-9.8942	+0.6401	+0.3448	+24.5603
X	.....	.....	.....	-72.877	+135.22165	+163.7699	+8.4411	+9.7434	-241.3131
XI	.....	.....	.....	+51.196	+72.877	-89.918	-6.470	+0.248	+113.821
XII	.....	.....	.....	+72.877	-97.99722	-120.9121	-7.3555	+0.3335	+163.0544
XIII	.....	.....	.....	.....	+37.2243	+42.8718	+1.0856	+10.0769	-91.2587

[PART II]

Here in line I are entered the coefficients of normal equation (5), and of equation (1) in line II. Line III =  $-II \div 16.004 \times 22.263$ , and line IV = line I + line III. Line V = equation (2), from which VI is got by division by 5.499 and multiplication by 7.808, changing the signs. VII is the sum of IV and VI.

By repetition of this process we obtain at last line XIII, which is equivalent to the equation :

$$37.2243 b + 42.8718 c + 1.0856 \delta\tau = + 10.0769.$$

By an exactly similar process with equation (6) we get an equation :

$$42.8718 b + 49.5045 c + 1.3534 \delta\tau = + 11.6495$$

And by treatment of equation (7) we get

$$+ 1.0856 b + 1.3534 c + 15.4458 \delta\tau = - 0.0060$$

From these three equations  $c$  is eliminated by a process similar to the above, giving us two equations :

$$+ 0.09657 b - 0.08648 \delta\tau = - 0.01179$$

$$- 0.08648 b + 15.40881 \delta\tau = - 0.32451$$

By another elimination, we get

$$+ 15.33137 \delta\tau = - 0.33507$$

$$\text{Whence } \delta\tau = - 0.022$$

And its weight is 15.331

By substituting the value of  $\delta\tau$  in one of the equations involving  $b$  and  $\delta\tau$  only, we get  $b = - 0.142$ .

So, by successive substitutions, we get  $c = + 0.3586$ ,  $a_1 = + 0.304$ ,  $a_2 = - 0.215$ ,  $a_3 = - 0.394$ ,  $a_4 = + 0.407$ .

Now, correcting the residuals  $d$  of each star with the quantities  $Aa, Bb, Cc$ , and  $\delta\tau$  found thus, we get the true residuals as follows :—

+	·062
+	·008
+	·079
+	·073
+	·032
—	·075
—	·175
+	·089
—	·145
+	·080
+	·064
+	·071
+	·124
—	·085
—	·096
—	·119
—	·020

for the stars respectively.

The sum of the squares of these residuals is ·164496.

The number of observations is 17 and the number of unknowns = 7.

Hence the mean error of an observation is :—

$$\sqrt{\frac{\cdot 164496}{17-7}} = \pm 0.128$$

and the probable error  $\pm 0.086$ .

Dividing this by the square root of the weight of  $\delta\tau$  gives the probable error of the deduced  $\delta\tau$  as  $\pm 0.022$ .

Hence, finally the chronometer correction at the time 2h 00m is — 4h 02m 59s.204 — 0s 022 = — 4h 02m 59s.226 with probable error =  $\pm 0.022$ .

Adding the value of  $b$  found above to its value assumed at the beginning of the calculation we find for the inequality of pivots the value 1.02. This value is found

to have a large probable error, and to vary a considerable fraction of itself in the results of the observations of different nights. So also does the collimation, it increasing when  $b$  decreases, and *vice versa*.

This indicates the weak point of this method of determining these instrumental constants  $b$  and  $c$  from the star observations. It is this, that when the instrument is reversed in order to reverse the effect of the error of collimation, the effect of the inequality,  $b$ , is also reversed. And their coefficients  $B$  and  $C$  being always nearly equal to one another, we are in reality determining each from an indirect observation of a very small fraction of it. Hence the result is inaccurate.

The normal equations numbers 5 and 6 are the equations in which  $b$  and  $c$  are the principal terms respectively. Now in (5) the coefficient of  $b$  is  $B^2$  and of  $c$ ,  $BC$ , and in (6) the coefficient of  $b$  is  $BC$  and of  $c$ ,  $C^2$ .

Now  $B = C \cos(\phi - \delta)$  whence  $B$  and  $C$  have always the same algebraic sign, and  $BC$  is always positive.

Also  $C$  is always greater than  $B$ , hence  $[B]$ ,  $[BC]$ , and  $[C]$  are always, whatever stars be selected, of the same sign, and in ascending order of magnitude, although not very different in magnitude.

Hence the difficulty spoken of above, of separating  $b$  from  $c$ . A slight change in the residuals  $d$  caused by the ordinary accidental errors of observation will then have a great effect on the deduced values of  $b$  and  $c$ . But they change in opposite directions, and to some degree proportionately to the  $B$  and  $C$  of the stars, so that they have not a great effect upon  $\delta\tau$  which is the important matter in these observations.

To determine these constants accurately by astronomical observation it would be necessary to take some of the stars such that  $B$  and  $C$  would be of different signs. This requires that  $\cos(\theta - \delta)$  be negative or the stars taken by reflection as from the surface of mercury. But the same result can be arrived at in an easier manner, as follows: using the fixed threads of the instrument instead of the star,—that is, to look vertically downwards through the telescope into a mercury trough and measure the distance of the middle thread from its reflected image with the movable micrometer thread, and to perform a similar operation in looking upwards to the reflection of the threads from the surface of water contained in a vessel with a transparent bottom placed vertically over the object glass.

These two observations give, the one the sum of the pivot inequality and the collimation error, and the other their difference, whence each can be determined. This is not an easy observation, on account of the difficulty of throwing a proper amount of light on the threads. My determinations by this method are not yet complete. If these constants are well determined, the observations can then be worked out in sets of five stars each, so as to reduce the corrections to be applied for rate, by reducing each set to its middle instant, the reduction of the inaccuracy due to a wrong assumed rate being an important matter with a chronometer, such as the one I used, having a large rate coefficient, at low temperatures.

The errors of transit observations are due chiefly to errors of bisection of the star, or of estimating the exact moment when the star is on the thread, tremors of the instrument, irregular and lateral refraction, irregular expansions of parts of the instrument from the heat of the lamps, errors in the tabulated places of the star used &c.

The errors in the tabulated star places were avoided by using stars from one catalogue (Berliner Jahrbuch), and by both observers using the same stars; so that any errors in the right ascensions will affect the local times deduced for each place by equal quantities, and this error will disappear from their difference, *i.e.*, the difference of longitude.

As far as an error in bisection is constant and in the same direction, and peculiar to the observer, it is found and allowed for as a personal equation as will be shown below. Accidental errors of bisection, and the tremors of the instrument, &c., are of the same kind and may be considered together. The amount of this error may be estimated by comparing the equatorial thread intervals as obtained from the different



observations with the true equatorial intervals of the threads as determined from careful observations of slow moving stars, or otherwise. The various residuals give, by the use of the least square formula, the probable error of a bisection.

I have so computed all my observations on 30th September, 1st, 2nd, 3rd, 4th, 5th, 9th, 10th and 12th October, and find the probable error of the transit of an equatorial star over one thread to be  $\pm 0^s.049$ , or  $0^s.023$  for the mean of five threads. This result is obtained from 436 observations. The probable error of a bisection of any star may probably be taken to be  $0.023 \text{ sec. } \delta$  or  $0.023 C$ . The probable error from this cause of the mean of all the observations of the 4th October, given above, will then be  $.023 \sqrt{\frac{[pC^2]}{16.44}}$  which taking all the "time" stars, or those south of the

zenith gives a probable error of about  $0^s.02$ . This result agreeing closely with the probable error found above from the observations directly indicates that the discrepancies of these observations are mainly due to accidental error of bisection. I may add that all my transits were recorded by means of an electric key on the tape of my Morse register.

The errors of the chronometers having been thus determined, we now come to the means by which the two chronometers at distant places were compared.

For this purpose each observer was provided with a "break circuit" chronometer, a Morse tape register and a "switch board" with the necessary relays and keys for transmitting the electric signals. In the chronometer, a small toothed wheel, within the case, raising a spring, at the end of every even second, breaks an electric current passing through the chronometer.

On the switch board were, a small relay worked by the chronometer local current, a sounder with relay, and another relay for transmitting the signals from the main line to the local circuit which worked the register. These last two relays had each a resistance of about 200 ohms and were in the circuit of the telegraph line, which by the courtesy of the Canadian Pacific Railway officials was brought into our observatories. There were also on the board a "break circuit" and a "make circuit" key in the line circuit and a number of stops and switches for changing the connections as required. For exchange of signals the line circuit was brought through the armature points of the chronometer relay, so that at every two seconds break of the chronometer, the armature flying back broke the line circuit, which break by means of one of the large relays (which I call for distinctness the "signal relay," the other one, the "speaking relay" being used only in connection with the sounder for conversation over the line), breaks the local circuit of the register, and so lifting the tracing point from the tape, leaves a break in the otherwise continuous line on the paper.

Any other break in the line is also by the signal relay transferred to this tape. So that if both chronometers are working on the line at the same time, each tape receives the breaks of both.

The tape runs off the reel at the rate of about  $2\frac{3}{8}$  inches in two seconds, so that a marked tape shows a continuous line broken by two regular series of short breaks, the successive breaks of each series being about  $2\frac{3}{8}$  inches apart.

The ratio of the distance between a break of one series and the next following break of the other series to half the distance between successive breaks of the first series, gives the fraction of a second between the even seconds of the two chronometers. The beginning of the break is the point measured from in all cases.

The breaks of the two chronometers are distinguished by putting one chronometer into circuit eight or ten seconds before the other, and the even minute is distinguished by its being at the end of a double length of unbroken line, the chronometers omitting the usual break at the 58 seconds.

The errors peculiar to this apparatus are as follows:—

The mechanism of the chronometer may be imperfect, so that the breaking of the circuit does not occur at exactly the moment when the second hand of the chronometer indicates the second.

Secondly the relay magnets require some time to lose their magnetism sufficiently for the armature spring to break the contact. There is first the chronometer relay, then the signal relay, and last the magnet of the register, so that the absolute time of the record on the tape is later than the chronometer break by the sum of these three armature times. The armature times of the signal relay and the register, however, equally affect the break of the other chronometer, and therefore vanish from the difference of the chronometer times, leaving in the result only the difference of the armature times of the chronometer relays.

The remaining errors are, therefore, the difference of these armature times, irregularities of the break circuit mechanism of the chronometers, and irregularities in the rate of running of the tapes off the reels of the registers. All these are very minute, and the irregularities of chronometer and register mechanism are reduced to a minimum by taking a large number of comparison breaks, while the difference of armature times may be considered as a constant, and affects the personal equation determinations as much as it does the comparison of local times, and so disappears from the final difference of longitude.

The time of passage of the electric current over the length of wire separating the two stations, is quite appreciable, but it affects the two tapes in opposite directions, and therefore disappears from the mean of the two results.

The length of a break on the tape is usually about one-twentieth of the two seconds length, corresponding to a time of about one-tenth of a second. If, then, the difference of time between the signals of the two chronometers be less than one-tenth of a second, it will be impossible to distinguish the beginning of the break of the following chronometer, and the above method fails. In this case a different arrangement of the relays is made. Each chronometer relay works directly on the register circuit instead of on the line, serving merely to graduate the tape into two-second spaces. One of the observers then taps on his break circuit key at irregular intervals. These taps are recorded on both tapes, and the several taps having been identified, serve to compare together the chronometer beats. This operation must be repeated, the other observer giving the taps, so that from the two results the time of passage of current may be eliminated by taking the mean.

Another arrangement of the switch board is made by cutting off the line circuit from any communication whatever with either the chronometer or the register local circuit. The chronometer relay then serving to graduate the tape into time spaces, transits of stars may be recorded by pressing a key in the register circuit.

Three local batteries are necessary at each station; one for the chronometer, one for the register and one for the sounder. I ordinarily used a gravity cell for the chronometer, which requires a comparatively weak, but constant circuit, and ought to be kept in circuit night and day during the whole time of observation at a station, to avoid change of rate. For the register and sounder, after trying the gravity battery, I ultimately concluded that the Léclanché cell was the best. Since this battery rapidly polarizes, it must not be kept in circuit more than a few minutes at a time, or no longer than the time necessary to record a star transit or run off a comparison tape.

We now come to the consideration of another source of error, which cannot be eliminated by any reversal of instruments or change in the method of observation—the “personal equation.”

It is found that observers differ in their estimation of the instant of the passage of a star over a thread. When the “eye and ear” method is used, *i.e.*, when the observer, listening to the beat of the chronometer and watching the star crossing the field of view, notes with the eye the position of the star with reference to the thread at the beats before and after its crossing, and estimates thereby the fraction of a beat at which it crosses, it is a question of the accordance of the senses of sight and hearing. When the electric key is used to tap the instant at which the star appears bisected by the thread, and to automatically record the instant without reference to the audible beat of the chronometer, the accordance of eye and hand is involved.

In either case large differences are often found between different observers, frequently amounting to half a second of time or more. This difference is called the relative personal equation of the observers and is a nearly constant quantity with practised observers. The effect of personal equation is to give a value of the chronometer correction too great or too small, and therefore the deduced difference of longitude will be in error by the amount of the relative personal equations of the two observers. It is therefore necessary to determine its amount.

The best method is for the two observers after a few nights exchange of time to exchange stations and take an equal number of nights observations. The two results for longitude will differ by twice the personal equation, and their mean will be free from it.

Another method is for the observers to meet and take the transit of the same star with the same instrument on the same night, one taking the transit over two or three of the threads and the other observer the transit over the remaining threads. This method is not to be recommended, as the necessarily somewhat hurried exchange of observers at the instrument is unfavorable to each observing in his usual deliberate manner.

The method employed by Mr. Klotz and myself was that of setting up our instruments near one another and observing each with his own instrument a full set of stars in exactly the same manner as if a difference of longitude between two remote stations was being determined, stellar observations being taken to determine the chronometer corrections and a comparison of chronometers being made with the electric apparatus. Working out the results and correcting them for the measured difference of longitude between the two instruments, the *difference of longitude* obtained is the personal equation, which must be applied to all other differences of longitude. It is requisite in this method (as in any other) that at least as many nights observations be taken for the personal equation as are taken at any station.

Peculiarities of the chronometer break circuit apparatus, armature times of the chronometer relays, &c., are involved in this result along with the strictly personal difference, but disappear with it from the final longitudes.

This supposes that it is constant. Any variation in the personal equation is to be considered as an accidental error to be diminished in effect as much as possible by repetition of observations. Care is to be taken that the conditions under which personal equation is determined are as similar as possible to those prevailing during the observations at distant stations. For instance, if the latter be taken in the middle of summer, and the personal equation observations during cold weather, the different bodily condition of the observers is very likely to introduce an unknown and constant variation in the personal equation.

The chronometers used were compensated for temperature between 45° and 95° Fah. These are about the usual limits for compensation of chronometers, and makers state that it is difficult to compensate satisfactorily beyond, especially below, these limits.

In our work the chronometers are exposed to great extremes of temperature. Placed in a temporary wooden building, during the hot summer day of the North West they become heated to near the upper limit of compensation, while at night the temperature falls below the lower limit, and in the autumn nights frequently to near the freezing point. Consequently, the chronometer rates are large and variable. This cause of error I consider the most serious one with which we have to contend, and it is only to be fully avoided by the use of the greatest care in guarding the chronometer from changes of temperature.

Probably the most effectual plan would be to place the chronometer in a cellar or other place of tolerably uniform temperature, and in connecting it by wire with the electric apparatus in the observatory, so that transits might be recorded with the register. A pocket chronometer or a clock in the observatory electrically controlled by the chronometer could be used for the purpose of setting for stars.

Mr. Klotz observed with the zenith telescope the latitudes of the stations which he successively occupied. The latitude of a place being an absolute quantity depend-

ing only on the position of the vertical line with reference to the axis of the earth, but one observer is necessary, and no corresponding observations at other places are required as in the case of the longitude. Mr. Klotz gives in his report an interesting description of his methods and results.

This longitude work has now been carried from the Pacific Coast to Port Arthur. Several important points have been located, but the determination of some intermediate stations would give valuable results. Winnipeg is probably the best centre from which to determine points in Manitoba and the North-West Territories. I beg to point out to you however that its absolute longitude, upon which the longitudes of these other points will depend, has not yet been obtained with the precision its importance merits.

The present determination of its longitude depends upon the longitude of Seattle, Washington Territory, through the observed differences of longitude between Seattle and Kamloops, and between Kamloops and Winnipeg. The longitude of Seattle itself has been brought across the continent by the United States Coast Survey. In such a long circuit there is plenty of room for accumulation of error. Further, the longitudes Seattle Kamloops and Kamloops Winnipeg were determined without an automatic signal exchange apparatus, and the results are therefore probably inferior in accuracy to those which we now have in our power to obtain.

On these grounds I beg leave to recommend that a re-determination of the longitude of Winnipeg be made from some well-determined station nearer at hand.

On the 16th October I arrived at Kamloops and proceeded to set up my instruments for observation, according to the programme arranged with Mr. Ogilvie.

Mr. Ogilvie had, in the early summer, started from the Pacific coast at the Chilkoot Inlet, and, crossing the mountains there, travelled down the Lewis and Yukon Rivers, making a micrometer survey as he went along. He intended to winter near the international boundary line, which, there, is the one hundred and forty-first meridian of longitude west from Greenwich.

It was important for him to get his longitude there as accurately as possible, both as a check on his survey and also to give an approximation to the point where the boundary line, as defined by the treaty, crosses the Yukon River.

There being no telegraph line, and the journey being too long and too rough to permit him to carry his time by means of a chronometer with any certainty of it keeping its regular rate, the alternative was lunar observations.

The principle of lunar observations is this: the place of the moon among the fixed stars being determined at any known local time and the place of the moon being predicted and tabulated in the Nautical Almanac for each hour of Greenwich time, the Greenwich time is found at which the moon has the place given by the observation; that is, the Greenwich time corresponding to the local time of the observation is found, and thence by the difference of these times the longitude from Greenwich is obtained. The Greenwich predictions, in fact, supply the place of the corresponding observations as well as of the signals in method by the electric telegraph. The local time of course must be accurately determined in this as in the other method.

The methods commonly used for determining the Greenwich time are moon culminations and occultations of stars by the moon.

In the former of these methods, the transit of the moon is observed, as well as the transits of a sufficient number of stars to determine the adjustment errors of the instrument used, and the chronometer correction. The deduced time of transit of the moon's centre over the meridian is the right ascension of the moon. This by comparison with the right ascensions tabulated for each hour in the Almanac, gives the Greenwich time of the moon's transit, and the local time is given by the chronometer with its correction applied.

The occultation of a star is the passage of the moon between the observer and the star, eclipsing the latter. The observation consists in noting the exact time at which the star disappears under the moon's limb and again when it reappears. Transit observations of stars must also be taken to determine the correction of the chronometer. The Greenwich time of the occultation is found from the tabulated

right ascensions and declinations of the star and the moon and the moon's parallax by a somewhat lengthy calculation.

Both these methods are capable of considerable accuracy, but in comparing them with the telegraphic method it is to be noted that in the latter an error in the observations amounting to one-tenth of a second causes an error in the longitude of just the same amount, but in any lunar method, on account of the comparatively slow motion of the moon with reference to the stars, its right ascension changing only about one second in twenty-seven seconds of time, an error of one-tenth of a second in the observed right ascension produces an error in the longitude twenty-seven times as great.

In the moon culmination observations moreover there is difficulty in accurately observing the transit of the moon's limb. The accuracy of this observation is not to be compared with that of a star transit. In this respect the occultations are preferable, since the disappearance and reappearance are perfectly instantaneous.

All lunar methods however are subject to great uncertainty, from the fact that in the present state of the lunar theory, the place of the moon cannot be predicted with the accuracy required in this work. To cut out the effect of these imperfectly known discrepancies in the moon's motions, corresponding observations had to be taken at some place of known longitude as near as possible to Mr. Ogilvie's station, so that corrections might be obtained from the observations at the known station to be applied to the tabulated moon's place in the subsequent working out of the corresponding observations taken by Mr. Ogilvie.

For this purpose I went to Kamloops, the longitude of which had been determined by telegraph, and which was the nearest point so determined to the locality in which Mr. Ogilvie intended to winter.

Some idea of the size of Canada is obtained by considering the distance from Kamloops in the heart of British Columbia to this remote station, which is not far short of 1,300 miles in a straight line, the direction being about due north-west.

I remained at Kamloops during two lunations from the new moon in October to the new moon in December, observing the transit of the moon whenever possible, as well as all the star occultations which occurred above the horizon at Kamloops and at the northern station. Mr. Ogilvie was to observe the same phenomena. Unfortunately my list of occultations observed as well as of moon transits is very fragmentary. Unusually cloudy weather prevailed during the whole time of my stay, very few nights being clear.

A further programme was arranged to be carried out in April and May next. The partial failure of the October and November programme renders the carrying out of this one more important, and I hope that greater success will be obtained.

I have collected the magnetic observations taken by different surveyors employed by our Department in tabular form, but the list is not yet quite complete, and I think it inadvisable to publish it at present. I have hopes of including in it some declinations observed at widely different dates which may give information as to the secular change of the declination.

I have the honor be, Sir,

Your obedient servant,

W. F. KING,

*Chief Inspector of Surveys,*

*In charge of Longitude Determinations.*

The Surveyor General,  
Department of the Interior,  
Ottawa.

## No. 3.

## REPORT OF OTTO J. KLOTZ, D.T.S.

## DETERMINATION OF LATITUDES AND LONGITUDES.

PRESTON, ONT., 10th December, 1887.

SIR,—I have the honor to report on the continuation of the astronomic work during the past season.

The results of this work since its inception in 1885, under the Technical Branch of the Department of the Interior, have amply demonstrated its extreme utility and ultimate economy.

Beginning work on the Pacific Coast, using Seattle, W. T., as base for longitude (there being at that time only two places, Seattle and San Francisco, which were accurately established in longitude and referred to Greenwich, the former being the more convenient for our work in British Columbia) the latitude and longitude determinations have now been carried through British Columbia, and eastward two thousand miles from the Pacific Coast along the line of the Canadian Pacific Railway.

The method of observing (both for latitude and longitude) has remained the same, with but slight modifications, as suggested by you.

## TRANSIT.

During 1885 and 1886 for longitude work two transits F. O. 1 and F. O. 2 by Troughton and Simms, each of 28 inches focal length and  $2\frac{1}{2}$  inches aperture, were used. These transits were used by the British Commission on the International Boundary Survey of the 49th parallel.

The diaphragm carries five vertical spider's threads and two horizontal ones; a micrometer with movable threads is also attached but was not used.

The equatorial intervals of F. O. 1 as determined from transits of Polaris,  $\delta$  Ursae Minoris and  $\epsilon$  Ursae Minoris are

$$\begin{aligned} i_1 &= - 19\cdot080 \\ i_2 &= - 9\cdot582 \\ i_3 &= + \cdot016 \\ i_4 &= + 9\cdot584 \\ i_5 &= + 19\cdot062 \end{aligned}$$

When reversing, the instrument is always grasped symmetrically, that is one hand on each side of the axis, thus practically eliminating any effect from temperature.

A reversing apparatus would however be a great convenience.

## STRIDING LEVEL.

The striding levels are of the old type, being imbedded in plaster of Paris, and hence subject to greater variation in the value of a division from change of temperature. Neither one is provided with an air chamber for adjusting the length of bubble.

The following values for one division were obtained for striding level of transit F. O. 1.

June, 1885.....	3"·123	temperature	75° F.
October, 1885.....	2"·78	"	48° F.
September, 1887.....	3"·21	"	76° F.

The first value was obtained by placing the striding level on an engineer's level and sighting on a levelling rod at a known distance, taking readings when bubble was near the extremes of glass tube. The other two determinations were made by placing the level on the zenith telescope, sighting to a distant terrestrial object, taking the reading of the micrometer when bubble is near one extremity and then again when at the other. This operation was repeated several times, also with level reversed, and the mean taken of the resulting values.

As the value of a division was found to change with a change in temperature, the following table was prepared and used in the reduction of transit observations for 1887.

In 1885 and 1886 the value of 2".78 for temp. 48° F. was used throughout, being about the value for the mean temperature of the times of observations during a season:

Temp. Fahr.	Value of 1 division.
65° .....	3".02
60° .....	2".95
55° .....	2".88
50° .....	2".81
45° .....	2".74
40° .....	2".67
35° .....	2".60
30° .....	2".53

Level readings were taken generally twice for each set of five stars, and if there was any suspicion of change of level from vibrations of an approaching train (as the observatories were never far from the railway) or wind, readings were taken for every star if practicable.

In applying the level corrections the change of level was treated as a function of the time elapsed between two readings in order to interpolate level values for intermediate stars.

In 1887 the transit F. O. 2 was required for the exploratory survey of the Yukon, and was replaced by an altazimuth instrument of peculiar design, a description of which will be given in the report of Mr. W. F. King, Chief Inspector of Surveys, who observed therewith.

#### CHRONOMETERS AND RATE.

Chronometers have more idiosyncrasies than the other astronomical instruments. To add to the difficulty, the determination of these constitutional variations is not an easy matter, especially in the field.

The great desideratum in a chronometer is that it has a uniform rate gaining or losing. By experience it has been found that temperature affects the rate. To correct for this within certain limits of temperature chronometers are provided with compensated balance.

The vicissitudes to which chronometers employed in the field are unavoidably exposed are far greater than of those employed at sea. The range of temperature in the former case is in excess of that of the latter; similar it is with the hygrometric condition of the atmosphere, which also forms a factor in the rate.

Extensive trials and experiments have recently been carried on at the United States Naval Observatory on the rate of chronometers when subjected to various constant temperatures, in order to determine the temperature constant, and also under certain hygrometric conditions. A building was especially erected for this purpose. It was found that the rate varies with the hygrometric conditions of the atmosphere, the chronometer running faster as the percentage of moisture decreases, and *vice versa*. The amount of the change due to the latter cause has as yet not been accurately determined.

The report on these trials states that "all chronometers without auxiliary compensation run faster at some one temperature, which is called the temperature

of compensation; this should be the mean temperature to which they will be subjected in actual use, and for navy chronometers it is about  $69^{\circ}$  F.

"The change of rate owing to temperature is least near this point and increases the chronometer running slower as the temperature recedes from it. The rate is the same for an equal number of degrees above or below the temperature of compensation.

"This change of rate is proportional to the square of the number of degrees from the point of compensation, differing for different chronometers. Beyond the limits of about  $45^{\circ}$  to  $90^{\circ}$  the change in rate is greater and proportional to a higher power than the square."

Should a chronometer show polarity, that is, if its rate is influenced by change of the horizontal direction of XII-VI on the dial, the defect should be remedied before the chronometer is used for actual work.

In the following tables are given the rates of chronometers—Dent 2071, and Frodsham 3537, for various days during the season of 1885 and 1886. Neither of the chronometers had been cleaned or oiled for a number of years, which undoubtedly explains the large deviations of the latter in 1885 and of the former in the following year.

During the winter of 1885-1886, chronometer Frodsham, 3537, was sent to the maker to be cleaned; when it was returned it was found that its rate had been changed without instructions, so as to keep mean time instead of sidereal, thereby making it inconvenient for stellar work.

When an instrument—of whatever nature—is not in good working order it is futile to attempt to deduce any law governing the changes which it exhibits under such conditions. This remark applies to chronometers Frodsham, 3537, in 1885, and Dent 2071, in 1886.

It is not known to me what the temperature of compensation for either chronometer is or was intended to be by the makers, but from the rates as shown in column 2 and 8 when the chronometers were in good order, it is seen that the temperature constant is small. The daily range of temperature to which the chronometers were unavoidably subjected in the field was about  $30^{\circ}$  F., with a gradual lowering of course of the mean temperature from June to October.

Thus the daily rate which is deduced from observations is the resultant of the various rates, differing by infinitesimal quantities, conforming in a measure with the various temperatures, during the twenty-four hours; and in applying the rate resulting from the difference of chronometer corrections for two dates of the observations before and after exchange of chronometer beats over the telegraph line, in order to reduce the observations to a common time, a small correction for the temperature at observation should be made. Practically, however, as the change in rate during the twenty-four hours is small, and the effect of the rate for about two hours only, that is two hours before and two hours after the assumed common time, is necessary for the reduction of observations, this refinement is questionable, especially when we consider that a chronometer generally requires several days to settle down to a uniform rate after it has suffered a change of temperature; so under the circumstances the daily rate as determined was used, assuming it to be uniform during the twenty-four hours.



COMPARISON OF CHRONOMETERS.

DENT, 2071.		FRODSHAM, 3537.		DENT, 2071.		FRODSHAM, 3537.	
Date.	Daily rate.	Date.	Daily rate.	Date.	Daily rate.	Date.	Daily rate.
1885.		1885.		1886.		1886.	
June 14-15	+ 2 <sup>s</sup> 33	June 14-15	+ 4 <sup>s</sup> 18	Aug. 15-16	+ 2 <sup>s</sup> 60	Aug. 15-16	+ 236 <sup>s</sup> 40
July 15-19	2 <sup>s</sup> 60	July 15-19	.....	do 16-17	3 <sup>s</sup> 30	do 16-17	236 <sup>s</sup> 53
do 19-21	2 <sup>s</sup> 65	do 19-21	5 <sup>s</sup> 74	do 17-18	4 <sup>s</sup> 98	do 17-18	236 <sup>s</sup> 50
do 21-22	2 <sup>s</sup> 43	do 21-22	6 <sup>s</sup> 30	Sept. 7-10	1 <sup>s</sup> 86	Sept. 7-10	235 <sup>s</sup> 47
do 22-24	2 <sup>s</sup> 74	do 22-24	5 <sup>s</sup> 87	do 10-11	3 <sup>s</sup> 02	do 10-11	235 <sup>s</sup> 73
do 24-26	2 <sup>s</sup> 67	do 24-26	5 <sup>s</sup> 93	do 11-12	1 <sup>s</sup> 97	do 11-12	235 <sup>s</sup> 83
Aug. 11-12	2 <sup>s</sup> 86	Aug. 11-12	.....	Oct. 2-3	3 <sup>s</sup> 46	Oct. 2-3	236 <sup>s</sup> 15
Oct. 10-11	2 <sup>s</sup> 30	Oct. 10-11	7 <sup>s</sup> 47	do 3-10	3 <sup>s</sup> 50	do 3-10	236 <sup>s</sup> 08
do 11-15	1 <sup>s</sup> 59	do 11-15	6 <sup>s</sup> 15	Nov. 1-9	4 <sup>s</sup> 84	Oct 10-Nov. 9	236 <sup>s</sup> 44
do 15-18	2 <sup>s</sup> 12	do 15-18	7 <sup>s</sup> 29	do 9-10	7 <sup>s</sup> 73	Nov. 9-10	237 <sup>s</sup> 71
do 18-19	+ 2 <sup>s</sup> 37	do 18-19	+ 6 <sup>s</sup> 91	do 10-12	4 <sup>s</sup> 17	do 10-12	236 <sup>s</sup> 48
.....	.....	.....	.....	do 12-14	6 <sup>s</sup> 03	do 12-14	+ 236 <sup>s</sup> 90
.....	.....	.....	.....	do 14-28	5 <sup>s</sup> 67	.....	.....
.....	.....	.....	.....	do 28-30	+ 5 <sup>s</sup> 61	.....	.....

+ Signifies losing in above.  
 - Signifies gaining in above.

During 1885 and 1886 the chronometers were carried to the telegraph office for exchange of signals. This was objectionable for two reasons, one on account of the transport itself, although carefully done, the other, and greater, on account of the sudden changes in temperature; this latter applies to the latter part of the season when there was a fire in the telegraph office. In 1887, the present year, the wires were brought into the observatory and the trouble obviated. This necessitated having the chronometers electrically connected, for which chronometers Frodsham, 3537, and Dent, 2071, were not adapted.

Unfortunately, the time was too limited (only four weeks) for having two break-circuit chronometers satisfactorily prepared. W. E. Hadlock, of Boston, Mass, was entrusted with the work, and he furnished two chronometers, Hutton, 1190, and Hadlock, 4082. His trials for temperature were confined to one week with the following results:—

Chronometer.	Temp. F.	Rate per day.
4082.....	45°	1 <sup>s</sup> 5 losing.
1190.....	45°	1 <sup>s</sup> do
4082.....	70°	2 <sup>s</sup> gaining.
1190.....	70°	1 <sup>s</sup> 5 do
4082.....	95°	3 <sup>s</sup> losing.
1190.....	95°	2 <sup>s</sup> do

Computing the temperature constant  $Z$ , the temperature of compensation  $\theta^\circ$  and the rate  $r$ , at  $\theta^\circ$  by the general formula

$$r' = r + Z(\theta - \theta')$$

we find for chronometer 4082

$$\theta^\circ = 67^\circ \cdot 79, Z = -\cdot 0068, r = 2^s \cdot 03 \text{ gaining}$$

and for chronometer 1190

$$\theta^\circ = 67^\circ \cdot 92, Z = -\cdot 0043, r = 1^s \cdot 52 \text{ gaining.}$$

From the above results, derived from meagre data, we find that chronometer 4082 has its fastest running theoretically at  $67^\circ \cdot 79$  F. gaining  $2^s \cdot 03$  daily, and similarly chronometer 1190 at  $67^\circ \cdot 92$  F. gaining  $1^s \cdot 52$  daily.

But in the field where the chronometer undergoes a daily wide range of temperature the above results will not hold, for this daily variation of temperature produces abnormal variations in the rate.

To lessen this deviation in rate the temperature constant should be as small as possible (made so by the chronometer maker). Especially is this imperative in our climate, and the temperature of compensation lower than the above.

The temperature constant,  $-\cdot 0068$ , for chronometer 4082, is decidedly too large.

Chronometers will only perform good work under a fairly uniform temperature.

Regarding auxiliary balances W. E. Hadlock states that of five or six which he had only one was found to be of any use in low temperature.

#### ELECTRICAL APPARATUS.

During the past season the inconvenient method of repeating the chronometer beats by hand with a telegraphic key was replaced by electrical apparatus, the chronometers being made to break circuit.

The accompanying diagram illustrates the apparatus used.

The whole apparatus is neatly mounted on a mahogany board.

One gravity cell is used for the chronometer and one for the sounder, and two Leclanché cells for the chronograph, the gravity battery being found rather weak for the chronograph.

The talking relay and its accompanying sounder could be dispensed with and the signal relay used instead, the sound being taken from the working of the armature thereon. This latter relay has split cores whereby its quickness of action is increased, the electric current being more rapidly discharged.

The signal key differs from the ordinary talking key in that the anvil is placed at the back, so that when the key is depressed the circuit is broken instead of made as ordinarily.

No galvanometer was put in the circuit nor rheostat used for balancing the circuits.

When the apparatus is not required for work a plug is inserted at 1, which then short circuits the main line at 1.

When used for speaking only, plugs 1 and 2 are taken out and 3, 4, 5 are left in. The current then passes through signal and talking keys through relay A which works the sounder, to switch through 6, 7 and back through plug 3 without passing through relay B, and out to the main line.

The circuit of the chronometer and its battery always remains the same, not being affected by any other current under the various conditions in which the apparatus may be used.

For speaking, and at the same time to record the beats of the chronometers (each chronometer on its own chronograph only, as when recording observations), *i. e.*, not sending or receiving beats over main line, the arrangement remains as above described. In this case the local circuit of the chronograph passes from the battery through the chronograph to 8, thence to one of the points of chronometer relay C, which breaks the current to 7 across switch through 6 to one of the points of relay B (there being no current through this relay; its points are apart), thence through plug of cut out 4 to other point of relay B, thence through observation key or plug of cut out 5, completing the circuit at the battery.

When plugs 1, 3, 4 are taken out and switch is in position 6, 7, then the apparatus can only receive signals over main line, but cannot send any. This arrangement is sometimes necessary when alternate arbitrary signals are given in case the beats of the two chronometers are coincident or so nearly so that their breaks cannot be identified on the chronograph.

Finally when it is desired to send and receive simultaneously chronometer beats, the switch is placed over 6, 8, plugs 3 and 4 taken out, and plug 2 put in (this is to cut off relay *A* and the sounder). Now the main line current passes from *E* through the signal and talking keys to 6, through 8, over the points of chronometer relay *C*, which here breaks the main line circuit, to 7, thence through relay *B*, which breaks the local chronograph circuit at points of relay *B* thereby recording main line break, and finally out by *W*.

In this case the local chronograph circuit is shortened, the wire 5 from cut out 4 to points of relay *B* and those from 7 and 8 to points of relay *C* being cut out.

The chronometers break circuit every four beats, that is, every two seconds, but omitting the fifty-eighth second whereby the minute is identified on the chronograph record.

The break circuit is preferable to the make-circuit, especially on account of the greater potential of the current at opening than at closing; in the former the induced or extra current is in the same direction as the primary, thereby increasing its strength, whereas in the latter it is in the opposite direction, so that the primary does not attain its maximum strength until after the lapse of a short interval of time. This phenomenon is distinctly shown on the chronograph, which is of the tape register type. The end marking the break is sharp and distinct; that showing the make is far less so, but the line immediately increases in distinctness.

The chronograph will unreel from two to three inches of tape between two breaks, depending upon the adjustment. The scaling of the tape is reduced to the one-hundredth of a second.

In the following table are given the differences between the chronograph records when both chronometers are registering simultaneously at each station. This difference equals twice the time of transmission of the electric current. The time of induced current is eliminated.

Let

$O - W$  = absolute distance between the two chronometer beats *O* and *W*.

$A_{op} A_{os} A_{oc}$  = time of demagnetization of cores of chronometer, signal and chronograph relays respectively of *O* instruments.

$A_{wp} A_{ws} A_{wc}$  = similarly for *W* instruments.

$B_o B_w$  = Measured distances of *O* to *W* on the two chronographs.

$U$  = time of transmission of current.

Then on *O* chronograph we have—

$$B_o = O - W - A_{op} - A_{os} - A_{oc} + A_{wp} + A_{os} + A_{oc} + U.$$

$$= O - W - A_{op} + A_{wp} + U.$$

Similarly—

$$B_w = O - W - A_{op} - A_{ws} - A_{wc} + A_{wc} + A_{ws} + A_{wc} - U.$$

$$= O - W - A_{op} + A_{wp} - U.$$

The difference—

$$B_o - B_w = 2 U.$$

= twice the time of transmission.

And the mean—

$$B = O - W - (A_{op} - A_{wp}).$$

The two pony or chronometer relays being similar in every respect, the quantity  $A_{op} - A_{wp}$  is extremely small.

That the time of transmission between two stations varies is shown by the results, and this difference must be mostly due to changes in the electrostatic condition of the atmosphere, as the electro motive force, the apparatus and its adjustments and the connecting line remain constant or nearly so during the observations at a station.

Date.	Stations	Distance Miles.	Difference of Tapes 2u.	Mean.	Deducted Velocity per Second.
1885.					
June 14...	Seattle—Victoria .....	317	.180	} .209	3,030
do 15...	do do .....	317	.238		
July 19...	do Kamloops .....	427	.194	} .155	5,510
do 21...	do do .....	427	.142		
do 22...	do do .....	427	.146		
do 24...	do do .....	427	.152		
do 26...	do do .....	427	.140		
Aug. 11...	Port Moody—Kamloops .....	239	.068	} .067	7,140
do 12...	do do .....	239	.066		
1886.					
Aug. 15...	Kamloops—Revelstoke .....	129	.030	} .023	11,220
do 16...	do do .....	129	.020		
do 17...	do do .....	129	.019		
Sept. 7...	do Field .....	258	.047	} .040	12,900
do 10...	do do .....	258	.056		
do 11...	do do .....	258	.032		
do 12...	do do .....	258	.027		
Oct. 2...	do Calgary .....	391	.063	} .061	12,820
do 3...	do do .....	391	.046		
do 10...	do do .....	391	.074		
do 31...	do Winnipeg .....	1,230	.262		
Nov. 9...	do do .....	1,230	.231	} .257	9,580
do 10...	do do .....	1,230	.256		
do 12...	do do .....	1,230	.255		
do 14...	do do .....	1,230	.282		
1887.					
July 1...	Winnipeg—Wapella .....	235	.069	} .063	7,460
do 2...	do do .....	235	.080		
do 3...	do do .....	235	.051		
do 5...	do do .....	235	.053		
do 22...	do Port Arthur .....	430	.075	} .073	11,700
do 26...	do do .....	430	.083		
do 27...	do do .....	430	.066		
do 30...	do do .....	430	.070		
do 30...	do do .....	430	.070		
Sept. 30...	do Kalmar .....	110	.024	} .024	9,200
Oct. 3...	do do .....	110	.026		
do 4...	do do .....	110	.024		
do 5...	do do .....	110	.022		

The most of the above differences of chronograph tapes are the mean of several obtained each night.

It will be seen that besides the fluctuations in the velocity between two stations there is the more apparent one for different distances where difference of insulation, wire and climate come into play.

The mean of the above results leaving out the cable line to Victoria gives 9,700 miles as the velocity per second of the electric current.

## ARMATURE TIMES.

Mr. W. F. King and myself made some experiments at the observatory in Winnipeg last June upon armature times, that is upon the time required by the core of a relay to become demagnetized, thereby releasing the armature and breaking the circuit, local or main line, as the case may be.

To accomplish this, various connections in the telegraphic apparatus were made whereby the various relays were put into or left out of the circuit, both chronometers always recording their beats on the one chronograph.

To illustrate—taking the ordinary arrangement of connections for longitude work before chronometer *O* can record, its beat must be given by the pony relay, that is the core of that relay must become demagnetized, then the beat or break is communicated to *O* signal relay, this breaks the local circuit of the chronograph and finally the chronograph core must be demagnetized before its armature drops off and records the break on the tape. If now the signal relay be left out of the circuit, it is evident that the break must occur sooner, however small the quantity. This quantity it is which was attempted to be measured. It must be borne in mind that the quantities dealt with are extremely small, being thousandths of seconds.

Although the result obtained is partially negative in its character, yet it is hoped and confidently expected that further and more extended trials will be entirely successful.

The subject is sufficiently interesting that the present result, though unsatisfactory, may be given.

The velocity of the electric current is so great that the length of wire in a coil which is put in or out of circuit, together with the short wire representing the main line, is neglected.

In each case the chronometers were allowed to record for one minute, giving 29 breaks each; the mean of these was then taken, *i.e.*, the mean of the 29 distances expressed in seconds, between the break of *O* chronometer and *W* chronometer.

The resistance of *O* signal relay is given as 204.7 ohms at 65° F. by the manufacturer. There were no means at hand for determining that of the others.

The following shows the various arrangements in the above trials. The notation is the same as that previously employed.

First arrangement:—

$$B_I = (O - A_{op} - A_{os} - A_{oc}) - (W - A_{wp} - A_{os} - A_{oc}) \\ = O - W - A_{op} + A_{wp}$$

This is the arrangement at longitude work.

Second arrangement:—

$$B_{II} = (O - A_{op} - A_{os} - A_{oc}) - (W - A_{oc}) \\ = O - W - A_{op} - A_{os}$$

In this *W* chronometer is attached directly to *O* chronograph.

Third arrangement:—

$$B_{III} = (O - A_{op} - A_{os} - A_{oc}) - (W - A_{os} - A_{oc}) \\ = O - W - A_{op}$$

Fourth arrangement:—

$$B_{IV} = (O - A_{op} - A_{oc}) - (W - A_{os} - A_{oc}) \\ = O - W - A_{op} + A_{os}$$

Fifth arrangement:—

$$B_V = (O - A_{op} - A_{oc}) - (W - A_{oc})$$

Let  $x$  = rate per minute of difference of rates of chronometers *O* and *W*.

From chronograph tapes we have :—

$$B_I = 1^s 40.15, B_{II} = 1^s 41.24, B_{III} = 1^s 41.83, B_{IV} = 1^s 42.60, B_V = 1^s 43.46.$$

Hence

(1) $O - W - A_{op} + A_{wp} = 1.4045$	at 14h.07m.00s.
(2) $O - W - A_{op} - A_{os} = 1.4124 + 13 x$	14 20 00
(3) $O - W - A_{op} = 1.4188 + 27 x$	14 34 00
(4) $O - W - A_{op} + A_{os} = 1.4260 + 32 x$	14 39 00
(5) $O - W - A_{op} = 1.4346 + 35 x$	14 42 00

Putting  $C$  for  $O - W - A_{op}$ ,  $d$  for  $A_{wp}$  and  $e$  for  $A_{os}$ , we derive the four normal equations :—

$$5c + d - 107x = 7.0963 \quad (6)$$

$$c + d = 1.4045 \quad (7)$$

$$+ 2e - 19x = 0.0136 \quad (8)$$

$$-107c - 19e + 3147x = -152.5118 \quad (9)$$

From (6) and (7) we have

$$4c - 107x = 5.6918$$

$$(8) \text{ and } (9) - 214c + 5933x = -304.7652$$

$$\text{hence } = x = .00122$$

$$\text{and } O - W - A_{op} \text{ or } c = 1^s .3903$$

Substituting this last in (7)

$$d \text{ or } A_{wp} = .0142$$

$$\text{and from (8) } e \text{ or } A_{os} = -.0048 \text{—an impossibility.}$$

In future trials  $x$  or the rate will be eliminated from the equations by having the last of a series under the same conditions as the first, and thereby the difference of rate directly determined.

#### PERSONAL EQUATION.

Observations for the determination of the personal equation between Mr. W. F. King and myself were made at the beginning and end of the season.

#### LATITUDE.

The latitude determinations of the past three seasons have all been made with the zenith telescope F.O. 1.

This instrument also was used on the international boundary survey of the 49th parallel.

It has a clear aperture of  $2\frac{1}{2}$  inches and is of 28 inches focal length.

It is provided with a diaphragm carrying five vertical spider's threads, of about ten seconds interval, and a horizontal movable one. The comb or scale has one hundred divisions, each being equivalent to one revolution of the micrometer, which itself is divided into one hundred parts.

The attached level is held in a brass tube by clips, and is surrounded by a glass tube to protect it against change of temperature. It also has a chamber for regulating the length of the bubble. One division of the level is equal to ".991 and was determined by means of the micrometer.

The value of one revolution of the micrometer was determined by observing the line of transit of Polaris at elongation across the movable thread, which was always set in advance at 0 and 50 on the micrometer head. Level readings were also taken at each or nearly each observation to determine any change of inclination of telescope.

The following determination will illustrate the method employed.

STATION Preston, Nov. 8th, 1887. Observations on Polaris near western elongation for value of micrometer of zenith telescope F.O. 1. Elongation by chronometer 10h. 16m. 55s. One division of level="991. Daily rate of chronometer 4s gaining; Temperature, 25° F. Latitude, 43° 23'.

No.	Reading of Mi- crometer.	Time by Sidereal Chronometer.			Level Readings.		Time from Elon- gation.	Correc- tion for T.	Reduced to Mean state of Level	Correc- tion for Change of Level.	Reduced Time.		
		h.	m.	s.	N.	S.					h.	m.	s.
1	60.	9	45	76	78.8	32.6	31.3	+ 5.9	+ .7	+ 2.01	9	45	45.9
2	.5		47	50	78.8	32.7	29.5	4.9	.75	2.20		47	32.1
3	59.		49	24	79.0	33.0	27.7	4.0	1.00	2.94		49	18.9
4	.5		51	8	78.8	32.8	25.85	3.3	.8	2.35		51	09.7
5	58.		52	84	78.9	32.9	24.2	2.7	.9	2.65		52	47.4
6	.5		54	68	78.7	33.0	22.35	2.1	.85	2.50		54	38.6
7	57.		56	38	79.0	33.3	20.6	1.7	1.15	3.38		56	24.1
8	.5		58	00	78.7	33.2	18.9	1.3	.95	2.79		58	04.1
9	56.		59	101	78.5	32.9	17.1	.9	.7	2.01		59	53.4
10	.5	10	01	68	78.7	33.2	15.35	.7	.95	2.79	10	01	37.5
11	55.		03	44	78.5	33.0	13.55	.5	.75	2.20		03	24.7
12	.5		05	18	77.7	32.5	11.8	.3	.1	.29		05	09.6
13	54.		06	110	78.5	33.2	10.0	.2	.85	2.50		06	57.7
14	.5		08	80	78.2	32.8	8.25	+ .1	.5	1.47		08	41.6
15	53.		10	60	77.8	32.5	6.4	0	.15	.44		10	36.4
16	.5		12	30	78.3	33.0	4.7	0	.65	1.91		12	16.9
17	52.		13	118	77.9	32.8	2.9	0	.35	1.03		13	00.0
18	.5		15	96	77.8	32.7	1.1	0	.25	.73		15	48.7
19	51.		17	66	79.4	33.4	.6	0	.7	2.01		17	35.0
20	.5		19	40	77.7	32.8	2.4	0	.25	.73		19	20.7
21	50.		21	10	77.7	32.7	4.2	0	.2	.59		21	05.6
22	.5		22	104	77.7	32.8	5.95	0	.25	.73		22	52.7
23	49.		24	74	77.8	32.8	7.7	- .1	.3	.88		24	37.8
24	.5		*26	44	78.5	33.6	9.45	.1	1.05	3.09		26	25.0
25	48.		28	14	77.7	32.8	11.2	.2	.25	.73		28	07.5
26	.5		29	114	77.7	33.0	13.0	.4	.35	1.03		29	57.6
27	47.		31	86	78.6	33.8	14.8	.6	1.2	3.63		31	45.9
28	.5		33	54	78.6	33.8	16.5	.9	1.2	3.53		33	29.6
29	46.		35	28	78.4	33.6	18.3	1.2	1.0	2.94		35	15.7
30	.5		37	2	77.5	32.8	20.1	1.5	.15	.44		37	59.9
31	45.		38	96	77.7	33.0	21.9	2.0	.35	1.03		38	47.0
32	.5		40	62	77.8	32.8	23.6	2.5	.2	.59		40	29.1
33	44.		42	42	77.6	32.8	25.4	3.1	.2	.59		42	18.5
34	.5		44	20	77.6	32.8	27.3	3.9	.2	.59		44	06.7
35	43.		45	108	77.6	32.8	29.0	4.6	.2	.59		45	50.0
36	.5		47	84	77.6	32.8	30.8	5.6	.2	.59		47	37.0
37	42.		49	54	77.6	32.8	32.5	6.5	.2	.59		49	21.1
38	.5		51	29	77.7	33.0	34.3	7.7	.35	1.03		51	07.8
39	41.		53	7	77.7	33.0	36.1	9.0	.35	1.03		53	55.5
40	.5		54	88	77.7	33.0	37.9	10.3	.35	1.03		54	39.7
41	40.		56	72	77.7	33.1	39.7	11.9	.4	1.18		56	25.3
42	.5		58	47	77.7	33.0	41.5	13.6	.35	1.03		58	10.9
43	39.		01	00	18	77.8	33.1	43.2	.45	1.32		59	55.0
44	.5	11	01	116	77.5	32.8	45.05	17.3	.15	.44	11	01	41.1
45	38.		03	90	77.8	33.1	46.8	-19.5	+ .45	+ 1.32		03	26.8

\*Gust of wind.  
[PART II]



From the reduced times we obtain the following:—

No.	Time for 10 turns.	$\Delta$	$\Delta^2$	No.	Time for 10 turns.	$\Delta$	$\Delta^2$
	m. s.				m. s.		
1 to 21	35 19.7	1.2	1.44	12 to 32	35 19.5	1.4	1.96
2—22	20.6	.3	.09	13—33	20.8	.1	.01
3—23	18.9	2.0	4.00	14—34	25.1	4.2	17.64
5—25	20.1	.8	.64	15—35	19.6	1.3	1.69
6—26	19.0	1.9	3.61	16—36	20.1	.8	.64
7—27	21.8	.9	.81	17—37	21.1	.2	.04
8—28	25.5	4.6	21.16	18—38	19.1	1.8	3.24
9—29	22.3	1.4	1.96	19—39	20.5	.4	.16
10—30	22.4	1.5	2.25	20—40	19.0	1.9	3.61
11—31	22.3	1.4	1.96	21—41	19.7	1.2	1.44

NOTE.—24 is rejected, a gust of wind having disturbed the level.

We have for 10 turns: Probable error =  $.675\sqrt{\frac{88.35}{20 \times 19}} = \pm .286$   
 Probable error of 1 turn =  $\pm ".010$

Mean time for 1 turn =  $212.085 = 2.3265100$

$\cos \delta = 8.3520562$

$15 = 1.1760913$

$1.8546575$

One turn =  $71".558$

Correction for refraction =  $-.042$

do rate =  $-.002$

Resulting value =  $71".514 \pm ".010$  at  $25^\circ$  F.

In 1885 several determinations were made of the micrometer, and their weighted mean used for the reduction of the observations made in 1885 and 1886.

Last November (1887) a re-determination was made for the purpose of ascertaining if the wear of thread of screw or a change of temperature affected the value.

The results are:—

Oct. 1, 1885, one turn micrometer =  $71".680 \pm ".018$   $56^\circ$  F.

do 23, 1885 =  $71".406 \pm ".020$   $57^\circ$  F.

Weighted mean =  $71".558 \pm ".013$

Nov. 6, 1887, one turn micrometer =  $71".443 \pm ".018$   $50^\circ$  F.

do 8, do =  $71".514 \pm ".010$   $25^\circ$  F.

Weighted mean =  $71".497 \pm ".009$

From these it appears that neither the wear (if any) of the thread nor the temperature within the above limits has an appreciable effect upon the value of the micrometer.

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In observing for latitude the time of transit is always noted for each star, this gives a check upon the azimuth and assists in identifying when necessary small stars.

Sometimes there is variable refraction, so that the star has an undulatory motion along the thread, making it difficult of bisection.

In the reduction of stars to their mean places for a particular epoch the following catalogues were used: Berliner Jahrbuch,—Saffords' Catalogue of 2,018 stars, Boss' catalogue of 500 stars, Coast Survey list of 2,179 stars, Greenwich nine and seven-year catalogues, Radcliffe for 1860 and 1845, and Armagh, 1,840.

When it is remembered that even in the standard stars as given in the various catalogues, considerable differences in the mean places—declination—occur, it is not surprising that differences as large as two seconds of arc should be found in the smaller and less well determined stars, when deduced from various authorities.

The question of proper motion and observatory constants conspire mostly in this disparity.

The following tables show the differences in declinations in the mean places of standard stars taken from the catalogues stated at the head of each table, and include all stars common to both catalogues.

For the sake of condensation the differences are tabulated as shown instead of writing down the particular star therefor.

[PART II]

DIFFERENCES in Declination, mean places, between Berliner Jahrbuch,

Declination between	Richt																			
	h. 0	h. 1	h. 1	h. 2	h. 2	h. 3	h. 3	h. 4	h. 4	h. 5	h. 5	h. 6	h. 6	h. 7	h. 7	h. 8	h. 8	h. 9	h. 9	h. 10
-5° and 0° .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
0° and 5° .....																				+·11
5° and 10° .....	-·30	+·23	+·41	+·13							+·14					+·43	+·40	+·21		+·08
10° and 15° .....	-·05	-·39					-·21							+·19						+·11
15° and 20° .....										-·56	-·13	-·19		-·09						
20° and 25° .....			-·04	+·13	+·22	+·40							+·08	+·42	+·31	+·13				+·12
25° and 30° .....	+·12										-·01	-·01		+·06						-·09
30° and 35° .....	-·02			-·03	-·02	+·41	+·01							+·01	-·60	-·12				+·51
35° and 40° .....	-·03	+·45				+·33					+·05	+·07			-·17					+·01
40° and 45° .....		-·02				+·30	+·29				+·19		-·01							·00
45° and 50° .....	-·03	·00		+·02	+·01	+·13	-·01				-·07		·00	+·01		+·09				
50° and 55° .....																				-·13
55° and 60° .....	+·81	+·08																		
60° and 65° .....	-·02																			
65° and 70° .....					-·07					+·16				+·45	-·71					-·16
70° and 75° .....	-·26	-·32				-·01						-·53			+·02					+·54
75° and 80° .....				+·57	+·17															
80° and 85° .....																				+·04
85° and 90° .....	+·05	-·03													+·71					

1886, and Nautical American Almanac, 1886. B.J.—Am N.A.—d.

ASCENSION.

h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.
10—11	11—12	12—13	13—14	14—15	15—16	16—17	17—18	18—19	19—20	20—21	21—22	22—23	h. h.	h. h.	23—24
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
	+·18	-·18 +·33	+·22 +·14			-·10		-·62		+·09	-·02	+·04 -·26			
					-·41				-·29						
+·24	-·04				+·09	-·03			-·05 +·17		-·06				-·39 +·07
+·02 -·11		+·08					-·41 -·02		+·60 +·05	-·58		-·44 +·17			
	+·12		+·19	+·26					·00	+·03	+·01				
·00	+·32					-·38						+·02		+·01	
				-·05	+·12 +·04 -·08		+·06	+·07	-·28		-·06 -·13				
+·02	+·03			+·19	-·23			+·65 -·01		+·31		-·01			
+·20		+·32	·00		-·49	+·18	-·25 -·02	+·45	-·01 -·01	+·38		-·11 +·17 -·01		-·03	
+·51		+·01 +·04	+·01	·00 +·24					-·01	+·15 +·10		+·40			
	+·73 +·15		+·32	+·02		+·02 +·35	-·01			·00	-·50	-·14		+·53	
	+·23			+·24			+·28 -·03								
+·05				+·55		-·18					-·33				
	+·13					+·73	-·14		-·08 -·23			-·05			
		+·09		-·02			+·40	+·30	+·19		+·09 +·04				
+·31 +·02		+·40		+·01	+·10	·00				-·36					- 11
						+·21				+·10					
								+·01	-·18						

DIFFERENCES in Declination, mean places, between American Nautical

Declination between	RIGHT																	
	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	
	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10								
-5° and 0°.....	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
0° and 5°.....			+ .31	+ .05														
5° and 10°.....	+ .52	+ .25	+ .37				+ .34		+ .47	+ .30								
10° and 15°.....	+ .88	+ .36															+ .35	
15° and 20°.....						+ .19			+ .07									
20° and 25°.....		+ .71	+ .40	+ .62	+ .14			+ .46	+ .78								+ 1 07	
25° and 30°.....	- .10						+ 43		+ .29	+ .36							+ .46	
30° and 35°.....				- .9	+ .49				+ .31									
35° and 40°.....																		
40° and 45°.....																		
45° and 50°.....				+ .15	- .87		+ .25										+ .40	
50° and 55°.....																	+ .82	
55° and 60°.....	- .06																	
60° and 65°.....																		
65° and 70°.....			- .31		+ .06			.00	- .46	- .38	- 1.47							
70° and 75°.....	- 1.61	- 1.00															- .41	
75° and 80°.....																		
80° and 85°.....																	+ .66	
85° and 90°.....								+ .12										

Almanac, 1880; and Coast Survey, 1880. Am. N. A — C. S = d.

ASCENSION.

h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.	h. h.
10—11	11—12	12—13	13—14	14—15	15—16	16—17	17—18	18—19	19—20	20—21	21—22	22—23	23—24			
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
	+1.14										+ .91	+ .51				
	+ .71	+ .57	+ .89		+ .67				+ .85			+ .51	+ 1.61			
+ .50					+ 1.30	+ .63			+ .64		+ .25		+ .42			+ 1.15
+ .97							+ 1.16	+ .07	+ .53	+ .52		+ .71				
+ .24							— .04					+ .40				
	+ .91		+ .84	+ .02							+ .62					
+ 1.31																
				+ .37	+ .30		+ .64					+ .46				
					+ 1.13											
						+ .42		+ .09								
	+ .42				+ .28	+ .50		+ .06			+ .64					
				+ .49						+ .09	+ .57					
			+ .28			+ .33										
	+ .58			+ .71			— .70									
							+ .12									
+ .01				— .78		— .10						— .57				
+ .16	— .90					+ .46	— .54		— .09			+ .01	— .72			
									— .29							
		+ .02		— .61	— .65		+ .46		— .51		+ .10					
											— .03					
— .25		— 1.30		— .13	+ .13			+ .01		+ .02		.00	+ .08			
		— .75				+ .02				— 1.80						
								+ .01								

The latitudes of three of the astronomic stations of 1885 are:—

Revelstoke, B. C.....	51° 00' 11".25±".13.
Field, B. C.....	51° 23' 38".58±".14.
Calgary, Alberta.....	51° 02' 39".21±".09.

The observations of the past season are now being computed, and at a future date it is intended to compile all the observations and results of the astronomic work for publication.

It may be stated that all the astronomic stations are along the line of the Canadian Pacific Railway.

The one at Wapella has been connected by triangulation with the 102° meridian, and will thereby be a check upon the triangulation made from the first or Principal Meridian to the Second Initial Meridian of the Dominion Land Survey.

The one at Kalmar is situate near the boundary line between Manitoba and Ontario, and it is hoped that a connection will be made this winter (winter being more favorable) with the meridian from the North-West Angle, and thereby determine the geographical position of the boundary line.

The astronomic station at Port Arthur will give a desirable opportunity of eventually connecting it with the primary triangulation of the United States' Lake Survey.

Thanks are again due to the Canadian Pacific Railway Company for the use of its line in connection with longitude work, and also to the officers at the various stations for their hearty co-operation.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

OTTO J. KLOTZ, D. T. S.

E. DEVILLE, Esq.,  
Surveyor General, Ottawa.

## No. 4.

## REPORT OF J. S. DENNIS, INSPECTOR OF SURVEYS.

## INSPECTION AND CORRECTION OF SURVEYS.

## DEPARTMENT OF THE INTERIOR,

OTTAWA, 23rd December, 1887.

SIR,—I have the honor to submit the following report of the surveying operations in the North-West Territories, under my charge during the past season, which were performed in accordance with your instructions dated the 12th May, 1887.

Leaving Ottawa on the 16th of May, I proceeded to Moose Jaw, N.W.T., at which point the staff under my immediate control, consisting of two full parties, in charge of Mr. McAree, D.T.S., Mr. Driscoll, D.L.S. (as my assistant) and five (5) sub-parties under Messrs. Kirk, Freeman, Traynor, Brownjohn, and du Tremblay, Dominion Land Surveyors, were to assemble.

The work to be performed consisted of corrections to existing surveys at different points throughout the Territories, rendered necessary by errors in the original surveys, the removal of the posts and mounds defining the river lots which were laid out along the North and South Saskatchewan, the Red Deer, and other rivers at the time of the sub-division surveys of the townships adjoining these rivers, and the examination of the contract surveys of this season.

An allotment of the work having been made to the different parties, and the necessary transport, supplies, &c., being provided, the sub-parties started to work from Moose Jaw, and Messrs. McAree and Driscoll proceeded to Calgary, making that their starting point.

The field work was continued as late as possible; most of the parties had left for home before the 15th of November, the date of my return to the office. Mr. McAree, however, remained in the field until late in the present month.

Mr. du Tremblay, being dissatisfied with the work given him, only remained in the field for a few days, and then returned home.

*The work performed.*

The work accomplished during the season may be summarized as follows:—

Correction surveys were effected in 63 townships.

The posts and mounds defining the river lots were removed in 139 townships.

Six contract surveys were examined.

Small triangulation surveys in connection with astronomical determinations were effected at Winnipeg and Wapella station.

Original surveys were made of Fractional Township 3, Range 25, W. 4th I. M., and of the trail between Medicine Hat and Dunmore.

In those contracts in which the work had been proceeded with, it was found to have been fairly and honestly performed. I have already reported to you fully the result of these examinations.

The fractional township sub-divided (*viz.*, Township 3, Range 25, W. 4) is the one occupied by the colony of Mormons, who have lately come to the Territories, and in reference to whom I reported to you under date 13th September last.



The trail survey is of that portion of the Fort Walsh trail between Medicine Hat and Dunmore, and was effected in compliance with the request of the Lieutenant Governor of the Territories, and your authority, so as to fix the crossings of Seven Persons River and Ross Creek by the trail, to enable the construction of bridges at these points to be proceeded with.

During the season, with the assistance of the party working under Mr. Driscoll, I personally re-surveyed the 5th Initial Meridian, through Townships 4, 5, 6, 7 and 8, and examined five contract surveys; the remainder of my time was taken up in visiting the different sub-parties and arranging for supplies, &c. I also completed arrangements for the survey of the disputed portions of the McLeod and Bow River bottom trails, in the vicinity of Calgary, by Mr. Green, and made two trips to Regina, to consult with His Honor the Lieutenant Governor regarding these and other trails under survey. Several matters in connection with the general surveys in progress were attended to, in reference to which I reported to you from time to time.

The returns of the season's work are being prepared as rapidly as possible, but as there are some hundred and ninety plans, with their accompanying notes, &c., to be prepared, entered, &c., it will take some time to complete them.

Certain townships along the Battle River were visited during the season by Mr. McAree, for the purpose of removing the posts and mounds defining the river lots. He found these lots, in many cases, occupied by half-breeds, and in compliance with instructions, he did not remove the boundaries of any lot so occupied. In all cases where river lots were found to form a portion of a quarter-section occupied, the written consent of the occupant was obtained before the posts and mounds defining the lot were removed.

A number of photographs were taken during the summer, the negatives being returned to the office to be developed, and a few magnetic observations were procured, the returns of which will be completed as soon as possible.

#### *General Remarks.*

During the season I visited the larger portion of the south and western part of the Territories, and was thus enabled to note many of the changes and improvements which had taken place since my visit in 1886.

The Territories in common with Manitoba experienced a very favorable season both as regards temperature and rainfall, and the fact which has often been stated, and to which I referred in my report of last season, that the district traversed by the Canadian Pacific Railway, through the Territories, only required a sufficient rainfall to produce excellent crops, has been conclusively proved this year by the magnificent crops of grain and roots grown at all points along the railway line through the Territories.

I had an opportunity of attending several of the agricultural shows held at points along the railway line this fall, and although I knew the great productiveness of the soil, I was astonished to see some of the specimens of roots and grain exhibited.

Another pleasing evidence of the prosperity and development of the Territories is the rapid growth of Calgary and other centres of trade; in fact Calgary has improved so much within the last year that it reminds one of Winnipeg in its rapid advance from a small village to a thriving town, with modern conveniences of electric light, &c.

#### *Losses of Cattle.*

The winter of 1886-87 was in the Territories, as it was in fact all over Northern America, an exceedingly severe one, and was accompanied by an unusually heavy fall of snow; as a consequence in many districts the losses of cattle were heavy. It is very difficult to arrive at a close estimate of the percentage of loss, but reliable figures will no doubt be furnished the Department on this subject by the officers connected with the grazing branch.

I travelled through the larger portion of the grazing district during the summer and was surprised to find the hopeful feeling which existed among the ranchmen, in spite of the heavy losses which they had sustained, and this feeling was greatly strengthened by the successful shipment of range cattle to Montreal this fall, and the fair prices realized from their sale.

#### *Prairie Fires.*

One of the chief difficulties experienced by settlers and ranchmen is the prevention of prairie fires, which seem to occur each fall, in spite of the greatest care, and the imposition of heavy fines for starting them. The danger from this source during the past season was greatly increased, owing to the exceptionally long growth of grass, and many disastrous fires occurred destroying, in cases which came under my notice, not only the grass but also the hay provided by ranchmen to assist in wintering their cattle.

From observation I am satisfied that many of the most disastrous fires are started by sparks from the railway locomotives. This source of danger will increase with the extension of the railway system, and something should be done to minimize this source of danger, by forcing the railway companies to fit their locomotives with fine screens to arrest the sparks. An experiment, having in view the prevention of fires originating from the last mentioned source, was tried this season in the Maple Creek district by the settlers, assisted by the Mounted Police and the railway company. It consisted of ploughing a couple of furrows on each side of the railway track, about 100 yards distant from and parallel to it, and then burning the grass between the furrows and the track; but it did not succeed, as the whole district was burnt over by a fire which originated from a spark, from a locomotive, which had been carried by the wind outside the burnt strips.

#### *Trails and Trail Surveys.*

The larger portion of the main trails throughout Manitoba and the Territories have now been surveyed, but there still remain a number of important trails requiring survey, among which are the North Blackfoot trail, from Blackfoot Crossing to Calgary, the North and South Morleyville trails, between Calgary and Morleyville, and the trails from Fort McLeod to Pincher Creek and Fort McLeod to Lethbridge. A portion of each of these trails passes through settled country, and the longer the survey is delayed the greater the difficulty of satisfying the persons occupying lands through which the trail passes, as to location, &c., will become.

As you are aware, many difficulties were experienced this season in satisfying settlers as to the location of the trails under survey in the vicinity of Calgary, and I would recommend that the policy which was adopted there, of having a surveyor authorized by the Lieutenant Governor to represent him, to act with the representative of the Department in visiting the disputed points and completing the necessary arrangements on the ground, be adopted in all future cases of disputes regarding locations of trails; for I am satisfied that, in the cases of the disputed portions of the Calgary-Fort McLeod trail, and the South Blackfoot trail, surveyed this season, had we not been in a position to go on the ground and meet the parties interested, with power to complete a mutually satisfactory arrangement, many of the disputed portions of these trails would be still unsurveyed.

One of the difficulties experienced in connection with the settlement of questions of the location of trails in disputed localities, is the want of knowledge of the extent to which deviations from old, or original trails, can be made. In many cases an advantageous straightening of the trail could be effected, but as it would necessitate the departure, to a greater or less extent, from the old trail, the objection of any one settler interested prevents its adoption. As most of the future trail surveys are likely to be of trails in connection with the location of which disputes will arise, I would suggest that a memorandum be prepared setting forth the extent to which

trails may be straightened, or the most advantageous location adopted. I would also recommend that in all future surveys of trails the new system of marking points by iron bars and pits, instead of posts and mounds, be adopted, as there is always a certain amount of travel with horses and cattle along these trails, and as a consequence the mounds are thrown down and obliterated.

#### *Indian Reserves.*

In many cases where corrections to existing surveys, or new surveys, are to be performed in townships adjoining or in the vicinity of Indian reserves, trouble is experienced, owing to the meagre information which we at present have regarding the location and boundaries of many of these reserves; and the necessity for a small pamphlet containing plans of all the Indian reserves, with a description by metes and bounds of each, becomes apparent to any one making surveys adjoining or in the vicinity of these reserves, and who has seldom anything but the information procurable on the ground in reference to boundaries to guide him. I would respectfully recommend that the Department of Indian Affairs be asked to provide us with something of this kind, or to give us the information necessary to enable a reference in the above mentioned form to be prepared for use in the operations of this office.

#### *New System of Marking Corners.*

This being the first opportunity since its adoption of reporting on the working of the new system of marking corners in sub-division and other surveys in the grazing districts, a few remarks on the subject may be of interest. Some of the townships in the southern district which were sub-divided this year were overrun at the time of survey, or almost immediately after, by large bands of cattle. I visited the townships some time after the completion of the survey, and careful investigation proved the system of posts and pits, instead of posts and mounds, to mark corners in districts likely to be overrun by cattle, a good one, the posts cannot be knocked down and the more the cattle paw the pits the better mark they make. In the townships above referred to, the cattle had in many cases tried to knock down the posts by rubbing against them, and to destroy the pits by pawing, but their efforts had not in any way destroyed the marks.

#### *Sub-division Surveys Necessary.*

From my own observation and information received during the season of townships which require sub-division, I would respectfully recommend that the following townships be sub-divided during the coming season if possible.

Township 3, Range 24, W. 4th I.M.				
Fractional Township 3,	Range 26, W. 4th I.M.			
do	do	5	do	30
do	do	do	do	do
Township 12, Range 29, W. 4th I.M.				
do	12	do	30	do
do	13	do	29	do
do	13	do	30	do
do	26	do	5	5th
do	26	do	6	do

There is more or less settlement in each of these townships, and the squatters are anxious to have them sub-divided. It is possible that some of the townships mentioned may be covered by grazing leases, which prevent their sub-division being proceeded with.

#### *General remarks regarding the Corrections of Surveys in the North-West.*

During the past two years I have been investigating and correcting, both in the office and the field, the errors which have occurred in the surveys in the North-West, and a few remarks regarding the result of the investigation may be useful.

The errors may be said to be of two kinds (1) those due to errors in azimuth of lines, and (2) those due to careless chaining. In the case of the first mentioned the surveyor is to blame, but those errors due to careless chaining may be said to be owing to the fact of every surveyor being in the hands of his chainmen and of his inability to at all times oversee their work.

A number of errors have been made in the determination of the intersection of rivers by lines crossing them, and this is due in a great measure, no doubt, to the practice of carrying the line across the valleys of rivers by large triangles, and leaving the intermediate space to be filled in by an assistant. Another series of errors is due to the manner in which outline surveyors effected the check between the outlines from the north and south closing on correction lines; in many cases this check has been carelessly performed, and the subsequent sub-division surveys have proved the road allowance at these points to be too wide or the meridians have overlapped each other.

There have of course been errors in some of the sub-division surveys, but the number of these in proportion to the great number of surveyors employed is very small, and as a whole the sub-division surveys have been well performed.

Our system of survey prevents the effect of errors being carried beyond the township in which they occur, if in the sub-division, or to the closing correction line, if on the outline; and my investigations of this subject prove our surveys on the whole to have been exceedingly well performed, and the results may well be looked upon by the Department with pride.

For convenience of reference a list of the correction surveys effected up to date is attached

The reports of Messrs. Kirk, Driscoll, Brownjohn, Traynor and Freeman, Dominion Land Surveyors, who had charge of sub-parties during the season are forwarded herewith; the report of Mr. McAree will be forwarded to you direct.

In conclusion I beg to say that the work assigned to the different surveyors working under my instructions was performed in a satisfactory manner.

I have the honor to be, Sir,

Your obedient servant,

J. S. DENNIS,

*Inspector of Surveys.*

The Surveyor General,  
Department of the Interior, Ottawa.

[PART II]

## List of Correction Surveys effected in Manitoba and North-West Territories, to date.

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
3	32	1	Jno. McLatchie.	1886	Remeasurement of lines, &c.
4	30	4	J. S. Dennis.....	1888	Part 2nd Base rechaind.
4	30	4	do .....	1887	North boundary and part West boundary resurveyed.
5	30	4	do .....	1887	West boundary (5th Initial Meridian) resurveyed.
6	30	4	do .....	1887	West boundary (5th Initial Meridian) and part North boundary resurveyed.
7	30	4	do .....	1887	West boundary (5th Initial Meridian) and part South boundary resurveyed.
7	1	5	do .....	1887	South boundary resurveyed.
8	1	3	do .....	1886	Post moved to correct position.
8	26	4	A. Driscoll.....	1887	Western outline resurveyed.
8	24	4	J. A. Kirk .....	1887	River lot posts and mounds removed.
8	22	4	do .....	1887	do do
8	25	4	do .....	1887	do do
8	21	4	do .....	1887	do do
8	30	4	J. S. Dennis.....	1887	West boundary (5th Initial Meridian) resurveyed.
9	21	4	J. A. Kirk.....	1887	River lot posts and mounds removed.
9	24	4	do .....	1887	do do
9	27	4	do .....	1887	do do
9	22	4	do .....	1887	do do
9	23	4	do .....	1887	do do
9	25	4	do .....	1887	do do
9	26	4	do .....	1887	do do
10	25	3	J. S. Dennis.....	1886	1 Base at North-West corner moved.
10	12	4	do .....	1886	1 Base at North-East corner moved.
10	16	4	J. A. Kirk.....	1887	North boundary resurveyed.
10	17	4	do .....	1887	do do
10	17	4	do .....	1887	River lot posts and mounds moved.
10	16	4	do .....	1887	do do
10	20	4	do .....	1887	do do
10	25	4	do .....	1887	do do
11	16	4	do .....	1887	South boundary resurveyed.
11	17	4	do .....	1887	do do
11	11	4	do .....	1887	River lot posts and mounds removed.
11	12	4	do .....	1887	do do
11	13	4	do .....	1887	do do
12	7	4	J. S. Dennis.....	1886	Position of river determined.
12	8	4	J. A. Kirk .....	1887	River lot corners removed.
12	10	4	do .....	1887	do do
12	11	4	do .....	1887	do do
12	13	4	do .....	1887	do do
12	6	4	do .....	1887	do do
12	5	4	do .....	1887	do do
12	12	4	do .....	1887	do do
12	7	4	do .....	1887	do do
13	5	4	J. S. Dennis.....	1886	Position of river determined.
13	6	4	J. A. Kirk .....	1887	River lot corners removed.
13	12	4	J. S. Dennis.....	1886	Position of river determined.
13	7	4	J. A. Kirk .....	1887	River lot corners removed.
13	8	4	do .....	1887	do do
13	14	4	do .....	1887	do do
13	5	4	do .....	1887	do do
13	12	4	do .....	1887	do do
13	13	4	do .....	1887	do do
13	9	4	do .....	1887	do do
13	10	4	do .....	1887	do do
14	13	4	do .....	1887	do do
14	5	4	do .....	1887	do do
14	14	4	do .....	1887	do do
14	15	4	do .....	1887	do do
14	16	4	do .....	1887	do do
15	5	4	J. S. Dennis.....	1886	Position of river determined.

## List of Correction Surveys effected in Manitoba and North-West Territories, to date—Continued.

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
15	5	4	J. A. Kirk.....	1887	River lot corners removed.
15	15	4	do .....	1887	do do
15	16	4	do .....	1887	do do
16	13	3	J. S. Dennis.....	1886	Position of Canadian Pacific Railway determined.
16	5	4	J. A. Kirk.....	1887	River lot corners, West side river, removed.
16	16	4	J. A. Kirk.....	1887	River lot corners removed.
16	5	4	J. S. Dennis.....	1886	River lot corners, East side river, removed.
17	5	4	do .....	1886	Position of river determined.
17	4	4	do .....	1886	River lot corners, East side river, removed.
17	4	4	J. A. Kirk.....	1887	do West do
17	3	4	do .....	1887	River lot corners removed.
17	5	4	do .....	1887	do do
17	16	4	do .....	1887	do do
17	17	4	do .....	1887	do do
17	18	4	do .....	1887	do do
18	28	1	Jno. McLatchie.	1886	Traverse of lake.
18	29	3	J. S. Dennis ..	1884	Mounds built.
18	3	4	do .....	1886	Position of river determined.
18	18	4	J. A. Kirk.....	1887	River lot corners removed.
19	27	3	J. S. Dennis.....	1886	Mounds moved.
19	2	4	do .....	1886	Position of river determined.
19	4	4	do .....	1886	East on outline resurveyed.
19	3	4	do .....	1886	Western outline resurveyed.
19	12	3	N. R. Freeman...	1887	River lot corners removed.
19	15	3	do .....	1887	do do
19	16	3	do .....	1887	do do
19	17	3	T. Brownjohn....	1887	do do
19	18	4	J. A. Kirk.....	1887	do do
19	2	4	J. S. Dennis.....	1886	River lot corners, East side river, removed.
20	1	4	do .....	1886	Position of river determined.
20	8	3	N. R. Freeman...	1887	River lot corners removed.
20	9	3	do .....	1887	do do
20	10	3	do .....	1887	do do
20	12	3	do .....	1887	do do
20	13	3	do .....	1887	do do
20	14	3	do .....	1887	do do
20	15	3	do .....	1887	do do
20	16	3	do .....	1887	do do
20	17	3	do .....	1887	do do
20	17	3	T. Brownjohn....	1887	do do
20	28	4	A. Driscoll .....	1887	Wood posts replaced by iron on North boundary.
20	29	4	do .....	1887	do do do
21	9	2	G. B. Abrey.....	1886	Traverse of lakes.
21	10	2	do .....	1886	do do
21	22	2	J. S. Dennis.....	1886	Traverse part of Long Lake.
21	7	3	N. R. Freeman...	1887	River lot corners removed.
21	8	3	do .....	1887	do do
21	9	3	do .....	1887	do do
21	17	3	T. Brownjohn....	1887	do do
21	18	3	do .....	1887	do do
21	25	4	A. Driscoll .....	1887	do do
21	26	4	do .....	1887	do do
21	27	4	do .....	1887	do do
21	28	4	do .....	1887	do do
21	23	2	J. S. Dennis.....	1886	Traverse part of Long Lake.
21	7	4	I. Traynor.....	1887	Interior lines rechecked.
21	8	4	do .....	1887	do do
21	9	4	do .....	1887	do do
21	12	4	do .....	1887	do do
22	9	2	G. B. Abrey.....	1886	Traverse of lakes.
22	1	4	J. S. Dennis.....	1886	Position of river determined.
22	2	4	do .....	1886	do do
22	4	4	do .....	1886	do do

LIST of Correction Surveys effected in Manitoba and North-West Territories,  
to date—Continued.

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
22	26	4	A. Driscoll .....	1887	North boundary resurveyed.
22	27	4	do .....	1887	do do
22	7	3	N. R. Freeman...	1887	River lot corners removed.
22	8	3	do .....	1887	do do
22	18	3	T. Brownjohn...	1887	do do
22	19	3	do .....	1887	do do
22	1	4	I. Traynor .....	1887	do do
22	2	4	do .....	1887	do do
22	4	4	do .....	1887	do do
22	3	4	do .....	1887	River lot corners removed.
22	5	4	do .....	1887	do do
22	6	4	do .....	1887	do do
22	15	4	do .....	1887	do do
22	25	4	A. Driscoll .....	1887	do do
22	28	4	do .....	1887	do do
22	29	4	do .....	1887	do do
22	1	5	do .....	1887	do do
22	10	4	I. Traynor .....	1887	do do
22	12	4	do .....	1887	do do
22	14	4	do .....	1887	do do
22	29	4	A. Driscoll .....	1887	West boundary, sections 20, 29 and 32, resurveyed
22	7	4	I. Traynor .....	1887	Interior lines remeasured.
22	8	4	do .....	1887	do do
22	23	2	N. R. Freeman ..	1887	Part shore Long Lake traversed.
23	3	4	J. S. Dennis .....	1886	Position of river determined.
23	7	4	do .....	1886	do do
23	26	4	A. Driscoll .....	1887	South boundary resurveyed.
23	27	4	do .....	1887	do do
28	7	3	N. R. Freeman...	1887	River lot corners removed.
23	19	3	T. Brownjohn ...	1887	do do
23	20	3	do .....	1887	do do
23	21	3	do .....	1887	do do
23	22	3	do .....	1887	do do
23	23	3	do .....	1887	do do
23	24	3	do .....	1887	do do
23	25	3	do .....	1887	do do
23	26	3	do .....	1887	do do
23	1	4	I. Traynor .....	1887	do do
23	2	4	do .....	1887	do do
23	4	4	do .....	1887	do do
23	7	4	do .....	1887	do do
23	8	4	do .....	1887	do do
23	15	4	do .....	1887	do do
23	29	4	A. Driscoll .....	1887	do do
23	14	4	I. Traynor .....	1887	do do
23	1	5	A. Driscoll .....	1887	do do
23	29	4	do .....	1887	Position of Bow River determined.
24	5	3	N. R. Freeman...	1887	River lot corners removed.
24	6	3	do .....	1887	do do
24	7	3	do .....	1887	do do
24	21	3	T. Brownjohn ...	1887	do do
24	22	3	do .....	1887	do do
24	23	3	do .....	1887	do do
24	24	3	do .....	1887	do do
24	29	4	A. Driscoll .....	1887	do do
24	1	5	do .....	1887	do do
24	2	5	do .....	1887	do do
25	29	2	A. C. Webb .....	1886	Posts moved and lines re-run.
25	5	3	N. R. Freeman...	1887	River lot corners removed.
25	8	3	do .....	1887	do do
26	29	2	A. C. Webb .....	1886	Posts moved, &c.

## LIST of Correction Surveys effected in Manitoba and North-West Territories, to date—Continued.

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
26	6	3	N. R. Freeman...	1887	River lot corners removed.
26	7	3	do .....	1887	do do
26	21	4	I Traynor .....	1887	North boundary resurveyed.
26	17	4	do .....	1887	Position of river determined.
27	29	2	A. C. Webb .....	1886	Posts moved.
27	7	3	N. R. Freeman...	1887	River lot corners removed.
28	7	3	do .....	1887	do do
28	8	3	do .....	1887	do do
31	28	4	Jno. McAreë .....	1887	Measurement of closings.
31	28	4	A. Driscoll .....	1887	South boundary resurveyed.
34	1	5	Jno. McAreë .....	1887	Checked closing on correction line.
35	1	5	do .....	1887	do position $\frac{1}{2}$ -section post.
36	28	4	do .....	1887	River lot corners removed.
37	28	4	do .....	1887	Position of river determined.
39	27	4	Jos Doupe .....	1886	Remeasurement of lines.
39	27	4	Jno. McAreë .....	1887	do North and South boundaries.
42	27	2	A. O. Webb .....	1886	Lines re-run.
42	13	3	Jos. Doupe .....	1886	Resurvey of outline.
42	14	3	do .....	1886	do
42	13	3	Jno. McAreë .....	1887	Resurvey of interior lines.
43	14	3	Jos. Doupe .....	1886	do outline.
43	14	3	Jno. McAreë .....	1887	do East boundary.
43	19	3	do .....	1887	Rechained East boundary.
44	4	3	Jos. Doupe .....	1886	Lines bounding H. B. Co.'s Reserve re-run.
44	13	3	do .....	1886	Resurvey of outline.
44	14	3	do .....	1886	do
44	14	3	Jno. McAreë .....	1887	Resurvey of East outline.
43	19	3	do .....	1887	Rechained East boundary.
45	21	2	Jos. Doupe .....	1886	Traverse in South-West corner of township.
45	22	2	do .....	1886	do South-East do
45	19	4	Jno. McAreë .....	1887	River lot corners removed.
45	20	4	do .....	1887	do do
45	22	4	do .....	1887	do do
45	23	4	do .....	1887	do do
45	4	3	Jos. Doupe .....	1886	Survey of boundaries H. B. Co.'s Reserve.
45	24	4	Jno. McAreë .....	1887	Substituted iron for wood posts.
46	19	3	Jos. Doupe .....	1886	North boundary resurveyed.
46	22	4	Jno. McAreë .....	1887	River lot corners removed.
46	20	4	do .....	1887	do do
46	21	4	do .....	1887	do do
46	18	3	do .....	1887	North boundary resurveyed.
46	20	4	do .....	1887	Position of river on West boundary determined.
47	25	4	do .....	1887	Substituted iron for wood posts.
47	24	4	do .....	1887	do do
47A	25	2	Jos. Doupe .....	1886	Traverse Saskatchewan River.
48	28	3	do .....	1886	Resurveying North-East portion of township.
48	25	3	Jno. McAreë .....	1887	Substituted iron for wood posts.
48	24	4	do .....	1887	do do
48	25	4	do .....	1887	do do
49	28	3	Jos. Doupe .....	1886	Resurvey of part of township.
45	29	3	do .....	1886	do Section 24.
50	25	3	do .....	1886	do portion of East outline.
50	26	4	Jno. McAreë .....	1887	River lot corners removed.
50	28	4	do .....	1887	East boundary of Sections 3, 10, 15, 22, 24 and 27 surveyed.
51	26	4	do .....	1887	River lot corners removed.
51	26	3	do .....	1887	Rechained South boundary.
51	17	4	do .....	1887	Completed survey of Sections 5 and 8.
51	25	4	do .....	1887	North boundary of Sections 31 and 32 surveyed.
52	28	4	do .....	1887	do surveyed.
52	1	5	do .....	1887	do of Sections 19 to 24 surveyed.
53	18	4	do .....	1887	Determined position of Beaver Creek.



LIST of Correction Surveys effected in Manitoba and North-West Territories,  
to date—*Continued.*

Township.	Range.	West of	Correction Survey by	Year.	Description of Work Performed.
54	26	4	Jos. Doupe .....	1886	Traverse in Section 31.
54	27	3	Jno. McAree .....	1887	Post planted adjoining I. R.
54	14	4	do .....	1887	Remeasured "jog" at North-East corner.
55	19	4	do .....	1887	Surveyed South boundary.
55	18	4	do .....	1887	do West part of South boundary.
55	26	4	do .....	1887	do Eastern outline.
55	25	4	do .....	1887	Retraced and measured East boundary.
56	20	4	do .....	1887	Surveyed North boundary.
56	26	4	do .....	1887	do East do
56	25	4	do .....	1887	Rechained East boundary of Sections 1 and 12.

J. S. DENNIS,  
*Inspector of Surveys.*

DEPARTMENT OF INTERIOR,  
OTTAWA, 19th January, 1888.

EXTRACT from a Report of J. S. Dennis, Inspector of Surveys, on the Mormon Colony in Township 3, Range 25, west of 4th Meridian.

For the information of the Departement, I beg to say that I found the Mormon colony to consist of twelve families, or about sixty souls, most of whom arrived in the country in June last, coming overland from Utah. The colony will be considerably increased in numbers on the arrival of some families, now on the road from Utah to join it.

Those at present here are all settled in fractional Township 3, Range 25, W. 4th I.M. They are in hopes of having a sufficient number of families settled in this township this fall to enable them to avail themselves of the provisions of clause 37 of the Dominion Lands Act, regarding the location of their houses as a village, and with this in view, they have put all their buildings at present erected on the N.  $\frac{1}{2}$  of section 9, the homestead and pre-emption claim of C. O. Card, the head man of the colony. These buildings consist of thirteen houses and a number of stables, corrals, &c.

The colony is farming as a community, and they have about sixty acres planted with grain, and some five acres of garden, in which vegetables of all kinds have been most successfully grown. The grain crop consists of wheat, oats, barley, &c., all of which promise a very abundant yield.

They have also some valuable cattle and horses, which they brought with them from Utah.

Any person visiting the colony cannot help being struck with the wonderful progress made by them during the short time they have been in the country, and I may say that I have never seen any new settlement where so much has been accomplished in the same length of time. I am satisfied that they are an exceedingly industrious and intelligent people, who thoroughly understand prairie farming.

There is, however, something to be said against the encouragement of the immigration of these people in large numbers. In the first place there is no doubt that some of those at present here are fugitives from justice in the United States, in consequence of their having practised polygamy. They speak of having left valuable farms in Utah, without assigning any reason for their immigration.

Again, it is a well known fact, proved by the experience of persons who have lived among them in the United States, that while Mormons are in the minority in a settlement, they are very good neighbors, but they become very intolerant as soon as they become the majority; and while these people say that they have come to our Territories with the intention of obeying the law, they still are proud of being known as Mormons, and to the question of whether they practice or profess polygamy they return no answer, but say they believe in the Mormon articles of faith, a copy a which was given me by Mr. Card, and is herewith enclosed. These articles of faith of course authorize polygamy.

While fully realizing that the desire of the Department is to encourage rather than throw obstacles in the way of immigration of good settlers into our Territories, I cannot help feeling that some decisive action should be taken in the beginning to prevent the growth in this new country of a power, that beginning just in such a small way in the United States, has for years set the law at defiance.

No doubt the subject will receive due consideration by the Department before an extensive colony of these people immigrate from Utah, which is likely to occur very soon, if those at present here are successful.

Although this question is one entirely outside of my duties, I thought it right, being the first officer of the Department who had visited the colony, to forward any facts which might be of use to the Department.

#### ARTICLES OF FAITH of the Church of Jesus Christ of Latter-day Saints.

1. We believe in God, the Eternal Father, and in His Son, Jesus Christ, and in the Holy Ghost.

2. We believe that men will be punished for their own sins, and not for Adam's transgression.

3. We believe that through the atonement of Christ, all mankind may be saved, by obedience to the laws and ordinances of the Gospel.

4. We believe that these Ordinances are: First, Faith in the Lord Jesus Christ; second, Repentance; third, Baptism by immersion for the remission of sins; fourth, Laying on of hands for the Gift of the Holy Ghost.

5. We believe that a man must be called of God, by "prophecy and by the laying on of hands," by those who are in authority to preach the Gospel and administer in the ordinances thereof.

6. We believe in the same organization that existed in the primitive church, viz., apostles, prophets, pastors, teachers, evangelists, &c.

7. We believe in the gift of tongues, prophecy, revelation, visions, healing, interpretation of tongues, &c.

8. We believe the Bible to be the word of God, as far as it is translated correctly; we also believe the Book of Mormon to be the word of God.

9. We believe all that God has revealed, all that He does now reveal, and we believe that He will yet reveal many great and important things pertaining to the Kingdom of God.

10. We believe in the literal gathering of Israel, and in the restoration of the Ten Tribes. That Zion will be built upon this continent. That Christ will reign personally upon the earth, and that the earth will be renewed and receive its paradisiac glory.

11. We claim the privilege of worshiping Almighty God according to the dictates of our conscience, and allow all men the same privilege, let them worship how, where or what they may.

12. We believe in being subject to kings, presidents, rulers and magistrates, in obeying, honoring and sustaining the law.

13. We believe in being honest, true, chaste, benevolent, virtuous, and in doing good to all men; indeed we may say that we follow the admonition of Paul, "We believe all things, we hope all things," we have endured many things, and hope to be able to endure all things. If there is anything virtuous, lovely or of good report or praiseworthy, we seek after these things.—JOSEPH SMITH.

*Published by the Deseret Sunday School Union, Salt Lake City, 1878.*

## No. 5.

## REPORT OF JOHN McAREE, D.T.S.

## INSPECTION AND CORRECTION OF SURVEYS.

TORONTO, 18th January, 1888.

SIR,—I have the honor to submit the following general report upon the work of corrections to existing surveys and inspection of sub-division survey contracts during the past season.

In compliance with your instructions I proceeded to Winnipeg, and on the 24th May reported myself to Mr. J. S. Dennis, Inspector of Surveys. On the 25th I assisted him in performing a small triangulation in connection with the Observatory at Winnipeg. On the 26th I went west, and the next day made a survey to connect the 2nd Initial Meridian with the telegraph office at Wapella.

I arrived at Calgary on the 28th inst., where I fitted out and completed my party for the season's survey. On the 7th June, having received detailed instructions from the Inspector of Surveys, we left Calgary for Edmonton.

In this report it is not expected, I presume, that I should enumerate all the points at which I was engaged during the season. I may say, however, that my work consisted in making corrections, checking over measurements, supplying omissions, &c., in townships already surveyed, obliterating certain "river lot" surveys, and inspection of work performed under contract.

My first work was checking the measurement of the closing distance on the correction line at the north-east corner of Township 34, Range 2, west of the 5th initial meridian, the sub-divider having given the distance as 40.25 chains, while the outliner made it 40.658 chains; I found the former to be correct. I then proceeded to check the position of the quarter-section post on the northern boundary of section 11, Township 35, Range 1, west of the 5th initial meridian. Next I determined the position of the Red Deer River on the north and east boundaries of Township 36, Range 28, west of the 4th initial meridian. Then we removed the posts and levelled the mounds, marking the corners of the river lots in Township 37, Range 28, west of the 4th initial meridian, having first obtained, according to instructions, the written consent of the occupants to the work of obliteration in cases where the lot was occupied.

Our next work was investigating an error committed in the sub-division of Township 39, Range 27, west of the 4th initial meridian, in which the sum total of the distances along the north and south lines differed too much from the theoretical length. It appeared to me that the only way to discover the error was to re-chain the whole of any line in question; this I did for each north and south line, and discovered that the error arose most probably from the chain used on the original work having been too long, the error being distributed so generally, and much of the ground was so broken that I concluded that it would not be advisable to move any of the posts, but to keep the notes of my chaining so that they might be available for the correction of the plan, if this should be determined upon.

We next proceeded to Battle River, where we removed the posts and mounds from the corners of river lots in Townships 46, Ranges 20, 21 and 22, and Township 45, Ranges 19, 20, 21 and 22, and located the river on the east boundary of Township 46, Range 21, west of the 4th initial meridian. On some of the river lots here there were settlers or settlers' houses, chiefly of Indians or half breeds; the posts

and mounds of these lots were not disturbed. Our next work was substituting iron posts and tins for wooden posts at certain section corners in Townships 47 and 48, Ranges 24 and 25, and Township 45, Range 24, all west of the 4th initial meridian.

From the vicinity of Battle River we proceeded to Edmonton, and after a day spent in repairs to outfit and in procuring fresh supplies, we proceeded and resurveyed the east boundaries of Townships 55 and 56, Range 26, of Sections 1 and 12 in Township 56, Range 25, and of Township 25, all west of the 4th initial meridian. We removed the posts and destroyed the mounds on the rejected east boundaries of Townships 55 and 56, Range 26.

Returning a second time to Edmonton, we took the trail along the right bank of the Saskatchewan River until we came to the point where the road branches off towards Beaver Lake, where we struck north through the woods and dry or partially dry marshes. We resurveyed the north boundary of Township 56, Range, 20, west of the 4th initial meridian, and found it to be correct.

We now proceeded southwards and re-ran and posted the south boundary of Township 55, Range 19, west of the 4th initial meridian; located Beaver Creek on the east boundary of Township 53, Range 18; thence proceeding to the south end of Beaver Lake to complete the survey of a couple of sections there, and thence to the north-east corner of Township 54, Range 14, west of the 4th initial meridian to check the measurement of the jog. This proved to be a very tedious piece of work, on account of the line being across a long marshy lake, combined with the fact that the tin was gone from the post in the witness mound at the west end of the jog, necessitating the re-running of the two miles adjoining the west end of the jog: this line being through an inaccessible marsh and lake it took a good while to finish the work.

Our next work was in the neighborhood of Fort Pitt, and south-east towards Battleford. On the 1st November we took our horses and carts across the ice on the North Saskatchewan River at Battleford, and proceeded eastward to Goose Lake in the north-west portion of Township 43, Range 13, west of the 3rd initial meridian. We re-ran the east boundaries of Townships 43 and 44, Range 14, and re-chained the two interior east and west lines in Township 42, Range 13. As contract No. 4 was in this neighborhood, I inspected the townships composing it, viz., Township 43, Range 14, and Townships 46, Ranges 15 and 16, all west of the 3rd initial meridian. The field notes and plans of this inspection, I shall have the honor of submitting subsequently to this report, but I may here remark that I found the work on the portions of the contract examined to have been accurately done and in a workman-like manner.

Having re-surveyed the north boundary of Township 46, Range 18, with much difficulty, we recrossed the Saskatchewan Mooninis Crossing, and moved south to Battle River and made an examination of the east boundary of Townships 43 and 44, Range 19, west of the 3rd initial meridian, which was reported to have errors both in azimuth and in chaining. Owing to cloudy weather I could not obtain an observation for azimuth. I retraced, however, a portion of the 12th base immediately east of the north-east angle of Township 44, Range 19, and found that, as compared with the base, the line in question was not much in error as to direction; moreover, for three miles from the north-east angle of Township 44, it coincides in direction with about an equal distance along the east boundary of Township 45, the two pieces of line forming one continuous straight line. I next chained the east boundary of Township 44, and found errors where the surface was uneven, or departed much from the horizontal. There are a number of slopes in the first two miles, some of them very steep; it was here the errors occurred; no allowance appears to have been made for the slope of the ground; on the level the chaining was fairly correct. I chained only the northerly portion of the east boundary of Township 43, as although some error was found where the line crossed the gullies, as in the case of Township 44, on the level land the distances were correct. The soil was now frozen too deeply to permit of changing posts and mounds, even if errors of sufficient magnitude to warrant it had been discovered; consequently I did not make any alterations.

On the 1st December we arrived at Battleford; the season being now too far advanced to admit of any further field work being carried on, I was obliged to forego the completion of the amount of work assigned to me.

The snow now being deep and the weather stormy I was afraid of not being able to get the carts across the plains to Moose Jaw, and after consultation with people who were acquainted with the country, I concluded to store the carts and take "jumpers" for the journey to Moose Jaw. I was aware of the clause in the Manual forbidding the leaving of outfits at any other point than the regular Government depots; but in this instance it appeared impossible to observe the regulations.

On account of the stormy weather it was not until the 5th December that we started from Battleford, and owing to a delay in procuring oats at Saskatoon, and another delay occasioned by a severe storm on the plains, we did not reach Moose Jaw until the 21st December. I delivered the horses and outfit to Mr. Riddell, as authorized, and discharged my party on the following day.

On my arrival at Winnipeg I attempted to carry out your instructions with reference to making an astronomical observation to determine the azimuth of a side of the triangle connecting the observatory with the system of triangulation, using a seven-inch altazimuth instrument, supplied by Mr. Dennis. I regret very much to be obliged to confess that I failed to make the necessary observation, on account of the extremely cold weather, which caused the instrument to become so intractable under my manipulation, that despairing of securing the accurate work which was imperatively required, I abandoned the attempt, although my instructions stated that the azimuth in question was urgently needed. I decided, however, that it was better not to attempt the work at all, when I could not be reasonably sure of securing the most accurate result. I trust that the very inclement weather, and the fact that the instrument and the particular method prescribed of finding the azimuth were new to me in practice, will be accepted as some extenuation of my failure.

During the earlier part of the season our horses suffered severely from the venomous attacks of the bulldogs or deerfly, mosquitoes and blackflies.

In conclusion, I would say that I will proceed at once to make the necessary plans, &c., of the various correction surveys made by me, and transmit the same to you, together with my accounts, as soon as possible.

I have the honor to be, Sir,

Your obedient servant,

JOHN McARÉE, D.T.S.

E. DEVILLE, Esq.,  
Surveyor-General, Ottawa.

[PART II]

## No. 6.

## REPORT OF A. DRISCOL, D. L. S.

## INSPECTION AND CORRECTION OF SURVEYS.

OTTAWA, 28th December, 1887.

SIR,—I have the honor to submit the following report of my summer's work.

On the 14th of May last I left Aylmer to work under your instructions in the North-West Territories during the summer. Arriving in Winnipeg some few days after I, in accordance with your instructions, hired the number of men required for the use of the several surveyors who were to work under your instructions. On your arrival I took the men and outfits to Moose Jaw, where we went into camp. Next day I went with Mr. Riddle to his ranche and brought in what Government horses had been left in his charge for the winter. I then allotted one man to each outfit, of which he was to take charge until the surveyor with whom he was to work during the summer arrived.

On your arrival I was placed in charge of the largest party, and proceeded to Calgary, where I received my outfit of horses and carts from Mr. Lineham. The ponies which we received were all very old ones, none of which I should judge being under twenty years of age, but notwithstanding their age and that they had wintered out during the previous severe winter, they were all in good condition, and I may say that though they had had a great deal of driving and rough work during the summer, they, with the exception of one old horse which we were compelled to shoot on account of his great age, were returned to Mr. Lineham in the fall in fair order.

I commenced work by removing the posts and mounds defining the river lots south of the Bow River, from and including Township 24, Range 2, west of 5th initial meridian, down to the Blackfoot Indian Reserve. I was prevented from going further than High River with my outfit, by the high water, and had to continue the work on foot, crossing the river in our canvas boat to work, which made it very slow and laborious.

While in camp here I replaced the wooden posts with iron ones, and cleared out the pits on the 6th base, in Ranges 28 and 29 west of the 4th initial meridian.

I then returned to Calgary, crossed the Bow River and removed the posts and mounds defining the river lots on the north side of the river, from Township 24, Range 2 west of 5th initial meridian, to the Blackfoot Indian reserve, and also ran the east boundary of Sections 19, 30 and 31, Township 22, Range 29, west of the 4th initial meridian, and determined the intersections of the 5th initial meridian with the Bow River in this township.

Leaving Calgary I met you, as instructed, at the intersection of the 5th initial meridian and 4th base. This point lies on the summit of one of the Porcupine Hills, and to reach it I followed up the valley of the North Fork of Trout Creek, which is really a beautiful valley. Some squatters have settled here and possess several fine dairy farms. The creek as the name implies is well stocked with trout, and timber of good quality is to be had for building purposes. The great drawback in this locality is summer frosts, which make it difficult to grow anything; their dairies, however, give them a much more plentiful and surer return than they would get from roots or grain. Vegetation is very luxuriant, and the supply of water plentiful and very pure, most squatters having a spring of great volume bubbling up at their doors. This valley is

where the settlers from the Fort McLeod district procured their large timber for building purposes.

On your finding the azimuth of the 5th initial meridian between the third and fourth base practically correct, you set out for its intersection with the 3rd base, and from this point I assisted you in running the 5th initial meridian to the 2nd base, and in examining Contract No. 1 adjoining this meridian; we then proceeded to sub-divide a portion of Township 3, Range 25, west of the 4th initial meridian.

I then took the party to Calgary, where I again met you and accompanied you to the Dog Pound Creek and assisted you in examining contracts numbers 2 and 3; you then left for Calgary and I proceeded to the 8th correction line and re-ran the south boundary of Township 31, Range 28.

This portion of the country is an undulating prairie and has been swept over by fire every few years, the destructiveness of which is here seen by numerous burnt clumps of young poplar, averaging about one inch in diameter and about six feet high, which furnished us with fuel and saved quite a trip, as the nearest wood was about fifteen miles distant.

Leaving once more for Calgary, I again moved down the Bow River and measured the intersection of the 5th initial meridian with the Bow River in Township 23, and continuing down I examined the east boundaries of Townships 21, 22 and 23, Range 27 west of 4th initial meridian, and, finding the error, moved the posts and mounds affected, which necessitated the re-running of the south boundaries of Townships 23, Ranges 26 and 27, also the north boundaries of Townships 22, Ranges 26 and 27, all west of 4th initial meridian, which I completed.

While at work here we labored under great disadvantages, having to drive about eleven miles to work, as wood and water were not to be had nearer than the river.

The soil in this district of country is very good, but it suffers from the great drawback of the want of wood and water.

During the latter part of the work I moved into Langdon, a station of the Canadian Pacific Railway, where there is a well of alkaline water, which the people very kindly allowed me to use for our horses, and supplied us with water drawn from the Bow River for our own use.

From Langdon I moved into Calgary, where the outfit was stored for the winter and the party paid off, retaining two men for the examination of two contracts in Manitoba. On the completion of these examinations I accompanied you home, since which time I have been assisting you in preparing the returns of the season's work.

I have the honor to be, Sir,

Your obedient servant,

A. DRISCOLL, Jun., *D.L.S.*

J. S. DENNIS, Esq., *D.T.S.*,  
Inspector of Surveys, Dept. of Interior,  
Ottawa.



## No. 7.

## REPORT OF ISAAC TRAYNOR, D. L. S.

## CORRECTION OF SURVEYS.

DUNDALK, ONT., 1st December, 1887.

SIR,—In compliance with instructions I proceeded to Moose Jaw, and, taking charge of the party and outfit assigned me, proceeded by way of Swift Current to the forks of the Red Deer and South Saskatchewan rivers, and completed some work in Township 22, Range 1 west of the 4th meridian on the east side of the South Saskatchewan River. In crossing the river a short distance north of the fork, I was delayed for a week before I could get my horses and outfit over.

The water in the river being a rushing torrent, against which our canvas boat was of very little use, we were somewhat delayed, and would probably have been delayed longer had I not found an old boat on the bank of the river, which I regained, and for which I also made a pair of oars. Thus equipped we managed to cross and worked westward examining and removing mounds, &c., in Townships 22 and 23, Ranges 1 to 8, on the north side of Red Deer River. We then crossed the Red Deer in Range 7 and worked eastward to the 4th initial meridian, from which point I went to Medicine Hat for a supply of provisions, and then proceeded to examine Townships 21 and 22, Ranges 7, 8, 9, by running and chaining a number of the lines, the result of which I have already reported.

I also examined and removed mounds on river lots in Townships 21 and 22, Range 10, south of the Red Deer, when I again returned to Medicine Hat for additional instructions, after receiving which I proceeded to Range 11, Township 21, and worked westward, examining and making correction surveys and removing mounds on river lots to Township 26, Range 22, west of the 4th initial meridian, where I completed the field work for the season and returned to Calgary to store my outfit.

I have the honor to be Sir,

Your obedient servant,

ISAAC TRAYNOR, D. L. S.

J. S. DENNIS, Esq., D. T. S.,  
Inspector of Surveys,  
Ottawa.

## No. 8.

## REPORT OF THOMAS C. BROWNJOHN, D. L. S.

## CORRECTION OF SURVEYS.

CALGARY, ALBERTA, N.W.T., 29th October, 1887.

SIR,—I have the honor to report that, in compliance with your instructions, dated Moose Jaw, 27th May, 1887, I have obliterated the river lot mounds on the right and left banks of the South Saskatchewan River in the following townships west of the 3rd initial meridian, viz.:—Township 19, Range 17; Townships 20, 21, Range 17; Townships 21, 22, Range 18; Townships 22, 23, Range 19; Township 23, Range 20; Townships 23, 24, Range 21; Townships 23, 24, Ranges 22, 23, 24; Townships 23, Ranges 25, 26, and beg to submit the accompanying field notes and sketches. I found the water in the South Saskatchewan River, as I was informed, unusually high during the months of June, July and part of August, and consequently very rapid, rendering it quite dangerous to cross with the small canvas boat furnished us. The banks of the river were, for the most part, very broken, precipitous and rough. There was only a little wood or timber on comparatively few of the river lots, and but a few of them were fit for agricultural purposes.

I have the honor to be, Sir,

Your obedient servant,

THOMAS C. BROWNJOHN, *D.L.S.*

J. S. DENNIS, Esq., D. T. S.,  
Inspector of Surveys,  
Ottawa.

[PART II]

61

## No. 9.

## REPORT OF N. R. FREEMAN, D. L. S.

## CORRECTION OF SURVEYS.

MILTON, QUEEN'S COUNTY, 19th December, 1887.

SIR,—Acting under instructions from the Surveyor General to report to you at Winnipeg I left Ottawa on the 3rd June and arrived at Winnipeg on the 7th; on my reaching there found you had left the week previous for Calgary, at which place I wired you and received an answer to report at once at Moose Jaw. I was detained in Winnipeg until the morning of the 9th waiting for Mr. Armstrong, who had been appointed my assistant. On my arrival at Moose Jaw 10th June, found carts loaded with provisions for a two months' cruise, and everything in readiness to proceed at once to the work on the South Saskatchewan River, where I had been appointed to remove the mounds and posts bounding the river lots from Range 16 to Range 8 inclusive, west of the third initial meridian. We reached the South Saskatchewan River at the crossing of the Battleford trail on the 25th, and on the 27th June started up the river to Range 16, Township 19, west of third initial meridian, and worked down the river to the landing. The river being very high, did not consider it advisable to use the canvas boat which you had furnished me, so had my outfit ferried across the river and removed all the mounds and posts set forth in my instructions on the north side of the river, finishing the same on the 20th of August. I then started across the country and struck the Battleford trail in Township 24, Range 16, west of third initial meridian, and proceeded by trail to the landing, removed the river lot bounds on the south side of the river as far down as Swift Current Creek, and then proceeded to Swift Current for supplies. While here my horses strayed, or were stolen, and after using every possible means to recover them, was compelled to wire you at Fort McLeod. Having secured other horses from you I left Swift Current on the 16th September, reaching my work on the 19th. I proceeded at once to remove the bounds of the river lots south of the river, and completed the same on the 14th October. The removal of the boundaries of these lots from Range 16 to Range 9 was very difficult, as numerous coulées ran up into the country and a number of the mounds were placed in the hills which, in most cases, were sand. I find that the sub-dividers in most instances made no distinction in their work, marking section and quarter-section corners as river lot bounds. In such cases I placed iron posts in section mounds and wooden posts in quarter section mounds. I also find that between the outline of the river lots no section or quarter-section mounds have been erected, leaving a space along the river unsurveyed. Having received instructions to proceed to Long Lake to make traverse in Township 22, Range 23, I proceeded there, made the traverse required, reaching Moose Jaw on the 4th November, which finished my work for the season of 1887.

Your obedient servant,

N. R. FREEMAN, D. L. S.

J. S. DENNIS, Esq., D.T.S.,  
Inspector of Surveys,  
Ottawa.

## No. 10.

## REPORT OF J. A. KIRK, D.L.S.

## CORRECTION OF SURVEYS.

WINNIPEG, 6th December, 1887.

SIR,—I have the honor to submit the following report on the correction and other surveys entrusted to me during the past season.

On 24th May I left Winnipeg for Moose Jaw where I received my instructions and outfit. I then went to Medicine Hat by trail, and, in accordance with my instructions, worked the South Saskatchewan River, obliterating the river lots as far north as Township 17. I then went back to Medicine Hat and proceeded with the demolition of the river lots up the South Saskatchewan and Bow Rivers as far as the Blackfoot Reserve, where I made a correction survey of part of the east outline of Township 19, Range 19, west of the fourth meridian.

Returning to Medicine Hat, I crossed the outfit to the south side of the river and went westerly on the same work along the South Saskatchewan, Belly and Old Man's Rivers, as far as Range 27, west of the fourth meridian, making a re-survey of the third correction line in Ranges 16 and 17, on the way.

Returning again to Medicine Hat, I made a survey of the trail between Medicine Hat and Dunmore, which completed my work for the season, consisting of the obliteration of river lots in fifty-three townships, one trail and two correction surveys. During the season I travelled about 2,500 miles in a buckboard. Progress reports were made from time to time, respecting the details of the work.

A few remarks respecting the country in the vicinity of Medicine Hat, which I had an excellent opportunity of seeing will, perhaps, not be out of place.

It is bounded on the north by the Rainy Hills and on the south by the Cypress Hills, and so lies, as it were, in a valley which is swept by the warm winds from the Sun River district, Montana, and Chinooks from the mountain passes, which shorten the winter to a few weeks in January and February, and render the housing or feeding of cattle as unnecessary as in the McLeod district.

Seeding is done in March, and injurious summer frosts are almost unknown.

Mr. Sutherland, the immigration agent at Medicine Hat, informs me that there are 120 settlers within a radius of thirty miles engaged in cattle and sheep ranching and mixed farming.

In old times it was the favorite wintering ground of the buffalo. The soil was alternately tramped by the countless herds roaming over its surface and baked by the sun until it had the hardness of cement, rendering it almost impervious to the rain, which ran off nearly as fast as it fell. In later years it was scourged by the fires, at first unusually disastrous owing to the heat from the slowly burning bois de prairie (of which, as might be expected, there was an immense quantity) which destroyed not only the grass but the roots also. These adverse circumstances doubtless brought about climatic changes the reverse of those which settlement and cultivation of the soil are known to produce.

I have the honor to be, Sir,

Your obedient servant,

J. A. KIRK, D. L. S.

J. S. DENNIS, Esq., D.T.S.,  
Inspector of Surveys, Department of Interior,  
Ottawa.

## No. 11.

## REPORT OF WM. OGILVIE.

## EXPLORATION SURVEY OF THE YUKON RIVER DISTRICT.

SIR,—I have the honor to submit the following preliminary report of the operations of my exploration survey of the Yukon River District.

In accordance with your instructions, dated the 16th of April, 1887, I left Ottawa on April the 20th and arrived in Victoria, B.C., on the 2nd of May. I at once proceeded to make arrangements for travelling to the scene of my survey, and hired six men to accompany me, three being required for the survey proper and three for transporting supplies.

We left Victoria on the afternoon of the 12th of May, on the Pacific Steamship Company's steamer "Ancon," which was so heavily laden that I had considerable difficulty in persuading the captain to take on board my freight and party.

Our trip was a very slow one, we did not reach Juneau City, Alaska, until the night of the 19th of May, and next day the steamer, instead of going to Chilkoot, as we had understood she would do, proceeded to Sitka, where we remained for a day. Part of another day was spent at Kilisnoo, so that we did not arrive at Chilkoot until the 24th of May.

At this point I made preparations for commencing my survey, but owing to wet, stormy weather three days were lost. I then got the survey started from Pyramid Island, in Chilkoot Inlet, a point determined by the United States Coast Survey.

From this point I carried the survey across the inlet, and thence up it, and Taiya Inlet, and the valley of the Taiya River, to the Chilkoot or Taiya Pass through the coast range of mountains.

I here detailed one of my party (Captain Moore) to explore a pass a short distance south of the Chilkoot Pass; this route leaves Taiya Inlet about two miles from its head and follows up the valley of the Skagway River to its source, and thence down the valley of a stream which empties into Lake Tahko.

Captain Moore reports this pass as being much lower than the Chilkoot Pass, and he thinks it is not any higher at the summit than Lake Lindeman. It is timbered throughout, and he estimates the distance from tide water to the summit at eighteen miles, and from the summit to Lake Tahko at about twenty-two to twenty-four miles. He has had considerable experience in mountain trails, having built the Government trail in Cassiar district, British Columbia, and he thinks a trail could be built through this pass much more easily than the one constructed in Cassiar district, and a waggon road more easily than the one constructed through the canyon of the Fraser River.

I believe that this pass has not been named, and think that the party I sent through were the first white men who ever travelled through it; I have therefore taken the liberty of naming it the "White Pass," after the Honorable the Minister of the Interior, and I hope the name will be retained.

Some seventeen miners passed into the interior by the Chilkoot Pass while I was in that vicinity.

The Chilkoot Indians claim the exclusive privilege of packing goods over Chilkoot Pass, and they demanded \$20 per hundred pounds to transport my supplies from the head of tide water to the head of the Lewis River. I made an agreement with them to pack my outfit and supplies to the summit of the Pass for \$10 per hundred pounds, and from there I arranged with my own party, assisted by some interior

Canadian Indians, to transport our goods to the lakes, at a cost of \$3 per hundred pounds, making a total cost of \$13 per hundred pounds for the same distance for which the Chilkoot Indians wanted \$20.

To assist in moving supplies, &c., I purchased some sledges on the Taiya River. Fortunately for the success of this expedition the United States steamer "Pintra" was lying at the head of the inlet when I arrived, and her commander, Captain Newell, showed me every kindness and consideration, and did everything in his power to make things smooth with the Indians. He saw "Clenat," the chief of the packers, several times, and told him that though he had not the power to fix his prices for packing, he thought he was charging too much, and that it would result in his losing his carrying trade, as he would force white men to seek some other route into the interior.

He also told him that he must not in any way interfere with white men doing their own packing, as he was reported to have done, or molest any of those whom they might employ to pack for them, and assured him that I had a permit from Washington to pass safely through the country, and that he would see that I did so.

Captain Newell promised me that his vessel would remain at the head of the inlet until he heard that the Indians had satisfactorily carried out their agreement, and had returned to the inlet.

By the 8th of June my supplies and outfit were all carried to the summit of the Chilkoot Pass; the weather then became stormy and the Indians would not work for some days, so that it was the 27th of June before I got everything down to the first lake.

I tried packing with my own party, and succeeded in getting a quantity of supplies down, but the soft wet snow soon used the men up; at one time only two men and myself were fit to do anything. I worked as hard as any of them, but was better provided with footwear.

A good deal of difficulty was experienced in carrying the survey across the mountains, but I am glad to say it was successfully accomplished. I had, however, to use some very long sights, one of which was six miles in length. In these cases I used a long base for the micrometer measurements (in the case cited one of 188 links was used), and it is gratifying to note that the length deduced from the long base differed very little from that given by the 20 link base.

I find the distances, altitudes and descriptions of the Chilkoot Pass, as given by Schwatka, considerably in error, and the dangers described by him rather fanciful; the most disagreeable things we experienced in travelling through the pass were the rain and snow which fell almost continuously while we were there.

Beginning from the summit of Chilkoot Pass we descend about one-third of a mile to Crater Lake, the fall in that distance being by barometer 367 feet. At four and one-half miles from the summit Mountain Lake, which is about one and a half miles in length, is reached, the fall in this distance being about 575 feet. At this point the first trees on the north-east side of the summit are seen, but they are of no importance, being small and of stunted growth.

About one hundred yards from Mountain Lake, Canyon Lake is reached. This lake is about one mile long, and there is quite a stream running out of it, which flows for some distance through a narrow canyon with a very rapid fall and empties into Lake Lindeman.

At the foot of Canyon Lake we get into what may be called timber. The trees are small, but numerous, and consist chiefly of spruce, pitch-pine and balsam. They are, however, of very little use except for fuel.

At twenty-three and a-half miles from salt water we reach Lake Lindeman. The distances between this point and the head of canoe navigation, as determined by me, are as follows, expressed in miles and decimals of a mile:—

	MILES.
From head of inlet to—	
Head of canoe navigation.....	6.00
Forks Taiya River.....	8.20
Summit of pass.....	15.10
Landing on Lake Lindeman.....	23.75

From the summit to Lake Lindeman there is a descent, approximately, by my barometer observations, of 1,237 feet.

I append the readings of the barometer from salt water up to the summit of Chilkoot Pass, and during three days at the summit. There are no simultaneous readings at the coast, which leaves the correct altitude, as far as it can be determined by my barometer readings, a matter of uncertainty; but while making the survey from the head of canoe navigation on the Taiya River, I took the angles of elevation of each station up to the summit, and the angles of depression from the station at the summit down to Lake Bennet, so that I can from these determine very closely the altitude of the summit. This I have not yet had time to do, but will do so when I go into winter quarters.

On the 12th of July I had finished all my preparations for the descent of the river, and started the survey proper from the point on Lake Lindeman above mentioned. This lake is about five miles long, about four of which lie on the line of travel into the interior.

At twenty-eight and one-half miles from salt water we reach the head of Lake Bennet, of Schwatka. Between it and Lake Lindeman there is a portage of about three-quarters of a mile in length, the river being rough, narrow and crooked.

The upper end of Lake Bennet is bounded by high mountains, and there is some timber near the head of the lake, then little or none except in the ravines, until the middle of its length is reached, when the lake widens out to about twice the width of the upper end. Here we find flats and valleys; in the latter numerous large spruce trees were noticed, but they are covered from the ground up with large limbs which render them almost unfit for use.

About eighteen miles down Lake Bennet we reach the mouth of a large arm of the lake. It extends in a south-westerly direction, and is said by the Indians to head about fifteen miles away in the glacier, from which the westerly fork of the Taiya River takes its source. At its junction this arm of the lake is about one mile wide, and as far as could be seen up it (about eight miles) it is bordered by high mountains. This arm is named by Schwatka on his map the "Wheaton River."

There is little or no timber of any value at the lower end of Lake Bennet, where there is an extensive sandy flat, called by the miners, "Cariboo Crossing."

A short distance below Lake Bennet we enter Lake Nares, as named by Schwatka. This lake is shallow, with muddy flat shores on the west side, covered with small scrubby timber. On the east side, the bank is higher and the timber of better quality; but there is none of commercial value, even were there a cheap way of getting it out.

Passing through Lake Nares and Bow of Schwatka, the latter really a part of Tahko Lake, we reach the mouth of the "windy" arm of Tahko Lake, which I understood the Indians to call Takone.

Seventy-four and a-half miles from salt water, we reach the lower end of Tahko Lake, and reach what may be called the river proper. Here it has the volume and character of a river, being about 200 yards wide and from 6 to 12 feet deep. The country bordering the river is low.

At 79½ miles we reach Lake Marsh of Schwatka and Lake of the Mines. The immediate shore on the west side of this lake is flat and swampy, with some small timber, and the water near this shore is shallow. The easterly shore appears to be better, the hills rise at once from it and slope gently back to the mountains. On the west side it is often many miles back from the lake before a hill of any height is reached.

We enter the river again at 99 miles from salt water. The country along the shores is hilly, sometimes rocky, and covered with small timber, consisting chiefly of spruce, poplar, pitch pine and birch, but very little of it is fit for anything but fuel.

The river is from 150 to 200 yards wide, with a current of about four miles an hour; it is generally very crooked.

At 125 miles from salt water, the canyon is reached. At this point the river flows through a fissure in a barrier of basaltic rock, which intersects its course.

The canyon proper is about five-eighths of a mile long and about 100 feet wide, with perpendicular walls from 60 to 80 feet high. The current through it is swift, and the water rough, but with a fairly large boat the only risk in running through it would be from contact with the sides, in which case one would be certain to come to grief. The passage through is made in from three to four minutes. About half way through the canyon there is a basin of about one-eighth of a mile in length and the same in width.

Below the canyon the river assumes its original character, the banks being low, sandy and gravelly flats. The river is shallow and rapid, with a few scattered boulders, which do not appear above the water, but are too high to allow of boats passing safely over them.

The canyon and its rapids are altogether two and three-quarter miles long. The last rapid, which is three-eighths of a mile in length, is a bad one, and we had to portage everything round it, and let our boat down with ropes from the shore. This rapid is called by the miners the "White Horse," from the fact that nearly all the water is white with foam. Several parties have run through the rapid on rafts, and one or two in boats, but few want to repeat the trip.

The total fall from the head of the canyon to the foot of the "White Horse" rapid, is thirty-two feet (deduced from the angles of elevations of each station from the preceding or succeeding one.)

At 142½ miles from the head of the inlet, the Tahkheena River flows into the Lewis from the south-west; at the junction it appears nearly as large a river as the Lewis.

The water of the Tahkheena is quite muddy, and it changes the color of the water in the Lewis for some distance below its entrance.

Looking up the valley of the Tahkheena from its mouth, many snow-covered mountains are seen; but in the immediate vicinity of the main river the surrounding hills and ridges are principally gravel and sand, covered with small poplar and spruce.

One hundred and fifty-five and a-half miles brings us to Lake Lebarge, which is 31½ miles long, and ranges from about two to four and a-half miles in width.

The general character of the river valley, from the canyon to Lake Lebarge, is hilly; the hills close to the river consisting mostly of sand and gravel bluffs, with rocks and mountains in the distance.

The easterly shore of Lake Lebarge is generally rocky and steep, in many cases we might say mountainous. The hills on the westerly shore are lower and are better timbered, and the rocks are of a more shaly nature.

The junction of Newberry River (Hoot-alinqua of rivers) which flows from the south-east, and the Lewis, is reached at 219½ miles from tide water.

From the foot of Lake Lebarge to this point the Lewis is narrow and swift, in many places amounting almost to rapids; the valley is narrow with high rocky hills on both sides.

The water of the Newberry is a dark brown, while that of the Lewis is blue; half a mile below the junction two-thirds of the water of the combined streams is brown, and at a mile it is all brown, and hardly distinguishable from the water of the Newberry.

Thirty-four miles below the mouth of the Newberry and 253½ miles from salt water, the Big Salmon River enters the Lewis from the east. This river is about 100 yards wide and is shallow at the mouth, its size would not seem to indicate any great length. Looking up the valley of the Big Salmon a distant view is had of many mountain peaks covered with snow, the presence of which at this season of the year is proof of considerable altitude.

The Little Salmon River enters the Lewis from the north-east 36½ miles below the mouth of the Big Salmon; it is about 60 yards wide at its mouth and the water is shallow with very little current.



At 350 $\frac{1}{2}$  miles from the head of the Inlet Rink, rapids are passed. These rapids were named by the early miners on the river the "Five Fingers," from the fact that five masses of rock stand in mid-channel and cause the rapid.

The river at this point has forced its way through a barrier of very coarse conglomerate rock, which appears to be of very recent geological age. This formation is also seen along the river for some distance above and below the rapid. About six miles above the rapid I found a seam of coal on the bank of the river associated with a soft sandstone bearing many plant impressions.

About six miles below Rink Rapids, what Schwatka calls the Small Rapids are reached. At this point a soft shale crops out with traces of lignite through it.

Neither Rink Rapids nor the latter mentioned Small Rapids would be much obstruction to steamboat navigation; they might cause a little delay during high water, and at that time Rink Rapids might have to be "lined" up by boats of small power.

The Pelly River which flows into the Lewis at Fort Selkirk, 410 miles from the Inlet, was reached on the morning of the 13th of August, and at this point I met Dr. Dawson, of the Geological Survey, who had arrived on the 11th.

The volume of the Pelly River at its mouth is apparently less than the Lewis, and it is only about 200 yards wide, whereas the Lewis is from 400 to 600 yards in width above its confluence.

#### GENERAL REMARKS.

On all the length of the Lewis River very little timber that would be serviceable for building boats of any size can be found, on some of the islands below the mouth of the Newberry, a few trees of fair size could be had, some were seen which were from 12 to 18 inches in diameter, but I noticed none exceeding 2 feet; they are very tall and straight.

#### MINES AND MINING.

I believe that valuable leads of quartz will be found in the upper waters of the rivers, but as yet no thorough search for such has been made. One prospector found quartz on one of the upper lakes which he had assayed in San Francisco; it yielded \$8.88 of gold per ton, and 92 cents of silver.

Gold is found almost anywhere on the bars and banks along the Lewis below the mouth of the Newberry. One miner who had prospected the latter mentioned stream told me he found numerous diggings which would yield \$10 per day, but that is not considered pay in this country, owing to the shortness of the season and the cost of getting in and out.

On the Lewis many diggings have been located which would yield more than \$10 a day with proper appliances, but prospectors hurry further down to find richer diggings, or coarser gold as they call it.

At Forty-Mile Creek, so called from the fact of its being forty miles below Fort Reliance, coarse gold has been found. Some of the miners at this point have been very successful, one party I met took out \$1,100 worth of gold in eleven days, and another \$300 worth in a day and a half, but many did not get enough to cover expenses.

Some miners I met at Cassiar-bar (27 $\frac{1}{2}$  miles below the mouth of the Newberry) took about \$6,000 worth of gold out of it last year in thirty days, they said it yielded \$30 a day per man, which for "pan" and "rocks" washing is a very large return.

I have no doubt that many such bars will be found on the Newberry and Lewis, but at present Forty-Mile Creek is all the cry and very few miners remain on the upper river.

There are this season about three hundred miners in the country, of which number about two hundred and fifty are working at Forty-Mile Creek.

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One old and experienced miner whom I met told me that he had never seen any country in which the indications were more promising, and that he was satisfied some very "rich finds" would yet be made in our territories.

All of which is respectfully submitted.

I have the honour to be Sir,

Your obedient servant,

WM. OGILVIE, *D.L.S.*

The Surveyor-General,  
Department of the Interior,  
Ottawa.

[PART II]

69

BAROMETER Readings taken during the survey of the Taiay River and Pass,  
Season 1887.

Time.		Place.	Barometer Readings.	Thermometer Readings.	Remarks.
Day.	Hrs. Ms.				
June 5...	Noon.....	A short distance above salt water or high tide and about 15 ft. above low tide.....	29·974	72	Clear and warm.
do 5...	7.20 p.m..	do do .....	29·725	56	
do 6...	7.20 a.m..	do do .....	29·948	62	
do 6...	9.30 p.m..	Head of canoe navigation, Taiay River.....	29·863	53	
do 7...	7.00 a.m..	do do .....	29·782	48	
do 7...	8.00 a.m..	do do .....	29·803	60	
do 9...	6.30 a.m..	In valley of canyon .....	29·220	56	
do 9...	10.00 p.m..	Sheep camp.....	28·791	49	
do 10...	6.00 a.m..	do .....	28·848	50	
do 10...	6.00 p.m..	do .....	28·860	57	
do 10...	8.45 p.m..	Near timber limit in Taiay Pass.....	28·599	51	
do 11...	7.00 a.m..	do do .....	28·625	49	
do 11...	8.00 a.m..	At stone-house.....	28·399	54·5	
do 11...	8.50 a.m..	Entrance to upper canyon.....	27·578	48	
do 11...	10.15 a.m..	Summit of Pass .....	26·330	46·5	
do 11...	7.35 p.m..	do .....	26·277	41	
do 12...	8.00 a.m..	do .....	26·264	40	Windy.
do 12...	2.00 p.m..	do .....	26·247	46	do
do 13...	Noon.....	do .....	26·129	38·5	Windy and rainy.

WM. OGILVIE,

*Dominion Land Surveyor.*

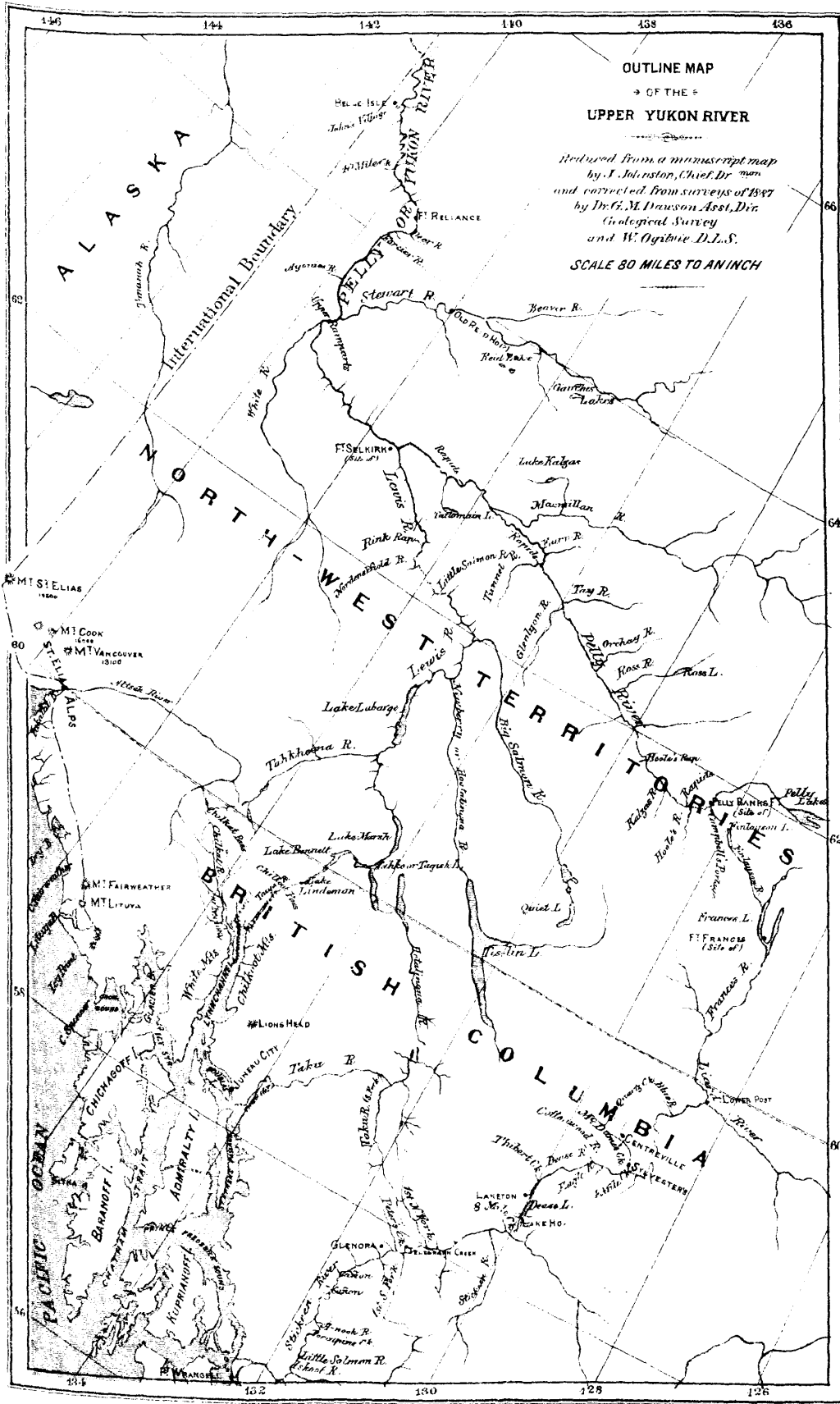
OUTLINE MAP

OF THE

UPPER YUKON RIVER

Reduced from a manuscript map by F. Johnston, Chief Dr. man and corrected from surveys of 1887 by Prof. M. Dawson Asst. Dir. Geological Survey and W. Ogilvie D.L.S.

SCALE 80 MILES TO AN INCH



## No. 12.

## REPORT OF J. I. DUFRESNE.

## EXPLORATORY SURVEY OF LAKE WINNIPEGOOSIS AND OF THE SWAN AND RED DEER RIVERS.

SIR.—In accordance with instructions received on the 20th of May, I left Montmagny the next day and spent the 23rd in Ottawa to be supplied with a micrometer, &c. On your suggestion I stopped at Toronto to see about certain instruments to be furnished by Mr. Foster, and reached Winnipeg on Saturday, the 28th of May, and Westbourne on the 31st.

My canoes not having yet arrived I had ample time to prepare a table for the reduction to chains of the micrometer readings. I also took advantage of this delay to go and select canoemen in St. Laurent.

The canoes reached Westbourne only in the afternoon of the 16th of June.

Early next morning we were off, paddling down stream on the White Mud River, and reached Meadow Portage on the night of the 30th of June.

We had over six days of very high wind, during which we could not travel. Meadow Portage is a little over two miles long and the soil is marshy nearly all the way. We were very fortunate in finding there two oxen with carts, the property of Mr. E. Hartmann, a trader, by means of which the portage was effected in much less time and with less labor than by packing, and at a trifling cost.

On Saturday, the 2nd day of July, I commenced my work (the traverse of Lake Winnipegosis). Station No. 1 was placed at a point a few chains north of the Portage landing, and was marked by a good sized post of oak and a bearing tree.

From Station No. 1 to Station No. 29, *i. e.*, about the eastern two-thirds of the southern boundary of Lake Winnipegosis, the water is very shallow near the shore; the banks of the lake are formed of limestone strata, which are covered in places with boulders.

The timber (poplar, birch, and oak) along that part of the lake has been all killed by fire.

The open dry shore in most places is but a few links wide; this peculiarity necessitated the use of many short courses when surveying around the points of land. Since both canoes were heavily loaded great care had to be taken when landing, the lake being so shallow that we had generally several chains to walk to reach the strand.

On the 6th of July we arrived at the Salt Springs, from which the Red River settlement was supplied with salt, until the facility of transport brought this necessary article from places outside the Province. These springs are about 15 chains from the shore of the lake, and they lie in a small opening in the woods. There we found the ruins of 2 or 3 log houses and a few large old iron kettles which probably served for boiling the water to extract the salt.

The timber for a few miles north of the Salt Springs is about half fire-killed, and is composed of poplar, elm, spruce in clumps, and a few oaks.

Here as before the strand of the lake is only a fraction of a chain in width from the water's edge to the woods. The lake near the shore is in some parts deep and in others shallow, with limestone bottom.

Ashore we find limestone with numerous boulders, and sand in some places; marshes often occur also along the shores.

From this locality to the north end of Red Deer Point good timber, poplar, spruce and some elm, is found.

The lake is generally deeper along the shore than it was before, but the beach presents the same formation and aspect, except, however, that for the first half of the

way there is a good deal of hay land. The shore of the lake on the west side of Red Deer Point is very crooked; there are numerous bays, some of which are several miles deep.

The distance from the north end of Coleman's Island to the main land is only some twelve chains, and it is separated from Red Deer Point by a large marsh. At first sight I took the island itself to be the main land, and I consequently proceeded to survey the west side of it. When I was about half way south, seeing no larger island as indicated on the map, it struck me that I was on the island itself, but I decided to continue its survey, having a great doubt as to the possibility of finding my way on the east side of the island.

This gave me an opportunity of ascertaining the degree of accuracy of a survey depending on a micrometer only for the measurement of distances, and the result was very satisfactory. All along the west side of Red Deer Point and on the numerous islands adjacent the wood is very dense and of good size, varying from 5 to 20 inches. The timber is poplar with a good proportion of spruce. The actual growth of the forest is surprising if we take into account that there is not more than 5 to 6 inches of soil overlying the limestone, as I could often ascertain in wind falls.

We reached the south-west of Red Deer Point on the 18th of July. Thence to a few miles south of Pine Creek, the timber is about half fire-killed and generally of smaller size.

For the first half of the distance the lake is shallow near the shore, and much hay land is met with. The beach has the same formation as before, varying from marly soil to sand, limestone and boulders.

Here, at Pine Creek, the soil is of good quality and all ordinary vegetables are easily raised. About thirty families of Indians form the whole settlement of Pine Creek and Duck Bay.

The timber is small (3 to 13 inches) and poplar predominates, though spruce and birch are found in good quantity.

At about seven miles north of Duck Bay we again find the forest has been destroyed, presenting a scene of desolation as far as Devil's Point. The trees standing, poplar and spruce, are nearly everywhere fire-killed. The timber on Birch Island has been apparently more than one-half destroyed by fire.

The shore of the lake being only a few links from the border of the woods, presents the same general aspect as before. Limestone and sand, almost everywhere, form the beach and the lake bottom along the shore. We reached Devil's Point on the 2nd of August.

From here to Pelican Bay there is very good timber, chiefly poplar, spruce and tamarac.

The shore is very irregular and presents a fresh scene of fairy-like beauty at every turn. Good sized timber, poplar and spruce, is found all around Pelican Bay. The contour line of this bay is very broken; in fact there are really three bays united by narrows.

The most southerly of these bays is very shallow and marshy, causing great difficulty in its survey. Long weeds along the shore and the difficulty of landing, due to the shallowness of the water, and to the marly soil, were constant causes of delay. Several islands, well timbered, are found in the bay. Proceeding northward on the west side of the bay we come to what was formerly "Channel Island" but now is a peninsula thickly timbered with good sized spruce. I was told by reliable persons that this change has occurred within the last ten or fifteen years. The former island is now united to the main land by a meadow a quarter of a mile wide and a mile in length, being several feet higher than the actual level of the lake. From this point to Dawson Bay and along the east shore of that bay the timber is plentiful, consisting of poplar and spruce of good size.

There is no hay land, and the water is generally deep along the shore, which is composed of limestone covered with boulders.

Here for the first time during the summer we could enjoy the sight of a mountain, the horizon to the south-west being formed by the outline of the Porcupine Mountains.

We arrived at Shoal River on the 23rd of August. This river is the only outlet of Swan Lake into Lake Winnipegosis, and is well named, being very shallow and full of rapids.

It is a little over nine miles long and from 3 to 5 chains wide, averaging generally 4 chains. It is much influenced by the winds prevailing on the lakes; if the wind be north, the current is much less rapid, and the water deeper the nearer we come to Dawson Bay; if the wind be south the contrary is the case.

The woods on each side are thick and consist chiefly of poplar. On the afternoon of the 25th of August I began the survey of Swan Lake in order to tie the survey of Swan River to my preceding work.

This lake is nearly 80 miles in circumference and contains several well wooded islands. The eastern side of the lake is very picturesque; it is formed of continuous bays which generally run far into the land.

The water is deep and clear, and the limestone strata of the shore are covered usually with boulders of moderate size. The south-west shore of the lake is mostly of marly soil and generally marshy weeds grow in the water some distance from the shore, sometimes as far as sixty chains, and their floating leaves render landing or coasting difficult. Near the lake the timber (poplar and spruce) is not as good as on the eastern side.

The water was found to be very low in Swan River—so low that we could ascend it only for twelve miles.

For that distance, the wood on each side of the river is not fit for building timber, being generally small and crooked.

On the morning of the 8th of September we continued the survey of Lake Winnipegosis from the mouth of Shoal River.

The country along the south of Dawson Bay and northward as far as Deep Rock River, is well timbered with poplar and spruce, and the shore is generally rocky although marshy in places. The mouth of Deep Rock River is about 4 chains wide; this river and Red Deer River are famous for the abundance of game in the country through which they flow; the game consisting principally of moose, deer, skunk, fox, black bear and lynx. From Deep Rock River to Red Deer River the forest is nearly all fire killed. The general aspect of the shore is about the same as before, although the water is not so deep and the beach consequently wider. We established eight stations on Red Deer River; on this river we had five rapids to pass, with very strong current and shallow water. Seeing that we could not safely delay many days more before returning, and that the survey of this river could be made more advantageously another season, I now decided to discontinue the work. After having properly established the last stations of the survey of the lake and of that on the Red Deer River, we left on the 23rd of September.

Coming back we coasted the north and east shore of Lake Winnipegosis.

Good timber is found from Red Deer River to Long Point, *i.e.*, all along the north shore of the lake, but from Long Point to Birch Island the forest is all fire killed. From Birch Island to Water Hen River good timber is again found. The north and east shore lines of the lake are very straight compared with the other sides; the water is deep along the shore nearly everywhere.

We arrived at Westbourne on the 11th of October, and started from Winnipeg on the 14th.

In concluding this report I think it will be of general interest to make the following remarks as to the method I employed in preparing my table for converting micrometer readings into chains and links.

At the beginning of the season I took observations on a base carefully measured on level ground. The observations were taken at every second chain up to 20 chains, and at every five chains from 20 to 90 chains. They were taken on two different days; 1st in a bright sunshine, and 2nd on a cloudy day.

Identical observations were taken at the end of the survey, and the means of all these results were used to prepare the table accompanying my returns.

I think this method was calculated to ensure the greatest accuracy; the difference in the readings, due to the wear of the screw of the instrument, is supposed to have been gradual and constant.

The following are some of the results of my observations taken in order to prepare the table in question :—

## MICROMETER DOUBLE READINGS.

Distance.	Means of Observations.	Sunshine.	Cloudy.
Chains.	June.	September 17.	September 24.
10	8.040	8.069	8.0674
20	4.010	4.0242	4.0286
30	2.672	2.695	2.6858
40	2.019	2.0291	2.0217
50	1.623	1.6365	1.6223
60	1.357	1.3635	1.3565

I have the honor to be, Sir,

Your obedient servant,

J. I DUFRESNE, *D.L.S.*

**B. DEVILLE, Esq.,**  
Surveyor General,  
Ottawa, Ont.



## No. 13.

## REPORT OF J. LESTOCK REID, D. L. S.

## SURVEY OF ROADS IN THE NORTH-WEST TERRITORIES.

PORT HOPE, 5th January, 1888.

SIR,—I have the honor to submit the following general report on my past season's work.

In compliance with your instructions I have surveyed the following trails in the North-West Territories.

1. That portion of the Wood Mountain and Qu'Appelle trail which lies between the town site of Qu'Appelle Station and the point of intersection of the said trail with the road allowance between Ranges 16 and 17, in Township 16, west of the 2nd initial meridian.

2. The unsurveyed portion of the Qu'Appelle and Prince Albert trail from near Humboldt to McLeod's Crossing of the South Saskatchewan River.

3. That part of the trail from Carlton to Prince Albert lying west of the south boundary of Section 34, Township 45, Range 1, west of the 3rd initial meridian as far as Carlton.

4. That part of the trail from Carlton to Duck Lake lying north-west of the east limit of Beardy's Indian Reserve as far as Carlton.

5. That part of the trail from Halcrow Settlement to the Forks (of the Saskatchewan) lying north-east of the north limit of Muskoday's Indian Reserve in Township 47, Range 27, west of the 2nd initial meridian as far as the Forks.

6. That portion of the trail along the right of the North Saskatchewan from the west limit of River Lot No. 31 of Prince Albert Settlement to the 3rd initial meridian.

7. That portion of the trail along the right bank of the North Saskatchewan from the Forks as far as the east boundary of Section 17, Township 49, Range 23, west of the 2nd initial meridian.

An alteration was made in the location of the Wood Mountain and Qu'Appelle trail. At the request of His Honor the Lieut. Governor of the North-West Territories, a deviation was also made in the location of the Prince Albert and Qu'Appelle trail by instruction of the Honorable the Minister of the Interior. These slight deviations from the original trails were made in accordance with the requests contained in petitions received from settlers.

Owing to a request from a number of settlers, I did not complete the survey of the trail along the right bank of the North Saskatchewan, they having forwarded a petition to the Honorable the Minister of the Interior, asking that a change be made in the last few miles of said trail, a copy of which petition and report was forwarded to you.

I have stored my outfit at Prince Albert and left the horses to be wintered there.

I take this opportunity of most respectfully drawing your attention to the very fine farming lands through which the trail from Qu'Appelle to Prince Albert passes, more particularly in the neighborhood of Hoodoo and the Manichenos or High Hill, where there is an abundance of good wood, hay and water.

I would also beg to report on the abundant harvest reaped in the Prince Albert settlement this season, the yield being very large, and in some instances almost beyond belief.

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I have much pleasure in reporting to you the satisfaction expressed by the settlers for the prompt manner in which their petitions were dealt with, and their wishes met by the Department.

I have the honor to be, Sir,

Your obedient servant,

J. LESTOCK REID, *D.L.S.*

E. DEVILLE, Esq.,  
Surveyor-General,  
Ottawa.

## No. 14.

## REPORT OF T. D. GREEN, D.L.S.

## SURVEY OF ROADS IN ALBERTA.

OTTAWA, 14th December, 1887.

SIR,—I have the honor to submit the following report of my past season's operations, which may be divided into four divisions, according to instructions, as follows:—

- 1st. The completion of the survey of the Fort McLeod and Calgary trail in Township 24, Range 1, west of the 5th Initial Meridian.
- 2nd. The survey of the Fort McLeod and Blackfoot Crossing trail.
- 3rd. The survey of the trail on the south side of Bow River, from Blackfoot Crossing to Calgary. This trail is mentioned in instructions as "The Bow River Bottom Trail."
- 4th. The survey of the trail on the north side of Bow River, from Blackfoot Crossing to Morleyville.

The first division was completed on the 16th of June, and consisted in locating the road or trail through Sections 3, 10 and 11, so as to connect with the sub-division survey of the south-west quarter section 14 into town lots.

Before proceeding to Fort McLeod to undertake the operations of the second division, I located certain important parts of the Bow River Bottom trail, which was completed on the 27th of June.

The following day I started southwards and reached Fort McLeod on the 2nd of July, but could not begin field operations until the 7th, as I had first to send to Lethbridge for the iron posts necessary to delineate my survey. Moreover, as there is no wood between Fort McLeod and Blackfoot Crossing, I was compelled to purchase sufficient wood at the former place to take me to the latter.

The second division was thus begun on the 7th of July, at a point about one mile north of the town site of Fort McLeod, the initial point being connected with Mr. Bigger's road survey of 1886. The "Little Bow River," on the route, was crossed on the first day of August. Thigh Hill was reached a fortnight later, and the work completed to Blackfoot Crossing on the 6th of September.

The third division was commenced on the following day, from a point upon the bench land nearly two and a-half miles south of the ford or Blackfoot Crossing. This method will enable all statute labor rendered for the improvement of the road leading to the Bow River valley to be consumed on one instead of two hills, as would be necessary if the old trail was followed westwards from the ford. Moreover, the damage to land will, by this location of road, be very much decreased. I surveyed about ten miles of this south trail and then crossed to the north side of the Bow River, deeming it advisable to complete all the road surveys required on the Blackfoot Indian Reserve while in that vicinity.

The fourth division (which was only partly surveyed) was commenced on the 13th day of September, and was completed, to the western boundary of said Indian reserve, on the eleventh day succeeding.

The 26th and 27th days of September were consumed in returning to the south side of Bow River to continue the survey of the south trail to Calgary, and we camped during the evening of the latter day in a coulée about eleven miles west of Blackfoot Crossing. Two days afterwards I was forced to close this division of my work on the post in mound on the 6th base line perpetuating the north-east corner of Section 32, Township 20, Range 23, west of the 4th initial meridian, beyond which point the old

trail had remained unused for such a length of time that no further traces of it could be seen, and it was thus impossible to survey and follow it. The existing state of affairs was at once reported to the Lieutenant Governor of the North-West Territories and also to the Inspector of Surveys, then in Calgary. I then proceeded to Dunbow, at the junction of High and Bow Rivers, and from there to Calgary the survey of the "Bow River Bottom Trail" was completed.

While camped at Fish Creek I received instructions from the Inspector of Surveys to complete the sub-division survey of Township 22, Range 1, west of the 5th Initial Meridian, which, as regards the portion included in that lot or parcel of land known as the Indian supply or Government farm, had been omitted.

On Friday, the 28th October, as I had completed the work on the south side of Bow River, I crossed at Calgary to the north side to survey through Township 24, Range 1, west of the 5th Initial Meridian, part of the old trail from Blackfoot Crossing to Morleyville. From Calgary to the western boundary of said township the survey was completed, but from the 5th Initial Meridian to top of hill near Calgary the survey was merely delineated by iron posts driven within ten inches of the earth. At this stage of the proceedings of my operations, as the final settlement of the location of that particular part of trail had not been decided, I was authoritatively advised to desist from digging pits around said posts, as my location might require to be changed. This occurred on the 2nd of November, and as the season was thus getting far advanced and the days of short duration, I concluded to stop the field operations for the year.

#### GENERAL REMARKS.

From Fort McLeod to Blackfoot Crossing no farming lands of any consequence exist, excepting along the rivers in the immediate vicinity of each, and in the bottom lands along the "Little Bow River," some thirty miles north of Fort McLeod, and consequently no settlers are to be seen along this route. The country is one vast gently undulating plain of light soil and is well adapted for grazing purposes, as may be daily observed by the excellent condition of the herds of roaming cattle. Moreover, the average winter (so it is reported) is not more than of six weeks duration, which fact is indeed a very important feature in favor of stock raising.

From Blackfoot Crossing to Calgary the soil is heavier and much better adapted for mixed farming, specially the growing of roots; but even in this district stock raising is preferable, and more profitable, and will, I imagine, continue to be so, unless good crops could be ensured by aid of irrigation.

Sheep-raising, with quick returns and good profits, is also extensively conducted in the vicinity of Calgary, but the wolves are proving very destructive.

I have the honor to be, Sir,

Your obedient servant,

T. D. GREEN, *D. L. S.*

E. DEVILLE, Esq.,  
Surveyor-General,  
Ottawa.

## No. 15.

## REPORT OF ARTHUR ST. CYR.

## SURVEY OF BOUNDARIES OF ROCKY MOUNTAINS PARK.

BANFF, 12th December, 1887.

SIR,—I have the honor to forward you the following general report of my operations this season in laying out the boundaries of Rocky Mountains Park.

In compliance with instructions received from you dated the 16th August last, I left Ottawa for Castle Mountain in the beginning of September, at which place I was to commence operations. After remaining over three days at Calgary to organize my party and procure provisions I reached my destination on the 11th September. I could not, however, begin work before the 14th, my tents, &c., having been detained at Calgary.

The first line which I surveyed forms the western boundary of the park; it has been run five miles, and posts similar to those used for section corners were planted at each quarter of a mile according to instructions. This line, the course of which is S. 35° 03' 20" E., crosses Bow River at one and a half chains from the point of beginning. The current of the Bow is tolerably rapid and averages four chains wide; its depth at this place is fifteen feet. The valley of this river is one and one quarter of a mile wide and contains soil of first quality, and is crossed by two creeks, one of sixty links and one of one chain in width, respectively. The first of these crosses the line at post 0.25 M., and is the discharge of immense swamps lying at the foot of the mountains which bound the valley to the south of the line.

The second, which is very swift, crosses the line near post M. 1.25 and is fed by a lot of small creeks which come from the mountains and which themselves are fed by the melting of the snow with which these mountains are covered for the greater part of the year.

Some bluffs of wood, composed principally of spruce and Douglas pine, of an average diameter of 10 inches, are met with in that part of the valley crossed by the line.

To the east of the last mentioned creek, a mountain whose west flank is covered with forest attains a height of 2,900 feet above the line of the Canadian Pacific Railway. Its distance from the west corner of the park is 2½ miles. From this point the line crosses nothing but mountains and escarpments, the heights of which vary from 3,000 to 4,000 feet, and which are cut by deep ravines where some clumps of spruce are scattered about.

I could not produce this line more than five miles, being unable to penetrate further into the mountains to the west, with my equipment. I therefore returned along my line and commenced to run the northern boundary of the park.

This line, the course of which is N. 55° E., is at the present time of writing run as far as the Cascade River, and with the exception of the first mile and of a part of the valley of this river, the wood of which was destroyed by fire a few years ago, crosses an extremely mountainous country, almost entirely covered with forest. Spruce, pine and balsam, are the principal kinds of wood met with. They are in the main sound and of good quality. The Cascade Mountains are the highest which I crossed on this line. Their altitude at the point where the line crosses is 4,800 feet.

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The valley of Cascade River presents nothing remarkable in appearance. The ground is rough and of medium quality. A young forest of pine at different points is replacing that destroyed by fire.

I have the honor to be, Sir,

Your obedient servant,

ARTHUR ST. CYR.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

## No. 16.

## REPORT OF C. F. MILES, D.L.S.

## SURVEY OF MOUNTED POLICE RESERVES.

WALKERTON, 9th December, 1887.

SIR,—I have the honor to report on my last season's surveys as follows:—

Leaving home on the 10th day of June, I arrived at Regina on the 15th, and having reported myself to the Commissioner of the North-West Mounted Police and received my instructions, I left for Calgary on the 22nd. From Calgary I proceeded to Lethbridge where I made searches at the land office, receiving every assistance from the agent, Mr. Kirby. Arrived at Fort McLeod, I interviewed Superintendent Neale, the officer in command at that post, and was by him supplied with transport, men and rations.

While waiting I traced the limits of the Police Reserve here, planting later on iron bars at the corners, marked with a cold chisel thus: N.W.M.P.R.

I also laid out several small parcels on this reserve on the banks of the Old Man's River for Customs Collector Allen, for Colonel McLeod and for a hospital reserve.

On the morning of the 4th of July we left for the reserve at the Crow's Nest Pass, passing through a fine grazing country. Here I located the Police Reserve on the south-west quarter of Section 15, Township 7, Range 3, west of the 5th initial meridian, tying in with the meridian between Ranges 2 and 3, the most westerly line surveyed in that vicinity. A building for Police purposes was erected here some time ago, and is prettily situated in the valley of the "Middle Fork" of the Old Man's River, overshadowed on the north and south sides by Foot Hills and on the west by the Crow's Nest Peak, and is about three miles west of the most westerly habitation.

From the Crow's Nest we returned to Pincher Creek, and here, in conformity with an official letter from the Assistant Secretary of the Department to the Comptroller of the North-West Mounted Police, I staked out the whole of the south-west quarter of Section 23, Township 6, Range 30, west of the 4th initial meridian. Shortly after this I met the Superintendent of Mines from whom I learned that that portion of this quarter-section lying north of Pincher Creek had been awarded by him to some settler. This reserve, therefore, comprises only that portion lying south of the creek; it was occupied and cultivated by the Police some years ago as a farm, and the buildings, consisting of stables and dwellings, had also been erected thereon some years ago. A squatter named Schofield has recently built a log house and stable, and also fenced in a portion on the westerly half of this quarter-section. There is quite a village on the quarter-section adjoining this one on the west, comprising several stores, drug store, blacksmith shop, boarding houses, feed and sale stables, &c., &c., and several churches.

From Pincher Creek we proceeded to the Dry Forks of the Kootenai (Waterton) River, traversing the Indian Farm Creek valley, along which a number of ex-police-men have settled, and to all appearances are prospering. The police detachment is at present (or was then, in summer) located at the Dry Forks; however, on consulting with the officer in command at Fort McLeod and also with the representative (Mr. Dunlop, who has since met his death through an accident) of the Cochrane Ranche Company, it was concluded to move this post further south where the police could act more effectively against the Indians killing cattle, and we thereupon

decided to locate the reserve at the Big Bend of the Belly River. The police reserve now, as surveyed by me, is composed of parts of Sections 13 and 24, in Township 3, Range 28, west of the 4th initial meridian, and is situated on the west side of the river, nearly opposite the most south-westerly corner of the Blood Indian Reserve. The Cochrane Company have a wintering post a short distance below this reserve.

While travelling from Pincher Creek I had the good fortune to witness one of the annual collections ("round up") of cattle along the Foot Hill Creek; there were probably 3,000 head in the "bunch" and over a hundred horses engaged in keeping the animals in check and "cutting out" the different brands and branding the calves. The losses amongst these cattle had been very heavy during the past severe winter.

On our way from the Big Bend across the country to the St. Mary's River we also encountered a portion of the Cochrane Rancho "round up." Here I was informed that they had collected about 5,000 head, but as they had not commenced branding, owing to their corrals not being completed for want of timber, the cattle were yet scattered over a considerable area, reminding one of what the prairie looked like some years ago when the buffalo were still plentiful. Although ranchmen generally, through Southern Alberta, had met with heavy losses, yet, owing no doubt to past experiences and consequent greater care and attention during the past severe winter, the Cochrane Rancho Company's losses were comparatively light, and I was informed that this company had branded over 1,800 calves.

The same day we also passed through the Mormon settlement on Leet Creek, a tributary to the St. Mary's River. This settlement consisted then (July 14th) of about 43 souls, who, although only little more than a month in this country had an excellent showing of oats, barley, potatoes, &c., &c. Unfortunately a severe frost, a few mornings before, had cut down some of the more tender plants, such as potatoes and beans; however, I was informed that the potatoes turned out better than was anticipated.

At the Big Bend we experienced considerable trouble and some loss of time searching for mounds on the township outlines, even some of the employés of the Cochrane Company who had seen the mounds perhaps a year ago and who were detailed by the manager to assist us, were unsuccessful in their attempt for a long time.

At St. Mary's the old Police Post is situated on the west side of the river. The ford, however, having changed to a place about a mile down stream, owing to the shifting nature of the bed of the river, it was deemed advisable to locate the Police Reserve in closer proximity to the trail. I therefore made a survey of the south-west quarter of Section 29, in Township 2, Range 24, west of 4th initial meridian, setting apart for the reserve that portion of this quarter section lying east of the St. Mary's River.

Several settlers, mostly ex-policemen, have located in this vicinity, who to all appearances are in fairly prosperous circumstances, being engaged in stock raising and farming to some extent.

At Stand Off much time was lost in looking for mounds, and eventually I had to trace the township outline from McLeod south a distance of 16 miles.

At this point the Police buildings are situated on the south-east quarter of section 34, in Township 6, Range 25, west of 4th initial meridian. I accordingly surveyed part of this quarter section for the reserve, leaving the Belly River the boundary in the east. This reserve lies in the Stand Off Bottom, a short distance above the confluence of the Kootenay with the Belly River and contains some excellent hay lands. Several settlers located in this vicinity had at that time very fine looking fields of oats and barley.

Across the river from this post is the Blood Indian Reserve; here the Indians had congregated in large numbers, probably several thousand, to make preparations for their annual "Sun Dance," which took place a few days after my having completed my survey in the Stand Off Bottom.



Adjoining the Piegan Indian Reserve on the north side, I located the south-west quarter of Section 6, Township 9, Range 27, west of the 4th initial meridian, for a Police Reserve. It lies on the south-eastern slope of the Porcupine Hills. Its elevation affords an extensive view both to the east and to the south, overlooking the Old Man's River and a great part of the Indian reserve.

Fixed sandstone rock is here exposed, forming an escarpment running through this reserve from the south-west corner in a north-easterly direction, at the base of which several clear cold springs take their rise.

In travelling from one reserve to another we had rapid rivers and mountain streams to ford, during, at times, very high water, but thanks to the excellent outfit supplied me, both in men and horses, we neither met with accidents nor suffered any serious delays.

The country passed over up to this time was composed of all open prairie with some timber on the slopes at the Crow's Nest Reserve and some bordering the different streams. It varied from level to rolling and was mostly covered with excellent verdure, more particularly between the Dry Wood Fork of the Kootenay and the Belly Rivers, where the bunch grass seemed to prevail.

We (self and assistant) left Fort McLeod by stage for Calgary on the 18th August, passing the first 50 miles over rather bleak looking prairie, an occasional ranche only being visible at some distance from the trail, though I learned subsequently that this section of country is all under lease. The second day's journey, leaving Mosquito Creek in the morning, proved more interesting, as we passed more settlements and consequently more land under cultivation, the last 25 miles from about Sheep Creek north being a comparatively old settlement.

While at Calgary I surveyed the fort and located the boundaries of the reserve, according to a certain agreement authorized by the Deputy Minister of the Interior and recorded at the Dominion Lands Office at Calgary; and also extended the south boundary to within 100 feet of the right of way of the Canadian Pacific Railway Company, leaving a thoroughfare of said 100 feet to the bridge spanning the Elbow River, according to an understanding arrived at between the Police authorities and a committee of the municipal council of the town of Calgary.

From Calgary I took a run down to Gleichen, on the Canadian Pacific Railway, about 54 miles distant, where I surveyed the north-west quarter of the south-west quarter of Section 18, in Township 22, Range 22, west of 4th initial meridian, for a reserve (save and except that part of the parcel occupied by the Canadian Pacific Railway Company's experimental farm), containing  $3\frac{1}{2}$  acres. The land chosen by me as a reserve has sufficient elevation to continue dry during a wet season, and lies convenient to the Canadian Pacific Railway and station, the former being the northern boundary of the Blackfoot Indian Reserve. A portion of Section 13 in the adjoining township west could have been secured by me for Police purposes, but, owing to its lying rather low, and understanding that in wet seasons the surface water would accumulate here, I declined to accept this offer, the more as it was accompanied by a demand of ten dollars per acre, whereas a portion of land lying immediately to the north of that which I surveyed was offered to me at five dollars an acre.

On my return to Calgary I was provided with transport and equipment and proceeded to the Red Deer Crossing, on the Edmonton trail, in company with Superintendent Griesbach, of Fort Saskatchewan, of which Red Deer is an outpost. Here I found the building occupied by the Police on the north half of Section 12, in Township 38, Range 28, west of 4th initial meridian, the land being owned by Robert McLellan, and by him leased to the police at an annual rental. Here I made a survey of about  $6\frac{1}{2}$  acres for the Police authorities.

As a reserve I surveyed part of section 13, all that part of this section lying south of the Red Deer River, and west of the Calgary-Edmonton trail, having received the consent of Mr. Bannerman, who claims the right to the south half of this section. A log building, occupied as a general store, has been erected on this parcel with the

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permission of Mr. Bannerman, on condition, however, of the occupant not acquiring any permanent rights to either building or land. This reserve contains about  $3\frac{1}{4}$  acres.

Returning to Calgary I left there again for Edmonton on September 29th; here I went to the land office and made searches as to settlers' claims in the vicinity of Fort Saskatchewan.

The Police Reserve, as surveyed by me, at Fort Saskatchewan, contains nearly 2,600 acres, and consists principally of prairie, alternating with bluffs of poplar and willow; it is comparatively flat, with numerous sloughs, which, however, were all dry during the time of my survey. The fort is composed of over a dozen buildings, in which an approximate expenditure of at least \$10,000 is visible.

On the east side of the reserve a portion of river lot No. 11 has been subdivided into town lots, and about half a dozen houses erected thereon, including a school-house, and forming the nucleus of a promising settlement. The fort itself is situated on the top of the bench, between river lots Nos. 11 and 15, about 100 feet above the Saskatchewan River. For church purposes I laid out two acres on the Police Reserve, opposite the prospective village of Saskatchewan. Two trails, one on the west and the other on the east of the fort, lead with easy grades down to the Saskatchewan River, both connecting with ferries.

On the 17th October we left the fort for Calgary; it was still fine weather then but growing gradually colder, so that, a day after our arrival at Calgary, the mercury had fallen to  $16^{\circ}$  below zero.

We left Calgary finally for Maple Creek on the 28th October, and enjoyed the delightful autumn weather then for several days.

While at Maple Creek I received a notification from the Commissioner instructing me to close my season's work and recalling me to Regina.

I spent a day at Regina calling on the Police authorities for the transaction of business and left for home on the 2nd November.

I have the honor to be, Sir,

Your obedient servant,

C. F. MILES, *D.L.S.*

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

## No. 17.

## REPORT OF F. W. WILKINS, D.L.S.

## SURVEY OF METHODIST CHURCH MISSION RESERVES.

Norwood, 5th December, 1887.

SIR,—I have the honor to report as follows upon my operations of the past season.

In compliance with instructions received from the Department of the Interior with respect to certain Methodist Church Mission claims in the North-West Territories, and dated 17th September, 1887, I proceeded at once to Calgary, meeting there Mr. J. C. Nelson, D. L. S., of the Indian Department, as had been arranged. The same day as I arrived at Calgary, the Rev. John McDougall, of Morleyville, came in, and as the Mission claim at Morleyville was the first one to be surveyed, this gave us an excellent opportunity of consulting Mr. McDougall, who informed us that nearly all of the headmen on the Indian Reserve at Morleyville were absent on the fall hunt, and as the Mission claim was wholly inside of their reserve, he thought, if it could be so arranged, that it would be much better to defer the making out of the claim until their return. After consulting with Mr. Nelson, who was also decidedly of the same opinion, I arranged to go to the more northerly points first, and after laying out the Mission claims there to meet Mr. Nelson at Morleyville.

I now proceeded to Edmonton by the mail stage. On arrival there I made inquiry as to the condition of things at Saddle Lake and Victoria, and from what I learned thereby, I deemed it advisable to depart slightly from the exact line of my instructions. I learned that the nearest house to the probable position of the Mission claim at Saddle Lake, was distant about nine miles therefrom, and as it would not be possible to stop at a house so far away from the work and do anything, I determined to take provisions from Edmonton, and hired a team, waggon, tent, a teamster and a cook, and set out. Arriving at Saddle Lake I learned that the Missionary, the Rev. Mr. Steinhaur, was absent in the north and would not be back for some time, but the Rev. Mr. McLaughlan, the missionary in charge at Victoria, authorized me to proceed and mark out the east-half of Section 32, Township 57, Range 10, stating that he had consulted with Mr. Steinhaur about this matter, and that after examination of the ground they had concluded to take the above mentioned three hundred and twenty acres for mission purposes. I accordingly ran out this half section, and at the same time ran the adjoining township chord. This claim is a splendid piece of land, with a rolling surface, with splendid deep, black loam soil of the richest quality. There is also some wood of fair size. A creek crosses the southern portion of the claim in which there is a never-failing supply of water; the creek is about fifteen feet wide, ten inches deep, and running about one and one-half mile an hour. In my estimation this claim is a most desirable piece of property. The country all about here is very fine, and I am told, is, if anything, still finer as one goes east to Frog Lake. It is apparently free from summer frosts, as the crops which were grown on the Indian Reserves testify. Several parties asked me if it was the intention of the Department to subdivide shortly any of the land about here, saying that if this was done a number of settlers would go in immediately.

I now proceeded to Victoria and surveyed 260 acres from the east side of Section 12, Township 58, Range 17, west of the 4th Initial Meridian. The mission having already been granted a claim of 60 acres in the settlement of Victoria, it

only was necessary for me to lay out 260 acres, to complete their claim of 320 acres. The tract now surveyed by me is composed of very fine land, though somewhat broken by the deep valley of Egg Creek and the high bank of the North Saskatchewan River. This broken part, however, has some very fine poplar and spruce timber growing on it, which fully compensates for its roughness. The soil is most excellent in quality, and altogether Mr. McLaughlan expressed himself as being well satisfied and pleased with it, as he was also with the claim at Saddle Lake. This completed my work in the north, so as the season was drawing to a close, I set out in all haste for Morleyville, reaching there one day later than Mr. Nelson.

After going over the ground with Mr. McDougall, the missionary in charge, and Mr. Nelson, we found that it would be impossible to obtain 320 acres on the left bank of the Bow River without interfering with the buildings and other improvements of the Indians, so we concluded to take a piece along the east side of the Indian reserve, being something less than one-half of the whole claim, and the remainder from a point on the right bank of the river, to make up the total amount required—320 acres. Thus the claim would consist (theoretically) of part of Section 1, Township 26, Range 7; parts of Sections 5 and 6, Township 26, Range 6, and parts of Sections 31 and 32, Township 25, Range 6, being all included in the Indian Reserve here. The portion of the claim lying on the left bank of the river, lies principally on the flanks of the hills rising from the river to the north; that on the right bank being in the river flat, both parts being alike in being stony and gravelly, and in an agricultural view, of small value, though it is said to be splendid grazing land. There is very little timber on the claim. Mr. McDougall expressed himself pleased and perfectly satisfied with the location of the claim. As this completed the work apportioned me for the season, I set out at once for home, reaching there on the 2nd instant.

I have the honor to be, Sir,

Your obedient servant,

FRED. W. WILKINS, *D.L.S.*

E. DEVILLE, Esq.,  
Surveyor-General,  
Ottawa.

## No. 18.

## REPORT OF A. F. COTTON, D.L.S.

## SUB-DIVISION SURVEY IN NEW WESTMINSTER DISTRICT.

NEW WESTMINSTER, B. C., 10th January, 1888.

SIR,—I have the honor to submit the following report of my operations in the New Westminster District, British Columbia.

I arrived here on the 27th of May, 1887, just as the Fraser River was at its highest stage. All the tributaries of the Fraser are mountain streams which rise very quickly during the warm weather of early summer. Last winter there was a great deal of snow in the mountains which kept all the streams very high for a long time.

The past summer was excessively dry and warm, and as a consequence bush fires were very numerous. The smoke was so dense, that for days at a time, it was impossible to see across the river. A great deal of very valuable timber has been destroyed in the district during the past season.

There has been a great influx of people to the Province this year, a great many having located in this district. This portion of the Province is the largest and best agricultural tract to be found in it, and in a few years is destined to be thickly settled.

The land cannot be excelled for either fruits, roots or grain. There are now several first class orchards, and all the newcomers are planting out trees. During the past season there were nine thousand fruit trees brought into the district from the States, besides several carloads from Ontario.

The other industries are lumbering and fishing. The former is carried on very extensively, there being several large mills in the district. Some idea may be formed of the latter from the following:—There are twelve canneries and two freezers in operation on the Fraser River, and they shipped seven million pounds of salmon during the past season. During the fishing season the Indians leave their reserves and flock to the canneries, where they find ready employment and good wages. As the season lasts from three to four months, they earn enough to keep themselves through the balance of the year. They make very little attempt at farming, although they have much of the best land in the district. Indian reserves in this portion of the Province are very numerous, and some of them very large, while only a few Indians live upon them. There is one reserve of over four thousand acres and only one Indian on it.

A list of the townships in which I have surveyed during the past season will be found below.

I have the honor to be, Sir,

Your obedient servant,

A. F. COTTON, D.L.S.

E. DEVILLE, Esq.,  
Surveyor-General,  
Ottawa.

LIST OF TOWNSHIPS IN WHICH SURVEYS HAVE BEEN PERFORMED BY A. F. COTTON, D.L.S.  
DURING THE SUMMER OF 1887.

Township 39, N. W. D.—High rolling land; soil, light loam and gravel; timber, fir, hemlock and cedar.

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Block 5, Ranges 1 and 2, Township 38, N. W. D.—High land, gently rolling; soil, light sandy loam; timber, fir, hemlock and cedar.

Township 12, N. W. D.—The north-east corner is high and hilly; soil is sandy loam; timber, fir, hemlock, cedar and vine maple.

Townships 3 and 4, Range 28, W. of 6th I. M.—A large portion of these is composed of Sea-bird Island, which has been considered an Indian reserve. It is almost level, and the soil is first class, dark loam; timber, cedar and fir.

Township 6, Range 26, W. of 6th I. M.—Only a small portion of this is fit for settlement; the remainder is mountainous.

Township 5, Range 26, W. of 6th I. M.—Is very much the same as above. All the level land is Indian reserve.

## No. 19.

## REPORT OF JAS. F. GARDEN, D. L. S.

## SUB-DIVISION SURVEY IN KAMLOOPS DISTRICT, B. C.

SIR,—I have the honor to submit the following report on the past season's survey, in the grazing country of British Columbia.

My instructions from you were such that I passed over about the same country as in 1886, completing and extending the surveys of that season; I have therefore not much to add to the report made for that year.

The bottom lands adjoining the north side of the Thompson River, from a few miles below Ashcroft to Shushwap Lake, a distance of about ninety miles, are very nearly all surveyed either by the Local Government, before the railway belt was declared through British Columbia, or since then under instructions from the Department of the Interior, and those parts on which water can be procured for irrigation are to a great extent taken up, principally under patents granted by the Local Government. Although held by private parties much of this land is unoccupied and unimproved.

A few new squatters were found on the unpatented lands, but not much greater area was under cultivation than in the preceding year, the great difficulty being lack of water.

If the question of water supply could be solved in some cheap and effectual way, a new era of prosperity would begin for this part of British Columbia, and lands which at present are looked upon as adjuncts and secondary to the principal industry—cattle raising—could be made to support a population wholly agricultural. It is thought that artesian wells, bored in the bench and bottom lands, would be a solution of the problem. It might be a wise investment if the Government appropriated a sum sufficiently large to sink test wells, so as to decide this point.

The permanent streams running from the high lands on the north side of the Thompson River are not numerous. Within the twenty-mile limit from the railway, northerly, beginning a few miles below Ashcroft, where the Thompson enters a narrow gorge without bottom lands on either side, there are: first, Oregon Jack's Creek, the water of which is recorded under provincial regulations by ranchers in the vicinity, but which does not probably irrigate more than two hundred acres of land. Next comes the Bonaparte River, a large and important stream, entering the Thompson about one and a-half miles above Ashcroft. The water power at the mouth is utilized for running a grist mill, owned by T. Harper. Thence to Cache Creek, a distance of about seven miles, no water is drawn from it for irrigation, as it runs in a deep rugged gorge from 200 to 300 feet in depth, although in this distance some first class agricultural land adjoins it. Above Cache Creek village and the junction of the stream of that name with the Bonaparte, there are several small pieces of cultivated land which are easily irrigated, the stream running but a few feet below the general level. It has a rapid current, so that in most cases it is not necessary to begin the ditch more than from two to four miles up stream, in order to get the fall to deliver the water where required.

Very large yields of root crops are got off these ranches. Mr. Morgan, a stockman and rancher, got about ten tons of potatoes from three-quarters of an acre of land this season. Mangel-wurtzel, beets, carrots, &c., were also very large in specimens, and the crops abundant.

A much larger area might be put under cultivation here if the willows which line the stream were cleared out; but cattle raising is the principal occupation of the settlers, and agriculture is to a great extent neglected, except in the matter of raising winter fodder for the cattle.

The Bonaparte Valley, which is from one-quarter to one half mile in width, is nearly all taken up by settlers, under local claims.

Cache Creek Valley, which is watered by that stream, is an old and well cultivated section, 1,500 or 2,000 acres being cropped this year in wheat, oats and hay, the greater part of the two former being cut while still green for winter feed for the stock. This is done by all of the stockmen in preference to ripening and selling the grain. The next stream is called "Eight-Mile Creek," being about that distance east of Cache Creek Post Office. It is small, but seldom runs dry. The water is recorded by Mr. John Wilson, who owns a large amount of land in the vicinity.

He uses it in raising stock fodder and in the cultivation of a small vegetable patch. In this garden he has set out this summer 200 apple trees, and expects good results. In three years the first crop is borne, and good crops are the rule in this country after that. The climate and soil seem particularly well adapted not only for apples but grapes also, and although these latter have not yet been given a fair trial, it is not a matter of much doubt as to their successful growth. The bottom lands and hill sides adjoining the river have no early or late frosts and the summer temperature is high.

The next stream is a large one and would be of importance if it were not for the fact that the land for two or three miles on both sides and extending northerly from the Thompson River about 9 miles is taken up as an Indian Reserve.

It is said a band of only 80 or 100 Indians live on it, or, at least, claim it as their reserve, being most of the time away either cattle herding or hunting.

The name of this stream is Deadman's Creek. It enters the Thompson about 3 miles west of Savona's Ferry

It is bordered by benches of level or undulating land, along which water could be brought at a moderate cost, but the land is entirely unimproved and shut out from settlement.

From Savona's Ferry to the Tranquille River, a distance of about 16 miles, along the north side of Kamloops Lake, there is but one stream that has anything like a steady supply of water. In the narrow valley of this creek, called Copper Creek, two settlers have the greater portion of the cultivable land occupied. All along this shore of the lake the rocks and bluffs rise abruptly from the water's edge, leaving in a few places only, at the mouths of gulches and ravines, fan shaped small pieces of land which have been deposited by the spring torrents.

The Tranquille River, which enters the lake at its eastern end, is a good large stream, affording a plentiful supply to two settlers who have taken up all the available bottom land in the vicinity of its mouth, where it also furnishes power to a grist and saw mill. There are two good orchards situated here, which demonstrate the capabilities of the country for fruit culture.

From the Tranquille to the North Thompson River opposite Kamloops, a distance of about 8 miles, no other stream enters the river, although an extensive tract of bottom land begins at the former place and extends all the way, and which could be made to support a number of farmers but for that disadvantage.

Up the North Thompson to the limit of the railway belt there are two good streams of permanent water with several smaller ones with varying quantities. The first large one is Jamieson's Creek, on the west side of the North Thompson River, from which water is drawn both north and south a distance in all of about 5 miles.

Hefferley Creek, on the east side, is small, but furnishes a comparatively steady supply to two or three ranches. From Kamloops easterly, bordering the north side of the South Thompson River, the bottom and bench lands are narrow and unwatered for about 15 miles, at which point, in Township 20, Range 14, the high rocky range recedes northerly, leaving some extensive bench lands and hills, with, however, but little water on them.



A. G. Pemberton has a large tract of good land bordering the river in this township, which is rather poorly watered by a small stream. He succeeded last season in spite of this in raising a good crop of oats, besides fodder, as well as vegetables for his own use.

Neskanlin Creek, which is the outlet of a lake of the same name, is 30 miles east of Kamloops, in Township 20, Range 13.

It supplies all the bottom lands in the vicinity, which are occupied by two settlers, with plenty of water, and could also be carried over a good piece of bench land 150 feet above the river.

This is the most easterly point to which the survey was carried, and in this distance from Ashcroft there are but nine or ten streams at the most that can be relied on for irrigation, and the water from most of these can be carried over but a limited area.

These facts prove that, to make this much of an agricultural country, it will be necessary to adopt some scheme of irrigation, either by artesian wells or pumping machinery, before any large area can be brought under cultivation, the rainfall being so light that artificial watering cannot be dispensed with.

The former method, if it can be successfully introduced, will have the merit of cheapness and adaptability to places, where, on account of the small amount of cultivable land, the expense of pumping would be too great.

The weather last winter was unusually severe and the snowfall heavy. As a result losses were experienced by many of the stockmen throughout the country from the death of cattle from exposure and hunger.

The necessity of supplying winter fodder is becoming greater each succeeding year on account of the bunch grass being in many of the older parts nearly destroyed by overstocking and want of protection.

The whole of the grazing country being a common, has led to complete indifference to the question of preserving the winter ranges, either by fencing or herding.

In summer the animals ascend the higher mountains and find there plenty of food. The snowfalls and cold weather drive them early in the winter from these heights to the lower warm and open valleys adjoining the river. These supplied them, prior to the last few years, with plenty of sustenance, and it is thought would do so again if the land were held in large tracts by companies or individuals, to whose interest it would be to protect the grass.

I have the honor to be, Sir,

Your obedient servant,

JAMES F. GARDEN, *D.L.S.*

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

## No. 20.

## REPORT OF THOS. FAWCETT, D. T. S.

## SUB-DIVISION SURVEY IN KAMLOOPS DISTRICT, B. C.

GRAVENHURST, 23rd December, 1887.

SIR,—I have the honor to submit the following notes relating to my operations and observations in the Kamloops district during the past season.

Conformable to instructions I started from Gravenhurst on the 16th May, proceeding to Ottawa for instructions. I then communicated with Messrs. Creighton and Bickerstaff, the young men appointed by the Department to assist me.

Having arranged preliminaries I proceeded with assistants and other members of my party *via* Canadian Pacific Railway to Kamloops, where the party remained to collect horses and outfit which were left to winter in the locality, while I proceeded to Victoria to procure such supplies as could not be obtained at Kamloops. This done I returned to Kamloops and commenced survey operations on the 1st June. Working westward from Kamloops I traversed the deeded lots and ran additional sectional lines as a check on my work of last year. Between Savona's Ferry and Ashcroft, where there were no settlers, I planted section posts by measurements and azimuths from the nearest reference marks on the Canadian Pacific Railway. From Ashcroft to the Indian reserve, south of Spatsum, I carried on the surveys by running the section lines and traversing the outlines of deeded and pre-empted lots. Having completed the work as far as required in that direction, I returned to Kamloops and continued my operations to the limit of the railway belt at Stump Lake, running additional section lines, traversing lakes, and tracing the outlines of deeded lots and pre-emptions. This work was carried eastward from Kamloops for 22 miles and as far back from the railway as settlements were found. Being employed in this way till the 16th December I discharged my party and started for home.

Having in my report last year given an account of each township taken by itself, I will confine my notes this year to a few general remarks on the various points of interest in connection with that part of the country.

The first and most important question, viewing the country from either an agricultural standpoint or as a grazing country, is that of irrigation. Last winter demonstrated to the stockmen in a most practical manner that they need not expect to make much progress in stock raising unless they could provide feed for their animals for at least two months during the winter, and also provide shelter. Now, I have seen taken from meadows which were irrigated four and five tons of hay per acre of the best quality. The hay crop is considered much more profitable than grain, although the latter of the best quality can be raised. At present but a small percentage of the land suitable for meadow land and cultivation is used for that purpose. Not more than one-third of the land along the banks of the Thompson River has ever been under cultivation, although sufficient water flows down the stream to irrigate a million acres. Then there are benches at an elevation of from three to four hundred feet above the valley containing from twenty acres to one thousand and over, which would be first-class agricultural lands, requiring only irrigation to make them such, but how to place water there is the question which ranks above all others in importance. At present the only means made use of is that which is the most easily applied, irrigation from running streams, either natural or improved, the water being carried over the land to be irrigated by the force of gravity

alone. Where these means can be adopted it is by far the most economical, and, in fact, the only reliable method for irrigating the higher lands above the rivers, and there is much room for improvement on the present condition of things in that respect. What is now required is to select suitable places along the streams to form reservoirs for holding the water and distributing it only as required. The conformation of the hills in that part of British Columbia comprised within the Kamloops district as far as observed seemed well suited for a reservoir or artificial lake of large capacity, which could be formed in many places by constructing a short dam and retaining the water which at present is allowed to escape in floods in the spring of the year, washing away and destroying valuable lands over which they pass. Some of the people talk of irrigating these elevated plateaus by means of artesian wells. An experiment or two in that direction in a suitable locality would do no harm but would test the feasibility of such a scheme. My own opinion in regard to this means of obtaining water is that in but few localities it will be found to succeed, and under the best conditions no one well need be expected to supply more water than sufficient to irrigate one hundred and sixty acres of land. Some of the settlers with whom I conversed seemed to have erroneous views in regard to this matter, thinking that one well might supply a large tract of country. Using means to conserve the water resulting from snowfall in winter, and the rainfall during spring and fall, will be found a much better method, as under such circumstances every one can tell by a little calculation what water he has in store, and how much land it will supply. In the spring of the year when the streams are swollen to the dimensions of rivers, by changing the course for a few days a prepared reservoir of sufficient capacity to supply a farm all summer might be filled; and as the water in all the streams is recorded to its full extent, reservoirs will have to be formed if the country is to flourish and produce food for man and beast.

The lands lying along the river, which are of the best quality, may be watered from the river, water being raised for the purpose by means of windmills, steam engines, waterwheels, hydraulic rams and other methods. The last named is a machine for raising water by its own momentum; in my opinion it could be employed to advantage along the river where water would not be required to be raised more than from thirty to forty feet, which would be quite high enough to irrigate a great portion of the flat land bordering on the Thompson River.

As the object of stockmen is mainly directed to the growth of feed to be stored for winter use, it might be an advantage to cultivate to a much greater extent the growth of what appears to be one of the natural products of the country, *i.e.*, rye grass, as it is found growing where nothing else seems to thrive, in fields which have not been irrigated, and where no other grasses are found. The growth of this grass is exceedingly rapid, and from land well irrigated several crops might be taken during the summer. Upwards of forty tons per acre, first class fodder, have been realized from this crop. Other grass such as form a good sod should be introduced, and in this way the productive power of the country might be very much increased. As the soil underneath the surface is usually dry and free from moisture it will on this account be favourable to the growth of the leguminous plant known as Lucerne or Alfalfa, which has been introduced in several localities in the Province of Ontario. This is a crop especially suitable to a dry climate, and is grown to a great extent in California, and would certainly thrive in the Kamloops District. The area adapted to irrigation in its present unimproved condition might be very much enlarged by filling up the water channels which have been made by floods in the spring, and by terracing the hillsides. Hillsides may be watered as easily as the land which is nearly level, by carefully tracing the water channels along them so that there will not be too rapid a flow. If the country become settled and the land is to be used to advantage all these points will receive attention in the near future. The productiveness of the soil is unquestionably established by the successive growth of crops, and as figures were given in my report last year showing the usual yield per acre, I need not repeat them now.

The next point to which I devoted some attention is that of disposing of the pasture land, whether it will be granted in larger or smaller tracts, or be retained by the Government. The one question which every settler will ask and the only one which he seems to think worth considering is, what is the Government going to do with the land?

That part of Townships 20, Ranges 18 and 19, lying between the southerly boundary of the townships and Kamloops Lake and Thompson River, were subdivided into sections as Mr. Roper had made application to purchase the land for a winter range for his stock. The greater portion of the land is composed of high hills rising towards the south and separated by deep valleys and gulches, which during the spring serve as watercourses, but prove a great obstruction to travel, and injure the land. About one-third of the whole area is rocky, and about one-fifth, principally the higher hills, is covered with timber, some of which is good but inconvenient for use on account of its situation. The range seems to be a favorite one for stock, being closely eaten off and occupied by numbers of cattle and horses, while much better pasture was seen nearly unoccupied a few miles distant towards the south. Mr. Roper intends fencing this range if he acquires the land, and allowing the grass to grow for two or three years before he turns his stock on to it, by which time it would be so improved as to sustain a greater number. The tract is watered by several alkaline ponds which are found on the hilltop. Springs issue from the banks of some of the gulches, but the water in these is not good in consequence of the alkalies by which the soil seems to be thoroughly impregnated. There are no flats along the shore of Kamloops Lake that could be cultivated except a point at the east end of the lake owned by the Hudson's Bay Company. Two or three plots of ground along the waggon road would make first class points for settlement if water were obtained for irrigation and other purposes, but to obtain it would involve the expenditure of considerable capital, so that up to the present no one seems to have risked the investment. Mr. Roper desires to purchase the entire tract and has offered to pay one dollar per acre for it. The idea of giving any one man or company of men control of large tract of land is contrary to the wishes of a majority of those who live in the country, and they would favor a direct taxation of so much per head to be collected from each person running stock on the open range. This idea on their part comes not from the thought that the pasture would be better used as a common, but that if parties were allowed to purchase a large tract, this would be fenced by the owner, who would use the common during the summer, and keep his fenced pasture for winter use. Every man owning stock would purchase and fence a considerable quantity of land if he were able; this can easily be ascertained by conversing with the people. Those who are the most strongly opposed to having the land sold would themselves buy it if they could, and agree with you that if the pasture were fenced and allowed to grow up, it would support a greater number of stock than under present conditions. The opposition to having the land sold then simply arises from the fact that those persons who are not as strong financially as others are ready to do all in their power to prevent those who have the means from purchasing advantages which they themselves could not enjoy.

Mr. Palmer is another ranchman of means who wishes to purchase three or four thousand acres of land near Stump Lake. In this locality the feed this year has been very much destroyed by grasshoppers. Reports from Nicola Valley and other places toward the south say that they have also been destructive in those parts. This country is very seldom troubled with these pests, and it is almost a wonder that they should find their way in such numbers over the great tracts of mountain ranges to those comparatively small valleys in British Columbia. A person would not expect this to occur many times in a lifetime. Had the pasture not been affected by the inroad of grasshoppers it would have been in prime condition, especially in Townships 18, Ranges 18 and 17. Range 18 is mostly open country; Range 17, as described last year, is most of it timbered mountain land, but is not to be despised as pasture on that account, as a good growth of grass is generally to be found among the trees. In running additional lines in Townships 16 and 17, Range 16, to make my

surveys of last season more complete, I noticed that the quality of the soil in these townships which are counted as timbered mountain land is far superior to that found on the open range, and the percentage of stony land is much less, while the hills are not so steep nor high. The elevation of this land would be upwards of two thousand feet, higher than the valley of the Thompson River at Kamloops; hence there are frequent summer frosts, but that these should be so severe and frequent as to render it impossible to raise crops where water could be obtained to irrigate, I do not consider fully established, although the settlers who have appropriated the marsh meadows which prevail do not try to raise any other crop, except Mr. Palmer, who is trying to substitute timothy for the beaver grass, with every prospect of success, as the seed sown last spring had taken root and was rapidly springing up among the other grasses. But a limited area of the mountain land has been explored, and I am certain other valuable meadows could be found if the explorer would penetrate the timber and hills to a greater distance. In consequence of thick brush and fallen timber, which render it very inconvenient to get horses through the woods, no one seems to penetrate more than a few miles beyond the open range, hence a considerable portion of the land remains *terra incognita*, but this condition will not continue long, as the people are anxious to find all the meadow land which they possibly can, as the value of such but recently ascertained causes great competition. The timber in the township above named, although thick on the ground, is in many places small and suitable for nothing but building and fencing, there being none of any account which could be converted into lumber. The fires, which have been so universal in their destructive effects wherever timber land exists, have not made an exception of this part, as in many places the large timber is all found on the ground, in some cases mostly burnt up and a second growth of small pine altogether too numerous to attain to any size occupies the soil, and these small trees in patches are found dead from the same cause only of a more recent date. If by experiment it should be found that, by irrigating, crops could be successfully grown in these mountain districts, large tracts of comparatively level land, easily cleared, would be available for settlement—a much greater percentage than is found in the open ranges where the surface is so very very hilly, and all the little flats suitable for agricultural purposes already occupied.

The weather during the summer was more favorable than in 1886, as the heat was neither as excessive nor as long continued; and several showers of rain, both in the earlier part of summer and in the fall, assisted the growth of grass on the ranges very much, as well as diminishing the labor of irrigating the crops. The pasture was very much better at the commencement of winter than it was last year, and cattle and horses were in prime condition up to the middle of December, at which time I left.

With reference to the climate I do not think a better could be found, in so far as it is calculated to impart vigor and good health, especially would this be the case where persons are subject to asthma, catarrh and kindred ailments. I have met with several persons who had removed west for the good of their health, and had derived incalculable benefit.

I have the honor to be, Sir,

Your obedient servant,

THOMAS FAWCETT, *D.T.S.*

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

## No. 21.

## REPORT OF JOHN McLATCHIE, D.L.S.

## SUB-DIVISION SURVEY ON SALMON, EAGLE AND SPELLAMOHEEN RIVERS.

SICAMOUS, B. C., 12th January, 1888.

SIR,—I beg to submit the following report of survey performed by me during the past season in the railway belt in the Province of British Columbia.

The season's operations consisted of surveys in the valleys of the Eagle, Salmon and Spellamcheen Rivers; the replacing of Canadian Pacific traverse posts from Salmon Arm to Notch Hill, and the survey of several sections at Tappen and Notch Hill, comprising altogether about two hundred and fifty miles of section and traverse lines.

The survey in the valley of the Eagle River, from its mouth to Griffin Lake, a distance of twenty-seven miles, consisted in defining the section lines and section corners along the Canadian Pacific Railway from the traverse points on the railway line.

From the mouth of the river to the Forks, the valley is from one to one and a half miles in breadth, and along the south branch to Griffin Lake, from one-quarter to one-half mile in breadth.

Only one actual settler is located in this valley, near the railway line, and about two miles west of Craiggillachie station. He has obtained an excellent location, the soil being a clay loam, and conveniently situated for obtaining a supply of water for irrigation purposes.

The soil in this valley generally varies from a light sandy loam to sand and gravel; only in places where the land is low and liable to be overflowed in the spring is there any heavy soil. Although the soil appears light, there is a rank growth of timothy along the waggon road. There also seems to be a rank growth of underbrush and weeds, but this is likely owing to its being shaded in the woods, and if exposed to the direct rays of the sun, the growth would not be so rank or luxuriant.

There has been an immense quantity of magnificent timber in this valley, principally Douglas fir and cedar, but the fires of the past two or three seasons have destroyed the most of it, so that very little merchantable timber remains in the valley. Some of it is yet green, but the bark being scorched it will soon become worm eaten, and worthless for manufacturing purposes.

On Salmon River the survey extends southward up the river from its mouth about ten miles, crossing Townships 19 and 20, in Range 10; the valley being, in Township 20, from one and a half to two miles in breadth, and in Township 19 from half a mile to one mile in breadth. The soil is black and clay loam with clay sub-soil. Only three actual settlers were located in this valley at the time the survey was made; since then several others have taken up land.

Sufficient land has been surveyed here to locate forty or fifty settlers.

In Township 20, Range 10, at the mouth of the river, an Indian reserve has been located, containing about 2,400 acres of land, which covers most of the hay land on the river valley, besides some excellent farming land. This is considered a great drawback in the settlement of the valley, and no doubt has prevented many from locating there who would otherwise have done so. On the bench land to the south-east and south-west of Salmon Arm towards Mount Ida, the timber has been mostly destroyed by fire. In the valley the timber has not been so much damaged. It is chiefly cottonwood, cedar, and Douglas fir; the fir and cedar being from two to four

feet in diameter, and generally tall and straight. The cottonwood averages from three to four feet, and often measures six feet in diameter. There are also some poplar and white birch. Red and grey willow, hawthorn and hazel intertwined with woodbine forms a dense growth along the river bottom. In Township 19, there is some good pasture land on the hillsides or bench land.

At Tappen several sections were surveyed adjoining the Indian reserve, which is situated at the mouth of White and Granite Creeks and contains about 800 acres of the best farming land in that vicinity. There are only three actual settlers located at this place. Two of them located in White Creek Valley raised a large quantity of vegetables, without having to resort to irrigation. The valley of White Creek is about one fourth of a mile wide. The soil is composed of black loam to a depth of two feet, and contains sufficient moisture to make it productive. The whole of the country surveyed has been over-run by fire which has partially destroyed the timber, which is principally composed of cedar and Douglas fir, from two to three feet in diameter.

The sections surveyed at Notch Hill are generally composed of sandy and clay loam, with clay subsoil. It is mostly high or bench land, but two swamps, one north and the other south of Notch Hill, containing several hundred acres of land, are composed of black loam to a depth of two or three feet. Four settlers have made improvements and raised a considerable quantity of vegetables, chiefly potatoes and cabbage, and although the elevation is several hundred feet above Shuswap Lake they appeared to be superior to any I saw grown in the valley. The timber, which is chiefly fir and cedar, from two to three feet in diameter, has been partially destroyed by fire. A considerable quantity, however, is still suitable for manufacturing into lumber, although the trunks of the trees have been pretty well scorched.

From Tappen north-westward along Granite Creek, northward along White Creek towards White Lake, along the railway to Notch Hill and extending beyond Notch Hill to Black Bay on Shuswap Lake, there is a large area of agricultural land, principally high or bench land, with occasional swamps and creek valleys, the most of which will require irrigation to make it productive. Along the tote road timothy is found growing luxuriantly, especially in the woods where it is shaded. The settlers claim that hay and wheat could be grown on the bench land all over this area without resorting to irrigation, but this is a question; I think, unless during exceptionally rainy seasons, that will have to be decided by experimenting.

A line was run from Salmon Arm to Spallamcheen River, crossing Canoe Creek Valley. This valley contains some good farming land; the soil is generally a sandy loam. The timber is chiefly Douglas fir and cedar, from two to three feet in diameter, and has been partially destroyed by fire. On the westerly slope of the mountain the fire has nearly made a clean sweep of the timber. In Canoe Creek Valley and on the easterly slope of the mountain towards the Spallamcheen River the largest proportion of the timber has fallen, making the heaviest windfall I have ever seen. The standing timber is either killed or scorched by fire, so that in a few years it will be worthless for manufacturing purposes. Only a few patches of timber along the line had escaped being scorched.

The survey in the Spallamcheen Valley extends southward from Sicamous about twelve miles, only four miles of that surveyed being in the river valley, the balance being along Sicamous Narrows and Mara Lake. The land surveyed in the valley is generally low and wet, part of it being liable to be overflowed during high water every season. Some eight settlers have located on this portion. The soil is a sandy and clay loam, with clay subsoil. The timber in the valley has been mostly destroyed by fire; some large cedar and fir still remain, but there is not much suitable for manufacturing purposes.

This valley, to the southward of the survey, is considered one of the most valuable for agriculture that exists in the Province of British Columbia. The wheat crop during the past season averaged over thirty bushels to an acre, without irrigating the land, and this is considered below the usual return. It is claimed that it will also become a great fruit growing valley. Three car loads, numbering some thousands

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of apple and other fruit trees, procured at an expense of \$15,000, were planted during the past season, and every confidence of success is expressed by those who have undertaken the experiment.

So far as my survey extended in those valleys, an ample supply of water could be procured for irrigation purposes from the mountain streams. I question the propriety, however, of using the cold water from those streams without first retaining it in an artificial pond or tank for several days before using it. It would certainly tend to retard the growth of plants if used for flooding, as I have seen it used, although it might not be so hurtful if carried in small trenches, as the temperature is very high in the valleys, often reaching 120° in the shade.

A great drawback in the settlement of the country is the expense of clearing the land of timber. The average cost, from the best information I obtained, would be about seventy-five dollars an acre. This, of course, includes the delving of the ground with a spade, or the use of the grub hoe in making it ready for a crop, and will account to a certain extent for the small clearings made by the settlers after two or three years' residence.

I have the honor to be, Sir,

Your obedient servant,

JOHN McLATCHIE, *D. L. S.*

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.



## No. 22.

## REPORT OF P. R. A. BELANGER, D. L. S.

## SUB-DIVISION SURVEY IN VICINITY OF COLUMBIA RIVER.

L'ISLET, 17th December, 1887.

SIR,—I have the honor to submit the following general report upon my work of the past season:—

In accordance with your instructions of the 7th May last, for the establishment of section corners along the Canadian Pacific Railway, in British Columbia, I left here on the 23rd of the same month, calling *en route* at Ottawa for further instructions, and at Winnipeg and Calgary, for the purpose of hiring men for my party. On the 11th June, I arrived at Stephen, the initial point of my work; from thence, I established the section or quarter section corners nearest to the railway continuously to Leancoil, in the valley of the Wapta (Kicking Horse) River, a distance of about twenty-five miles, traversing almost diagonally across Townships 23, 27 and 26, in Ranges 17 to 19, west of the 5th Initial Meridian. The land traversed in this valley is unfit for cultivation, on account of its ruggedness and prevailing early frosts. The timber has mostly been destroyed by fire. There is, however, on the foot hills and on the flanks of the mountains, splendid spruce, fir and cedar, and a few pines may also be found fit for manufacturing and building purposes, principally on the north side of the river, where the fires have not been so frequent.

Mount Stephen is situated in the south-east quarter of Township 28, in Range 18, west of the 5th Initial Meridian. There is an extensive deposit of galena ore in Section 22, in this township, which has been developed to some extent. The mine is situated right above the eastern entrance of the Canadian Pacific Railway tunnel. Field is situated on the western side of Mount Stephen on Section 17.

At about two miles north-east of Otter Tail, in Range 19, is situated another deposit of galena ore, which has been worked until last spring, when a fire destroyed the mills and machinery used for working the mine.

The valley of the Wapta River, near the summit of the Rockies, is narrow and very rough, especially between Hector and Field; west of the latter it widens somewhat. It contains some good land, suitable for cultivation, were it not for the prevailing frosts, which would not permit the maturity of a crop.

On the 12th July, being then at Leancoil, I received your telegram ordering me to proceed to Illecillewaet, there to survey some town lots. On the 13th I arrived at Illecillewaet, where you gave me verbal instructions concerning the survey. I then proceeded to Revelstoke to locate some squatters' claims. I surveyed part of Sections 14, 15, 22, 23, 26, 27, 28, 29 and 30, in Township 23, in Range 2, west of the 6th Meridian. The soil on the claims of Messrs. John Miles and Samuel D. Crowl is pretty good, and well adapted for cultivation. Mr. William MacKee's claim is more suitable for grazing purposes. These three claims are contiguous to the railway line; the neighborhood is hilly, the timber has been destroyed, and is now overgrown with shrubs. The claim of G. W. Sproat is about two and a half miles from the railway line, and on the Columbia River; the land can be classified as hay land, it being a natural meadow, unfit for other cultivation. From the railway to Crowl's claim, I met with very large timber, consisting of spruce, Douglas pine, a few white pine, and a great quantity of cedar, one of the latter measuring 35 feet in circumference. As far as I could judge, a large quantity of heavy timber might be cut in the valley of the Columbia, south of Revelstoke.

[PART II]

99

On the 6th of August, having finished the work in the neighborhood of Revelstoke, I went back to Illecillewaet to lay out town lots according to instructions dated the 30th July. Here I found that Mr. Poudrier, D. L. S., had already laid out some seventy lots for the railway company. In order not to interfere with improvements already made by parties on the lots as surveyed by Mr. Poudrier, I adopted the sub-division he had made for all the lots already occupied, re-surveying the whole and making some changes only in the western part where no improvements had been commenced. The western part of the town has been sub-divided into eighty-nine lots, and the eastern into 119. The regular streets and avenues are 50 feet wide. Between the east and west parts of the town is the Selkirk Mining and Smelting Company's reserve, having a frontage of 481 feet on the railway reserve, and running back to River Avenue.

The town of Illecillewaet is situated on a small flat formed by a bend of the Illecillewaet River, and lies between the said river and a straight line parallel to the Canadian Pacific Railway main track at Illecillewaet Station, which is two hundred and fifty feet north of the centre of the town. It is well watered by the said river and small streams coming from the high mountains in the immediate vicinity. The eastern part of the town and the Selkirk Company's reserve were heavily timbered at the time of the survey. The "booming" was in the western part of the town, where the land had been cleared and building was progressing on a large scale. However, I do not hesitate to say that the lots of the eastern part will soon prove more valuable than those of the western, which are liable to be flooded every year from the river. The prospective wealth of the town appears to be centred in the timber trade, which is already in full operation, and the numerous rich mines which abound in the Selkirk Range (some of which are now worked by the Selkirk Mining and Smelting Co., and have proved to be very rich). Across the river there appears to be a splendid plateau where numerous villa lots might be laid out to advantage.

On the 21st August, having completed the survey of Illecillewaet, I moved to Donald, where I was engaged for the greatest part of the following week in preparing the field notes and plan of said survey. I then resumed work under the original instructions and established section corners from Donald to Golden, where I terminated the season's work.

The only cultivated land worthy of note occurs in the belt near Golden, where five or six small farms are worked to great advantage, the cultivation of root crops being especially successful. Happening to establish a section line across this settlement, I reflected how great would be the disturbance to the squatters if the homesteads were to be granted according to the regular system of survey; four squatters would then be on one and the same section and two on another. In such case I consider that the best way to satisfy all parties would be to grant each squatter his claim as he originally located it, fronting on the railway line, as shown on the plan.

At Moberly root crops are cultivated with great success by a Mr. Wm. Barker. From thence westwards large hay marshes exist where quantities of good hay might be cut. An extensive hay meadow of about four miles in length is also found in the valley of the Columbia, south-east of Golden, which supplies not only the squatters in the vicinity, but also the residents of Donald and Golden.

The timber in the valley of the Columbia along the Candian Pacific Railway has been more or less damaged by fire; in many places it is nearly all burnt, and what has been left is good only for fuel. I noticed, however, that from Moberly westward to a mile west of Blueberry Creek—a distance of about four miles—the country is heavily timbered with splendid large spruce and Douglas pine, the timber extending in the valley of the creek for many miles.

Toward the end of October, finding that the drifting ice in the Columbia rendered canoeing dangerous and almost impossible, and the banks of the river being too thickly covered with willows, I considered that the traverse of the river at so late a season could not be advantageously made. I decided to do only three or four miles of traversing, this being absolutely necessary to compute the area of lots already taken up or required for mill sites, steamboat landings, &c.

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During the course of my survey I only had opportunity for taking seventeen photographic views.

I took eleven statutory declarations of settlers concerning the farms herein mentioned.

On the 29th of October I arrived at Calgary, where I stored my outfit. I left there on the 31st for Winnipeg, where I discharged my party and returned home at once.

I have the honor to be, Sir,

Your obedient servant,

P. R. A. BELANGER, *D. L. S.*

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

[PART II]

101

## No. 23.

## REPORT OF J. J. McARTHUR, D.L.S.

## TOPOGRAPHICAL SURVEY OF THE ROCKY MOUNTAINS.

AYLMER, 5th December, 1887.

SIR,—I beg leave to submit to you my report on my topographical survey in the Rocky Mountains.

I was instructed to commence work near Field, B. C., and thence extend my operations so as to include, if possible, the twenty-mile belt on either side of the Canadian Pacific Railway line. I connected my work with the Canadian Pacific traverse. My party consisted of myself and assistant, and another man who acted in the capacity of packer and cook. We were provided with three horses and a light camp outfit. I selected Mount Field as one of my initial stations. This ascent, our first of the season, was accomplished with great labor, not unattended with danger. At daybreak on the fifteenth day of July, accompanied by my assistant, I forded the Kicking Horse, the unpleasantness of which may be imagined, as the water was swift and waist-deep, and the thermometer stood below freezing point. Our course toward the summit was anything but direct. A high wooded ridge connects Mount Field with the high mountain directly opposite Field station, and we judged that it offered the only practicable route, a conjecture which afterwards proved correct. Our ascent, for two thousand feet, was very steep, through a heavy bush with rank underbrush; above this our road frequently led across the tracks of snow slides, the accumulated *débris* making it anything but pleasant travelling. Up to where those slides occurred we had not once caught a glimpse of our destination, but had toiled perseveringly with nothing to encourage us; but now, through those roadways cleared by the slide, we caught occasional glimpses of Mount Field, and struggled on with renewed vigor. A couple of deep, clay canyons had to be crossed. After climbing over four hours, the absence of underbrush, park-like appearance of the forest, and frequent garden-like openings warned us that we were nearing the summit of the wooded ridge. About ten o'clock we reached timber line and sat down for a long rest, and to eat part of our lunches. Here all the real difficulties and dangers of the ascent were to begin. From here the mountain appeared more formidable than from below. We were now nearly a mile further back from the railway than our destined point, and would have to go still further back to attain the summit of the ridge which leads to Mount Field. Our course lay diagonally across a very steep slope, covered with shale, which made very tiresome climbing as it offered scarcely any resistance, and we often found ourselves carried quite a distance down, buried above the ankles. After climbing for an hour and a half across the shale, and sometimes across the steep, hard snow which filled the small ravines, we reached the top of the slope. From here to the summit of the ridge, a height of about three hundred feet, the ascent was very difficult. It was one disconnected mass of half-balanced *débris*, and the displacement of one block might be followed by dangerous results. About noon, with a feeling of exultation, we stood upon the top of the ridge. Clinging to the other slope, and almost flush with the top, was a glacier which extends along the ridge and to a considerable distance below. The sky had become overcast during the last couple of hours, and the cold west wind made it very uncomfortable. We moved along the broken top of the ridge, and shortly after one o'clock we stood upon the topmost peak of Mount Field, after climbing eight hours. Looking to the north

across the canyon of the North Fork, we discovered a vast glacier, extending to the north-west, and apparently interminable. Viewed in the dull light it appeared an immense, dirty and uneven snow field, with here and there high rocky ridges and needles, partly snow-clad, rising many hundreds of feet above the glacier, as if struggling to free themselves from its icy embrace. At the bottom of the canyon, nearly 6,000 feet below, flowed the North Fork, the milky appearance of its waters giving evidence of the great glaciers at its source. Directly across the Kicking Horse canyon, Mount Stephen rose far above us, and far up the Otter Tail Pass Three Sister Peaks rose prominently above all their surroundings. These "Three Peaks," as I have named them, are the highest that I have established by my survey, the western one towering 11,000 feet above the sea. The clouds hanging over the summits of the distant Van Horne Range, warned us that a storm was to be expected, and that no time was to be lost. I set to work to sketch the mountains and become acquainted with the numerous peaks, that I might afterwards know them from other points of view. This task occupied one hour, and I immediately set about my observations. Taking azimuth and zenith distance readings on all the principal peaks shown on my profile sketches, took up more than another hour, and I barely had my instruments boxed when the storm of wind and snow burst upon us. It was an old-fashioned blizzard. We took refuge under the ledges of rock, but our necessarily scant clothing was a poor defence against such inclemency; moreover, the exertion of climbing had caused us to perspire so freely as to dampen our clothes, and remaining motionless for such a length of time, exposed to the raw wind, had almost paralysed us. In about fifteen minutes the storm had passed, and although the sun did not appear, it left the atmosphere much clearer. We immediately set about taking our views, which, with the convenient camera furnished us, did not take long, and glad of the opportunity of warming ourselves, we packed our instruments and began the descent. In reaching the point where we had gained the top of the ridge, we in several places took advantage of the glacier, the fresh fallen snow under foot giving forth a pleasant wintry sound. From here to the shaly slope below, we had to exercise the greatest caution, as the descent was sure to be more difficult and dangerous than the ascent had been. With faces to the rock, and climbing backwards, we started down, feeling our way with our feet, and testing everything on which we had to rely for support. After fully as long a time as the ascent had taken, we reached the shale, and started back across the slope, the shale at every forward step carrying us down several feet. In about ten minutes we had retraced what it had taken one hour and a half to ascend, and had reached timber line. Here we rested and ate the remainder of our lunch. Nothing can exceed the beauty of the gardens at the foot of perpetual snow. Looking around at the grove-like forest and green sward, it is hard to imagine one's self at the limit of vegetation. To the west, about five miles distant, is a high conical mountain, which looms 5,784 feet above the sea, and at its base lies Emerald Lake, fed by three large glaciers, which are separated almost to their bases by rocky spurs, and terminate in one common moraine of sand, pebbles and boulders, which extends about one mile and a half to the lake, and is about two miles wide. Resuming the descent we travelled through the park-like forest almost on the run, until we came to the clay canyons and snow-slides, where we had to exercise the greatest care. The remainder of the descent was made without incident, and we reached camp at 8 p.m., after an absence of fifteen hours, about three of which were spent at the summit. In all the passes that we explored, the mountains rising abruptly on either side, and overgrown with dense bush and underbrush, rendered it impossible to bring our horses or locate our camp any distance above the pass. We never occupied more than one day in making any one ascent this season, although this entailed an almost continual strain upon us during from twelve to eighteen hours; still the ruggedness of the mountains rendered the packing of blankets and provisions along with our instruments almost an impossibility; besides we performed in one day what would otherwise have taken two. Our next ascent was to a peak situated between Mounts Dennis and Stephen, where we established a camera station 3,500 feet above the valley. Our principal object

was to reconnoitre Mount Stephen, and discover, if possible, a route by which we might gain its summit. Viewed from our station it appeared wedge shaped, with a blade-like ridge leading to its turrets, which crown the top. The eastern slope forms part of the wall of a large amphitheatre, situated immediately behind the shrunken glaciers, on whose sides rises the creek along which we had made the ascent, and which empties into the river near Mount Stephen House. The blade-like ridge offered the only possible route, and from where we stood it appeared very steep and broken, and we came to the conclusion that Mount Stephen was impregnable, although later in the season, after we had gained in nerve and self-confidence, we made the attempt and succeeded. After having ascended Mount Dennis, I moved to Hector, near the summit, where I occupied four stations. Smoke interfered greatly with our operations about this time. Our first station is immediately over the Kicking Horse Lake, on a spur of a ridge which forms the summit of the Rocky Mountains. From this point an extensive view can be had of the immense glacier which I have mentioned as having been seen from Mount Field. Looking to the north-west a succession of short, rocky, snow-clad ridges and needles mark the summit of the Rockies. The glacier fills up the intervals between these ridges, sometimes three or four miles, and slopes on either side, feeding on the east the Bow Lakes, Bath Creek, and other tributaries of the Bow River, and on the west forming part of the wall of the vast ice-bound amphitheatre, in which the North Fork takes its rise. For fully twenty miles this glacier marks the summit of the Rockies; it then takes a southerly course and connects with that system of glaciers which extends north from Emerald Lake. This large field of ice is as far as we were able to observe, unbroken, save by the jutting rocky ridges and peaks, evidences of the submerged mountain chain.

The summit of the Rockies, in this neighborhood, furnishes a most interesting field for the geologist and scientist, for at no place on the continent is the age of ice more strongly represented, and at the same time so easy of access.

Our next move was up the Cataract Creek Pass, south from Hector. This creek is the headwater of the Kicking Horse. We penetrated as far as the "local divide"; we occupied three stations along this pass. Our first is situated on the east side of the valley, on a spur separating two large moving glaciers, which lie between precipitous walls seven thousand feet high, and descend at a very abrupt angle. Those rivers of ice formed a very interesting study. One looks from the wonderful glacier cascades, with their billowing appearance, to the deep rifts and crevices with which the surface is riven; the perpendicular faces of pale green marking the recent fractures, where large bodies of snow-covered ice have been forced by the masses behind, over the most precipitous parts of the glacier, and have broken off, shattered into hundreds of blue blocks, and scattered over the slope below. Subsequently when moving up the pass, our trail led across a deeply furrowed slide of coarse gravel and boulders, several hundred yards in width, which has been carried down from those glaciers. Immediately across from the station is a high glacier capped range which leads back from Cathedral Mountain. This ice field, which is several miles in length, has receded to a point about four thousand feet above the valley, the broken ridges leading down from the summit, giving evidence of the ice streams, which at one time emerged from this vast snow field. After moving a few miles further up the valley, we crossed the creek and continued on the west side, the dense bush with windfalls making our progress slow and difficult, a whole day being sometimes occupied in going a couple of miles. As we neared the "divide," the country became more open and we travelled through some beautiful parks, with small lakes connected by meandering creeks. This summit is but a few hundred feet below the line of perpetual snow. We occupied a station on the secondary cone of the large mountain which stands on the east side of the pass. A very extensive view is had from here. Looking south down the stiff declivity of the canon, the "Three Peaks" rise out of the high range which divides the "Ottertail" Valley from the "Beaverfoot." To the east looms up the high glacier clad summit of the Rockies, and immediately opposite, sheltered in the hollow of a large glacier sided amphitheatre, lies a frozen

lake, which has no doubt been formed by the moraine of the retreating glacier, which has blocked up the gorge through which an ice river once emerged. Many of those glacier lakes are visible from this point, the barriers in every case arrested on the brink of a very precipitous slope, down which flow many glistening streams, the subterranean outlets of the lake. In descending this mountain we slid down the side of a circular basin, the sides and bottom of which were covered with snow of great thickness and very compact texture, which for a depth of a few inches had been rendered soft by the action of the sun, but which turned into ice as we penetrated. From the edge of this slope the descent was about  $45^{\circ}$  for fully a quarter of a mile, and without rift or crevice. Leaning well back on our alpenstaks, and sliding on our feet, we started at an exciting pace, the loose snow flying far over our heads, and descended in a few seconds a distance which would have taken more than an hour had we continued on the rocks above. The lower part of the rim of this basin is not more than 50 feet above the bottom, and it has evidently been formed in the same way as the glacier lakes which I have already described. Smoke interfered greatly with our operations during this excursion. I returned to Hector and moved my outfit by rail to Ottertail, sending my horses down by the "tote" road. I occupied one station at the mouth of the pass on the west side and another on the other side of the Kicking Horse, on the east side of Porcupine Creek. In moving up the Ottertail Pass, the old Indian trail which had not been travelled for some years, led along the top of the canyon through which the river runs. We had to expend considerable time and work in opening it out. About six miles up we came to a tributary canyon about one thousand feet deep; it took us a whole day to get across. The descent to the creek was made without accident, but the other side was heavily timbered and very much steeper. We reduced the packs, intending, after we should get the horses to the top, to return and carry up the remainder ourselves. About every fifty feet up the zigzag pathway, resting places had been cut in the side of the hill. We succeeded in making one horse carry his load to the top, but the second one, after we had got him halfway, and with his forefeet on one of the resting places, balked and, falling backwards, rolled down the side of the canyon. He made two or three frantic efforts to arrest himself and then disappeared, the loud ringing of his bell telling of his violent descent. In a few seconds this ceased and we started after him, clinging to the brush, and over short, sharp precipices, expecting to find him with his neck or limbs broken. About three hundred feet down we found him, lodged head downwards, between two trees. The imploring look in his eyes told us he was alive, his pack had not been displaced, but our alpenstaks, which were tied on top, were both broken off close to the irons. We removed his load and with some difficulty extricated him and were surprised to find, that with the exception of a half dozen small cuts and a few bruises, he had escaped uninjured. Afraid of meeting with another such mishap, we decided on carrying up the loads ourselves, and before evening we succeeded in getting everything to the top after one of the hardest days' work that any of us had ever performed. We occupied three stations along this pass. When observing on the second peak, which we ascended five thousand feet above the valley, we were enveloped in a thunder storm of about fifteen minutes' duration, during which we took refuge under the ledges of rock. The blinding flashes and the deafening peals which seemed to shake the mountain to its very base, made our position anything but comfortable. When the storm had passed I ascended to the top to resume my observations when I felt a slight prickling sensation in my face and hands, accompanied by a buzzing noise as if a lot of flying ants were swarming about my head, and the crackling sound emitted when I touched my hand to my head or beard for the moment startled me. I called to my assistant, who no sooner came out from under the rocks than he showed by his actions and the consternation on his face that he was also charged with the electric fluid. In a short time all these sensations ceased. During this storm, and frequently during my mountain experience, I have had occasion to note the effects of wind storms upon the loose slaty *débris* with which the summit of most mountain ranges are strewn. On this occasion it was carried by the fierce whirlwinds in showers down the sides of the mountain

Our third station was situated about three miles from the divide between the Otter-tail and Vermillion Passes. From this point we had a close view of the Three Peaks. Extending along the base of the range to which they belong are several glaciers which descend in long slopes to a common moraine, from which flows a milky stream, the largest branch of the Ottertail. Returning to the railway track we moved to Leancholl, from which place we moved up the Beaverfoot. The junction of this stream with the Kicking Horse is about three miles from the railway and a couple of hundred feet beyond are the Grand Beaverfoot Falls, which are forty feet high, the mist rising above which can be seen at a distance of two miles. A large band of Stony Indians had preceded us, and the trail was consequently very good. Our first ascent was to the top of a mountain about six miles up, on the east side of the valley, and which stands at the mouth of a large tributary canyon. During this tiresome climb of six hours we met with neither water nor snow and suffered greatly from thirst. On reaching the summit we found a few patches of the latter. Lunching 5,000 feet up in the air, seated on the edge of a snow bank with a ham sandwich in one hand and a snowball in the other, is about as poor comfort as anyone could wish for. Looking east the Three Peaks form part of the wall of this immense canyon, which is in places 7,000 feet high. Rifle reports indicated the presence of Indians. Goats were very numerous and in the neighborhood of the occasional puffs we could discern them scurrying in all directions. About 2,000 feet directly below us, at the foot of a glacier, we discovered a smoke and several horses close by, and down the snow covered slopes we could see squaws dragging the game killed by the hunters above. At the bottom of the canyon, 5,000 feet below, we could see the Indian encampments, the moving bands of horses feeding in the long narrow meadows, giving a pastoral aspect to a scene otherwise imposing and grand. It was like looking down upon another world. Our next station was on the summit of the range which overlooks the Columbia River. This ascent was mostly through heavy timber with thickets of devils' club and rank undergrowth of bushes. From this point an extensive view is had of the valley of the Columbia. For some distance on either side of the main channel the valley is so dotted with sloughs and lakes that it is impossible to follow with the eye the meanderings of the stream. Mount Sir Donald, in the Selkirks, about 75 miles distant, is visible from here. The summit of the Beaverfoot Pass is about 15 miles from the mouth. We occupied four stations in this pass, and then returned to Field preparatory to moving up that branch of the Kicking Horse which comes in a few miles below, from the west. While awaiting the arrival of the man with pack horses, I made the ascent of Mount Stephan. We started from camp at 4 30 o'clock on the morning of 9th September, and had mounted a considerable distance through the bush before daylight, and at 8.30 o'clock we reached timber line. We concluded to attempt the blade-like ridge which I have mentioned in the account of my previous reconnoitering trip. The slope leading to the top of this ridge was very steep and covered with slaty *débris* which carried us back at every step, rendering our progress slow and toilsome, and an attempt to sit down generally resulted in being carried, with an avalanche of shale, a considerable distance before we could arrest ourselves. After about an hour and a-half of hard work, we reached the top of the ridge, up which our way led. We had now to travel at right angles to the course we had taken to reach this point. Viewing the sharp, broken declivities up which we would have to climb before we should reach the turret shaped cliffs at the top, we began to realize the dangers and difficulties of the task before us. Resting frequently and reserving our energies for the trials ahead, we toiled perseveringly upwards. Perpendicular walls, sometimes more than two hundred feet high, often rose before us, the only possible way up which lay through the sharp V shaped gorges, broken by short precipices. In these places we had to keep close together and exercise great care, as the displacing of one stone caused a perfect avalanche of rock and gravel. After climbing seven hours, we reached the base of the turret. We started up a steep V shaped gorge, and progress was sometimes not much greater than if on a treadmill, and the sliding gravel set in motion by our feet poured with a continuous roar over the short precipices below. After



ascending about seven hundred feet in this tiresome manner, we reached the top of the ravine, and a perpendicular wall several hundred feet high rose before us. Inscribed on the rock were three names, Hill, Whatley, Ross, 6th September, 1886. In a crevice of the rock we found the box of lampblack and the brush with which the names had been written. Taking these articles along, we set out to discover a route to the top. A steep narrow gorge, with precipitous sides, descended from the summit and at right angles to the direction of the ridge. From this an ice stream emerged and continued down the mountain side. After hunting around fully a half hour and studying the situation, we decided on ascending this ice slide for about one hundred feet to a point where we could find footing on the cliffs above. Foot by foot we worked our way, cutting steps with our alpenstaks, and in time reached the ledge of rock and looked back down the perilous slope. A slip on this glare surface meant death, and how we were to get down again caused us no little anxiety. Crawling along dangerous ledges and up steep narrow gorges, we poked our way, expecting at every turn that one of the perpendicular walls would finally stop us with its impassible front. At last we reached the top of what we had judged from below to be the highest point of the mountain. We were not a little disheartened to see looming ahead of us another wall several hundred feet high. We moved along the broken ridge and when almost at the foot of the wall we came to a deep chasm, which was the top of the ice gorge up which we had already cut our way. The distance across was about three feet, and immediately opposite rose the perpendicular face from a narrow ledge. Leaving our alpenstaks behind, we stepped across and with face to the wall moved along the ledge to a slanting rift, up which we clambered, our entire weight sometimes dependent on the first joints of our fingers. After a perilous climb of about one hundred feet we reached a *débris* covered slope leading to the top of the ridge. Our exultation was considerably lessened by the fact that the smoke which had been rising all day had now almost reached our level. The top of this ridge was like a much broken wall, in some places not more than three feet wide and descending in perpendicular sides, sometimes forty feet, to the steep slopes of the ridge. It required all our nerve to crawl about one-eighth of a mile along on the top of those half-balanced masses to the highest point on Mount Stephen, 6,385 feet above the railway track.

The air was perfectly still and the smoke had just reached our level, shutting out everything below. It appeared like the surface of an ocean, the protruding peaks of the higher mountains resembling islands, or rather immense icebergs. I was able to get but twelve readings from this station, and the smoke prevented the taking of views. We erected a cairn about nine feet in height and about three feet in diameter at the base, on which we inscribed our mission, names and date. We remained on the summit about an hour and then started back along the broken wall and reached the point of descent to the chasm, on the other side of which we had left our alpenstaks. We backed down to the edge of the rift up which we had made the ascent, and with our faces to the rock and studying every move, sometimes clinging with our fingers in the shallow crevices searching for toe-holds, we worked our way down the slope and reached the narrow ledge along which we moved sideways with our backs to the gorge until we came to the narrow part of the chasm, which we crossed in safety. Regaining our alpenstaks, we continued, looking forward to our descent of the icy slope with some anxiety. After a fruitless search for some other route down the precipitous mountain face, we approached the ice gorge. We placed our alpenstaks across our shoulders under our pack straps, and with our faces to the slope and fingers and toes in the steps, we slowly backed down and regained the base of the cliffs. All the great dangers of the descent were now passed and it was with a peculiar feeling of exultation that we retraced our way down the steep V shaped gorges. The descent of these places which had caused us so much labor to ascend was comparatively easy and rapid. Leaning well back on our alpenstaks we were sometimes carried quite a distance by the coarse gravel slides, and only left them to climb down the short precipices over which they poured. The descent of the shaly slope leading from timber line up to the blade-like ridge was also greatly accelerated

by the assistance of the stalks which enabled us to slide for long distances with the slaty *débris*, and we only stopped to gather fossils, of which we found a number. We made the descent from timber line in an hour and a-half and reached camp at 7.30 p.m., after an absence of fifteen hours, nine of which had been occupied in the ascent which was the most dangerous that we have accomplished although not the most laborious.

Crossing the river at Field we moved down the north side a few miles and ascended a large fork of the Kicking Horse by an old Indian trail which leads out to the Blae-Berry. We located our camp ten miles up the creek and were compelled to lay up for a week by a snowstorm which began on 15th September. We occupied two stations—one on either side of the pass. I had chosen a high conical mountain which overlooks Emerald Lake on the west side, as a station, and made the ascent to the foot of the steep broken ridge which leads to its summit; but the rumbling of the slides of the freshly fallen snow, carrying down masses of rocky *débris*, warned us of the imminent danger; and we abandoned the ascent, and established a camera station instead. Before returning to Field I visited Emerald Lake and established a camera station on a point on the high ridge leading back from Mount Field. From the south side of this lake can be had one of the finest views in the Rockies, its clear emerald surface reflecting the dense forest and the grandeur of the three glaciers which overlook it. Small grey trout are abundant. We passed around the south side to the head of the lake, and crossing the inlet our course lay for a mile and a half across an inclined flat of sand, gravel and boulders, which I have mentioned as the common terminal moraine of the three glaciers which feed the lake. There is a scant vegetation in some places, and long narrow islands of stunted timber. The depth of fresh snow on the mountain side compelled us to establish our station on the lowest point of the ridge, from which, however, we had a fair view of the valley of the North Fork and the immense ice field which extends along the summit of the Rockies. We returned to Field by an old Indian trail, which for the greater part of the way leads through a beautiful park-like forest of small pines without underbrush, and which affords excellent pasturage. I visited the natural bridge, about three miles below Field. A wall of rocks traverses the channel, and over this the whole Kicking Horse River once poured, but about the middle the water has worn a roofed passage through the rock, about twelve feet wide, through which the whole stream now rushes and falls twenty feet. We now moved to Laggan, where we occupied four stations. On the south side of the valley we ascended a secondary cone of Mount Lefroy and a mountain on the west side of, and overlooking, Louise Lake. On the north side we made the ascent of Slate Mountain and to a point on the east side of the Pipestone Pass. Our next move was up the Bow River, our progress being greatly impeded by snowstorms. We succeeded in pitching camp about midway between the two Bow Lakes, the altitude of the pass at this point being 6,000 feet above sea level. A snowstorm set in which lasted four days. I occupied three stations: one on a high point on the ridge leading up the pass from Mount Hector, another on the mountain overlooking the first Bow Lake, and the third on the west side and further up the pass. The great quantity of snow rendered those ascents very disagreeable and dangerous, the loose rocky *débris* being almost entirely covered and rendering it necessary to feel every step with our alpenstalks, whilst the descent of the fresh snow, when cutting our way up the steep parts of the glaciers, rendered our position sometimes very precarious. When on the summits we suffered greatly from cold. Climbing through the fresh snow, sometimes waist deep, wet our feet and legs above the knees, and on reaching the top and exposed to the cold wind, our boots and pants froze stiff and we were sometimes in great danger of freezing. From those mountain tops I had a good opportunity of judging of the extent of the immense glacier which I have frequently mentioned. Both the Bow Lakes are mainly fed by ice streams which emerge from this vast ice field.

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I considered it advisable to abandon work for the season, and returned to Laggan on 15th October, from which place we went to Calgary and stored our outfit. I reached Ottawa on 25th October.

I have the honor to be, Sir,

Your obedient servant,

J. J. McARTHUR, *D.L.S.*

E. DEVILLE, Esq.,  
Surveyor-General,  
Ottawa.

[PART II]

109

## No. 24.

## REPORT OF W. S. DREWRY, D.L.S.

## TOPOGRAPHICAL SURVEY OF THE ROCKY MOUNTAINS.

BELLEVILLE, 27th December, 1887.

SIR,—I have the honor to report that, in accordance with instructions dated 3rd June, 1887, I proceeded to British Columbia to carry on a topographical survey of a portion of the Railway Belt extending eastward from Burrard Inlet, District of New Westminster.

Finding at Port Moody that neither men nor supplies were procurable, I went to the City of New Westminster, where they could be obtained.

My instructions were to procure pack horses, if available, for moving the camp outfit, but observation of the country as I travelled on the train led me to believe that they could not be used in that district, the brush being very thick and impenetrable, and inquiry confirmed my opinion, pack horses being unknown. Having reported to the Surveyor General at New Westminster and laid the matter before him, I was instructed to get a boat, and, proceeding to Harrison Lake, commenced operations at that point.

Finding that all available craft were employed in the salmon fisheries, I ordered a boat to be built, and, after some difficulty, engaged a man to accompany my assistant and self into the mountains.

Immediately on the completion of the boat, 18th July, we left for Harrison Lake, some sixty miles east from Port Moody.

A steamer took the men, boat and supplies up the Fraser to the mouth of Harrison River, which they ascended some nine miles to the foot of Harrison Lake, a beautiful sheet of water about forty miles long and from three to six wide, surrounded by mountains from two to six thousand feet high, some of which are wooded to the top, while others lift snow-clad peaks on high, holding in their embrace huge glaciers.

In the lake are numerous islands, two of which are of considerable size and rise to a height of from eight hundred to a thousand feet above its surface. The one nearer the foot of the lake, distant some three miles, contains about one thousand eight hundred acres, and is called "Echo Island," from the clear and distinct manner in which it echoes any sound. We found one point to which seven distinct echoes were returned from a shout or rifle shot.

The larger island, lying some twelve miles up the lake, contains about three thousand five hundred acres, and is called "Long Island."

On it are five small lakes, in some of which trout are found, and around which deer abound, attracted by the meadow grass growing luxuriantly in their vicinity.

On the main land deer and black bear also are numerous, while high up on the mountains are goat and bighorn or Rocky Mountain sheep; here too are found the blue grouse, and plentiful and frequent signs of elk. Trout can be caught in nearly all the streams and small lakes.

At the foot of the lake are the Harrison Hot Springs, famous for their medicinal properties, in connection with which is a commodious and comfortable hotel and sanatorium.

These facts, together with the lovely and grand surrounding scenery, are sure to make the place a favorite resort for tourists, hunters and invalids; and I would respectfully recommend that all islands, together with the lands along the shores of the lake be reserved as a place of public recreation.

Upon our arrival, and in fact all the way to the lake, we found a dense body of smoke overhanging the whole country, and reports from along the line of the Canadian Pacific Railway revealed the fact that immense forest fires were raging, the smoke extending into the Rockies.

After waiting a short time, thinking it might clear, I began exploring the neighboring country, but the smoke was so dense that a high mountain not two miles distant was entirely invisible and exploring was therefore unsatisfactory work.

Travelling some three miles up a valley which extends easterly from the south-easterly side of Harrison Lake through to the Fraser River, the total distance being between six and seven miles, I found there were two lakes lying in the valley, one emptying into the other and eventually discharging their waters into Harrison Lake; the further one being about two miles long with a width of a mile, while the smaller, already known and named "Trout Lake," has a length of half and a width of a quarter of a mile.

In the Fraser River end of the valley or pass is the Ruby Creek, which I was informed by the Indians has its source in a small sheet of water called "Cultus Lake," and flows into the Fraser River.

Following up the east side of the lake we entered a long, narrow bay, separated from the main body of water by a peninsula, which is almost an island. Going up this bay about six miles from the foot of the lake, we found beautiful falls to which the name "Rainbow" had been given. The two falls there known are each about one hundred feet in height; but afterwards on ascending the mountain we discovered that the creek, for a distance of over seventeen hundred feet, was a succession of falls ranging from seventy-five to three hundred feet each.

One of them makes a peculiar and dreadful noise, resembling that sometimes made by a person in an agony of distress, and learning that the Indians call these "slollicum" or ghost falls, we thought the name very appropriate. We were unable to examine into the cause of this peculiar noise, as the creek dashes down a canyon with almost perpendicular sides, but thought it probable that there were holes in the rock, on which great masses of water falling, the air was violently expelled, thus making a moaning sound, suggesting the Indian "slollicum" or ghost.

Other falls of lesser beauty and magnitude were found around the lake, and, on Lookout Mountain, the white streak of one foaming cascade could be traced for nearly 3,000 feet, dashing straight down its steep side.

We also descended the Harrison River, some five miles, and ascended Siwash Creek, which flows into the Harrison at Chehalis Indian Reserve. It is a fine large creek, about 80 feet wide, and navigable for boats a mile or so from its mouth. We followed up the valley nearly half a day, but owing to the dense smoke, little could be seen of the mountains on either side. From the Indians we learned that the creek comes from a lake some twenty miles in the interior, lying a little west of north from where the creek flows into the Harrison River.

Many other places were visited by us, but owing to the state of the atmosphere, nothing satisfactory could be determined.

In September we had rain, the air became clear, and we at once commenced making ascents and using the camera.

Our survey was carried on by triangulation, using the astronomical traverse of the Canadian Pacific Railway as a base, the various mountain peaks as stations, and taking the topographical features of the country by means of the camera; the instrument used in triangulation and measuring altitudes being a small prismatic transit.

Our first severe climb was Slollicum Mountain, which rises some 3,700 feet above the lake, on its east side. The first part of the ascent was rendered difficult by thick brush, yet had there been none, we could hardly have scaled the steep incline, broken by numerous cliffs.

After reaching an altitude of some 2,000 feet, the underbrush began to disappear, and we travelled through fine open woods of fir and hemlock, to a height of a

little over 3,000 feet; here the woods commence to give place to groves of scrub fir, with beautiful grassy glades, spotted occasionally with patches of snow.

On reaching the top of the peak, which presents a sheer precipice towards the lake, a view was presented to our gaze which upset all preconceived ideas of mountain tops; for here, to our astonishment, was a natural park spread beneath our feet; grassy glades dotted here and there with patches of sombre fir, among which gleamed ponds of limpid water, while in the background towered the hoary snow-capped mountain peaks, grey with the age of centuries and deeply seamed from unceasing warfare with the forces of nature.

From this height we obtained views of a large area of surrounding country and carried on our triangulation to numerous peaks.

The descent proved easier than the ascent, but more dangerous, and subsequent experience proved this to be a fixed rule.

The rainy season had now set in, subjecting us to delays and rendering climbing difficult and extremely disagreeable, owing to the brush being loaded with water which drenched us to the skin.

After ascending some minor elevations, ranging from eight hundred to two thousand feet, we moved up the lake, some twelve miles from the foot, to the base of a mountain which we named "Lookout," as from its peak a splendid view of the whole lake and surrounding country was obtained.

Here I made up my mind to pack a tent, a small blanket each and a supply of provisions to the top of the mountain, thinking that the travelling would be much easier along the heights than lower down, and all our experience proved this to be the fact.

Unfortunately, in this case, the morning after reaching the top found us enveloped in a dense fog, from which we had alternate falls of rain and snow, necessitating a fire that night and day, as we were camped at an altitude of nearly four thousand feet above Harrison Lake. Here we remained, living in the clouds, for nearly a week, when we were compelled to descend for a supply of provisions, having succeeded, between furious snow squalls, in obtaining only some half dozen views.

On our way down we left the route by which we ascended and followed a cascade emptying into Harrison Lake near our camp; in doing this we committed a grave error, as we soon found ourselves in a canyon with almost perpendicular sides; night approaching, we had not time to retrace our steps, so there was nothing for it but to push on. We worked cautiously downward hanging to projections of rock or anything which offered a support, and, at last, after narrow escapes from loosened rocks and treacherous bushes pulling out by the roots, we emerged from the canyon, and there and then solemnly vowed to attempt no more explorations while descending mountains.

In going up, the road can always be picked out and dangerous places generally avoided, but in coming down, one is on the bad places before he is well aware of the fact, which sometimes makes itself painfully evident.

On reaching camp we found our tents blown down and everything wet, which was, to say the least, cold comfort.

Having secured a fresh supply of provisions, after some delay from rain, we again ascended Lookout, and the weather being beautifully clear obtained a large number of views from the peak and spurs, which pit out in all directions, and considerably extended our triangulation.

The other ascents made by us were all of the same general character, so it would be tiresome repetition to report them.

The mountains on the east side of the lake rise abruptly while those on the western shore slope gradually, their tops being far inland and covered with dense woods. The prevailing timber on the slopes is hemlock and Douglas pine, commonly called fir; but occasional patches of cedar with scattering trees of cypress were found. In the Ruby Creek Pass there appears to be a considerable quantity of good fir, which, I think, could be easily got out by building a tramway.

On the east side of the lake for about five miles north from the Ruby Creek valley, at an altitude of three hundred to twenty-five hundred feet, there is a large quantity of good fir and hemlock, which, however, it would be rather difficult and expensive to get out, as slides would have to be built to bring it down the mountain.

On the west side of the lake little merchantable timber was observed, a considerable area having at some time been swept by a severe fire; but the mountains are now covered with such timber as survived and a dense undergrowth of pine which makes travelling exceedingly difficult, and much resembles the jack pine found north of Lake Superior.

It is worthy of note that the Douglas pine, or fir, resists a very considerable fire owing to its bark, some of which was observed over six inches in thickness.

The days having shortened very much and rain falling about half the time, it was evident we could no longer work to advantage; so closing my work on the subdivision surveys at the foot of the lake, I moved down and awaited an opportunity to take observations of the sun to assist in accurately locating some of the principal peaks.

One of my men having been up Stare Lake, and reporting a flat of good land at its foot, I despatched him to that point for the purpose of more accurately ascertaining the extent and quality of land, nature of timber, &c. On his return he reported a flat extending southerly along Stare River about two and a half miles, and easterly some four miles, containing in the neighborhood of four thousand five hundred acres, portions of which are prairie and the balance densely wooded.

Owing to a very heavy rain falling he was unable to traverse the whole flat, but along the foot of the lake, and the upper part of Stare River, a large amount of cedar, with some white pine, was found, making an excellent timber limit about three miles in length, with a depth of a mile. The soil is of the same character as that in the Fraser River flats, and access to the valley can be had by building a road through the flats, along the Stare River, for a distance of about nine miles from the Canadian Pacific Railway.

The weather having cleared sufficiently I took several observations of the sun for azimuth, and then proceeded to New Westminster, where I dried and stored my camp outfit, and, after winding up the affairs of the survey, started for Ottawa.

I have the honor to be, Sir,

Your obedient servant,

W. S. DREWRY, D.L.S.

E. DEVILLE, Esq.,  
Surveyor-General,  
Ottawa.

[PART II]

113

## No. 25.

EXAMINATION PAPERS OF THE BOARD OF EXAMINERS FOR  
DOMINION LAND SURVEYORS.

## FULL EXAMINATION FOR ADMISSION AS SURVEYOR.

## PLANE GEOMETRY AND MENSURATION.

*Time, 3 Hours.*No. of  
Marks.

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|--|----|
| 1. On the sides of a triangle, equilateral triangles are described. Prove that the lines joining the vertices of the equilateral triangles with the opposite vertices of the original triangle meet in one point and intersect at angles of $120^\circ$ .  | 20 |
| 2. If from any point in a circular arc, perpendiculars be drawn to the bounding radii, the distance of their feet is constant.   | 20 |
| 3. What is the area of a mile race course with parallel sides and the ends semi-circles, each of the latter being as long as the two tangents?   | 20 |
| 4. In triangulating a river, with a pocket sextant, the angles read at the ends of a horizontal base of 15 chains, were $71^\circ$ and $64^\circ$ . It was afterwards found that the point sighted at on the opposite bank is 100 feet above the base. What is the true distance across the river? | 20 |
| 5. Show that in any isosceles triangle, the square on a line drawn from the vertex to any point in the base plus the product of the segments of the base is constant.  | 20 |

## SOLID GEOMETRY.

*Time, 3 Hours.*No. of  
Marks.

- |  |    |
|--|----|
| 1. Define the terms:—<br>Solid, segment of a sphere, truncated cone, parallel planes, perpendicular planes.  | 15 |
| 2. Prove that three planes cannot enclose a solid, but that four may.  | 15 |
| 3. If two planes be perpendicular to a third, their line of intersection shall also be perpendicular to the third plane.   | 20 |
| 4. Parallel planes make equal angles with any plane cutting them.  | 20 |
| 5. A vessel whose form is a right circular cone, base 12 inches in diameter, length of slant side 10 inches, is placed with its base horizontal and vertex downwards. Into it is placed a spherical ball 3 inches in diameter. How much water must be poured in so as just to cover the ball?  | 40 |
| 6. A tent has a ridge pole 4 feet long from which the canvas slopes down to the top of the upright tent wall, 2 feet high. The tent is 6 feet wide and 6 feet high. At the back the canvas slopes down from the ridge in the form of a half cone until it reaches the top of the wall. At the front the canvas descends vertically from the ridge to the ground. How much canvas is there in the tent? | 40 |



## SPHERICAL TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Deduce the formula $\cos a = \cos b \cos c + \sin b \sin c \cos a$ .	20
2. Apply the above to the polar triangle and write the equation deduced.	15
3. Show that $\frac{\cos \frac{1}{2}(A+B)}{\cos \frac{1}{2}(A-B)} = \frac{\tan \frac{1}{2}c}{\tan \frac{1}{2}(a+b)}$	20
4. Solve the right triangle, where $c = 101^\circ 16' 16'' \cdot 7$ ; $b = 115^\circ 42' 38'' \cdot 5$ .	20
5. When $a = 116^\circ$ , $b = 16^\circ$ , find $c$ , $A$ and $B$ , $C$ being a right angle.	20
6. Given $b = 98^\circ 2' 20''$ , $c = 80^\circ 35' 40''$ , $A = 10^\circ 16' 30''$ , find $a$ and $C$ .	35
7. Given $A = 120^\circ$ , $B = 130^\circ$ , $C = 80^\circ$ find $c$ .	20

## DIVIDING AND LAYING OFF OF LAND.

Time, 3 Hours.

	No. of Marks.
1. Divide a rectangular field, 10 chains by 20 chains, into two parts in the ratio of the sides by a straight line cutting the long sides and making an angle therewith whose sine is to the cosine in the same ratio as the sides.	15
2. In a triangular field, with sides of 9 chains, 11 chains, and 14.20 chains, draw a line parallel to the longest side and cutting the area in halves.	15
3. In a quadrilateral field, $ABCD$ , in which $AB = 10c$ , $BC = 11c$ , $CD = 9c$ , and $DA = 12c$ , $AB$ runs N. $10^\circ$ W. and $AD$ N. $80^\circ$ E., what is the azimuth and length of the line starting from the angle $D$ that bisects the field?	20
4. A railway tangent running N. $80^\circ$ W. meets the eastern boundary of a parcel of land 2 chains from the south-eastern corner thereof, and then continues northward on a curve of 1,200 feet radius. The eastern and southern boundaries of the parcel run due north and south, and east and west, respectively. What is the frontage of the first four quarter acre lots lying between the railway and the southern boundary of the parcel? The side lines of the lots run due north.	30
5. A railroad curve of 1,000 feet radius cuts off a segment having a chord of 1,000 feet. Divide the segment into three equal parts by lines perpendicular to the chord.	20

[PART II]

115

MEASUREMENT OF AREAS.

*Time, 3 Hours.*

No. of  
Marks

1. The following are the notes of a survey of a quadrilateral piece of land :

STATIONS.	BEARINGS.	DISTANCES.
	°	
1	N. 77½ E.	31·89
2	S. 4¼ E.	12·30
3	S. 57¼ W.	23·07
4	N. 35½ W.	21·39

Find the area by the method of Latitudes and Departures, first correcting the notes by a proper distribution of the closing error.

35

2. In the first question, omit the bearing of any one line and the length of another, and find the values of these omitted quantities from the other data. If your result differs from the original bearing and distance, explain the discrepancy.

30

3. The North-eastern, South-eastern, South-western and North-western angles of a section of the Dominion Lands System are, respectively, 90° 07', 90° 01', 89° 50' and 90° 02'. The eastern boundary is 80·75 chains, and the southern boundary 79·30 chains. Find the area of each quarter section.

35

DESCRIPTIONS.

*Time, 3 Hours.*

No. of  
Marks.

1. A man buys 100 acres, a quadrilateral of equal sides, off the south-east corner of Section 1, Township 5, Range 3, West of the 1st Principal Meridian Describe the lands by metes and bounds for a deed.

20

2. A creek flows westerly across the above section. The owner of the section sells the western half thereof, with the privilege of "swelling" the water on the other half. Make a description of that which is conveyed.

20

3. Make the description for a town site to be conveyed. Its northerly angle is 45 chains from the north-east angle of Section 12 and on the northern boundary of said section, its westerly angle is 15 chains from the north-west corner of Section 2 and on the western boundary thereof, the southern angle is 30 chains from the south-east angle of Section 2 and on the southern boundary thereof, and the eastern angle is 20 chains from the north-east angle of Section 1 and on the eastern boundary thereof. All in Township 5, Range 1, W. of 1st P. M.

30

4. A man sells 25 acres square off the north-west corner of Section 1, Township 5, Range 1, W. of 1st P.M., and gives the privilege of a roadway 20 feet wide along the west side of the section from the road allowance to the parcel sold. Draw description for conveyance.

20

5. Draw up a settler's statutory declaration of occupation.

10

## PRACTICAL ASTRONOMY.

*Time, 3 Hours.*

	No. of Marks.
1. Define right ascension, declination, parallax, mean, sidereal and apparent times.	10
2. Is an observation at elongation for azimuth affected by refraction; and is the elongation of Polaris constant for all places? Give mathematical proof.	10
3. In latitude $50^\circ$ , after turning a right angle to the meridian and running six miles west, what is the azimuth of that end of the line?	20
4. In the preceding what is the offset to the 50th parallel of latitude?	20
5. On July 20, 1880, in latitude $50^\circ$ N., longitude $102^\circ$ W., at 10h. 20m. sidereal time, the magnetic azimuth of the sun was S. $60^\circ$ W., what is the magnetic declination?	20
6. At the same date and place a watch showed 5h. 40m., when the apparent altitude of the sun's centre was $20^\circ$ . What is the error of the watch?	20

## PRACTICAL ASTRONOMY.

*Time, 3 Hours.*

	No. of Marks.
1. An instrument being set in the meridian how does the collimation and level of the axis affect the time of transit? Is it constant for all stars?	20
2. What is the best time for taking an observation for time on the sun? Give reasons.	15
3. In latitude $50^\circ$ what is the hour, angle and azimuth of $\delta$ Ursae Minoris at elongation, its declination being $86^\circ 37'$ ?	15
4. Which is preferable for a latitude observation at transit, the sun or a star? Give reasons.	15
5. On the 1st July, 1880, in longitude $100^\circ$ W., the apparent altitude of the sun's lower limb at transit was $60^\circ$ . What is the latitude of the place?	15
6. In latitude $50^\circ$ N., what is the azimuth of Polaris on July 1, 1880, two hours after transit?	20

[PART II]

117

## MANUAL OF SURVEY AND DOMINION LANDS ACT.

*Time, 3 Hours.*

	No. of Marks.
1. State what territory is covered by each of the three systems of survey. Distinguish between those systems as to the location and width of the road allowances, and the method of surveying blocks and township outlines, and of sub-dividing townships.	20
2. Describe fully, as to the size and location, all kinds of posts, mounds and iron bars used in the present system of survey. Describe witness posts and mounds and bearing trees. When are no posts planted at corners?	20
3. Give the markings for the posts at the following corners:— N. E. corner of sec. 12, Tp. 10, Range 3, East of the Principal Meridian. N. E. corner of sec. 36, Tp. 15, Range 10, West of the Principal Meridian. S. E. corner of sec. 5, Tp. 23, Range 17, West of 3rd Initial Meridian. S. E. corner of (broken) sec. 12, Tp. 27, Range 17, West of Principal Meridian (on the north side of the road allowance dividing two systems of survey.) N. E. corner of sec. 36, Tp. 30, Range 17, West of 4th Initial Meridian.	20
4. Describe the sub-division of a Township. At what angles do the Meridians between sections meet the north and south boundaries of the township? What traverses are made and how are they given in the final returns? Of what do the final returns of the township sub-division consist?	20
5. How are townships designated by numbers? Under what circumstances may two townships occur having the same designation? How are they then distinguished? How are sections and their legal sub-divisions numbered?	20

## MANUAL AND DOMINION LANDS ACT.

*Time, 3 Hours.*

	No. of Marks.
6. Distinguish between regular and fractional sections, and give the respective methods of sub-dividing them into their legal sub-divisions. Under which heading comes the broken section bounded on the west by an initial meridian, whose easterly half is made exactly forty chains in width, but whose westerly half is narrowed by the overlap of the initial meridian? How should this section be sub-divided?	20
7. Give a short statement of the provisions of the Dominion Lands Act for the protection of surveyors and for enabling them to procure necessary evidence as to the position of lost corners.	20
8. All the posts within a mile of a township corner having disappeared, but other posts remaining in the townships, how would you proceed to re-establish the lost corners: 1st. If the corner be on a correction line? 2nd. If the corner be not on a correction line? What difference of procedure is there for the first and the present systems of survey?	20
9. Describe the final plan of sub-division of a township. What distance and areas are to be given on it? How is topography to be shown, and how bush, swamps, &c.	20
10. What is to be entered in the field book?	20

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PART III.  
GEOLOGICAL SURVEY.

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## PART III.

DEPARTMENT OF THE INTERIOR,  
GEOLOGICAL AND NATURAL HISTORY SURVEY AND MUSEUM BRANCH,  
OTTAWA, 31st December, 1887.

To the Hon. THOS. WHITE,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honor to submit herewith the annual report on the work accomplished during the past calendar year by this Branch of the Department of the Interior, together with brief summaries by the officers in charge of the several explorations and investigations. As in past years these explorations have embraced many parts of the Dominion, and have during the past season extended from Vancouver Island and the Alaskan and northern borders of British Columbia, to James' Bay and the Atlantic coast of Nova Scotia, as well as to portions of the provinces of New Brunswick, Quebec, Ontario and Manitoba.

Much new and valuable geological and geographical information has been acquired, and large and interesting additions have been made to the Museum collection.

The Annual Report for 1886, Vol. II, new series, has recently been issued. This volume of 977 R. Vo, with numerous maps and illustrations, is composed of thirteen parts, or distinct reports, giving, in detail, the scientific and the practical information, and the conclusions arrived at respecting the various portions of the country explored, or on the other subjects treated of. The parts are also published separately, and are sold at an average price of twenty-five cents each.

My own time, during the early part of the year, after my return from England, at the end of December, 1886, was fully occupied in the preparation of the Annual Departmental report, with the general executive details of the Branch, and in connection with the preparation of the Annual Report, Vol. II, above referred to.

During the summer, between the 13th June and the 10th of October, I visited and examined various places, between Gaspé Bay and Cape Rosier in Quebec, and Vancouver Island in British Columbia, where the work of the Survey is in progress, and where some personal observation was required, either for information on points of economic importance, or in connection with the working out the geological structure of the region. Of these may be mentioned: the occurrence of petroleum at Gaspé; the relations of the graptolite bearing rocks of Cape Rosier, Matane and Bic to those of Point Lévis, the Island of Orleans and Quebec; the cupriferos pyrrhotite mines of Sudbury; the silver mines and the iron ores of the vicinity of Port Arthur; the coal mines of Lethbridge and of Banff; the silver-lead mines of Illicillewaet, in the Selkirk Mountains; and the hot springs of Harrison Lake and of Banff.

As regards the Gaspé petroleum, no efforts appear to have been made to develop it since 1863, and beyond the fact of the recent discovery of oozeings at a point higher up Silver Brook than where the first boring was made, there is no further information about it now than was given in the Geology of Canada, 1863, pages 402, 521 and 789, and in the report by Dr T. Sterry Hunt, published in 1865, "On Petroleum, its Geological Relations considered with special reference to its occurrence in Gaspé." Three borings appear to have been made, the sites of which are marked on the geological map,  $\frac{1}{4}$  sheet, 6 N.W., but as none of them exceeded 200 feet, a successful result was hardly to be expected. The development of the extraordinarily massive, cupiferous ore bodies in the vicinity of Sudbury was being actively prosecuted by the company. The manager informed me that 2,000 tons of the ore had been shipped to the Messrs. Vivians, of Swansea, Wales, and on their report depends the question whether the Sudbury ores can or can not be profitably worked. This ore-belt has now been definitely traced for eight miles, and outcrops of large

bodies of ore have been found at intervals throughout. In view of the immense quantity of ore, the small cost of raising it, and the facilities for shipping it, a very low price per ton would leave a fair margin of profit.

The argentiferous galena of Illecillewaet occurs chiefly in quartz veins, cutting a series of black carbonaceous or graphitic slaty shales, and thin bedded limestones, often much folded, but showing an average dip of from  $35^{\circ}$  to  $40^{\circ}$  to E.N.E., and apparently flattening towards the summits of the mountains. Most of the veins are parallel with the stratification, though not infrequently passing from one bed plane to that of another. The openings on Kennedy & Corby's claim, No. 2, above the north fork of the Illecillewaet River, and about 5,300 feet above sea level, on a precipitous mountain side, show a massive quartz vein in an almost vertical attitude, cutting the black slates which are here almost horizontal. The quartz is impregnated throughout with galena and some pyrites, and is said to be very rich in silver. A large pile of ore had been extracted, but as the only present access to this mine is by a steep zig-zag ascent of 3,000 feet from the Canadian Pacific Railway, at Illecillewaet, and then by a similar descent of 1,000 feet on the other side of the ridge, ore very much richer than the bulk of this appears to be would be required to enable this mine to be profitably worked. The vein has more the appearance of a gash vein than that of a true fissure or fault vein, the slaty rock on either side of the vein being continuous and showing no evidence of vertical displacement. Mr. G. B. Wright gave me a number of specimens from some of the other claims, and those that have been analysed by Mr. Hoffmann, have given from 247.92 oz. to 816.67 oz. of silver to the ton. In one only was a trace of gold found.

The great elevation—from 2,000 to 3,000 feet above the railway—at which most of the present openings are situated, must be considered a somewhat serious disadvantage, but there seems no reason why, by careful and intelligent prospecting, the same veins should not be discovered at lower elevations and in close proximity to the railway. No fossils have yet been found in these slates, but they closely resemble the black graptolitic shales, described by Mr. McConnell, p. 22 D, Annual Report Geological Survey, 1866, and may be of Cambro-Silurian (Ordovician) age.

Samples were procured from the two hot springs at Harrison Lake, British Columbia, and these are now being analysed. That of Banff has also been analysed by Mr. Hoffmann. It will be interesting to ascertain the difference in the mineral contents of these waters—the one rising from the crystalline rocks of the coast range of British Columbia, and the other from the palaeozoic limestones of the Rocky Mountains.

In my last summary report I stated "that the requirements of the Survey in respect to increased museum and office accommodation become each year more pressing." I may now state that, as regards the office accommodation, the steps I recommended are being taken, and in a few weeks four additional well lighted and commodious office rooms will be available. They are on the top flat of the adjoining building which has been connected with the present offices, the communication being closed by double iron doors to minimize the risk of fire, a risk unfortunately always great in the present situation of the Museum, and one which, in view of the great and annually increasing value of the collections, and the impossibility of replacing them if destroyed, merits, I would respectfully submit, the serious consideration of the Government, with a view to its speedy removal.

Dr. G. M. Dawson, with Messrs. R. G. McConnell B. A., and James McEvoy B. Ap. Sc. as assistants, was engaged during the past season in an exploratory survey of the region of the head waters of the Yukon and its vicinity, including portions of the northern part of British Columbia, but for the most part in the territory to the north of the 60th parallel, which constitutes the provincial boundary. Dr. Dawson was placed in general charge of the expedition, which was carried out conjointly by the Geological Survey and Dominion Lands Branches of the Department of the Interior. He furnishes the following preliminary account of the work of the Geological Survey



contingent—Mr. Ogilvie's report on his special work, in connection with the Dominion Lands Branch, appearing elsewhere:—

"The Yukon expedition was undertaken in consequence of the necessity of ascertaining the nature and extent of the developments of placer gold mining, which of late years has attracted an increasing number of miners into the almost unknown district bounded to the south by the northern line of British Columbia, and to the west by the eastern line of Alaska. On account of the remoteness and the isolated character of the region to be examined, and the known difficulties to be encountered in traversing it, much time and attention were devoted to obtaining, by correspondence and otherwise, all available information and in making such preliminary arrangements as were possible. For assistance in these matters, we are specially indebted to Mr. John Grant, M. P. P., of Victoria; to Mr. Robert Campbell, now of Manitoba, the original explorer of a great part of the region; to Mr. J. Wrigley, Commissioner of the Hudson Bay Company, and to Mr. J. McDougall, of the same company.

"I must also express my sense of obligation to Mr. W. Ogilvie, D. L. S., in special charge of the instrumental measurement on the Lewis River and to the 141st meridian, for his ready and obliging co-operation, and to Messrs. R. G. McConnell and James McEvoy, of this Survey, for their efficient assistance, to which is due much of the success of the expedition in carrying out the pre-arranged programme of work.

"We left Ottawa on the 22nd of April, travelling by the Canadian Pacific Railway to Victoria, but, in consequence of irregularity in the sailing dates of the Alaskan mail steamers, were unable to reach Wrangell, at the mouth of the Stikine River, where our work may be said to have begun, till the 18th of May. Here Mr. McConnell stayed behind, for the purpose of getting Indians and canoes to enable him to make a micrometer survey of the Stikine from the end of the line measured by Mr. J. Hunter, in 1877, to Telegraph Creek, while I proceeded up the river by the first steamer of the season to Telegraph Creek, the head of navigation. From this place goods are carried by pack animals to Dease Lake, the centre of the Cassiar mining district; and here again a delay of several days occurred, as the animals had not been brought in from their range or shod for the season's work at the date of our arrival. Finally, on June 5th, we reached the head of Dease Lake, and found the greater part of the lake still covered with ice. It was not till the 9th that we were able to reach the point on the shore near Laketon at which two men, previously sent on in advance with an Indian packer, were sawing lumber for boats. Seven days were here busily employed in this work and in constructing three boats for the purposes of the expedition. On the evening of the 16th, a strong wind having broken up the remaining barrier of ice, we reached Laketon with our boats, Mr. McConnell, with a crew of five coast Indians intended for my work on the Upper Liard, having, meanwhile, joined us. On the 18th, having completed our supplies and outfit at Laketon, we left that place, and on the 23rd reached 'Sylvester's lower post' at the confluence of the Dease and Liard Rivers. Here Mr. McConnell with one boat and two men was to separate from us for the purpose of surveying and geologically examining the Lower Liard. In consequence of the delays experienced I thought it advisable to instruct Mr. McConnell to make arrangements, if possible, to winter at Fort Simpson, on the Mackenzie, as this would allow him to spend at least an additional month in exploration in the autumn, besides enabling him to begin work to great advantage next spring, by descending the Mackenzie and crossing by the Rat and Porcupine Rivers to the Yukon, thus obtaining a much more complete knowledge of the geology of the basin of the Upper Yukon than would otherwise be possible. This action on my part I am happy to say has since met with your approval, and advices have been received from Mr. McConnell since my return, to the effect that he had successfully accomplished the work on the Liard and had made arrangements to make his headquarters for the winter at Fort Providence.

"On leaving the confluence of the Dease and Liard, my own party included, besides myself, Mr. McEvoy, Messrs. L. Lewis and D. Johnson, engaged at Victoria, two Tshimsian and three Stikine Indians, all good boatmen. Two local

Indians hired as guides, and to help on the long portage, deserted a day or two after engaging, and from the lower post, to near the confluence of the Pelly and Lewis, for an interval of more than six weeks, we met with neither whites nor Indians.

"The ascent of the Liard and Frances Rivers to Frances Lake proved unexpectedly difficult and tedious, the water being swift throughout and three bad canons having to be passed through. Frances Lake was reached on the 8th of July, and after spending a few days in examining and mapping the lake, making the observations necessary to fix its position, and in the endeavor to find some Indian trail by which we might travel across to the Pelly, we began the work of portaging on the 17th.

"As we had been unable to discover any route now in use by the Indians, and no trace whatever remained of the trail employed by the Hudson Bay Company in former years, and as no local Indians could be found to act as guides or to assist in carrying our stuff, it was evident that the crossing of this portage (which had been estimated by Mr. Campbell at about 70 miles in length) would be a difficult matter, and that we might indeed find it impossible to carry over a sufficient supply of provisions for further work on the Pelly. We therefore, constructed a strong log *câche* on the shore of Frances Lake, and left there, to be taken back to Laketon by the Indians when they returned, everything we could possibly dispense with. Had we been unable to effect the portage, there was in our *câche* an ample supply of provisions to enable the whole party to return to the mouth of the Dease River. After a very toilsome journey, we were, however, so fortunate as to reach the bank of the Pelly on the 29th of July, with still nearly a month's provisions for four persons, the necessary instruments, and a small camping outfit, a canvas cover from which a canoe might be constructed, and the tools and nails for building a wooden boat, should that prove to be necessary. Our Indians, who had for a long time been very uneasy because of their distance from the coast and the unknown character of the country into which they had been taken, were here paid off, and to their great delight allowed to turn back.

"As a dangerous rapid was reported to exist on the upper part of the Pelly, it was decided to construct a canvas canoe in preference to building a boat, which it might prove impossible to portage past the rapid. Having completed the canoe, we descended the Pelly, making a portage of half a mile past Hoole's Rapid or Canon, and reached the confluence of the Lewis branch of the Pelly (or Yukon) on the 11th of August. We had now reached the line of route which is used by the miners and expected to find, at the mouth of the Lewis, a memorandum from Mr. Ogilvie, from whom we had separated in May. As we could not find any such memorandum and as Mr. Ogilvie had not been seen on the lower river by a party of miners whom we met here on their way up the Lewis, we were forced to conclude that he had not yet reached this point. The same party informed us that few miners were during the summer on the Stewart River, where most of the work had been carried on in 1886, but that in consequence of the discovery of "coarse" gold on Forty-mile Creek, about 120 miles further down the river, all had gone there, and that Harper's trading post, where I had hoped to be able to get an additional supply of provisions should we fail to connect with Mr. Ogilvie, had also been moved from the mouth of the Stewart to Forty Mile Creek. From the place where we now were we still had a journey of over 400 miles to the coast with the swift waters of the Lewis to contend against for most of the distance. If, therefore, it should have become necessary to go down stream 220 miles to Forty-mile Creek for provisions, so much would have been added to our up-stream journey that it would become doubtful whether we should be able to afford time for geological work on the Lewis and reach the coast before the smaller lakes near the mountains were frozen over. I therefore decided to set about the building of another boat, suitable for the ascent of the Lewis, and on the second day after we had begun work Mr. Ogilvie very opportunely appeared. After having completed our boat and obtained Mr. Ogilvie's preliminary report and survey sheets, together with the necessary provisions, we began the ascent of the Lewis, from the head waters of which we crossed the mountains by the Chilkoot Pass and reached the coast at the head of

Lynn Canal on 20th September. I am happy to be able to add that the entire expedition was carried out without any serious accident or loss, notwithstanding the difficult nature of the country, and that though circumstantial reports were heard in the spring of trouble between the miners and Indians on the Yukon, these proved to be entirely groundless.

"The geographical, geological and general results of the work are now in process of elaboration and will be made the subject of a detailed report at an early date. Mr. Ogilvie's instrumental survey, now doubtless completed to the intersection of the river with the 141st meridian, will form a sufficiently accurate base line for future explorations in the region. In addition to this, the geographical results include the completion of an instrumental survey of the Stikine to Telegraph Creek by Mr. McConnell, which is connected with Dease Lake by a carefully paced traverse by Mr. McEvoy. Thence, a detailed running survey was carried by the route previously outlined, following the Dease, Liard and Pelly rivers and connecting with Mr. Ogilvie's line at the mouth of the Lewis River, a total distance of about nine hundred miles. Taken in connection with Mr. Ogilvie's measured line, these surveys include an area of over 60,000 square miles, the interior of which is still, with the exception of reports received from a few prospectors and from Indians, a *terra incognita*. The same remark, with little qualification, may be applied to the whole surrounding region outside the surveyed circuit, but much general information has been obtained respecting the entire district which will facilitate further explorations. The whole region is more or less mountainous, though intersected by wide areas of flat or rolling country. The north-eastern margin of the belt of coast mountains may be said to be at Telegraph Creek on the Stikine. A second important mountain range runs in a general north-west by south-east course to the east of Dease Lake and is cut through by the Dease River. To the east of this no high or well-defined range was met with till the vicinity of Frances Lake was reached. Here a range, which may be accepted as the western part of the Rocky Mountains proper, is found with a similar trend to the east, and in this the streams feeding Frances Lake and the Pelly River rise. On the lower Pelly and Lewis Rivers the mountains are less considerable and assume a direction approximating more nearly to east and west.

"The following heights, deduced from a series of observations at a few main points will serve to indicate the general elevation of the country:—

	Feet.
Telegraph Creek, Stikine River (water level).....	540
Dease Lake.....	2,661
Confluence of Dease and Liard Rivers.....	2,100
Frances Lake.....	2,577
Pelly River at "Pelly Banks" (water level).....	2,965
Old Fort Selkirk, mouth of Lewis River.....	1,555
Lake Lindeman, head of Lewis River.....	2,165

"Till the observations made in the field have been laid down on the map it will be impossible to give with precision any account of the geological features of the region. The rocks in general are closely analogous to those met with in the corresponding region in British Columbia to the south. The coast mountains where crossed by the Stikine and by the Chilkoot Pass consist for the most part of granitoid rocks, with some included crystalline schists precisely similar to those found to the south in the same mountain belt, some details in connection with which are given in my last report on Vancouver Island.†

"To the east of the coast mountains, on the Stikine and Lewis Rivers, there are Palaeozoic rocks resembling those provisionally classed in the southern interior parts of British Columbia as the Cache Creek series. They include limestones, quartzites, slates and schists, with a notable proportion of agglomerates and other materials of volcanic origin. In the vicinity of Dease Lake, and nearly on the same line of

† Part B, Annual Report Geol. Surv. 1886, V. II.

strike on the Pelly, important beds of serpentine occur, and the associated rocks in these and many other places are preponderantly schistose and slaty, running through numerous varieties, but closely resembling the rocks of the Cariboo and other gold-bearing districts to the south.

"These Palæozoic rocks are by far the most widely spread in the entire region so far as exploration has yet gone, but are interrupted by areas of granitic rocks which generally form ridges or mountain ranges, and these in some places are flanked by more or less important developments of crystalline schists which are probably, at least in part, altered portions of the Palæozoic. The most important granitic range met with in the inland region is that previously mentioned as crossing the Dease River.

"Fossils are by no means abundant in the Palæozoic rocks, but a small collection of graptolites, of Cambro-Silurian age, were obtained on the Dease River, and Carboniferous forms were observed in connection with the limestones in several places. It is quite probable, however, that rocks ranging from the Cambrian to the summit of the Palæozoic, and possibly extending also to the Triassic, may be included in this great series, of which the schistose and slaty members constitute the gold-bearing rocks of the country.

"Rocks which are probably of Cretaceous age occur in limited basins on the Stikine immediately east of the coast mountains, and beds holding Middle or Lower Cretaceous marine fossils have a considerable development on the Lewis River, where there are also plant-bearing beds referable to the horizon of the Laramie and probably of the same age as the so-called Miocene of the Alaskan coast and Mackenzie River. A few fossil plants which are probably Cretaceous in age were also found at one place on the Pelly River.

"The Miocene proper is represented in the Upper Liard valley by soft stratified rocks, associated with basalts, and basaltic overflows, probably of the same age, occur on the Pelly, near the mouth of the Lewis, on the latter river at the Canon, and in the Stikine valley east of the coast mountains. In the last mentioned locality are some remarkable examples of superposed columnar flows overlying coarse gravel deposits. There is not, however, in the entire region examined, any wide basaltic plateau.

"Some features of special scientific interest occur in connection with superficial deposits and the evidences of glacial action, but these cannot be detailed here. It may, however, be stated that in both the Lewis and Pelly valleys traces of heavy glacier-ice moving in northward and north-westward directions, are often apparent. The grooving and furrowing is found equally well marked at the water level, and at the summits of hills several hundred feet in height, and appears to indicate the northward movement of a confluent glacier, in conformity with the general slope of the country. Terraces are of general occurrence and well developed, and often appear at considerable heights on the mountain sides. In connection with the distribution of placer gold, the direction of ice movement in the glacial period is of special importance.

"As the main object of the expedition was the exploration of the Yukon basin, but passing notice could be taken of the Cassiar mining district. The rich placer mines in the vicinity of Dease Lake were discovered in 1872, and reached their maximum productiveness in 1874, in which year they are reported to have yielded about \$1,000,000. The yield in succeeding years has gradually declined, but about 150 men are still annually employed in the district. Much prospecting still remains to be accomplished before the possibility of the discovery of new rich creeks is exhausted. Promising deposits of quartz are known to occur, though nothing has yet been done towards their investigation and development. These seem to be worthy of special attention in consequence of the comparative accessibility of the district by means of the Stikine. It would be easy to construct a waggon road from the head of navigation on the river to Dease Lake, and a railway may eventually be expected to follow this route into the interior.

"Gold mining in the Yukon district may be said to have been initiated in 1880,

though little was done in that year except a certain amount of prospecting by twenty-five or thirty miners who entered by way of the Chilkoot Pass. Since then a yearly increasing number of miners have entered the country by the same route, and river bars have been worked with good results on different parts of the Lewis and its tributary the Teslin-too (Newberry of Schwatka, Hootalinqua of the miners), and on the Pelly and Stewart rivers. In 1886 most of the work was done on the Stewart, but in consequence of the discovery of 'heavy' or 'coarse' gold on Forty-mile Creek, as previously mentioned, nearly all the miners went to that place last summer. This is the first discovery of 'coarse' gold in the district, but it may safely be predicted that many more will follow. Prospecting has so far been confined almost exclusively to the larger rivers, and the mining to river-bar mining, but the fact has been developed that gold occurs in greater or less quantity on all the streams, and the extent of the gold-bearing river bars already known is, in the aggregate, almost unprecedented. The number of men engaged in mining on the Upper Yukon last summer was about 250, of which about 100 are wintering in the country. The number likely to be employed next season can only be guessed at, as so much depends on the demand for labor on the west coast generally. It is not impossible, however, that at least 500 men will be at work.

"In comparison with the region now known as an auriferous one on the upper Yukon, the productive portions of the Cassiar mining district are small, as profitable work there was practically confined to a few creeks, yet in 1876 the transit trade at Wrangell, in connection with the mining in Cassiar amounted in value to about a million dollars. This may serve as an index of the probable commercial results of a similar development of placer mining alone in any portion of the Yukon territory.

"The prospective value of the Yukon district and northern part of British Columbia as a mining region I believe to be great. This region includes—measured from the vicinity of Dease Lake to the intersection of the Pelly (Yukon) with the 141st meridian—a length of over 500 miles of the Cordillera belt of the west, which, wherever it has been examined, has been found rich in minerals and particularly in deposits of the precious metals. The width of this particular part of the Cordillera belt is also great, as it appears, so far as our explorations have gone, to extend from the coast to the eastern ranges of the Rocky Mountains in the vicinity of the Mackenzie River. This portion of the Cordillera region, together with that of the more southern part of British Columbia, gives an aggregate length of between 1,200 and 1,300 miles, almost exactly equal to the length of the same metalliferous belt contained by the United States, and in all probability susceptible of an eventual mining development equally great.

"The general climatic features of the region explored and their relation to its orography cannot be entered into in this preliminary note. It must suffice to say that the very humid conditions of the coast do not extend to the interior, which includes some tracts of very dry country, and in the mountains of which glaciers occur rarely, if at all. Wheat, barley and potatoes are grown, on a limited scale, at Telegraph Creek and in its vicinity on the Stikine, though irrigation is necessary. Farther north, summer frosts are probably almost everywhere too frequent to admit of the growth of wheat, but I feel satisfied that barley and rye, with other hardy crops may be grown as far north as the 61rd parallel in the Yukon basin. The country, though generally mountainous in character, includes large tracts of flat or slightly broken land, and is, in fact, one which may eventually support a population as large as that found in corresponding latitudes in Europe (as, for instance, in the province of Vologda in Russia). It is for the most part wooded, and produces much timber of very fair quality, while open hill sides and terraces with bunch grass and aspen thickets occur along the river valleys. Large quantities of fine furs are yearly exported from the Yukon district, reaching the coast by the Caillat and Chilkoot Passes, Taku and Stikine Rivers, or crossing to the Mackenzie by the Porcupine and Rat Rivers.

"One of the most important features of the Yukon district is the facility which the various large rivers, converging to form the main stream, offer for travel and

inter-communication. These afford means for prospecting and exploring the country, and the distances to which they may respectively be ascended by boat or canoe has not yet, in most cases, been determined. It may be stated, however, that the rivers navigable for sternwheel steamers in Canadian territory have an aggregate length (measured without reference to minor flexures) of considerably over 1,000 miles, in which but one serious break of about three miles occurs on the Lewis. This length will be added to when the upper reaches of the larger streams are examined beyond the rapids or canyons, which are, in the above estimate, considered as defining the head of navigation in each case.

"Over 120 photographs were taken along the route followed, representing the character of the country, and I am happy to say that nearly the whole of these have proved satisfactory on development. Meteorological observations were kept up as regularly as possible, and numerous observations for latitude and longitude were made. Such geological and botanical specimens as appeared to be of interest were brought back, but in consequence of the difficulties of transport the weight of these had to be kept down as much as possible."

Cost of season's exploration of both parties, \$4,832.46.

Mr. R. G. McConnell intended to send out a preliminary report on his examination of the lower part of the Liard River, above referred to, by the Hudson Bay winter packet, from Mackenzie River, but as this has failed to arrive in time to be included in this report, the following extracts from letters addressed to Dr. G. M. Dawson may serve to give an outline of his work.

In the first, sent back to the Pacific coast with his men, and dated Liard River, July 27, he writes:—

"I have now got down nearly to the mouth of the Nelson, and have just met some Hudson Bay men ascending the river. I am sending my two men back with them, as the river is good from here, and I can drift down to Fort Liard, even if I cannot find an Indian to go down. I send them back from here because there is no chance of getting supplies either at Fort Liard or Nelson House, and if I took them on to Fort Simpson they could not get back this autumn, as the river is still booming and shows no sign of going down, and we have just about enough food left to last them to their *cache* at the Devil's Portage. I shot two moose on the way down and that kept our supply up. We had a bad time getting down, as the river is a regular cascade for over a hundred miles. Between the Little Canon and forty miles below the Devil's Portage it falls over 1,000 feet, and as forty miles of this is good water you may imagine the state of the rest. It would be bad enough if it had room to flow, but it is penned in by canons, often less than 150 feet wide, every few miles, and then whirls and boils in an incredible manner. We worked our way by sheer muscle, carrying both boat and stuff through forests and over high hills. My men turned out well and worked without a grumble. As for myself, I have hardly a stitch of clothes left, as they were torn to pieces and left hanging on the brambles and roots along the many portages. I hope that you have worked your way through your many difficulties, and have got out to the coast again. But you have a tremendous task before you, which I can appreciate now better than in the spring."

In the next letter, from Fort Smith, Slave River, under date August 23rd, Mr. McConnell writes:—

"After leaving the men I floated down alone as far as Fort Liard, and there got an Indian to take me down in a bark canoe to Fort Simpson. At Fort Simpson I found the steamer, and came up as far as this place in her. This is rather a hard country to winter in without sending in supplies beforehand, as the deer have deserted it, and the people have been on short commons since last march. I am making arrangements to stay at Fort Providence as it is a good locality for fish, and one will always have something to fall back upon. It is, besides, below Slave Lake, the ice on which is the great impediment to getting down the Mackenzie early. \* \* I am going down Slave River in a canoe, and on the way I will go up Salt River to the ridge in which it heads. From the mouth of Slave River I purpose going up Hay River to the falls, about 100 miles. I may also go up Buffalo River if I have

time. During the winter I will try to visit Horn Hills, and see the country about Fort Rae. I believe Sir J. Richardson is right about the Palæozoic age of the shales between Fort Simpson and this place."

A box of fossils, sent out at the same time with the letter from which the above extracts are taken, has since arrived. The fossils show the presence of Devonian, Triassic and Cretaceous rocks on the Liard River.

Mr. Amos Bowman was occupied the whole season in preparing and in supervising the lithography of the maps of his field work in British Columbia during the seasons of 1885 and 1886, chiefly in the Cariboo district, the survey of which, as stated in my report last year, was undertaken in connection with the Provincial Government. It was then, December 1886, anticipated that the work of reducing the measurements and preparing the maps for publication would have been completed early in 1887. It has, however, together with the preparation of the report on the district, occupied till the close of the year. Both maps and report will be published at an early date.

In Manitoba, Mr. J. B. Tyrrell commenced a geographical and topographical examination and survey of the Riding and Duck Mountain region. He was assisted during the season by Mr. D. B. Dowling. We had very little precise knowledge respecting this district, but were aware of the occurrence in it of salt springs, gypsum deposits and strong indications of petroleum. It was also thought possible that workable seams of coal or lignite and natural gas might be found there, and in view of its proximity to navigable waters and to railways, it was considered important that it should be thoroughly explored. Mr. Tyrrell reports as follows: "We left Ottawa on the 5th July and reached Brandon on the 14th, where the horses used last year on the Calgary and Edmonton survey had previously been brought by rail. Men and supplies having been obtained, the party left Brandon on the 15th of July, following the trail northwards to Strathclair, situated in range 21, township 17. Thence an odometer survey was made up the Little Saskatchewan River, across the Riding Mountains and down the Vermilion River to Lake Dauphin. From the trails, paced surveys were made of the beds of Ochre River and Edward's Creek, the banks of these streams being either too swampy or too much obstructed by fallen timber to admit of following them except on foot.

An odometer survey was then made northward across Wilson River to Valley River, a track survey being at the same time made of the Wilson River and its vicinity. North of Valley River, one of the rounded gravel ridges, known to the Indians as "pitching ridges," was followed first with a buckboard and odometer and afterwards on horseback as far as Fork River, a fairly accurate sketch-map being at the same time made of the eastern face of Duck Mountain. Finding that progress would be very slow north of Fork River, we returned to Valley River and made an odometer survey of the cart trail leading westward along this stream, passing through the gap that separates the Duck from the Riding Mountains in a wide glacial valley leading down into Shell River, from which the trail was followed and surveyed over the high ground southward to the village of Russell, a terminus of one of the branches of the Manitoba and North-Western Railway. From Russell, a similar survey was conducted across Silver, Bird Tail and Arrow Creeks to Shoal Lake, and thence to Little Saskatchewan River, returning by a more northern route to the point of starting. From Russell we proceeded northward with buckboard and carts to Assessippi, on the Shell River, from which point the vehicles were sent round to meet me higher up the river, while with saddle and pack horses I examined the lower part of the valley, and rejoined the carts about the south line of township 26. We then continued up Shell River to within three miles of the confluence of the north and east branches generally in the bottom of the wide deep valley, but sometimes we were obliged to climb to the top of the bank where it was impossible, without great delay, to ford the stream. On the way, however, we left Shell River for a time and turned westward on an

Indian cart trail to Angling Lakes, where Coté's band of Indians have several houses in which they spend the winter, being here in the centre of their hunting grounds. From this village, then quite deserted, a track survey was made of the stream that flows northward out of the largest and most eastern of the Angling Lakes till it flowed into the valley that separates the Duck and Riding Mountains. It was found to be the main branch of Valley River. Two pack trails leading northward from the Indian village were also examined, one being found to lead up the west branch of Valley River to its source, and the other to "The Lake that does not freeze," and the latter of which belongs to the drainage area of Shell River.

Returning to this latter river, we were obliged to leave the carts at a point three miles below the confluence of the north and west branches, and to use pack horses in continuing the survey towards the sources of some of the small streams tributary to the main river. Returning to the carts we followed and surveyed an Indian cart trail northward across Big Boggy and Little Boggy Creeks, till it joined the old Pelly cart trail at the Indian village on Coté's Reserve. We then followed and located the latter trail northward to Fort Pelly, where we arrived on the 22nd of September. Having here obtained sufficient supplies to last till the end of the season, we followed a cart trail to the north-east, keeping north of Swan River for about forty miles, or till we reached the "Square Plain," making an odometer survey throughout the distance. I, however, branched off from this trail, and with pack horses followed a trail up Rolling River, till the stream became very small and was flowing in a shallow valley through a country that appeared to be one interminable swamp. As the country was impassable for horses, I returned and made a paced survey down the bed of the stream to a short distance below the crossing of the old location of the Canadian Pacific Railway, where the river again flows in a defined but winding channel through a marshy level tract of country.

Returning to Square Plain, Swan River was crossed and followed on its northern bank down to the mouth of Oak Creek, where the carts were again left, and with pack and saddle-horses a track survey was made around the north end of Duck Mountain, following, during part of the distance, conspicuous gravel ridges that extend along the eastern face of the escarpment, at least as far north as the valley of Swan River. In returning, the north-east point of the Duck Mountain was crossed, and also the head-waters of North and South Duck Rivers and Pine River. Then passing around the north end of Big Lake, in which Rolling River takes its rise, the head of Favell River was reached. This river was then followed on a northward course to near its junction with Rolling River, returning thence to the carts at the mouth of Oak Creek.

While I was engaged as above described, Mr. Dowling was making pace and track surveys of Swan River and of the country lying north of it in the vicinity of the camp.

Below Oak Creek an odometer survey was made of the trail down to Swan Lake, and the river was followed on foot in many places, where there was any possibility of exposures of the underlying rocks being met with. From Swan Lake the party returned to Fort Pelly by the old Hudson Bay Company's cart trail on the north side of Swan River, at the same time making an examination of the southern face of Thunder Hill.

The village of Russell was reached and the season's work completed on the 7th of November. Arrangements were made for the care of the horses and outfit for the winter before leaving for Ottawa, which we reached on the 14th November.

The surveys, which were checked throughout by latitudes taken with an eight inch sextant, will be plotted at once, and material will thus be furnished for an approximately correct map of a part of the country that, up to the present, has been almost entirely unknown.

Readings were taken regularly three times a day from a mercurial barometer, and numerous intermediate readings were taken from two aneroids, and as these will be compared with readings taken from a standard mercurial at Minnedosa, the height of which is known, it is hoped that the altitude of all important points can be de-



terminated with sufficient exactness to show the general slope of the country and the height of most of the important elevations.

The geological structure of these so-called mountains, as far as seen, is very simple. They are composed of practically horizontal dark-grey clay-shale, interbedded with bands of chalky limestone and bands and nodules of hard sandstone. These beds contain fossils characteristic of the Niobrara and Benton subdivisions of the Cretaceous of Meek and Hayden's Nebraska section, and it is not improbable that some of the lower beds, which on the Swan River were found to be sandstones and clays, represent their lowest, or Dakota, Group, but no fossils were found to corroborate this, and no break or unconformity of any kind was found between any of the beds.

In some places, as on Vermilion and Ochre Rivers, the dark shales were found to contain a small quantity of mineral oil, and it is quite possible that borings may reveal reservoirs holding this oil in considerable quantities. No coal seams of any value, though carefully sought for, were found.

This subject and the geological structure of the district will be treated of in a detailed report to be prepared during the winter, after the observations and collections have been studied and the measurements plotted. About 1200 lineal miles of survey were made, and the observations covered an area of 3200 square miles of territory within the province of Manitoba.

The surface of the country is almost everywhere underlain by an irregular deposit of till, varying from a very thin crust to a massive bed several hundred feet in thickness. East of Duck Mountain its surface on the lower lands is generally level or lightly sloping, to the west it is generally more or less undulating, while on the summit of the mountain, and on the upper parts of its eastern slope there are many areas covered by moranic ridges, consisting of high drift knolls, thickly overstrewn with gneissoid boulders, between which are deep rounded hollows, often holding small lakes of beautifully clear water.

Most of this latter country is practically valueless for agriculture, but considerable areas of it are covered with valuable forests, which by careful cutting could be made to yield a continuous supply of timber; but much of this rough land, especially that towards the north, is so thickly covered with boulders that it appears unable to bear more than a few scattered and stunted scrub pines. The undulating land to the south and west of the Duck and Riding Mountains is at present partly covered with groves of poplar, between which are more or less extensive areas of grassy prairie. This country is admirably suited for agriculture, since the soil is rich and well drained, and wheat can be raised with very little danger from early frost, certainly as far north as Big Boggy Creek, and perhaps as far as Fort Pelly. But perhaps the most fertile part of the whole district is that which lies between Dauphin Lake and the foot of Riding Mountain, where the underlying till is covered with rich layers of alluvial sand and clay. The land slopes gently towards the lake and is drained by several clear streams that flow from the face of the mountains. The area is partly wooded, the surface being covered with a rank growth of grass, weeds and rose bushes, and dotted with groves of willow and poplar. Towards the north it is continuous with the swampy country lying between the gravel ridges east of Duck Mountain, though even here there are many rich meadows. Still further north, in the Swan River valley, meadow land again forms the greater portion of the surface, bearing a close growth of tall fine grass.

Near the headwaters of the Shell and Valley Rivers, between Rolling and Favell rivers, on the northern face of Duck Mountain, as well as on some of the streams flowing from its eastern slope, there are some large areas covered with excellent white spruce averaging from 10 to 20 inches in diameter. Much of that on Shell River can be floated down into the Assiniboine River, where it can be sawn and distributed, but the rest must be floated into Lake Winnipegosis. From there it must be conveyed to Lake Manitoba before it can reach a market, but this will be a very easy matter when communication is once opened through the narrow neck of land in the vicinity of Meadow Portage. Of late years fires have been doing very great damage to the forests of this region, and it certainly seems advisable

that some more stringent measures should be adopted to prevent the occurrence of the conflagrations that periodically sweep over such large areas throughout northern Manitoba.

Fossils were collected from the Cretaceous shales and limestones, and also a small but interesting collection was obtained from beds of pre-glacial or en-glacial age, near the summit of Duck Mountain. Numerous specimens of recent mammals, birds and insects were also collected.

Fifty-six photographs were taken during the season illustrative of the geology and general surface features of the country examined.

Cost of exploration, \$1,741.16.

In April correspondence was entered into with Major Powell, director of the United States Geological Survey, with a view to joint action in carrying out the survey and delineation of the glacial Lake Agassiz in its continuation into Manitoba. The terms of this joint action were agreed upon, and on the 6th May Major Powell wrote expressing his "gratification at this inauguration of international work."

On the 11th September, Mr. Warren Upham, to whom the work was entrusted by Major Powell, wrote as follows:—"I have the honor to report the successful completion of the examination of the glacial Lake Agassiz in its continuation north of the international boundary in Manitoba, done under the auspices of your survey jointly for a detailed report to be made by me to you during the coming winter, and for my monograph on the subject for the United States Geological Survey. The cost of this exploration was \$344.88."

Mr. Upham's report will form part of the next Annual Report.

Mr. A. Lawson left Ottawa for the field accompanied by Mr. Smith as assistant on the 27th of May, to continue the exploration and survey of the country between the Lake of the Woods, Rainy Lake and Lake Superior.

The work was commenced in the vicinity of Rainy Lake, and during the months of June, July and August Messrs. Lawson and Smith were occupied in making the surveys and investigations necessary to complete the maps of the Rainy Lake and the Rainy River districts. These maps cover an area of 5,182 square miles. They will be similar to that of the Lake of the Woods, published with Part c. c., of the Annual Report, 1885, though on the smaller scale of four miles to one inch. The information for these maps is now in course of compilation in the office and the maps will be prepared for publication, together with a detailed report during the winter.

After completing the field work, and before commencing the survey of the intervening country east of Rainy Lake, it was deemed desirable to make a further general reconnaissance of the geological features of the Thunder Bay district and the vicinity of Port Arthur, where latterly mining interests have been rapidly developing. The remainder of the season was accordingly devoted to this work and to a visit to the Vermilion Lake and Gogebic iron ore districts in Minnesota for the purpose of comparing the geological conditions which obtain there in connection with these deposits, with those of the Thunder Bay district, in many parts of which there are geological indications inducing the belief that valuable deposits of iron ore exist there like those above referred to. While Mr. Lawson was thus engaged Mr. Smith continued the topographical work on the north side of Hunter's Island in the vicinity of the international boundary.

Mr. Lawson's party was in the field four and a half months. Average strength five men. About 700 miles were measured by micrometer, log survey and compass triangulation.

Cost of exploration, \$1,608.97.

Mr. A. P. Low, accompanied by Mr. J. M. Macoun as assistant, was engaged during the summer in making an exploration of the islands of James Bay. No suitable craft for the work could be obtained at Moose Factory. A Lake Huron fishing boat was therefore purchased at Collingwood and sent to Missinabie station, on the

Canadian Pacific Railway, situated on Dog Lake, at the head of the Michipocoten River. From here the boat was taken across the height of land and down the Missinabie branch of the Moose River to James' Bay, Moose Factory being reached 27th June. Leaving Moose 2nd July, the first island visited, called Charlton, lies near the southern end of the bay and about one-third of the distance across from the eastern shore. This island was found to be wholly made up of sand, clay and boulders, without any rock in place, and further investigation on the other islands visited showed that they were all of the same drift origin. Charlton Island is the second island in James' Bay in regard to size, being in shape an irregular oblique parallelogram, the diagonals being 18 miles from N. E. to S. W., and 12 miles from N. W. to S. E.

On the south side the shores are low and swampy, covered with a dense growth of black spruce and tamarac of small size; on the other sides the shores are high, and inland the island is a rolling plateau, with a light sandy soil, supporting a larger growth of white spruce and poplar. While on Charlton Island a paced survey was made on the shore of Danby Island, which lies about one mile to the eastward. It was found to be roughly triangular in shape, each side being about two miles long. The whole island is low and flat and covered with small black spruce and tamarac. On 11th July the party crossed to the Strattons, two small islands lying N. 65° E. from the north-east point of Charlton and ten miles distant. The western or larger is five miles long from E. to W. by about one mile and a half broad; the smaller is nearly round, with a diameter of one mile and a half. The interior of the larger island has an elevation of seventy-five feet above sea level.

Little Charlton Island was next visited, distant eighteen miles from the Strattons in a N. N. W. direction.

From Little Charlton a northerly course was taken through the Tidlers, several small low islands, the larger covered with low bushes, the smaller being merely sand and boulder shoals, stopping at Watson Island which lies N. 33 E. from Little Charlton in latitude 52° 31' 07".

This island in form resembles a thin crescent, the greatest length being eight miles from north to south. With the exception of a few stunted white spruce, no trees grow on the island, its sand and boulder surface being covered with small arctic flowering plants, grasses and sedges. Continuing northward, Solomon's Temples, a number of low, sandy shoals were passed, and the Twins, two large islands lying north and south and separated by a channel five miles wide were reached. These islands have the same barren character as Watson. After the Twins, Walter and Spencer small islands lying to the eastward were examined and the mouth of the Big River reached 19th July. Here the party divided, Mr. Low going up the river while Mr. Macoun explored the Lead and Bear Islands to the northward. The Big River was ascended fifty miles in an easterly direction. This is the largest river flowing into the east side of Hudson Bay and is navigable with large boats for twenty miles from its mouth. It flows in a valley from one third to one mile wide between cut banks from thirty to one hundred feet high.

The surrounding country is covered with a dense growth of trees in the following order as regards quantity: black and white spruce, tamarac, balsam and aspen poplar, balsam spruce and banksian pine; there are numerous outcrops of rock along the shores, the most common being a dark grey hornblende-gneiss.

Leaving Fort George, 2nd August, the bay was crossed by way of the Twins and the Island of Agoonski reached.

This is the largest island in James' Bay, being about seventy miles long from N. W. to S. E. by an average of ten miles broad.

Unlike the other islands, its coast line and interior are low and swampy and the interior is covered with small spruce and tamarac. From Agoonski the party returned to Moose Factory and thence by the Missinabie River reached the Canadian Pacific Railway 7th September.

The coast line and islands as laid down on the Admiralty chart do not agree with the Hudson Bay Company's chart, especially on the east coast, and further, neither

the size, shape or position of the islands visited by Mr. Low agrees closely with that given on either of the charts.

Mr. Macoun made several interesting additions to the collections of plants and insects.

Total cost of the exploration, \$3,179.00.

In December last Mr. E. D. Ingall visited the salt districts of Ontario for the purpose of investigating the present condition of that industry, and to gather statistics and other information relating to it. This work was continued by means of correspondence, after his return to Ottawa on the 5th of January. He was then engaged completing a report on the subject, and also one on the silver production of Canada, both of which are published in the Statistical Report on mineral production in Canada, Part S, of the annual volume for 1886.

The preparation of the latter report, examinations for which were commenced in 1885, was much delayed last year by the preliminary work with Mr. Coste in connection with the arrangements for the collection of the mining and mineral statistics.

After the completion of this work, Mr. Ingall commenced the preparation of the maps and other illustrations to accompany his report on the silver mining district west of Port Arthur, and on the geological features connected with the very rich silver bearing veins of that district. At the same time arrangements were being made to commence an exhaustive investigation and survey during the approaching summer of the apatite mining districts in Ottawa county, province of Quebec with a view to the preparation of a monograph on the apatite deposits and their developments.

In pursuance of this plan it was decided to make an accurate delineation of the rocks associated with these deposits over an area of about 200 square miles, so outlined as to embrace the most important mines of the district, thus including parts of the townships of Portland, Derry, Buckingham, and Templeton. Mr. Ingall was assisted by Mr. J. White, who on the 22nd June commenced the preliminary topographical measurements, requisite for the construction of a map on which to lay down the geological features and the position of the worked and the unworked apatite deposits. At the same time Mr. Ingall made a tour of inspection of the principal mines, and then returned to Ottawa to continue work in connection with his report on the silver bearing district above referred to, leaving Mr. White to continue the work in the field. This was unfortunately brought to a close on the 11th of August by a serious accident, in which Mr. White had his leg broken and was otherwise so seriously injured as to incapacitate him for any work during the rest of the season. Under these circumstances, Mr. Ingall disbanded the party and has since devoted his time to the completion of his monograph of the Thunder Bay, Lake Superior silver mines, of which the publication is now in progress.

Cost of the work in the field, \$860.24

Dr. R. Bell was engaged during the summer in an exploration of a portion of the large tract of but little known country on the confines of the provinces of Quebec and Ontario, including Lakes Temiscaming and Abbittibbi, the Montreal River and the upper waters of the Ottawa. The chief objects of the exploration were to ascertain more precisely the northern extension and the distribution of the great mineral bearing belt of Huronian rocks which commences on the Georgian Bay of Lake Huron and crosses the Canadian Pacific Railway at and in the vicinity of Sudbury, also to investigate the question of the northern limit of the apatite or phosphate and mica bearing belts of Ottawa county, and likewise to make such additions as might be possible to the existing very imperfect geographical knowledge of the region to be traversed.

Dr. Bell was assisted in the field during the summer by Messrs. A. E. Barlow and A. S. Cochrane, by the former from the 16th July to the 1st October and by the latter from 8th September to the 28th of October. The exploration extended from the 11th July to the 18th of October, when Dr. Bell returned to Ottawa.

Dr. Bell furnishes the following summary of the season's operations :—

"Although the watershed to Hudson Bay was crossed both in the eastern and in the western extension of the exploration, the country examined may be described as the Upper Ottawa country, as the waters used as the bases of our operations, both east and west of Lake Temiscaming, fall into the Ottawa River.

"Fort Temiscaming was selected as headquarters for the summer."

The examination of the rocks of Lake Temiscaming was in continuation of the work of Sir W. E. Logan, in 1845, the result of which is summarized in Chapters IV and XII of the Geology of Canada, 1863, and where also the succession of the Laurentian and the Huronian rocks on Lake Temiscaming is described. In the report for 1845 the rocks are more fully described, but they were not then known as Laurentian and Huronian.

Dr. Bell now states :—"This lake is surrounded by Huronian rocks and these were re-examined in the light of the knowledge of the Huronian system which has been gained since the time of Sir W. Logan's visit in 1845. The Silurian limestones, &c., of the islands and of the northern part of the lake were also examined and a considerable collection of their fossils was made. It is believed that the limits of the Silurian area at the north end of the lake can now be defined with tolerable accuracy.

"The course of the main Montreal River is singularly straight; its upward bearing is about north-west and the distance from the mouth to the Great Bend, near which it divides into two branches flowing from the south, is 85 miles in a straight line. In 1875 I examined both these branches and the country thence to Lake Mattagami, in connection with a geological exploration, extending from the Wapitai and Sturgeon Rivers, but the main Montreal River, below the Bend, had not hitherto been examined geologically. The rocks along it were found to belong to the Huronian system, except in two parts, namely at Bass Creek, two miles above the head of Elk Lake and just below the extremity of Sinclair's Line, or four miles below the junction of the East Branch, where Laurentian gneiss was met with.

"From the Great Bend of the Montreal River I crossed the height of land northward and descended the Frederick House River, a branch of the Abitibi, to Paishko-tohagami Lake. All the rocks seen on this route also belong to the Huronian.

"On returning from this exploration I descended the Montreal River to its junction with the northern outlet of Temagami Lake and made a track survey and geological examination of the lakes through which it flows. The rocks on this route were found to consist principally of clay-slates, argillites and quartzites. At the time of my visit to Temagami Lake Mr. Barlow was engaged in making a micrometer and compass survey of it, having begun this work on the 23rd July, and he completed it about the end of September, after which he made a similar survey of the route from Temagami Lake *via* Rabbit Lake to the foot of Lake Temiscaming. Temagami Lake was found to measure about thirty miles in its greatest extent, or from north to south, and nearly the same from east to west, but much of its general area is occupied by peninsulas and islands. It is remarkable for having two outlets which discharge its waters the one into the St. Lawrence and the other into the Ottawa. The southern outlet is a branch of the Sturgeon River, which flows into Lake Nipissing and thence by the French River into Lake Huron; while the northern outlet as already mentioned, falls into the Montreal River and thence into the Ottawa. The rocks around Temagami Lake embrace felsites holding pebbles of syenite, which are the most abundant, quartzites, clay-slates, massive diorites and crystalline schists.

"After having made a geological reconnaissance of Temagami Lake, I returned to Fort Temiscaming by way of Rabbit Lake and the Mattabatchawan River and found the rocks along this route to consist principally of felsites and clay-slates.

"The Rivière Blanche and the travelled canoe route from Lake Temiscaming to Abitibi Lake were explored geologically by the late Mr. Walter McQuat in 1872,\* and during the present year Mr. E. B. Borron, on behalf of the Government of Ontario, made an exploration of the region lying to the southward of the latter lake

and he has kindly promised to furnish me with notes of his geological observations. We are indebted to Mr. Edward Haycock and to Mr. David Beatty, P.L.S., for additional information on the rocks of the Rivière Blanche and neighborhood.

"The next division of the season's operations consisted of the exploration of the region between Lake Temiscaming and the source of the Ottawa. Accompanied by Mr. Cochrane I proceeded from this lake by way of Kippewa, Birch, Sasiganaga, Wolf and Grassy Lakes to the Grand Lac du Moine, and thence to Grand or Victoria Lake of the Ottawa. Laurentian gneiss was the only rock observed on this route all the way from the foot of Lake Temiscaming.

"From Grand Lake Mr. Cochrane was sent northward to ascertain whether or not the Huronian belt which crosses the canoe-route between the height-of-land and Lake Abbittibi, extends eastwardly to that longitude. In connection with this exploration he made a track survey of the northern arm of Grand Lake, which has a length of about twenty miles, and thence across the watershed, and down the chain of lakes and streams which leads in the same direction to Shabogamog Lake. A track-survey and a geological examination were made of this lake, which proved to be over thirty miles long. Mr. Cochrane next descended the river flowing from this Shabogamog Lake for a distance of over ten miles, northwardly, where a series of rapids begins. It proved to be a large stream, fully equal to the Ottawa just below Grand Lake, and is apparently the head of the un-named river flowing into Hannah Bay, at the southern extremity of James' Bay. The height of land passes close to the northern extremity of Grand Lake, and soon after crossing it Mr. Cochrane found crystalline schists of the Huronian system, and further on they were met with here and there, alternating with Laurentian-like gneiss, as far as the outlet of Shabogamog Lake, beyond which the schists were continuous as far as he descended the river. There is little doubt these rocks form part of the Huronian belt, extending eastward from Abbittibi Lake.

"On returning to Grand Lake Mr. Cochrane, according to instructions, descended the Ottawa to Lake Temiscaming. The section of the river lying between Grand Lake and Lac des Quinze had been surveyed with the micrometer by Mr. Lindsay Russell, and it only remained for Mr. Cochrane to note the geological formations. The rocks along this division of the Ottawa proved to consist entirely of Laurentian gneiss. The Huronian schists, between Lac des Quinze and Lake Temiscaming were examined and reported on by the late Mr. McOuat, in 1872.

"Leaving Mr. Cochrane at Grand Lake to continue the explorations which have just been described, I proceeded up stream towards the source of the Ottawa. Grand Lake, the Ottawa River and the lakes upon its course as far as Barrier Lake, had been explored by Mr. Henry C. Symmes, P. L. S., in 1866, so that I only required to examine this section geologically, and throughout its whole extent the only rocks seen were gneiss.

"Above Barrier Lake, both a geological examination and a track-survey of the Ottawa were made to its source, which was found to be in a small lake at the head of the north-western and longest of the two branches into which it ultimately divides. This sheet of water, which is only about two miles long, had no name, and I called it Ottawa Lake, as an appropriate designation, and as following the almost universal rule which obtains in these regions by which the lake at the source of a river bears the same name as the river flowing from it. Laurentian gneiss continued to be the only rock observed all the way from Barrier Lake to Ottawa Lake.

"From Ottawa Lake I crossed the watershed to Echaume Lake, one of the sources of the Gatineau River, and then descended that stream, which is constantly augmented by tributaries from either side as far as the river Désert, continuing to make both a track-survey and a geological examination the whole way. No rock but gneiss was met with in descending the Gatineau until reaching a portage about thirty miles below the Zigonse or principal north-east tributary of the river, where a white-weathering coarsely crystalline light grey limestone made its appearance, and was afterwards traced, almost continuously, down the river nearly to its mouth. This well characterized belt of limestone has evidently a great thickness. Thinner bands of a somewhat similar crystalline limestone were observed interstratifying gneisses, &c., in the lower part of the valley of the Désert. From this point I brought

my canoe-men by stage to Ottawa, and thence sent them back to Lake Temiscaming *vid* Mattawa."

The limestone above referred to by Dr. Bell was first noticed by Mr. J. Richardson in 1870 and is pretty fully described by him in the Report of Progress, Geol. Survey 1870-71. in which, on page 289, he says: "Without further examination it would be impossible to say whether these limestones which are so largely displayed along this portion of the Gatineau River form one or more bands. The thickness of this limestone in some parts cannot be short of five or six hundred feet and below the Big Eddy Portage may reach a thousand feet."

Dr. Bell further reports that while endeavoring to ascertain the nature, structure and geographical distribution of the rocks in the districts examined during the season, special attention was directed to the discovery of economic minerals.

"In this connection it may be mentioned that some days were devoted to an enquiry and examination into the alleged discovery of auriferous quartz veins in several places in the vicinity of Mattawa. The various openings where the discoveries were said to have been made were visited and a number of specimens were collected. These have since been assayed by Mr. Hoffmann, but without finding gold or silver in any of them.

"The glaciation of the fundamental rocks and other phenomena of the drift were studied and many interesting facts noted, but these will be more appropriately recorded in the detailed report to be prepared. Numerous observations for latitude were made, which will be used to give greater accuracy to the maps of our track surveys. Notes were constantly kept in reference to commercial timber and to the distribution and the northern limits of the trees in the region visited. Considerable information was gathered on the natural history of the districts, especially with reference to food fishes; and collections of Coleoptera and Lepidoptera were made. The temperature of Lake Temagamin and of other lakes was recorded three times a day by Mr. J. Fraser, a member of the party.

"Forty photographic views were taken to illustrate the various characteristic features of the scenery, points of geological interest and the general aspect of the country.

"As on all previous occasions the Survey is again indebted to the officers of the Hudson's Bay Company for their kind hospitality and assistance in promoting the work, and in this connection I may be allowed to mention more particularly Chief Factor Colin Rankin, Mr. C. C. Farr, J.P., Mr. J. Mann, Mr. L. Christopherson and Mr. J. Turner.

Cost of season's exploration, \$2,036.87.

Mr. F. D. Adams left Ottawa on the 13th July, and spent the following three months and a-half in exploring and mapping in detail those portions of the counties of Montcalm and Joliette, which are included in the north-west quarter sheet of the map known as the map of the Eastern Townships.

The area examined by Mr. Adams has an extent of about 1,200 square miles, and lies immediately to the north of that explored by him in 1855. He now states that,

"The great mass of anorthosite underlying Morin, Abercrombie, Wexford and several other townships in Montcalm and in the adjacent counties, and the southern and western boundaries of which have already been determined, was still further examined, and its southern and eastern boundaries carefully traced. In doing so the unexpected fact was ascertained that the so called massive and stratified varieties of this rock are in reality only different portions of one and the same mass. A number of small outliers of anorthosite were found in the gneiss to the east of this main area, resembling those found before on its western and southern sides. Four bands of crystalline limestone were also found east of the Lac Ouarebeau band and on the eastern side of the principal anorthosite area, some of which undoubtedly correspond to those found by Sir William Logan on its western side. As a result of this summer's work, I think it may be safely concluded that the rocks comprising the principal area of anorthosite above referred to, as well as most, if not all, of the smaller areas, are of eruptive origin.

" All localities, where minerals of economic importance were reported to occur, were visited and examined. These were for the most part deposits supposed to contain either gold or iron ore, many of which are associated with bands of pyritous rock near the contact of the anorthosite and gneiss. Several of them, now abandoned, had at one time been more or less extensively worked for gold. Specimens of these ores were collected, and it is proposed to assay them, in order to ascertain whether they really contain a sufficient amount of gold to warrant further efforts being made for their development. A large number of other specimens were also collected, some of which, it is hoped, may prove of economic importance, as well as of scientific interest.

" There still remains a large area to be examined within the limits of the map referred to, and until this is effected and the map can be completed for publication, it is deemed desirable to defer the preparation of a detailed report on the geological structure of the district. A short report will, however, be prepared during this winter, dealing chiefly with the economic resources of those portions already examined, and which seem to be of more immediate practical importance.

Cost of season's exploration, \$563.00.

Dr. R. W. Ells, with Mr. N. J. Giroux as assistant, was occupied during the past season in continuing to the north-east the final examination and mapping of the geological formations on the south side of the St. Lawrence, in a part of the area comprising the north-east quarter sheet of the map of the Eastern Townships, extending from the county of Megantic north-eastward to the county of L'Islet. This work was, as stated, a continuation of that of the previous season to the south, which is described in the summary report for 1886, and in greater detail in part J of the annual report recently issued. The first two months were devoted principally to an examination of the gold-bearing rocks of the Chaudière district, and later the rocks along the southern side of the St. Lawrence were re-examined from St. Nicholas towards Rivière du Loup, together with some of the islands below the Island of Orleans. The object of this was to ascertain and to map more accurately than has been hitherto effected the distribution and the relative positions of the Levis formation and of the so-called Lanzon and Sillery formations along the borders of the St. Lawrence, where the rocks over considerable areas, were in 1869 assigned to the horizon of the Potsdam sandstone, while other large areas of precisely similar rocks were still included in one or other of the sub-divisions of the so-called Quebec group. The reconnaissance examinations which I have, from time to time, carried out in all parts of the region since 1874 had made it evident that an entire revision of the work of 1869 and previous years was now required, and this was commenced by Dr. Ells in 1885, and has since been ably prosecuted by him. The observations of the past season must now be carefully studied, and another season's work in the area will be required before the actual distribution of the formations can be fully ascertained and finally mapped, and the geological structure reported on, as there is still a very large area, probably not less than 1,250 square miles, in the counties of Bellechasse, Montmagny and L'Islet, that has been but little, if at all, explored. Much of it is thickly wooded and difficult of access; but as it is on the line of strike of the mineral-bearing belt to the south-west, it is not impossible that in some parts of it there may be a recurrence either of the asbestos, the iron ore, or the cupriferous deposits of that belt. In any case it is very desirable that the whole area should now be fully and exhaustively explored, and its geological structure worked out before the map of it is published. This, it is hoped, may be accomplished next year. A number of outcrops of serpentine, which are confined to the area south-west of the Etchemin River, were examined, with a view to finding workable deposits of asbestos, but though at several of these small veins of asbestos were observed, the mineral does not appear to occur in sufficient quantity to be of economic importance, and the altered igneous rocks with which it is associated to the south-west, chiefly in what has been called the volcanic belt, seem to disappear after the valleys of the Chaudière and Etchemin rivers are crossed.



On mining in the district Dr. Ellis reports:—

"The output of asbestos at the mines of Coleraine and Thetford has largely increased during the past season, and preparations were being made to continue working during the winter. Several new mines have been opened at Thetford and near the Coleraine station, which promise well.

"The Broughton Mine, situated on lot 14, range 7, Broughton, about half a mile west of the Quebec Central railway, is still being worked, though its present output is not very considerable. The asbestos at this mine occurs in an irregular vein along the contact between the serpentine and the black Cambrian slates, and differs from that obtained at the other mines of this mineral in character of fibre, and in its being associated with soapstone. It is, in so far as yet ascertained, confined to but one vein of any importance. Three shafts have been sunk in the line of outcrop, and some very excellent asbestos has been extracted, more especially from the upper portion of the vein. Very good indications of asbestos were also observed on lots 27, 28 and 29, range A, Coleraine, near the Poudrier road, the property of Dr. James Reed. Though but little work had been done, a number of veins of asbestos were exposed at the surface, varying in thickness from half an inch to an inch and a half.

"The gold mines of the Chaudière have not yet been developed on a scale commensurate with their importance. During the past season three companies have been engaged in mining operations, viz., the St. Onge Co, on Slate Creek, at St. George, Beauce; Messrs. Coupal & McArthur, on Mill Creek, near St. Francis village, and Capt. Richards on the Cumberland Stream, a branch of the Famine River. On the Des Plantes River also, Mr. Horace Sewell has been engaged in prospecting, with the object of finding the old channel of that stream, and claims to have been successful in locating it, though no work has yet been done to test it as a source of gold. At St. Francis, Mr. Coupal states that he has found considerable "coarse" gold.

"During the past summer the old copper mine at Harvey Hill has again been opened up, under the management of Mr. Chas. Lionais, but at the time of my visit the operations were confined principally to repairing the shafts and buildings. This mine has already been fully described in the *Geology of Canada*, 1863, pp. 724, 728, and no further information need here be given concerning it.

"Work has again been resumed at the South Ham antimony mine. This property is mentioned in the *Geology of Canada*, 1863, p. 876, and later in the *Report of Progress Geo. Survey 1881-82*, p. 399. It has lately changed hands, and is now owned by Dr. James Reed, who within the present year, 1887, has driven a tunnel from the lower part of the hill in which the mine is situated, a distance of 304 feet, which has struck the vein at the bottom of the 100 foot shaft, with which also the other workings of the mine are connected. The mineral bearing lode, cut by the tunnel, is reported by Dr. Reed to be seventy feet in width, all of which he says will pay for extraction. The object of the tunnel driven by Dr. Reed is to drain the workings and to facilitate the extraction of the ore. Dr. Reed has already taken out about twenty tons of ore, and intends carrying on the work during the winter. The great difficulty in the way at present is the lack of a market, a difficulty likewise experienced at the antimony mines of Nova Scotia and New Brunswick. According to the "*Mineral Resources of the United States, 1885*," the price of 50 per cent. ore was at that date \$10 per ton, the amount of crude antimony and regulus imported into the United States for that year, being 2,668,302 lbs., valued at \$223,741, and of antimony ore 243,635 lbs., valued at \$8,783.

"Attention has again been directed to the iron ore deposits of Leeds. These ores, referred to in the *Geology of Canada*, 1863, p. 677, were subsequently examined by the late Mr. Chas. Robb, M.E., and are also referred to in "*Iron Ores of Canada*, p. 205, *Rep. Geol. Sur., 1873-74*," by Dr. Harrington, who says: "The strata have been exposed by stripping for a distance of forty yards in the direction of the strike, and sixteen yards across it. In the latter distance three tolerably regular beds of ore were seen, respectively six, four and three feet thick, and all dipping to the north-west at an angle of 50°. The beds are separated by bands of chloritic slate, containing quartz and felspar. The ore is a fine-grained magnetite, more or less mixed with micaceous

iron ore, and some specimens exhibit polarity in a marked manner." Similar ores occur in the adjoining township of Inverness. The analysis of the Leeds ore, by Dr. Harrington, gave: metallic iron, 67.079; phos., .206; sulphur, .038. These ores are distant from the Quebec Central railway, at Robinson station, about ten miles, and from the Grand Trunk railway, at Bécancour station, from sixteen to eighteen miles.

The field work was commenced on the 4th of June, and terminated on the 19th October—cost \$1,449.33.

Professor Laflamme, who was engaged for a short time during the summer in re-examining the country and in continuing the revision of the geological boundaries on the north side of the St. Lawrence above Quebec, furnishes the following report:—

"A detailed examination was made of the country between the St. Maurice and the Batiscan Rivers, especially that portion of it which lies to the north of the boundary of the Cambro-Silurian rocks. The rocks observed here, as everywhere else in this region, belong to the Laurentian gneiss, which occurs in all its varieties. I, however, observed also three important bands of crystalline limestone in the parish of St. Tite. One commences at the southern extremity of Lake Roberge and runs westward to Lake Claire where it terminates. It is a coarse-grained limestone and encloses many fragments of gneiss, occurring as angular blocks regularly distributed through the limestone. The exposure is about five or six hundred feet wide, and about half a mile in length. The stone could, probably, only be utilized for burning into lime.

"The second band occurs about six miles to the south-east of the first. It is a fine-grained rose colored limestone, susceptible of taking a fine polish and consequently of being used as an ornamental marble. At the junction of the limestone and gneiss there is a distinct appearance of bedding or alternating bands of limestone and of gneiss dipping south easterly 75°. The exposure is about two acres in extent.

"The third band occurs about a mile to the south of the second, and the limestone closely resembles that of the Lake Roberge band, the crystals perhaps even larger. It likewise encloses many angular fragments of the surrounding rock. It could not be utilized as a marble.

All this northern country closely resembles the Saguenay district in the manner in which the deposits of clay "glaise," occur. These deposits are very irregular, and show much false bedding in most of the section made by the railway. There is no trace of quaternary fossils like those of the country in the vicinity of Quebec, and it seems that these deposits are all the result of the submergence of this part of the country by the fresh waters of the melting ice and snow of the glacial epoch. The country is generally fertile, but there is a larger number of extensive projections of Laurentian rocks, which interrupt the continuity of the clay deposits.

"East of Batiscan River the Laurentian rocks present the same general characters, as do also the arable lands. The general strike is north-east and south-west, and there is no trace of limestone bands in this region.

"I also made a further geological examination on the St. Anne River, but have nothing to add to what was stated last year.

"The Trenton limestones are very regular with a scarcely discernable dip to south-south-east. About two miles above St. Anne's church they are covered by the Utica and Hudson River formations.

"In conclusion, I desire to draw attention to the work now being done in this part of the country in connection with the occurrence of natural gas.

"Already a number of wells have been bored, and though the result has not been what was at first anticipated, yet there is no reason why judiciously conducted searches should not some day be crowned with success. The discovery of natural gas in available quantity in the province of Quebec would be extremely valuable. We have no coal to work our minerals. Natural gas might replace it and give a

fresh impulse to all our industries. Abundant sources of natural gas have been found in Ohio in the same formations, adding a certain degree of probability to the presence of gas in our Trenton and Utica formations."

Cost of explorations, \$400.

From the above it might, perhaps, be inferred that natural gas had not been discovered in these formations, and, therefore, it may be well to quote the following passage from chapter xvii, p. 527 of the *Geology of Canada*, 1863, from which it will be seen that both gas and petroleum have long been known to occur over wide areas in Canada from the vicinity of Quebec to the Manitoulin Islands, and it has also long been known to occur in the Gaspé Peninsula:—

"The light carburetted hydrogen or marsh gas, which is so often a product of the transformation of organic matter at ordinary temperatures, is abundant in the palæozoic rocks of Canada and issues from many mineral springs. Those of Caledonia, Varennes and Caxton, in the Lower Silurian series, give off great volumes of this gas, which keep the waters in constant agitation. Many other less important instances of the same kind might be mentioned, while in the higher strata of western Canada this gas is still more abundant, as at the well known burning spring near Niagara Falls and in the region of the oil wells. In boring these, reservoirs of it are frequently penetrated from which the gas is liberated with explosive violence. In nearly all the oil wells there is a greater or less disengagement of inflammable gas; so that it would appear that the strata almost everywhere in that region hold, in a condensed state, portions of light carburetted hydrogen, which is discharged wherever a natural fissure or an artificial boring furnishes a vent.

It was further stated *Op. cit.* p. 788: "The possibility of its occurrence in available quantities in some parts of the Trenton formation should not be lost sight of."

During the past three or four years attention has again been directed to this question, chiefly through the great developments that have during that period been made in Pennsylvania, Ohio and other states, and several wells have been sunk in the province of Quebec with a view to develop the indications of petroleum and natural gas, which, as already stated, were long ago pointed out by the Geological Survey. The most important of these trials was made in the summer of 1885, and it seems desirable to quote here the detailed description of it by Mr. Obalski, as published, pp. 116–117, Report of the Commissioner of Crown Lands, Quebec, 1885.

#### GAS WELL NEAR ST. GRÉGOIRE, COUNTY OF NICOLET.

"These borings were effected on Mr. Hilaire Trudel's land (No. 501 of the Cadastre) at the south-east end of the concession of Bonsejour (Seigniorie Roquetaillade). The following table gives the depths reached and the nature of the rock encountered:—

	On the surface, 31st July, 1885, 1 foot of earth, good cultivable soil, flow of odorless gas.
From 1 to 48 feet.	47 feet of blue loam, with thin layers of sand.
From 48 to 53 feet.	5 feet of white sand, with abundant emanations of odorless gas.
From 53 to 68 feet.	15 feet of heavy gravel, composed of pebbles of granite, sandstone, calcareous rock, &c., with abundant emanations of odorless gas and water.
From 68 to 75 feet.	7 feet of black sand, very dense, hard to penetrate; water, but no gas.
From 75 to 155 feet.	80 feet of solid rock, sandstone, somewhat calcareous, soft enough to be cut with a knife; oily ooziings.
From 155 to 215 feet.	60 feet of same rock, but harder and of a finer grain.
From 215 to 280 feet.	75 feet of red shale, wrongly called by the miners "soapstone."
From 280 to 300 feet.	10 feet of same rock, lighter color.
From 300 to 316 feet.	16 feet of same rock, nearly black.
From 316 to 370 feet.	54 feet of blackish brown schist, not hard; abundant and sudden flow of gas, having a strong smell of kerosene.
From 370 to 475 feet.	105 feet of red shale; more abundant emanation of gas.
From 475 to 525 feet.	50 feet of red schist, somewhat greyish.
From 525 to 580 feet.	55 feet of red schist, softer.

- From 580 to 640 feet. 60 feet, another flow of gas, more violent, throwing mud and stones from the bottom to a height of 60 feet in the air, and preventing work. This gas affects the sight and the lungs of the workmen; continuation of red shale.
- From 640 to 660 feet. 20 feet of impure calcareous rock, apparently containing magnesia. Another vein of gas of the same nature.
- From 660 to 720 feet. 60 feet of calcareous rock.
- From 720 to 820 feet. 100 feet of oily calcareous rock.
- From 820 to 860 feet. 40 feet of black schist, soft to the touch. New vein of the same gas.
- From 860 to 1,115 ft. 255 feet of compact black schist.
- 1,115 feet. Work suspended. The gas continues to flow with such force that it is impossible to close the orifice, so two pipes of  $\frac{1}{2}$ -inch diameter are fitted to the main one.

This boring has evidently passed through the Medina shales and sandstones<sup>a</sup> which appear to be here 565 feet thick\* and the remainder of the boring, 540 feet, seems to be in the Hudson River rocks. Below these the Utica, and the Trenton would be found, and as it is at the junction of the latter that the main gas and petroleum occurs in north-western Ohio it seems very desirable that the St. Grégoire boring should be continued till it reaches the Trenton limestone. The Ohio section shows the Medina only 86 feet thick with 305 feet of Clinton and Niagara on top, and at the base of the Medina there is a heavy flow of gas, as is the case at 640 feet deep, the base of the Medina, at St. Grégoire. Below this in Ohio are 430 feet of Hudson River strata and 275 feet of Utica shale, at the base of which, or a few feet lower in the Trenton limestone are, as above stated, the great petroleum and gas reservoirs.

An all important consideration in connection with the probable occurrence of these reservoirs is that of the geological structure of the district, and while for reasons in connection with this I have never had any faith in their occurrence on the north side of the St. Lawrence, I consider that the probability of such reservoirs existing on the south side, in the country between Lake St. Peter and St. Hyacinthe, is very great, especially along, or in proximity to, the central part of the line indicated by Sir W. E. Logan as the course of the Deschambault anticlinal.—Geol. of Canada, 1863, pp. 152, 205 and 272.

At St. Grégoire 550 feet of Hudson River strata have been penetrated. Between the Island of Orleans and the north shore of the St. Lawrence Sir W. E. Logan estimated the thickness of the Hudson and Utica at 2,000 and 300 feet respectively. Supposing them to be equally thick at St. Grégoire the boring would have to be continued 1,700 feet before reaching the Trenton limestone. A little north of St. Hilaire, on the Grand Trunk railway, however, the Trenton limestone would probably be reached at a much less depth, as the axis of the anticlinal gradually rises in that direction, and the upper measures of the Hudson River and the Medina are absent.

In any case the question may certainly be regarded as one of great importance in comparison with the small amount of money which would be required to thoroughly test it.

As regards the question of manufacturing industries in connection with natural gas as a fuel, however, I may quote the following remarks of Professor Lesley:†

“The facts in reference to natural gas wells, briefly given above, point to the conclusion that gas wells have their regular life, and that the quantity of gas is a limited amount. If a single well is down and yielding gas, the pressure will remain constant and the supply regular for many years, but as soon as new wells go down in the immediate vicinity the total gas supply is sooner or later exhausted and all the wells cease yielding gas.

“The necessary result of this would be that natural gas as a fuel for iron puddling

\* The thickness of the Medina formation at the west end of Lake Ontario is given (Geol. of Canada, 1863, p. 312) as 614 feet.

† Report L. 2nd, Geol. Survey of Pennsylvania, p. 171.

and other uses must be confined to the position of an economical adjunct to other fuels. That is, for works in all other respects well situated for successful iron working, with a cheap coal supply immediately available upon a temporary or permanent ceasing of the gas supply, this natural gas can be brought in as a fuel and used with heavy saving of cost. But it is highly improbable that it could ever pay to locate works simply on a gas supply in a position where without the gas the works could not be successfully run. It is therefore as an economical adjunct, and not as a main source of supply that this gas must be regarded."

In New Brunswick, work was continued during the past summer by Professor Bailey and Mr. McInnes, assisted by Mr. J. W. Bailey. Professor Bailey's attention was first directed to the examination of the country on the upper waters of the St. John River, with a view to determine the limits of the Silurian system in that direction and its relations to the so-called Quebec group supposed to underlie and flank it on the northern side. With this object in view, an attempt was made to ascend the valley of the St. John to the north-west branch, where only a short interval separates the St. John waters from those of the Etchemin River flowing to the St. Lawrence; owing, however, to the dry season and the consequent low state of the water it was found impossible to ascend further than the Seven Islands, and even this point was reached with difficulty, while the ascent of the Big Black and Little Black Rivers had to be abandoned.

Having obtained as much information as possible regarding the Silurian rocks in northern New Brunswick and in the adjacent portions of the province of Quebec and the state of Maine, it was considered advisable as a preliminary to the examination of the older rocks, hitherto known as the Quebec group, to obtain somewhat greater intimacy with the latter in the localities where they were first observed and where their typical features can be best studied.

For this purpose Professor Bailey visited Rimouski and Bic, and then carried his examination inland, till, at the village of St. Blondin, he not only found the western edge of the Silurian rocks, but that there, and in the adjacent Bois Brulé Mountains, the beds were highly fossiliferous, and from them considerable collections were made. He then visited Quebec, where Dr. Ellis was engaged in similar work, and with him made a boat trip down the St. Lawrence, thus acquiring a familiarity with the rocks of the so-called Quebec group which would not otherwise have been possible, and which will greatly facilitate his further study of the similar formations in New Brunswick.

During the latter part of the season the cuttings recently made in constructing the Témiscouata railway were carefully examined, as was also the country in the vicinity of Témiscouata Lake. In the latter examination Professor Bailey was accompanied by Mr. Ami, who made a thorough exploration of the fossiliferous strata of Mount Wissick, Point aux Trembles and Lake Tuladie, and secured a number of interesting fossils, which must be critically examined before any precise correlation of the strata in which they occur can be made. The district was examined in 1849 by Sir W. E. Logan, and is described in the *Geology of Canada*, 1863, Chap. XVI, pp. 420-423, under the heading "Gaspé Series."

The attention of Mr. McInnes was devoted chiefly to making measurements and securing other data required for the completion of the quarter-sheet map, 17 N.E. of the New Brunswick series, on a scale of four miles to one inch. His observations extended also into the area, which will be included in the adjoining quarter-sheet, to the north. A micrometer survey was made of the north side of the St. John River from Edmundston to the mouth of the St. Francis, and of the St. Francis River and lakes, in all about 100 miles. The region to the east of the inter-provincial boundary, in Restigouche county, was examined by ascending the Green River and crossing by a portage of about seven miles to the Quatawamkedgewick, and thence by the Restigouche and Grand Rivers to the St. John. The whole of this region was found to be occupied by strata of Silurian age. Large areas of good land are

yet available for settlement in the valleys of these streams, along which there are many fine alluvial flats, with good soil on the uplands. About 250 miles of roads and streams, of which surveys were available, were traversed and examined during the season.

Mr. McInnes further reports that game, owing to the protection afforded it by law, is still fairly abundant in this region; that moose and cariboo are numerous, and that red deer have latterly been coming in in considerable numbers from the adjoining state of Maine.

During the first part of the season Mr. J. W. Bailey was occupied in making an examination of the St. Francis River and its tributaries from their sources along the line of the Temiscouata Portage road to the junction of the same stream with the St. John. He also made a detailed examination of Temiscouata, Boundary, and other lakes as to depth, physical peculiarities, &c. Subsequently he accompanied and assisted Professor Bailey during the remainder of the season.

Mr. McInnes left Ottawa for field work on the 5th of July, and returned on the 11th October. Professor Bailey was in the field from 12th July to the 21st September. Cost of seasons exploration \$1,024.61.

The geological features of this region will form the subject of a detailed report and map, which will be prepared when the observations have been studied, the fossils determined and the measurements plotted. Another season's work in the field will, however, probably be desirable before the report and map referred to are published.

Mr. R. Chalmers left Ottawa on the 12th of May for New Brunswick, to continue the examination and mapping of the surface deposits within the area embraced in the quarter-sheet maps Nos. 1 S.E. and 1 S.W., bordering the Bay of Fundy. In 1885 the area embraced in the quarter-sheet maps 3 S.E. and 3 S.W. was surveyed and the report and accompanying maps are published as Part M. of the Annual Report, 1886. During the season of 1886 Mr. Chalmers made a detailed examination of the surface deposits in north-eastern New Brunswick, in the area covered by the quarter-sheet maps 2 N.W. and 6 S.E. These latter, with the report referring to them, are now waiting to be printed. Each of these quarter-sheet maps covers an area of 3,456 square miles. Mr. Chalmers has, therefore, now examined, making allowance for water areas, about 20,000 square miles.

During the past season the work in the field was continued to the 14th December, the cost being \$749.42.

Mr. Chalmers: "states that the mapping of the different superficial formations was carried out in greater detail this season than had hitherto been attempted, the more settled condition of the country affording better facilities for doing so. All the important mountains and hill features, as well as the forest covered tracts, will be delineated on the map as accurately as time and circumstances permit. The representation of the hills and ridges in western Charlotte seemed to be absolutely necessary to exhibit the character of the surface deposits. In the vicinity of St. Stephen and eastward these ridges were found to be capped with boulder-clay, while the valleys between them contain stratified materials.

"Observations with the aneroid barometer were regularly taken, based upon those of the meteorological stations at St. John and St. Andrew's, so that the heights in nearly every part of the area can be shown.

"The general character of the soil within the area under consideration is unfavorable to the successful prosecution of agriculture. Nevertheless, along all the river valleys, and more especially in western Charlotte, there are excellent, well-cultivated farms. The land is good enough anywhere when once cleared of boulders; but owing to their abundance the labor attending this is simply immense. At St. Andrew's there is a fine tract of land upon the Lower Carboniferous sandstones."

The maps and a full report will be prepared during the winter.

The explorations and surveys in Nova Scotia were conducted during the past summer, as heretofore, under the supervision of Mr. H. Fletcher, who left Ottawa for the field with his associates, Mr. E. R. Faribault, Mr. J. A. Robert and Mr. McMillan, on the 5th July. Mr. Fletcher's attention was devoted to the survey and examination, in which he was assisted by Mr. Robert, of that portion of Pictou county which lies between West River and the country that is described in Part B of the Annual Report for 1886, recently published. Mr. Fletcher reports having secured the services of Mr. Donald Fraser, of Springville, to trace the outcrops of the iron ores of the East River, and to describe the various workings on them.

Besides coal and iron ore there are, within the area examined by Mr. Fletcher, workable deposits of gypsum, limestone, freestone, sand, brick clay and fire-clay. There is also a small deposit of bog-manganese in a brook at Glengarry.

The coal mines were not re-examined, but Mr. Fletcher states that "some alterations and some additions are now required in the map made by Sir W. E. Logan and Mr. Hartley, and published with the Report of Progress, Geological Survey, 1866-69.

"The iron ores of Pictou county, though not yet developed, must be regarded as next to the coal in economic importance. They are found at West River, Glengarry, Gairloch, Lorne, Bridgeville, Blanchard, Sutherland's and French Rivers, within a radius of seven miles and a half, and consist of limonite, red hematite, specular, spathic and bog ore, in such abundance, variety and purity as to astonish all visitors. The ores of the East River and Blanchard were worked sixty years ago, in a small way, by the General Mining Association. Since then much money has been expended to develop the mineral resources of the district. It presents greater facilities for manufacturing iron profitably than are to be found in any other part of the Dominion, and it offers a field in which the investment of capital, by a company having enterprise and skill, would almost certainly result in the establishment of extensive and remunerative mining and smelting works, for the production of nearly all the grades of iron that are now imported. Pictou county is as favorably situated as are the best ore producing districts of Pennsylvania. There is a large market in the Dominion, as is shown by the value—nearly fifteen million dollars in 1886—of the iron and steel in various forms annually imported, much of which might be made in the country, labor being plentiful and cheap.

"The iron ores are in veins and in beds, varying in thickness from mere threads to one hundred feet. They crop out on hills and in bluffs, and the mines could be worked and drained by an adit to a depth, in most cases, of 200 to 300 feet, so that for some time to come neither pumping nor hoisting machinery would be required.

"The limonite, which yields 65 per cent. of metallic iron, is associated with manganese in quantity, thus strongly resembling the limonites that are brought to England from Spain to be used in the manufacture of spiegeleisen, manganese and steel. The percentage of iron in the other ores is variable, but all are of workable richness. The Pictou coal is free from sulphur and yields a firm, excellent coke. Limestone for flux is in close proximity and can be quarried cheaply in any required quantity."

A short and easily constructed branch railway would connect all the mines and the works with the Intercolonial main line, which now passes the coal mines, to an excellent shipping port on Pictou Harbor.

Cost of seasons exploration \$1,500.

#### MINERAL STATISTICS.

Mr. Coste, Mining Engineer to the Geological Survey, has been engaged during the past year in collecting the material for, and in preparing a statistical report on the exports and imports and on the production of minerals in Canada in 1886, and, when the information was available, for some previous years also. This report, covering 85 pages, forms Part S of the Annual Report of the Geological Survey, Vol. II, new series 1886. It is also published separately and sold for twenty-five cents.

The articles relating to salt and silver were prepared by Mr. E. D. Ingall, Mining Geologist of this Branch.

Mr. Coste was ably assisted throughout by Mr. H. P. Brumell. He was further greatly aided, and the work was much lightened and expedited by the readiness evinced in all quarters to send in returns and answer enquiries, while but for the information afforded by the Department of Mines in British Columbia and by Mr. Gilpin, Chief Inspector of Mines in Nova Scotia, it would have been impossible to have completed the returns for those provinces.

Mr. Coste states that "about 2,000 forms and 400 letters were sent and 665 forms and 185 letters were returned. Plans of twenty different mines were secured and copied.

With a view to prepare for 1887 a more detailed and complete report on the mining resources and industries of the country than that now presented, the following places were visited during the summer by Mr. Coste in order to make personal examinations and enquiries:—

Port Arthur, Sudbury, Bristol Mine and places on the Kingston and Pembroke railway, Perth, Capelton and Montreal.

During these visits Mr. Coste observed "that in several districts the mining operations were being pushed with more vigor and success than during the previous year, especially in the Port Arthur silver district, along the Kingston and Pembroke railway line, at the Bristol iron mine, in the phosphate districts and at the Capelton copper mines. A wonderfully rich ore body was discovered in March of this year at the Beaver silver mine and in July was exposed in four different levels. Ninety to 100 tons of selected ore had been secured, which gave an average of \$1,500 to the ton; 1,400 tons of rock, averaging by assay \$40 per ton, had been treated in the mill and had been reduced to about fifty tons of concentrates, averaging by assay \$1,000 per ton. On one day in July assays of the mill rock gave \$85 and the concentrates \$2,300 per ton.

In the district along the Kingston and Pembroke railway and at the Bristol iron mines Mr. Coste observed a marked "renewal of activity in the working of the iron mines by two strong companies."

"Some of the Canadian ores, it is true, contain a high percentage of sulphur, but so do the similar iron ores of New Jersey, in some instances as much as  $\frac{3}{4}$  per cent., and yet these ores are mined in large quantity. In 1880, there were 112 mines being worked in New Jersey, which produced 739,369 tons of ore. An analysis of the average ore of the Sulphur Hill mine gave 2.527 per cent. of sulphur. This ore was used in the company's furnace at Chester, N.J., but was first roasted in Taylor's patent gas kilns, and it is stated that in a sample taken from 100 tons of the roasted ore only 0.786 per cent. of sulphur could be detected.\*

These facts are given by Mr. Coste to show that there is no apparent reason why the same treatment could not be successfully applied to the sulphurous Canadian ores, and he states that the experiment is now being tried by the enterprising Ottawa capitalists who are working the Bristol mine, and who last summer erected two large Taylor-Langdon gas kilns to roast their ore before shipment. Should this prove successful it will probably lead to the further development of a number of large deposits of iron ore that have hitherto been neglected.

At the Capelton copper and sulphur mines some extensive new works were in progress both at the mines and near the railway station. At the latter, large new sulphuric acid works, nearly completed, and fitted with the best improvements, were being built by the present owners of the Albert, Hartford and Capel mines, Messrs. G. H. Nichols & Co., of New York. At the mine, also, extensive preparations for working on a larger scale were being made. These included the erection of a large crushing and concentrating plant, two new boilers, a pumping station three-quarters of a mile from the mine, a powerful hoisting engine, two air compressors and two shaft houses with corresponding well constructed skip roads. The old Albert, or present No. 1 shaft will also be repaired. It is now about 810 feet deep, and the vein is, on the whole, stronger in depth than it was nearer the surface. This is also the

\*Tenth Census of the United States. Vol. XV, pp. 145-147.



case in the Crown mine, which is further west on the same vein, and continues in active operation, the shaft having now reached a depth of more than 1,500 feet. Nearly 44,000 tons of ore were exported from these two mines (Albert and Crown) to the United States in 1886. The ore is an argentiferous iron and copper pyrites, very similar to, but holding a larger percentage of both copper and silver than that of the celebrated Huelva district in Spain, whence 550,000 tons were exported to England in 1886, valued at a little more than one million sterling.\*

The cupriferous pyrites of the Eastern Townships contains as much sulphur as the Spanish pyrites and is, as stated, richer in copper and silver. If it could be introduced into England at the same price, about ten dollars per ton, there seems no reason why it might not compete successfully with the Spanish ores, and thus lead to the development of other valuable mines in the Eastern Townships.

In the phosphate mining industry Mr. Coste states "there is a renewal of activity in the Ontario district, where two promising properties are being worked by Capt. Boyd Smith, and by the Anglo-Canadian Company. In Quebec, Ottawa county, the mines continue to be actively worked and the production this year will probably be greater than in 1886." The introduction of Canadian phosphate in the United States is likely to become an important feature of the industry and to afford a large and profitable market.

Some hesitation and distrust is still noticed among many of the phosphate miners. This arises from the often irregular nature of the deposits, and from an idea at one time somewhat prevalent that most of the deposits were mere surface pockets. In this respect, however, there is no reason for supposing that the deposits of phosphate differ from those of iron ore or of any of the other associated minerals, and thus while some of the deposits may be quickly exhausted, others will be permanent to the greatest depth to which mining operations can be profitably carried.

During the summer Mr. Brumell was requested by Mr. Coste to visit localities in the counties of Essex, Lambton and Brant, in Ontario. He also spent five weeks in New Brunswick, in King's, Queen's, Westmoreland, Charlotte, York, Sunbury and Northumberland counties.

Early in October he was sent to examine into a reported discovery of coal at Campbellford in Ontario. The report, as was well known it must, turned out to be unfounded, the country there being all occupied by the Trenton limestone formation.

On the 13th of Oct. M. Brumell went to Lake Temiscaming, but owing to the steamer on the lake being disabled was unable to effect anything or to visit the mines.

Field expenses of Messrs. Coste and Brumell \$1,088.40.

#### CHEMISTRY AND MINERALOGY.

The report furnished by Mr. Hoffmann on the work carried out in the chemical laboratory includes that in connection with the mineralogical section of the museum, to the arrangement of which much time and care has been devoted by Mr. Hoffmann, and as a number of new specimens has been added to the collections, considerable extension and re-arrangement of the cases has been necessary.

Mr. Hoffmann reports as follows:—

"The work carried out in the chemical laboratory during the past year may be said to have an almost exclusive economic character. It included:—

" I.—Analyses of numerous specimens of lignites, lignitic coals and coals from the North-West Territory and British Columbia. Of the coals examined from the last named province, three were from seams of considerable thickness, and proved to be of very superior quality.

" II.—Analyses of iron and copper ores.

" III.—Analyses of mineral waters.

\* Mining Statistics of the United Kingdom, 1886.

"IV.—Gold and silver assays. The number of these assays made in the laboratory during the period above specified amounted to one hundred and forty-eight, and exceeds that of any previous year.

"V.—Miscellaneous examinations, embracing chromic iron ore, clay, &c., &c.

"In the last summary report of this section mention was omitted of the following additions to the list of minerals previously known to occur in Canada, viz., cookeite, uraninite, monazite and smaltite. They have, however, been fully referred to in Part T, Annual Report, 1886. The second mentioned, uraninite or pitch-blende, constitutes the principal ore of uranium, and is of economic importance, being employed in chemical operations, for painting on porcelain, and glass staining.

"The number of mineral specimens received for examination amounted to six hundred and ninety-eight, as compared with five hundred and forty-six for 1886, and three hundred and thirty-nine for 1885. A large proportion of these were brought by visitors desirous of obtaining information in regard to their economic value, and this was in most instances communicated in the course of a personal interview. In many cases, however, a more than cursory examination was called for, and the results were subsequently communicated by letter. Notwithstanding that correspondence has been as far as possible limited to the writing of only such letters as were absolutely necessary for the conveying of information in regard to the results of examination, analysis, assay, or economic value of mineral specimens, it shows a marked increase over that of preceding years. Altogether the time devoted to visitors and correspondence has been very considerable. The number of letters written amount to two hundred and seventy-seven, as compared with one hundred and seventy in 1885.

"The mineral specimens collected by Dr. G. M. Dawson in the Upper Yukon district are under examination, and the two mineral waters from Harrison Springs, B.C., collected by yourself will now shortly be submitted to analysis.

"Mr. F. D. Adams has, (with the exception of about three months and a-half during the summer, when he was engaged in field work in the counties of Montcalm and Joliette, in continuation of work commenced in the season of 1885) in the capacity of assistant chemist, rendered excellent service, amongst other work conducted by him being that of the analysis of the water of one of the principal thermal springs at Banff.

"Mr. E. B. Kenrick worked faithfully and diligently as junior assistant chemist up to the end of August, when he left to accept a professorship at St. John's College, Winnipeg. The position occupied by him has since been filled by Mr. R. A. A. Johnston, an earnest worker.

"In the mineralogical section of the museum some of the specimens have been replaced by better ones of the same kind, and one hundred and twenty-six new ones have been added. These include the following presentations:

Allan, W. A., Ottawa:—

Crystal of apatite from the Emerald mine, township of Buckingham, Ottawa county, Q. This crystal weighs five hundred and fifty pounds, and has a circumference of seventy-two and a half inches. It is supposed to be the largest crystal ever found in any country.

Muscovite, with inclusions of garnet, from the Villeneuve mica mine, Villeneuve, Ottawa county, Q.

Native silver from mining location R. 238, north of Atik Lake, west of White Fish Lake, Thunder Bay, Lake Superior, Ont.

Chisholm, Duncan, Salt Springs, N. S.:—

Brick-clay and bricks from Salt Springs, Antigonish county, N. S.

Copeland, J. S., Merigonish, N. S.:—

Infusorial earth from Merigonish, Pictou county, N. S.

Daly, Thomas:—

Phlogopite, from the township of Portland, Ottawa county, Q.

- Egan, H. L., Ottawa :—  
Magnetite, from the township of Litchfield, Pontiac county, Q.
- Haycock, E. B., Ottawa :—  
Uraninite, from the township of Villeneuve, Ottawa county, Q.  
Monazite, from the township of Villeneuve, Ottawa county, Q.
- Hanks, Prof. H. G., 543, Clay street, San Francisco, Cal., U.S.  
A fine specimen of the new anhydrous sulpho-carbonate of sodium, "hank-site"; also well-crystallized specimens of glauconite.
- Keefer, T. A., Port Arthur, Ontario :—  
Zinc blende, from the Zenith zinc mine, north shore of Lake Superior, Ont.
- Lemieux, Joseph, Ottawa :—  
Hematite from Iron Island, Lake Nipissing, Ont.
- McCool, James, Mattawa, District of Nipissing, Ont.  
Apatite, from the township of Herries, district of Nipissing, Ont.
- McDonald, R., & Sons, Arnprior, Ont.;—  
Polished column and base of Arnprior marble, the stone having been taken from their quarry in the township of McNab, Renfrew county, Ont.
- Mackenzie, Alexander, Montreal, Q. :—  
Gold-bearing rock from the Crow's Nest mine, Guysborough county, N. S.
- McLaurin, J., Templeton, Ottawa county, Q. :—  
Phlogopite, from the township of Templeton, Ottawa county, Q.
- McNeely, J. L., Carleton Place, Ont. :—  
Hematite, from the township of Beckwith, Lanark county, Ont.  
Copper pyrites from the township of Beckwith, Lanark county, Ont.
- Moore, Isaac, Ottawa :—  
Copper pyrites, from the south-east side of Straight Lake, district of Algoma, Ont.
- Murphy, W. H., Ottawa :—  
Zinc-blende from the township of Calumet, Pontiac county, Q.
- Poole, H. S., Stellarton, N. S. :—  
Carboniferous conglomerate carrying native gold, from Gay's River, Colchester, N.S.  
Altered bitumen, from the falls measures immediately overlying the Acadia seam at Westville, Pictou county, N.S.  
Anglesite, from the Big Dome Mine, Arizona.
- Shea, Dennis, Bryson, Pontiac county, Q. :—  
Zinc-blende, from the township of Calumet, Pontiac county, Q.
- Toronto Stone Company, Toronto :—  
A dressed cube of the dolomite from Pelée Island, Lake Erie, Ont.
- Van Horne, W. C., V. P. Canadian Pacific Railway, Montreal :—  
Copper pyrites, from Sudbury, district of Nipissing, Ont.
- Wild, General E. A., Port Arthur, Ont.  
Silver glance, from the Rabbit Mountain mine, Thunder Bay, Lake Superior, Ont.
- Wright, G. B., Victoria, B. C. :—  
Silver ore from four different claims, Illecillewaet, Selkirk Range, B.C.
- "Mr. R. L. Broadbent was for the space of eight months engaged in the prosecution of the work of permanent labelling of specimens in the mineral collection, re-adjusting the contents of some of the cases, and the maintaining of the same in an orderly condition. During the remaining months he was occupied in writing labels, under the direction of Mr. Whiteaves, for the biological section of the museum.

Mr. C. W. Willimott has labelled and catalogued a large number of the specimens which are exhibited in the yard of the museum. These specimens consist, in part, of such as cannot by reason of their size or nature, be accommodated in the museum, and of others, such as building stones, &c., upon which it is desired to ascertain the action of atmospheric influences. He has also been occupied in making up mineral and rock collections for various educational institutions, &c.

“ Collections of this description have been forwarded to :—

	Specimens.
Depart. de Ollras Publicas Republica Argentina, for exchange..	119
James Edmunds, London, England.....	42
St. Joseph Philosphical and Theological Seminary.....	105
Halifax Teachers Class and Halifax Academy.....	105
Professor J. G. Bonney, London, England.....	41
Captain Douglas. . . . .	4
Canadian Pacific Railway (for exhibition at the Liverpool Exhibition).....	75
Professor H. A. Ward of Rochester, N. Y. (in exchange for specimens required for the museum).....	81
	533
	533

“ Collections for the following will be ready in a few days :—

	Specimens.
J. C. Tremblay, Chicoutimi.....	115
High School Board, Aylmer.....	115
University of St. Joseph, Memramcook, N.S.....	115
Christian Brothers training school, Clonmel, Ireland.....	115
St. John's College, Winnipeg.....	115
Canadian Institute, Toronto.....	115
	1,223
	1,223

“ Collections for the following have yet to be made up :—

W. Smith, Land and Works Department, B.C.  
Royal Military College, Kingston, Ont.  
College Bourget, Rigaud, P. Q.

“ In the course of the summer Mr. Willimott visited the townships of North Burgess Ramsay, Darling, and Ross in Ontario, and Oxford, Chatham, Grenville, Villeneuve, Wakefield, and Hull, in the province of Quebec, for the purpose of procuring certain mineral specimens required for the making up of collections for educational purposes. Whilst so engaged he collected many specimens superior to those already in the museum collection, which they will replace, and in addition some other highly interesting ones, such as tourmaline in various stages of alteration, a mineral which may prove to be lepidolite, as also specimens of the monazite and uraninite of which mention was made at the commencement of this report.”

#### PALÆONTOLOGY AND ZOOLOGY.

In this division Mr. Whiteaves reports as follows :—“ The illustrated synopsis of the fossils of the Hamilton Formation of Ontario, with descriptions of some new species, to which reference was made in the Summary Report of last year, has been published and distributed. The fossils collected by Dr. G. M. Dawson in 1885 from the Mesozoic rocks of the northern part of Vancouver Island and adjacent coasts have been studied, and a critical list of the species, with descriptions of such as are believed to be new, has been prepared and published as an appendix to Dr. Dawson's report on

the geology of that district. An interesting series of fossils collected by Mr. J. B. Tyrrell in 1885 and 1886 from the Cretaceous and Laramie deposits of the valleys of the Saskatchewan and its tributaries has also been studied, and a similar list of species, with descriptions of several new forms, has been printed as an appendix to Mr. Tyrrell's report on Northern Alberta. A paper descriptive of the whole of the fossils at present in the Museum of the Survey from the Triassic rocks of British Columbia has been written during the year, but its publication has been deferred in consequence of the recent receipt from Mr. McConnell of some additional species collected by him during the summer from deposits on the Liard River which are evidently of Triassic age, a description of these species being deemed essential to the completeness of this presentation of the subject. The generic and specific affinities of these fossils from the Liard River, however, have been for the most part ascertained, as have those also of a small but remarkable assemblage of species recently collected by Dr. Dawson from the Cretaceous rocks of the Lewis River, a tributary of the Yukon. A preliminary examination has been made of a series of Cretaceous and other fossils obtained during the year by Mr. Tyrrell from the Duck and Riding Mountains in northern Manitoba.

“Considerable alterations and improvements have been made in the upper flat of the museum. The more important of these consist of the construction of six large new upright wall cases, three for the reception of fossils, two for recent shells, and one for birds. One of these new wall cases is now filled with the remains of vertebrata from the Post Tertiary and Tertiary deposits of Canada, which have been skillfully re-arranged by Mr. T. C. Weston. To this series an important addition has been made during the year in the shape of a lower jaw, with several vertebræ, ribs and limb bones of a *Mastodon*, which was discovered some years ago in a peat bog near Woodstock, Ont. In two of the other new wall cases the larger fossils of the Carboniferous and Permo-Carboniferous rocks of the Lower Provinces are now displayed to much better advantage than heretofore, these specimens also having been judiciously re-arranged by Mr. Weston. Two others have been devoted to the exhibition of a number of recent shells, of large and comparatively large size, many of which have been recently acquired by exchange. The whole of the shells in these new cases, and in another of similar size, have been neatly labelled by Mr. R. Broadbent, under Mr. Whiteaves' directions, the number of labels required for this purpose being 377. Mr. Broadbent, who has worked in this department for four months, has also labelled each specimen in the extensive series of recent mollusca from the Pacific coast of Canada now in the museum, so that the duplicates can be more readily distributed to educational institutions, and has placed upon exhibition in the cases a number of additional specimens. The last of the five new cases now contains 112 specimens of Canadian birds belonging to the family *Oscinæ*, very few of which had previously been exhibited.

“On the 31st of December, 1886, there were 44 mounted specimens of Canadian mammals and 142 of Canadian birds on exhibition in the museum. On the 23rd of December, 1887, the number of mounted specimens on exhibition was, mammals, 82, (including a fine example of a puma shot in August last near Victoria, Vancouver Island); and birds, 352; many of which have been set up by Mr. Herring during the year. To most of these specimens a provisional label has been attached.

“The number of letters written is a little over 200; and for rather more than three months, in the absence of the Director on field work, the duties of Acting Director, as on several former occasions, have devolved on Mr. Whiteaves.

Mr. Weston reports that since the 30th of December, 1886, he has spent about three months in arranging, cataloguing and labelling several hundred ethnological specimens. He has also prepared about 150 microscopic sections of rocks from various formations. Between 13th June and 17th September, 56 days were devoted by him to field work and to the examination of many fossil localities between Cape Rosier and Point Lévis. In this exploration Mr. Weston was assisted by Mr. L. M. Lambe. A few days were subsequently spent in collecting fossils at Grimsby, Ont. Through the kindness of Mr. R. Thompson, of Grimsby, an unusually fine example of

*Arthropycus* (or *Harlania*) *Harlani* was secured for the museum. The rest of Mr. Weston's time has been occupied in museum work in the palæontological department.

Mr. H. M. Ami reports that during the earlier portion of the past year he was engaged in determining, classifying and labelling the large series of Silurian fossils collected by Mr. Weston in 1886, at various localities on the Arisaig shore, at Cape George and at Lochaber Lake, and in Antigonish county, N. S., from rocks which range in age from the Medina to the Lower Helderberg. He has also determined the Graptolites collected by Dr. Selwyn at Matane and has helped Mr. Whiteaves in the examination of some Devonian fossils from Western Ontario. He has prepared systematic lists of labels, which have since been printed, for the fossils of the Hamilton Formation of Ontario enumerated in Mr. Whiteaves' "Contributions to Canadian Palæontology," Vol. 1, part 2, and for the graptolites of the Lévis Formation. Collections from the duplicates in the museum have been selected and labelled by him and sent to the following institutions or persons:—(1) To Laval University, Quebec, fossils; (2) to Mr. W. B. Clark, of Johns Hopkins University, Baltimore, fossils, in exchange for other specimens; and (3) to the Rev. Hector Currie, of Thedford, Ont., recent shells in exchange for Devonian fossils. Small collections, for special purposes, have also been forwarded for examination to Messrs. G. F. Matthew, E. O. Ulrich and C. D. Walcott. During the month of September and part of October, Mr. Ami was engaged in assisting Dr. Ells and Professor Bailey in their field explorations of various parts of the province of Quebec, by collecting fossils with a view to ascertain the exact geological horizon of the rocks from which they were obtained. Since his return from the field he has examined the somewhat extensive collections of Natural History specimens of various kinds which Mr. D. N. St. Cyr brought to Ottawa for identification, on behalf of the Quebec Government. These collections are intended to form the nucleus of a museum in connection with the Department of Instruction at Quebec, and consist of a large series of Canadian fossils, mostly from the province of Quebec, and numerous species of marine, land and fresh water shells, with other invertebrata, from the gulf or valley of the St. Lawrence, exotic shells and the like. These collections have since been named, labelled and catalogued by Mr. Ami, under the supervision of Mr. Whiteaves, and duly forwarded to Quebec.

As in previous years, the whole of the drawings required for the illustration of palæontological reports have been carefully and skilfully prepared by Mr. L. M. Lambe

The following collections have been received during the year from members of the staff or from gentlemen engaged in the work of the Survey:—

Dr. A. R. C. Selwyn:—

About 60 specimens of graptolites from the shales of the Lévis formation at Matane, Q.

Dr. R. Bell:—

About 250 specimens of fossils from the Silurian rocks of Lake Temiscaming.  
One skin of a black hare from Paish-ko-tchagami Lake.

About 120 specimens of coleoptera and 50 of lepidoptera from the Upper Ottawa region, extending from Temagami Lake and the Montreal River to the source of the Ottawa River, due north of Ottawa.

One Star-nosed Mole (*Condylura cristata*) from Ottawa.

One Jumping Mouse (*Zapus hudsonius*) from the Albany River.

Dr. G. M. Dawson:—

One Field Mouse (*Arvicolariparia*) from Finlayson Lake, Liard River, N. W. T.  
One Red Squirrel (*Sciurus Hudsonicus*) from the Yukon River at the confluence of the Lewis and Pelly.

One Northern Flying Squirrel (*Sciuropterus volucella* var. *Hudsonicus*) from Chilkoot Inlet.

One Spotted Sandpiper (*Actitis macularia*) from the Cassiar district, B. C.

One Northern Pacific Kittiwake (*Bissa tridactyla, pollicaris*) from Frances Lake, N.W.T.

A small series of fresh water shells, including some remarkable varieties of *Limnæa ampla*, from Frances and Finlayson lakes and the Lewis River.

Several specimens of graptolites from the presumably Cambro-Silurian shales of the Dease River, and thirty-five specimens of fossils from the Cretaceous rocks of the Lewis River.

Dr. R. W. Eells :—

A series of about 50 specimens of fossils from the Lévis Formation at various localities in the province of Quebec.

Dr. R. W. Eells and H. M. Ami :—

Forty specimens of fossils from the Chaudière River, Q., near the railway bridge.

Twenty specimens of fossils from the Hudson River formation near St. Nicholas, Q.

About twenty specimens of fossils from Point Lévis and South Quebec.

Several fossils from Champlain Street, and foot of Citadel Hill, Quebec.

About twenty fossils from the Montmorency River, and the same number from Bois Brûlé and St. Blondin, Q.

Prof. John Macoun :—

Fifty-six species of birds, represented by 90 skins, and two mammals, from Vancouver Island; also a large number of marine shells and other invertebrata, and of land and fresh water shells, from the same locality.

R. G. McConnell :—

An interesting series of fossils from the Triassic and Cretaceous rocks of the Liard River.

J. B. Tyrell and D. B. Dowling :—

450 specimens of Cretaceous fossils, twenty-four of butterflies and three of mammals from Duck and Riding Mountains, in northern Manitoba.

Professor L. W. Bailey :—

Fossils from the Beccaguimic River, N. B., from various places around Lake Temiscouata, Q., and from Bois Brûlé and St. Blondin, Q.

T. C. Weston :—

About 1,000 specimens of fossils collected at various localities between Cape Rosier and Point Lévis, Q., and about 300 specimens of forty species of Niagara fossils from Grimsby, Ont.

H. M. Ami :—

Collections of fossils from Pointe aux Trembles, Mount Wissick, Tuladi River, Tuladi Lake and other places near Lake Temiscouata.

W. McInnes :—

Silurian fossils from rocks south of Rimouski, Q.

H. P. Brumell :—

Five specimens of fossiliferous Trenton limestone from Campbellford, Ont.

The additions to these departments of the museum, by presentation and purchase, are as follows :—

By Presentation :

Charles E. Fish, St. John, N. B. :—

Specimen of *Lepidodendron Sternbergii*, from the Millstone-grit of Newcastle, N. B.

J. W. Tyrrell, Weston, Ont. :—

One female "Blue" Fox, *Vulpes lagopus*, var. *fuliginosus* (trapped January 12:h, 1886); one Arctic Fox, *Vulpes lagopus*, in winter coat; one Ringed Seal, *Phoca fastida*, (something under a week old); two Hudson's Bay Lemmings, *Cuniculus torquatus*; one Polar Hare, *Lepus timidus*, var. *arcticus*, in winter coat; all from Ashe Inlet, Hudson's Strait.

G. Seifert, Fabrique St., Quebec :—

Three specimens of the Fresh-water Pearl mussel (*Margaritana margaritifera*) with a number of pearls from the same species.

W. F. Whitcher, Ottawa :—

Skin of Kit Fox (*Vulpes velox*) from Antelope Lake, Assiniboia.

Professor E. Hull, Director Geological Survey of Ireland, Dublin :—

Two specimens of *Oldhamia antiqua* from Carrick Mountain, Wicklow, and two of *Oldhamia radiata* from Bray Head, Wicklow.

H. Bartlett, Ottawa :—

Specimen of an Osprey (*Pandion haliaetus carolinensis*) shot on the Rideau River near Ottawa.

W. P. Lett, Ottawa :—

One Sora Rail (*Porzana Carolina*) also shot on the Rideau River near Ottawa.

Sir William Dawson, C.M.G., &c. :—

Specimen of *Flustra serrulata*, Busk, from Murray Bay.

T. G. White, Ottawa :—

Four specimens of Wilson's Meadow Mouse (*Arvicola riparia*) from near Ottawa.

W. J. Baylay, New Edinburgh :—

One adult female of the Marsh Harrier (*Circus Hudsonicus*) shot at Britannia Bay, near Ottawa.

D. N. St. Cyr, Department of Public Instruction, Quebec :—

One young Harp Seal (*Phoca Groenlandica*) apparently about five or six weeks old.

Specimen of *Hippopus maculatus*.

H. L. Poole, Manager Acadia Coal Mines, Stellarton, N. B. :—

Fine specimen of *Lepidodendron personatum* from the coal measures at Westville, Pictou Co., N.S.

Percy Woodworth, Kentville, N. S. :—

Six specimens of insects and two foetal mice, from Digges Island, Hudson's Bay.

W. F. MacKay, Fort Albany, James' Bay :—

Three specimens of birds from the Albany district.

By Purchase :—

Head of adult Bull-walrus (*Odobenus rosmarus*) and skin of a White Wolf (*Canis lupus*, var.), both from Ashe's Inlet, Hudson's Strait. The walrus was shot on the 10th of April, 1886, was eleven feet long and weighed about 25,000 lbs. The white wolf was shot by an Eskimo in the winter of 1885-86, about 30 miles north of Ashe Inlet, or in Lat. 63° N., and Long. 71° 30 W.

Underjaw (with two teeth in place) vertebræ, ribs and limb-bones of *Mastodon* found in 1871 in a peat bog near Woodstock, Ont.



- Specimen of an adult female Puma (*Felis concolor*) shot in August, 1887, near Victoria, V. I.  
 One Red Fox (*Vulpes vulgaris*).  
 One Kit Fox (*Vulpes velox*) from near Calgary, N.W.T.  
 One young Whooping Crane (*Grus Americana*) and one adult Franklin's Gull (*Larus Franklini*) both from Manitoba.  
 Remarkable colour variety of the Rough-legged Buzzard (*Archibuteo lagopus*) shot near Ottawa.

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BOTANY.

On the work in this section during the year, Professor Macoun reports as follows:—"In January, February and March, I was occupied with correspondence and in examining and classifying a very large quantity of miscellaneous cryptogamic matter.

"My results have since been submitted to specialists and their partial reports are now in my hands.

"The collection of Canadian Fungi, upwards of 600 species, now in the Museum has been named by Mr. J. B. Ellis, of Newfield, N.J.

"Dr. Nils Conrad Kindberg, of Lusköping, Sweden, has examined the mosses, and has confirmed, or corrected my determination, and the list of Canadian mosses has been increased to nearly 600 species, many of them new, not only to Canada, but to science. The Hepaticæ or Liverworts are difficult to determine, but good progress is being made in this work. More than 100 species are now in the hands of Mr. Pearson, of Manchester, who is the highest authority in England on this class of plants.

"On the 8th of April I left Ottawa for Vancouver Island, arriving there on the 15th. From that time to the end of August I was occupied in collecting specimens of the flora of the island and in determining the distribution of its forest trees and the character of its soil as indicated by the vegetation.

"My researches extended from Victoria to Comox on the east coast, with frequent excursions to points in the interior. Crossing from Qualicum to Alberni I went in a canoe to Cape Beall on the outer coast. The islands in Barclay Sound were examined, and in prosecuting the examination of the country inland the following mountains were ascended:—

	Feet.
Mt. Erskine on Salt Spring Island.....	1,275
Mt. Finlayson near Goldstream, Vancouver Island.....	1,350
Mt. Benson at Nanaimo.....	3,363
Mt. Prevost at Somenos.....	2,700
Mt. Arrowsmith near Qualicum.....	5,976
Mt. Mark at Horne Lake.....	3,080

Fifteen hundred species of plants were collected.

Since my return in September I have been fully occupied sorting and determining the specimens collected during the summer, and in writing the fourth part of the Catalogue of Canadian Plants, a portion of which is now passing through the press.

During the year 1886-87 there were placed in the Herbarium 4,305 sheets of specimens, as follows:

Canadian .....	752
American .....	1,807
European.....	750
Cryptogams.....	996
	4,305

From the herbarium 5,905 sheets of duplicate specimens were distributed either to individuals in exchange for specimens received, or to scientific institutions. Among the latter were the British Museum, McGill and Queen's Colleges in Canada, and the Harvard University herbarium in the United States.

Dr. Dawson has brought back from his last summer's field of labor on the Upper Yukon a valuable and interesting collection of plants, and although but a cursory examination has been made of them, they show conclusively that the summer climate there is neither cold nor wet.

Mr. J. A. Macoun acts as botanical assistant during the winter and takes care of the herbarium, while during the summer he accompanies one or other of the exploring parties in the field, taking every opportunity to make botanical and zoological observations and collections. Besides the botanical work here recorded, Professor Macoun made valuable zoological collections during the summer which are referred in the report on that section by Mr. Whiteaves.

MAPS.

*British Columbia.*—The map of the western part of Vancouver Island and adjacent coast, scale eight miles to one inch, has been published with Part B of the Annual Report, 1886.

Mr. Bowman during the year has completed the following maps and plans:—

	Area in Square Miles.
1. Revised map of the southern interior of British Columbia, scale eight miles to one inch.....	28,914
2. Map of Cariboo district, scale two miles to one inch, about	2,720
3. Plans of eleven creeks showing placer mines and quartz ledges and embracing together about 249½ square miles, as follows:—	
(1.) Little Snowshoe and Keithley Creeks, scale 2½ inches to 1 mile.....	54
(2.) Sugar, Hardscrabble and Slough Creeks, 3 inches to 1 mile.....	49
(3.) Antler Creek, scale (about) 26 chains to 1 inch... ..	38
(4.) Cunningham Creek do 27½ do do .....	34
(5.) Lightning Creek do 400 feet do .....	17
(6.) Grouse Creek, scale do 25 chains do .....	14
(7.) Island Mountain and Mosquito Creek, scale (about) 480 feet to 1 inch.....	3½
(8.) Harvey Creek, scale (about) 19 chains to 1 inch.....	3¼
(9.) Williams Creek, scale do 400 feet do .....	12
(10.) Hixon Creek, scale 2½ inches to 1 mile.....	24
(11.) do do about 10 chains to an inch.....	¾

*North West Territory.*—Mr. J. B. Tyrell's map of the country between the Upper Bow and the North Saskatchewan Rivers is engraved and accompanies Part J., Annual Report, 1886; scale 8 miles to 1 inch; area 45,000 square miles.

*Manitoba and Western Ontario.*—The map of the Lake of the Woods to illustrate Mr. Lawson's report on that region was published early in the year; scale 2 miles to 1 inch; area 3,456 square miles.

Mr. E. D. Ingall's map of Silver Mountain and vicinity is engraved; scale 20 chains to 1 inch; area 45 square miles. Also sketch map of Thunder Bay mining region; scale 4 miles to 1 inch; area 3,000 square miles.

Mr. Cochrane has continued the revision of sheet 115 in the field from 17th July to the 2nd September, having examined and corrected about 250 square miles. Copies were made of about 55 miles of the plans of the Wellington, Grey and Bruce railway; scale 200 feet to 1 inch.

Mr. Coste has a plan of the townships of Madoc and Marmora, county of Hastings, ready for publication. Scale 2 miles to one inch.

For two weeks during the summer Mr. Barlow was engaged surveying roads, range lines, &c., to aid in the compilation of the map of Carleton county. Scale 4 miles to one inch.

*Quebec.*—The south east  $\frac{1}{4}$  of the Eastern Townships map is completed and will accompany Part J Annual Report, 1886. Scale 4 miles to one inch. Area 4,500 square miles.

Professor Bailey and Mr. McInnes are working on  $\frac{1}{4}$  sheets, 17 N.E. and 18 S.E. The map of Ottawa and Pontiac counties remains as last reported.

*New Brunswick.*  $\frac{1}{4}$  sheet, No. 2, N.W., has been published. Scale 4 miles to one inch. Area 1,512 square miles.

*Nova Scotia.*  $\frac{1}{4}$  sheets, No. 4 N.E. and 4 S.E. are being drawn.

#### LIBRARY.

Dr. Thorburn reports that 5,075 copies of the various publications of the Survey were distributed during the year, including Annual Reports, special reports and maps. Of these 3,980 were distributed in Canada, the remainder were sent as exchanges to scientific and literary institutions and individuals in the United States, South America, Europe, India, China, Japan, Australia, &c.

The number of reports in French sent out was 563.

There were received as exchange during the past year 1,027 publications, including reports, transactions, proceedings, memoirs, periodicals, pamphlets, and maps.

There were added to the Library during the year 82 publications by purchase, besides 37 scientific magazines and periodicals on geological, mineralogical and natural history subjects subscribed for.

The number of volumes bound was 281.

The letters received in connection with matters relating to the Library and the distribution of the geological publications were 1,211, whereas those sent out during the same period were 1,315.

#### VISITORS.

The number of visitors to the Museum during the year from the 1st of January to the 31st of December was 17,575 or three thousand more than in any previous year.

#### STAFF, APPROPRIATION, EXPENDITURE AND CORRESPONDENCE.

The strength of the staff at present employed is 53, viz., professional 36, ordinary 17.

During the calendar year the following appointments were made to the permanent staff:—

Mr. Eugène Coste, Mining Engineer.

Mr. Amos Bowman, Field Geologist.

Mr. A. C. Lawson, do

The amount available for the fiscal year ended 30th June, 1887, was:—

Civil-list salaries, appropriation..... \$40,650 00

General purposes do ..... 56,995 32

\$97,645 32

The expenditure may be summarized under the divisions named as follows:—

Civil-list salaries.....	\$38,450 00
Wages, temporary employés.....	19,765 88
Exploration and survey.....	19,144 58
Indian and Colonial Exhibition.....	5,700 83
Printing and lithography.....	11,389 02
Purchase of specimens.....	865 05
Purchase and binding of books and purchase of instruments .....	525 83
Laboratory apparatus and chemicals.....	89 06
Stationery, mapping material and Queen's Printer....	1,087 21
Incidental and other expenses.....	2,286 47
	<hr/>
	\$99,303 93
Less paid in 1886.....	8,837 48
	<hr/>
	\$90,466 45
Advance to field explorers and others on account 1887-88.....	3,930 44
Unexpended balance civil-list appropriation .....	2,200 00
Unexpended balance of contingency appropriation.....	1,048 43
	<hr/>
	<u>\$97,645.32</u>

The correspondence of the branch shows a total of 8,489 letters sent, and 5,505 received, from 1st January to 31st December, 1887.

I have the honor to be, Sir,

Your obedient servant,

ALFRED R. C. SELWYN,  
*Director.*

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PART IV.

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NORTH-WEST TERRITORIES.

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## PART IV.

## REPORT CONCERNING THE ADMINISTRATION OF THE NORTH-WEST TERRITORIES FOR THE YEAR 1887.

GOVERNMENT HOUSE,

REGINA, 31st December, 1887.

To the Honorable

The Minister of the Interior, Ottawa.

SIR,—It is with great satisfaction that I am able to report a marked progress in the Territories since I had the honor of submitting to you my last annual report.

The grain crop throughout the country has been the best for many years. This has been a great encouragement to the settlers and has given an impetus to every class of business. I attribute the good crop in a great measure to a more careful system of farming; and, as the country is better understood, as well as the working of the soils, which vary in the different localities, I believe a failure of crops will become unknown.

The agricultural exhibitions held during the year were some twenty in number. Through the active interest taken by Mr. Perley, M.P. for Eastern Assiniboia, arrangements were made whereby representatives of the eastern press attended the exhibitions held along the line of railway. The reports, which have been published from time to time in the papers they represented, have already informed you of the wonderful display of products which were exhibited. Not only was there an exceptionally fine show of grain and roots, but a marked improvement was apparent in the grade of horses, cattle, sheep, pigs and poultry.

Although it cannot be said that many industries of magnitude have as yet been started in the Territories, it is evident that, before many years are past, we shall be able to report much progress in this respect. Already the flour milling industry is attaining large proportions and, while large shipments are being made to the east, it now controls the western markets, with a strong probability of a very extensive trade being opened up with China and Japan; good quality of brick is being made at almost every important centre; considerable sums of money have been invested in hop beer breweries and mineral and soda water manufactories; large saw and planing mills are being worked, and others established in the mountains; while minerals are only just beginning to attract the attention of capitalists.

I am convinced that there are very favorable openings for woollen mills, tanneries, and beef and pork packing establishments, and I cannot see why, in the western portion of the Territories, railway car shops should not be established, as the different classes of wood used in their construction are manufactured in the mountains.

The completion of the new hotel at the Rocky Mountains Park will, I have no doubt, attract a large number of visitors from all parts of the world; and it has suggested itself to me that if a Territorial Museum were established at that point, where exhibits of all territorial products and a collection of the various animals, of which there are such a variety in the mountains, might be seen, another feature of interest, in addition to its already numerous attractions, would be given to the Park.

If at such an institution reliable information could also be obtained of the wealth lying hidden in the neighboring mountains, a great impetus would, I think, be given towards the development of our quartz mining.

## SESSION OF COUNCIL.

The Council of the North-West Territories opened on the 14th October and closed on the 19th November.

The members composing it were:—

*Nominated Members.*

Honorable Mr. Justice Hugh Richardson.  
 Honorable Mr. Justice James F. Macleod, C.M.G.  
 Honorable Mr. Justice Charles B. Rouleau.  
 Paschal Breland, Esquire.  
 Lieut.-Col. Achison G. Irvine.  
 Hayter Reed, Esquire.

*Elected Members.*

James H. Ross, representing electoral district of Moose Jaw.		
John G. Turriff	do	Moose Mountain.
Spencer A. Bedford	do	Moosomin.
Dr. Herbert C. Wilson	do	Edmonton.
Charles Marshallsay	do	Whitewood.
Samuel Cunningham	do	St. Albert.
Owen Hughes	do	Prince Albert.
David F. Jelly	do	Regina.
John Secord	do	do
John D. Lauder	do	Calgary.
Hugh S. Cayley	do	do
Robert Crawford	do	Qu'Appelle.
William Sutherland	do	do
Frederick W. G. Haultain	do	Macleod.

I deeply regret to have to add that Mr. Charles Marshallsay, who represented the District of Whitewood, and was a most able and valued member of the Council, died during the Session.

*Legislation.*

The following Ordinances were passed during the above Session of Council, namely:—

- No. 1. An Ordinance to legalize By-law No. 61 of the Municipality of the Town of Calgary, passed 10th November, 1887.
- No. 2. An Ordinance respecting Schools, passed 18th November, 1887.
- No. 3. An Ordinance to amend Ordinance No. 2 of 1886, respecting the Administration of Civil Justice.
- No. 4. An Ordinance respecting the fees of Counsel, Advocates and Clerks in matters of *Certiorari* and appeals from convictions.
- No. 5. An Ordinance respecting the office of Sheriff.
- No. 6. An Ordinance to amend and extend "The Interpretation Ordinance."
- No. 7. An Ordinance to amend and consolidate as amended Ordinance No. 5 of 1881, intituled: "An Ordinance respecting Mortgages and sales of Personal Property."
- No. 8. An Ordinance respecting Agricultural Societies in the North-West Territories.
- No. 9. An Ordinance to amend Ordinance No. 3 of 1886, intituled: "The Companies' Ordinance."
- No. 10. An Ordinance to amend and consolidate as amended "The marking of Stock Ordinance, 1884."
- No. 11. An Ordinance to amend and consolidate as amended the several Ordinances for the protection of Game.
- No. 12. An Ordinance respecting Statute Labor Districts.

No. 13. An Ordinance to amend the Municipal Ordinance of 1885, and also Ordinance No. 7 of 1886.

No. 14. An Ordinance to prevent the Pollution of running Streams.

No. 15. An Ordinance to amend and consolidate as amended the several Ordinances respecting Bulls.

No. 16. An Ordinance to amend Ordinance No. 10 of 1885, intituled: "An Ordinance respecting the Legal Profession."

No. 17. An Ordinance to amend and consolidate as amended the several Ordinances respecting Prairie and Forest Fires.

No. 18. An Ordinance to amend and consolidate the several Ordinances respecting Poisons.

No. 19. An Ordinance to repeal Sub-sections one, two, and five, of Section 29, of Ordinance No. 9 of 1886.

No. 20. An Ordinance to repeal Ordinance No. 22 of 1884.

No. 21. An Ordinance to amend Ordinance No. 21 of 1886.

No. 22. An Ordinance to legalize a certain By law of the Municipality of Wolseley.

No. 23. An Ordinance to incorporate the Calgary Gas and Water Works Company (Limited).

No. 24. An Ordinance to incorporate a General Hospital at McLeod.

No. 25. An Ordinance to incorporate the Town of Moosomin.

As will be noticed, most of the Ordinances passed this year amend and consolidate previous legislation. Of these the most important is that referring to schools, of which special mention is made hereafter. Ordinance No. 12, respecting statute labor districts, introduces new and practical legislation in the Territories, and will, it is hoped, prove of considerable importance. Under its provisions, districts may be formed outside of existing municipalities wherein a simple and economical system of taxation may be enforced, the proceeds to be employed under the supervision of an overseer, for public improvements on roads and highways.

#### FORM OF GOVERNMENT.

During the sitting of the Council a memorial was adopted, recommending that a purely representative form of government take the place of our present Council. I think it my duty to inform you that my information from the several scattered centres of population in the Territories does not indicate that such is the general feeling of the people. A strong fear is expressed that the establishment of a purely representative form of government will lead to direct taxation, and thus impose on the settlers burdens which they are at present unable to bear.

#### MUNICIPALITIES.

No new municipalities have been organized during the year; while, of the eight corporations which are in existence in the Territories, six are in Assiniboia, one in Saskatchewan, and one in Alberta. Four have made returns this year, and taking the returns of 1886 for the four others, there appears to be an aggregate taxation in these eight municipalities of \$53,932.07, on a total valuation of real and personal property of \$5,610,307.00, or about 9.5 mills on the dollar. This rate is greater in the case of urban municipalities than in rural, the average rate for the former being 13.40 mills on the dollar, and that for the latter, 6.57 mills. The total liabilities, including debenture indebtedness, are given at \$96,505.05, of which urban amounts to \$42,500.00 and rural, \$54,005.05. 11.22 per cent. of amount of taxes imposed is absorbed in salaries. The area comprised in the four rural municipalities is 1,704,960 acres; and in the four urban municipalities about 6,000 acres.

#### SCHOOLS.

I am pleased to be able again to report an increase in the number of schools in the Territories.



There are now 106 Protestant Public, 4 Public, 17 Roman Catholic Public and 6 Roman Catholic Separate Schools organized, in all 133 schools. At the same date last year there were 93 schools, which shows an increase of 40 schools during the year.

Of the total number 86 Protestant, 3 Public and 20 Roman Catholic Schools were in operation during last summer term, with an attendance of 2,747, 80 and 716 pupils respectively, a total of 109 schools with 3,543 pupils, as compared with 76 schools in operation with 2,553 pupils last year, which shows an increase of 33 schools and 990 pupils during the year.

Several petitions are now pending for new school districts, and very frequent enquiries are received from various parts of the country with reference to the formation of new districts, so I estimate that during next summer term we will have about 150 schools in operation, with an attendance of from 4,100 to 4,400 pupils.

At the late session of my Council the School Ordinances of 1885 and 1886 were consolidated and amended.

A change was made in the constitution of the Board of Education with regard to the system of examining and granting certificates to teachers, and also in many other details affecting the conduct of schools and the working of the Ordinance. The grant on account of teachers holding provisional certificates was reduced to \$200, as it was felt that the grants in aid of schools were liberal, and that some effort should be made to induce trustees to engage only properly trained teachers.

The following gentlemen were appointed to constitute the Board of Education :—

Protestant Section : The Right Rev. W. C. Pinkham, D.D., Bishop of Saskatchewan; the Honorable E. L. Wetmore; Rev. Andrew B. Baird; B.D.; Rev. John McLean, M.A.; John Secord, Esq., barrister.

Roman Catholic Section : The Hon. C. B. Rouleau, Rev. H. Leduc, A. E. Forget, Esq., barrister.

Secretary : James Brown, Esq.

The first meeting of the new Board was held on the 13th instant, when the Right Reverend the Bishop of Saskatchewan was unanimously elected chairman.

The Board decided that all regulations heretofore in force are to be continued for the present, and until new members have had an opportunity of considering and revising them.

The following appointments were made :—

#### *Board of Examiners.*

Protestant Section : Rev. Andrew B. Baird, B.D., Thomas Grover, Esq., B.A.

Roman Catholic Section : Rev. D. Gillies, Rev. D. Gratton.

The remuneration of the members was fixed at \$4 for each day engaged, and actual travelling expenses.

#### *Inspectors of Schools.*

Protestant Section : John Hewgill, Esq., Moosomin, Assa.; Thomas Grover, Esq., B.A., Regina, Assa.; Rev. Charles McKillop, B.A., Lethbridge, Alta.; J. A. Blair, Esq., M.A., M.D., Calgary, Alta.; Rev. D. G. McQueen, B.A., Edmonton, Alta.; P. G. Laurie, Esq., Battleford, Sask.; Rev. Canon Flett, B.D., Prince Albert, Sask.

Roman Catholic Section : Rev. D. Gillies, St. Andrew, Wapella, Assa.; M. M. Seymour, Esq., M.D., Fort Qu'Appelle, Assa.; John W. Costello, Esq., Calgary, Alta.; Rev. Henry Grandin, Edmonton, Alta.; Rev. A. H. Bigonnesse, Battleford, Sask.; Rev. Pierre Dommeau, Prince Albert, Sask.

The remuneration of Inspectors was arranged by the following resolution, viz. :—"Inspectors of schools shall be paid ten dollars per visit to each school in their districts, not exceeding one visit to each school in each term, unless otherwise instructed by the Board of Education; for travelling expenses they shall be allowed five dollars per day, for each day absent on inspection; but where the railway is used, they shall be allowed the actual fares paid on such railway and such necessary expenses as the Board of Education may approve of.

The date for the next examination of teachers was fixed for the 14th February, 1888. It is expected that between fifty and sixty candidates will present themselves for examination.

The Board adjourned to the 25th January next, when they will meet to consider and revise the regulations with respect to the examination of teachers conduct of schools and lists of books authorized for use in the schools.

Further details with reference to the state of education in the Territories will be found in the report of the late Board of Education, issued in October last, copy of which I send herewith.

#### APPOINTMENTS.

The following is a list of the Territorial appointments since my last report:—

##### *Justices of the Peace.*

James McDougall, Esq.....	Peace River, Athabasca.
Donald Black, Esq.....	Wapella, Assiniboia.
John E. Sinclair, Esq.....	Stanley Mission, Saskatchewan.
James Stevenson, Esq.....	Deer Lake do
Jean Baptiste Boucher, Esq.....	Batoche do
Xavier Letendre dit Batoche, Esq.	do do
Richard Joseph Molloy, Esq.....	Clark's Crossing do
Charles Adams, Esq.....	Prince Albert do
Frederick White, Esq.....	Ottawa, Ontario.
Laurence Fortescue, Esq.....	do do
John Redpath, Esq.....	Parklands, Assiniboia.
Elzéar Poitras, Esq.....	Hollbroke, Alberta.
Alfred Workman, Esq.....	Eden Grove, Wapella, Assiniboia.
Edward Augustus Nash, Esq.....	Battleford, Saskatchewan.
Arthur Jefferd, Esq.....	Pense, Assiniboia.
Isaac Gaetz, Esq.....	Red Deer, Alberta.
Roderick A. McKenzie, Esq.....	Blind River do
William George Knight, Esq.....	Swift Current, Assiniboia.
Frederic Champness, Esq.....	Lethbridge, Alberta.
Henry Samuel Casey, Esq.....	Inspector N.-W. Mounted Police.
Alfred E. Nelson, Esq.....	Pine Creek, Alberta.
William Dennington Kisbey, Esq..	Dennington, Assiniboia.
Henry Newmarch, Esq.....	Whitewood do
Frank Harper, Esq.....	Inspector N.-W. Mounted Police.
Richard Browne Cooke O'Dono-	
hue, Esq.....	Banff, Alberta.
William R. Brereton, Esq.....	Victoria do
Hugh McDougall, Esq.....	Moose Jaw, Assiniboia.
George Murdock, Esq.....	Calgary, Alberta.
Thomas Taylor, Esq.....	Lac Ste. Anne do
Albert Milton Morden, Esq.....	Pincher Creek do
John James Heaslip, Esq.....	Alameda, Assiniboia.
William Percy, Esq.....	Inspector N.-W. Mounted Police.
Victor Beaupré, Esq.....	Gleichen, Alberta.
Gilbert Edward Sanders, Esq.....	Inspector N.-W. Mounted Police.
Arthur Richard Springett, Esq..	Maclood, Alberta.
James Osgoode Wilson, Esq.....	Inspector N.-W. Mounted Police.
William Staples, Esq.....	Boscurevis, Assiniboia.
Frederick Steven Proctor, Esq....	Fort Qu'Appelle do
John P. Beauchamp, Esq.....	Qu'Appelle Station do

*Notaries Public.*

Robert B. Gordon, Esq.....Regina, Assiniboia.  
 John Campbell Ferrie Bown, Esq..Calgary, Alberta.  
 James McKay, Esq.....Prince Albert, Saskatchewan.  
 Fred. Fraser Forbes, Esq. ....Moosomin, Assiniboia.  
 George Edward Dunsterville, Esq..Carnduff do

*Registration Clerks.*

William Cousins, Esq..... Medicine Hat, Assiniboia  
 Alexander Taylor, Esq.....Edmonton, Alberta.  
 Hugh Richardson, Esq.....Battleford, Saskatchewan.

I append hereto a return, as required by Section 93 of "The North-West Territories Act," of all liquor permits issued by me during the year 1887. The number, though in excess of last year, will be found proportionately smaller, if the increased population of the Territories be taken into account.

I have the honor to be, Sir,

Your obedient servant,

E. DEWDNEY,

*Lieutenant-Governor of the North-West Territories.*

[PART IV]

RETURN of Special Permissions for the importation of Intoxicating Liquors into the North-West Territories, during the Year 1887, as required by 43 Victoria, chapter 25, section 90, sub-section 2.

Permits.	Quantity of each Intoxicant in each Permit.							Total Quantities.							Remarks.	
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.		Beer.
32	1								32							
1,859	2								3,718							
35	3								105							
80	4								320							
70	5								350							
9	6								30							
2	7								14							
10	10								100							
1	12								12							
10	2								25							
1	3								3							
1	1								2							
1	2								5							
1	5								32							
3	2								6							
1	2								2							
1	2								2							
1	2								2							
1	2								2							
1	2								2							
1	1								1							
1	1								1							
3	1								4							
1	2								2							
69	2								138							
15	1								15							
4	2								8							
15	1								15							
1	10								10							
2	2								4							
4	2								4							
2	1								1							

Pharmaceutical purposes.







12 RETURN of Special Permissions for the importation of Intoxicating Liquors into the North-West Territories, &c. — Concluded.

Permits.	Quantity of each Intoxicant in each Permit.							Total Quantities.							Remarks.		
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.		Beer.	Porter.
1	1				1	1							1	1			
1														42			
21						2								8			
2						4								60			
6						10								20			
1						20											
5						2										10	
2						3										8	
2						3										5	
2						4										8	
2						5										5	
2						8										16	
2						10										20	
1						13										13	
1						13										16	
1						16										30	
1						30										672	
21						32											
1																	
1																	
12						1											
2						2											
10						3											
1						3											
3						4											
1						5											
8						8											
1						11											
1						12											
1						12											
1						15											
1						100											
1						100											
3,663						5,262				989	201	190	166	12,865	802		

Sacramental purposes.

do  
do  
do  
do  
do  
do  
do  
do  
do



RECAPITULATION.

Spirits—		
Whiskey .....	5,252½	6,979½
Brandy .....	1,169½	989½
Gin .....	201	12,865
Rum .....	180½	802
Alcohol .....	166	21,636
Wine .....	.....	.....
Beer .....	.....	.....
Porter .....	.....	.....
	<b>Total</b> .....	<b>21,636</b>

Liquor sold on Dining Cars of Canadian Pacific Railway under Permit for Wine and Beer, dated 30th July, 1886, from December 15th, 1886 to November 25th 1887. Beer, 3,391½; Wine, 177½.

REPORT OF THE BOARD OF EDUCATION FOR THE NORTH-WEST  
TERRITORIES FROM 1ST OCTOBER, 1886, TO 18TH OCTOBER, 1887.

(Presented by His Honor the Lieutenant-Governor, Chairman Board of Education.)

BOARD OF EDUCATION,

REGINA, 2nd November, 1887.

Gentlemen of the North-West Council:

I have the honor to submit herewith, for your information, the Report of the Board of Education for the past year.

I have the honor to be, Gentlemen,

Your obedient servant,

E. DEWDNEY,

Chairman Board of Education.

To the Members of the North-West Council,  
Regina.

REGINA, 18th October, 1887.

To His Honor EDGAR DEWDNEY,

Lieutenant-Governor of the North-West Territories,  
Chairman of the Board of Education.

SIR,—I have the honor to submit the following report of the proceedings of the Board of Education for the past year.

Meetings of the Board were held on the 23rd November and 10th December, 1886, and on the 9th March and 10th June, 1887.

Prior to the meeting held in December, a report was prepared on the schools open during the summer term of 1886, showing the capitation grant to which each school was entitled and the Inspectors' report on each school.

It was decided that the grant on the Inspectors' reports be distributed as follows:—

To schools reported	"excellent"	\$2.00	per capita.
do do	"very good"	1.75	do
do do	"good"	1.50	do
do do	"very fair"	1.25	do
do do	"fair"	1.00	do
do do	"moderate"	0.75	do

I transmit herewith a statement showing the amounts paid to each school on account of these grants. The total amount paid for capitation grants was \$1,230, and for grants on Inspectors' reports \$993.25. (See Appendix A.)

An amendment was passed at last session of Council to the School Ordinance increasing the capitation grant, and I transmit herewith a statement showing that the schools open during last winter term earned \$1,798.50, being an increase of nearly 50 per cent. on the amount earned by the schools open during the summer term of 1886, on account of this grant. (See Appendix B.)

TEACHERS' EXAMINATION.

In accordance with the regulations of the Board, the first examination of teachers in the Territories was held on the 11th, 12th and 13th days of January last. For the convenience of teachers and in order to reduce their travelling expenses to as small a figure as possible, the Board arranged to hold examinations at the following places: Battleford, Prince Albert, Edmonton, St. Albert, Calgary, Macleod, Regina, Fort

Qu'Appelle, Wolseley and Moosomin. The examination papers for candidates were prepared by the Rev. D. Lewis for the Protestant Section, and by the Rev. J. Hugonnard for the Roman Catholic Section. I transmit herewith the papers used. (See Appendix C.)

In all 35 candidates presented themselves for examination, 10 for 2nd class certificates and 25 for 3rd class. The following are the names of the successful candidates:—

PROTESTANT SECTION.

2nd Class.

Edward A. Partridge,  
James B. Steele,  
John Drinnan,

Miss C. M. Craig,  
Henry W. Halpin,  
L. Bruce Latimer.

3rd Class.

Miss Nelly Jaffray,  
Murdoch McLeod,  
Henry O. Partridge,  
Miss Lottie Cowan,  
John W. McPhail,  
Miss E. A. F. Boulding,  
Charles E. Cumming.

Miss M. O. Jefferson,  
John Young,  
Miss Sadie Cowan,  
Miss Isabella A. Kerr,  
Miss Roxy Alexander,  
John C. Callin.

ROMAN CATHOLIC SECTION.

2nd Class.

E. Frederic Guainans, Patrick L. McNamara.

3rd Class.

The Rev. Sisters Ethelburga Clarkson, Mary Greene and Anna O'Neill.

Owing to the long distances that many of the teachers reside from the railway, and the consequent length of time they would be absent from their schools if called upon to attend an examination, it was decided not to hold any examination in August last. Although it might be more convenient for travelling if the teachers' examination was held in summer, still, when it is considered that about one-half of our schools are closed during the winter term, it appears that that term will be found the most suitable time of the year in which to hold these examinations. If they are held in summer, the school trustees are very likely to select the time during which their teacher is absent as the period for the summer holidays, and thus deprive the teacher of any time for leisure during our hot season.

SCHOOL LANDS.

In January last a dispatch was received from the Department of the Interior on this subject, in which it was stated, *inter alia*, that the Minister is of opinion that the whole question of the advisability of offering such lands for sale, and the upset price to be placed on them, as well as all future questions having reference to the disposition of school lands in the Territories, should be referred to the Board of Education for its consideration. Also that the Minister thinks it would be advisable, with a view to prevent improvident sales, that, as in Manitoba, so in the Territories, no school land should be offered at an upset price of less than \$5 per acre.

This question was considered at a meeting of the Board held in March, and as it is well known that many of the school sections in the Territories are very valuable as hay and timber lands, I was directed to ask the co-operation of the Boards of School Trustees throughout the country in establishing some system of protection for such lands. I addressed a circular letter on the subject to the various Boards of Trustees, and received about fifty replies, many of them containing valuable suggestions.

In pursuance of instructions, I transmitted copies of these replies to the Minister of the Interior, together with a copy of the following resolution of the Board :

"That the Secretary be instructed to write the Hon. the Minister of the Interior to the effect that it appears, by letters received by this Board and from other information, that efficient inspection of the timber and hay on school lands is not had ;

"That we desire to urge upon the Hon. the Minister the advisability of placing these lands under the protection of this Board, so that we may employ our School Inspectors to look after the same ;

"That Homestead Inspectors be instructed to inspect the same and to communicate with the various Boards of School Trustees so as to obtain information as to any trespass thereon, and to report the same to the proper officers ;

"And that the Secretary forward copies of all such letters received by this Board to the Minister, which will show him that serious loss is being sustained from trespassers on said lands."

I attach herewith copy of the letter addressed to the Deputy of the Minister of the Interior when transmitting copies of the correspondence referred to for the consideration of the Minister. (*See Appendix D.*) An acknowledgment of the receipt of said letter has been received, and I have been informed that, owing to the Minister's long absence from Ottawa, he has not as yet had an opportunity of considering the matter.

In February last application was made to the Board, on behalf of the Corporation of the town of Calgary, to procure that portion of the north-east quarter of Section 2, Township 24, Range 1, west of the 5th Meridian, which lies south of the railway track, for the purpose of stock yards. After due consideration of the matter, and in view of the fact that the land was wanted for a purpose which will benefit the public generally, the Board requested the Minister of the Interior to advertise the said portion of land for sale at an upset price of not less than \$10 per acre. Particulars of the sale of this land have not yet been received.

Very recently a communication was received from the Deputy Minister of the Interior, for the information of the Board, stating that in view of the possibility that the several Provisional Districts of the Territories may in time become Provinces, the Deputy Minister has thought that a separate account should be kept of the moneys derived from the disposal of school lands in each of them. That up to the present time \$3,600.12 has been received on account of school lands in the whole of the Territories, and of this amount the Auditor General has placed \$3,471.15 to the credit of the District of Assiniboia, and \$128.97 to the credit of the District of Alberta, the said amounts having been derived from these districts respectively.

The Board has expressed concurrence with the views of the Minister with regard to the upset price to be put upon school lands, viz.: That no school lands in the Territories should be offered at an upset price of less than \$5 per acre.

#### HIGH SCHOOLS AND TRAINING INSTITUTE.

The desirability of establishing some system of high schools in the Territories has frequently been under the consideration of the Board, and specially with a view to obtain in connection therewith an institute wherein our teachers could be trained in the science and art of teaching. As directed, a copy of the following resolution of the Board was forwarded to the Minister of the Interior on this subject, viz.: "That this Board desires to urge upon the Federal Government the desirability of a grant of \$30,000 being made to the North-West Territories for the purpose of establishing one or more high schools and a central training school. That the grant in aid of schools at present given is required for the common schools, and in consequence no provision can be made to encourage or establish high schools."

The Deputy Minister, in acknowledging receipt of the letter transmitting copy of said resolution, states that the subject will be dealt with in an official communication, which will be addressed in response to the resolution passed by the North-West Council bearing upon the same subject.

## MEETINGS OF THE SECTIONS.

Meetings of the Protestant Section were held on 23rd November, 1886; 6th May, 10th June and 6th September, 1887.

The regulations of the Board with respect to granting provisional certificates, and professional certificates to candidates who have no Normal School training, were revised and new regulations issued, as per copy transmitted herewith. (*See Appendix E.*)

Meetings of the Roman Catholic Section were held on 23rd November, 1886, and 20th January, 1887.

The Rev. Fathers Leduc and Dommeau were appointed Inspectors of Roman Catholic schools in place of the Rev. Fathers Lestanc and André, resigned.

## DIVISIONS AND ALTERATIONS OF DISTRICTS.

I might almost say that the office has been inundated with petitions for the alteration of the limits of school districts all over the country. Many of these petitions were based on the most trivial grounds, and have been disposed of by the Board or withdrawn by the parties themselves. In two cases, however, matters are more serious and the papers have been held over for reference to Council.

## MEDICINE HAT.

The School District of Medicine Hat comprises the whole of Township 12, Range V., west of 4th Meridian. The Town of Medicine Hat is situated on Section 31, the extreme north-west corner of the district. At the time this district was formed it was supposed that Dunmore, the next station east on the C.P.R., was in the adjoining township. The latest Government map shows Dunmore on Section 8, Township 12, Range IV., whereas Dunmore is situated on Section 2, Township 12, Range V., and therefore forms part of Medicine Hat School District. The school for this district is situated in the Town of Medicine Hat, and the people at Dunmore, being eight miles distant by railway, can derive no benefit from it although they are taxed for its support. They have petitioned the Board to have the school district divided, but, as the Trustees of the Medicine Hat District have refused to recommend the division, the Board could take no action in the premises and the papers have been held over for Council.

## CALGARY.

The Calgary School District comprises 36 square miles, viz., Sections 25 to 36, inclusive, in Township 23, and Sections 1 to 24, inclusive, in Township 24, in Range I., west of the 5th Meridian.

The Municipality of the Town of Calgary comprises all those parts of Sections 14, 15 and 16, in Township 24, lying south of the Bow River.

The Bow River cuts off a portion of the School District on the north, and the Elbow River cuts off a large portion of the district on the south and east.

The school is located in the Town of Calgary, which lies in the second most northerly tier of the sections comprising the School District, consequently many residents live at such a distance from the school that they are unable to derive any benefit from it.

I understand a petition will be presented to Council with regard to this matter.

## SEPARATE SCHOOLS.

In two Public School Districts, Separate Schools have been established, viz., at Prince Albert and Calgary.

The returns sent in from these Separate Schools have, on examination, been found to be the records of the attendance of pupils at the Convents at Calgary and Prince Albert. At these convents several Protestant children attend and fees are charged. The question, therefore, arises: Are these convents, schools, within the

meaning of the Ordinance, entitled to a grant? or should they not be placed on the same footing as a high school.

Aid has been refused to the Presbyterian High School established at Prince Albert, as no money has been placed at the disposal of the Board for such a purpose, and for same reason aid has been withheld from said convents until Council has had an opportunity of considering the matter.

#### SCHOOL ORDINANCE.

Further experience in the working of the School Ordinance and its amendments has disclosed many deficiencies. In several school districts difficulties have arisen which necessitated the reference of the papers for legal advice. The Board has been advised that many sections of the Ordinance are inoperative, and it has been found that the Board could take no action for the removal of the difficulties spoken of. It has also been pointed out that several sections are defective, inasmuch as their provisions are not in accordance with the North-West Territories Act.

As further amendments would complicate matters too much, the members of the Protestant section of the Board, who only had an opportunity of considering the matter, decided it was advisable to consolidate and amend the Ordinance. A new Ordinance was therefore prepared, in accordance with the views of said members, and, as directed, copies were printed for presentation to Council for its consideration.

#### REPORTS.

Owing to the Inspectors' reports not having all been received, it is impossible to give the full details of the schools that were given last year, but I transmit herewith statistical tables showing the number of pupils attending the schools during this term, and the classes of certificates held by the teachers. (*See Appendix F*)

The following is a summary of these tables showing the state of the schools during the present summer term, as compared with the same term last year :

#### PROTESTANT SCHOOLS.

INSPECTORATE.	1887.			1886.		
	Schools open.	Teachers employed.	Pupils.	Schools open.	Teachers employed	Pupils.
East Assiniboia.....	32	33	614	18	18	407
Western do .....	33	37	992	30	31	926
P. Albert District.....	10	10	320	10	10	374
Battleford do .....	1	1	33	1	1	34
Calgary and Macleod.....	7	8	281	3	4	170
Edmonton.....	7	7	185	3	3	130
	99	96	2,425	65	67	2,041
1886.....	65	67	2,041			
Increase in 1887 .....	25	29	384			

## ROMAN CATHOLIC SCHOOLS.

INSPECTORATE.	1887.			1886.		
	Schools open.	Teachers employed.	Pupils.	Schools open.	Teachers employed.	Pupils.
Edmonton .....	5	8	185	5	8	206
Prince Albert .....	8	11	230	3	3	62
Calgary .....	1	3	106	1	3	106
Battleford .....	1	1	65	1	1	60
Assiniboia .....	6	6	133	2	2	78
	21	29	719	12	17	512
1886 .....	12	17	512			
Increase in 1887 .....	9	12	207			

A review of this summary will show an increase of 25 schools, 29 teachers and 384 pupils in districts under the control of the Protestant section of the Board, and of 9 schools, 12 teachers and 207 pupils in districts under the control of the Roman Catholic section, or a total increase of 34 schools, 41 teachers and 591 pupils since this date last year.

Every one interested in education in the Territories must feel encouraged by this very satisfactory progress, which I am confident will prove to be even more so when complete returns for the present school year have been received.

I have the honor to be, Sir,

Your obedient servant,

JAMES BROWN,

*Secretary Board of Education.*

[PART IV]

19

APPENDIX A.—Report on Schools for Summer Term ending 31st October, 1886.

Name of School.	No.	Teacher.	Teacher's Certificate.	School closed for term on	No. of days School open during term	No. of Pupils who attended 100 days.	Inspector's Endorsement on Teacher's Certificate.	Capitation Grant at \$.	Rate of Grant on Inspector's report.	Grant on Inspector's report.	Total of Capitation Grant and Grant on Inspector's report.
								\$ cts.	\$	\$ cts.	\$ cts.
Moose Jaw.....	1	J. N. McDonald.....	2nd.....	Oct. 31.....	106	6	Excellent.....	12 00	2 00	12 00	24 00
Qu'Appelle.....	2	J. W. Peters.....	2nd.....	Oct. 31.....	127½	20	Excellent.....	40 00	2 00	40 00	80 00
Prince Albert.....	3	J. F. A. Stull.....	1st.....	Oct. 31.....	111	16	Very good.....	30 00	1 75	26 25	56 25
Regina.....	4	{ D. S. McCannell and Assistant.....	2nd.....	Oct. 31.....	119	16	Excellent.....	32 00	2 00	32 00	123 50
Broadview.....	5	Mrs. Painter.....	Prov. 3rd.....	Sept. 30.....	115½	3	None.....	34 00	1 50	25 50	6 00
Kealis.....	6	Miss Douglas.....	3rd.....	Oct. 31.....	135	10	Excellent.....	20 00	2 00	20 00	40 00
Edmonton.....	7	W. H. Carson.....	Prov. 3rd.....	Oct. 31.....	113	3	Good.....	6 00	1 50	4 50	10 50
St. Andrews.....	8	W. Gerrard.....	Prov. 3rd.....	Oct. 31.....	132	27	Very good.....	54 00	1 75	47 25	101 25
Colliston.....	9	V. R. G. Hutcheson.....	Prov. 3rd.....	Oct. 29.....	119	3	Good.....	14 00	1 50	10 50	24 50
Prince Albert East.....	10	Miss Hutcheson.....	Prov. 3rd.....	Oct. 29.....	133½	3	Very good.....	6 00	1 25	5 25	11 25
Wapella.....	11	Miss Dodson.....	3rd.....	Oct. 31.....	126	5	Very fair.....	10 00	1 25	8 25	16 25
Moosomin.....	12	T. Deckie.....	2nd.....	Oct. 31.....	131½	8	Good.....	16 00	1 50	12 00	28 00
Saskatoon.....	13	45 pupils, school only open 1st quarter of Term.....	3rd.....	Oct. 31.....	120	6	Very fair.....	12 00	1 25	7 50	19 50
Little Pipestone.....	14	J. W. McPhail.....	3rd.....	Oct. 31.....	136	6	Fair.....	12 00	1 00	6 00	18 00
Montgomery.....	15	Not open.....	Prov. 3rd.....	Oct. 31.....	119	7	Very good.....	14 00	1 75	12 25	26 25
St. John.....	16	H. Newmarch.....	2nd.....	Oct. 15.....	122	23	Good.....	46 00	1 50	34 50	80 50
Red Deer Hill.....	17	H. Rodgers.....	Prov. 3rd.....	Oct. 31.....	126	28	Very good.....	56 00	1 75	49 00	105 00
St. Catharines.....	18	Miss McGregor.....	1st.....	Oct. 31.....	129	10	Very fair.....	20 00	1 25	12 50	32 50
Wascana.....	19	Jos. Boag and Assistant.....	Prov. 3rd.....	Oct. 31.....	106	4	Very good.....	8 00	1 75	7 00	15 00
Park.....	20	J. C. Callin.....	Prov. 3rd.....	Oct. 14.....	121	10	Very good.....	20 00	1 75	17 50	37 50
Eden Grove.....	21	Miss Givin.....	Prov. 3rd.....	Oct. 29.....	126	8	Very good.....	16 00	1 75	14 00	30 00
Rocanville.....	22	Not open.....	3rd.....	Oct. 29.....	138	18	Good.....	36 00	1 50	27 00	63 00
Belmont.....	23	J. B. Suecie.....	1st.....	Oct. 29.....	111	2	Fair.....	4 00	1 00	2 00	6 00
Sturgeon.....	24	Mrs. Inglis.....	2nd.....	Oct. 22.....	132	15	Very good.....	30 00	1 75	26 25	56 25
Wolsely.....	25	Mrs. Alexander.....	Prov. 3rd.....	Oct. 31.....	113½	14	Fair.....	28 00	1 25	17 50	45 50
Fort Qu'Appelle.....	26	Miss V. E. Burns.....	Prov. 3rd.....	Oct. 31.....	130	7	Very good.....	14 00	1 75	12 25	26 25
Revue Bank.....	27	R. McMillan.....	Prov. 3rd.....	Oct. 31.....	137	5	Very fair.....	10 00	1 00	5 00	15 00
Maple Green.....	28	Miss M. Armstrong.....	Prov. 3rd.....	Oct. 31.....	108½	15	Excellent.....	30 00	2 00	30 00	60 00
Wacana.....	29	Miss Cowan.....	2nd.....	Oct. 31.....	139	15	Excellent.....	30 00	2 00	30 00	60 00
Round Plain.....	30	Ed. Fee.....	2nd.....	Oct. 31.....	139	15	Excellent.....	30 00	2 00	30 00	60 00
Poplar Grove.....	31	H. A. Ross.....	3rd.....	Nov. 19.....	139	15	Excellent.....	30 00	2 00	30 00	60 00
Thistle.....	32	Mrs. Moore.....	Prov. 3rd.....	Oct. 31.....	139	15	Excellent.....	30 00	2 00	30 00	60 00
Summerberry.....	33	J. F. Madsen.....	2nd.....	Oct. 31.....	139	15	Excellent.....	30 00	2 00	30 00	60 00



34	T. D. Acheson.	3rd	Oct. 31.	189	17	Excellent.	34 00	2 00	34 00	68 00
35	R. G. Fleming.	Prov.	Oct. 31.	180	6	Moderate to fair.	12 00	1 00	6 00	18 00
36	Miss Fotheringham.	Prov.	Nov. 5.	98	11	Very fair.	22 00	1 25	16 50	38 50
37	A. T. Fotheringham.	2nd	Nov. 5.	129	11	Good.	20 00	1 00	10 00	30 00
38	Miss Huckerby.	2nd	Oct. 31.	135	2	Fair.	4 00	1 50	3 00	7 00
39	Miss Bulaya.	2nd	Oct. 31.	110	2	Good.	30 00	1 50	22 50	52 50
40	E. A. Partridge.	3rd	Oct. 31.	125½	30	Very good.	60 00	1 75	52 50	112 50
41	H. W. Atwater.	2nd	Oct. 31.	108	13	Very fair.	26 00	1 00	13 00	39 00
42	T. M. Marsh.	Prov.	Oct. 5.	68	6	Fair.	12 00	1 00	6 00	18 00
43	Miss Webster.	2nd	Nov. 5.	141½	2	Fair.	4 00	1 25	2 50	6 50
44	J. C. Slater.	3rd	Oct. 31.	122	2	Very fair.	13 00	1 50	7 50	19 50
45	J. Young.	Prov.	Nov. 6.	108	10	Very fair.	20 00	1 50	16 00	35 00
46	Miss Jeffrey.	Prov.	Oct. 31.	119	2	Very fair.	4 00	1 25	3 50	6 50
47	Miss Grier.	Prov.	Oct. 31.	120	9	Good.	18 00	1 50	13 50	31 50
48	J. W. Kenyon.	2nd	Oct. 29.	125	11	Good.	22 00	1 50	16 50	38 50
49	Miss Barnes.	Prov.	Oct. 31.	137	7	Fair.	14 00	1 00	7 00	21 00
50	Not open.	Prov.	Oct. 31.	119½	13	Very fair.	24 00	1 25	16 00	40 00
51	L. B. Latimer.	3rd	Nov. 23.	123	3	Very fair.	6 00	1 25	3 75	9 75
52	Miss Alexander.	Prov.	Oct. 31.	114	6	Very fair.	6 00	1 00	3 75	9 75
53	O. E. Cumming.	Prov.	Oct. 31.	114	3	Fair.	6 00	1 00	3 75	9 75
54	Miss Powell.	3rd	Oct. 31.	137	3	Fair.	6 00	1 25	3 75	9 75
55	Mrs. McVeice.	Prov.	Oct. 31.	99	3	Very fair.	6 00	1 25	3 75	9 75
56	T. J. Irwin.	Prov.	Oct. 29.	136	1	Very fair.	2 00	1 25	1 25	3 25
57	Miss McHalt.	Prov.	Oct. 31.	102	6	Fair.	12 00	1 00	6 00	18 00
58	Not open.	Prov.	Oct. 31.	73	6	Moderate to fair.	12 00	1 00	6 00	18 00
59	H. O. Partridge.	Prov.	Nov. 16.	117	6	Fair.	12 00	1 00	6 00	18 00
60	Miss Jefferson.	Prov.	Oct. 31.	73	6	Moderate to fair.	12 00	1 00	6 00	18 00
61	Not open.	Prov.	Nov. 16.	117	6	Fair.	12 00	1 00	6 00	18 00
62	Mrs. Reeve.	Prov.	Oct. 31.	86½	6	Fair.	12 00	1 00	6 00	18 00
63	J. Brookfield.	Prov.	Oct. 31.	86½	6	Fair.	12 00	1 00	6 00	18 00
64	A. McKellar.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
65	Only open 1st quarter of Term.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
66	Miss Boulding.	2nd	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
67	S. B. Jamieson.	2nd	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
68	Miss Cowan.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
69	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
70	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
71	Mrs. Clink.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
72	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
73	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
74	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
75	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
76	Not open.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
77	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
78	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
79	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
80	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
81	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
82	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
83	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
84	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
85	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
86	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
87	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
88	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
89	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
90	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
91	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
92	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
93	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
94	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
95	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
96	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
97	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
98	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
99	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00
100	Just proclaimed.	Prov.	Oct. 31.	84	6	Fair.	12 00	1 00	6 00	18 00

[PART IV.]

APPENDIX A.—Report on Schools for Summer Term ending 31st October, 1886.—Continued.

ROMAN CATHOLIC SCHOOLS, PUBLIC.

Name of School.	No.	Teacher.	Teacher's Certificate.	School closed for term on	No. of days School open during term.	No. of Pupils who attended 100 days.	Inspector's Endorsement on Teacher's Certificate.	Capitation Grant at \$2.	Rate of grant on Inspector's report.	Grant on Inspector's report.	Total of capitation grant on Inspector's report.
								\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bellevue.....	1	Not open.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saskatchewan.....	2	Not open.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Albert.....	3	Sister Dillon and assistant.....	1st.....	Oct. 31.....	101.....	28.....	Excellent.....	56 00.....	2 00.....	56 00.....	112 00.....
St. Léon.....	4	H. Blanc.....	Prov.....	Oct. 22.....	112.....	14.....	Good.....	28 00.....	1 50.....	21 00.....	49 00.....
Cunningham.....	5	L. T. Quevillon and assistant.....	1st.....	Oct. 31.....	104.....	20.....	Excellent.....	40 00.....	2 00.....	40 00.....	80 00.....
Befferose.....	6	A. Arcand.....	Prov.....	Oct. 31.....	95.....	.....	Good.....	.....	.....	.....	.....
St. François Xavier.....	7	Not open.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stobart.....	8	Jules Godard.....	3rd.....	Nov. 6.....	138.....	17.....	Very good.....	34 00.....	1 75.....	29 75.....	63 75.....
St. Laurent.....	9	Rev. Fourmond.....	1st.....	Oct. 1.....	120.....	7.....	Excellent.....	14 00.....	2 00.....	14 00.....	28 00.....
Lourdes.....	10	Octave Rénier.....	2nd.....	Oct. 1.....	105.....	6.....	Fair.....	12 00.....	1 00.....	6 00.....	18 00.....
St. Vital de Battieford.....	11	Miss Dorval.....	1st.....	.....	.....	.....	.....	.....	.....	.....	.....
Lebret.....	12	E. F. Guainans.....	3rd.....	.....	.....	.....	.....	.....	.....	.....	.....
Taché.....	13	H. O. Garnot.....	Prov.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis de Langevin Est.....	14	L. S. Pinaud de la Croix.....	3rd.....	.....	.....	.....	.....	.....	.....	.....	.....

ROMAN CATHOLIC SEPARATE SCHOOLS.

Lacombe.....	1	Sister Green and assistant.....	Prov.....	Oct. 31.....	120.....	13.....	Excellent.....	26 00.....	2 00.....	26 00.....	52 00.....
St. Andrew.....	2	D. Gillies.....	1st.....	Oct. 31.....	115.....	10.....	Excellent.....	20 00.....	.....	20 00.....	40 00.....
								\$1,230 00.....		\$593 25.....	\$2,223 25.....

\* Average attendance only 78-127.

APPENDIX B.

REPORT on Schools open during Winter Term, 1886-1887, 1st Nov. to 31st March.

Name of School.	Number.	Number of Pupils on Register.	Number of days School was open.	Average Daily Attendance.	Number of Pupils who attended 50 days.	Grant on Attendance at \$1.50 per Pupil.		Average Attendance to No. on Register.	Remarks.
						\$	cts. p. c.		
1. Moose Jaw.....	1	106	102	71½	82	123 00	67		
2. Qu'Appelle.....	2	87	94½	53	51	78 50	60		
3. Prince Albert.....	3	64	95½	47	51	78 50	74		
4. Regina.....	4	175	94½	111	115	172 50	63		
5. Broadview.....	5	29	88½	21·6	18	27 00	74		
6. Kenlis.....	6	21	98	10	9	13 50	48		
7. Edmonton.....	7	61	92½	39	43	64 50	64		
8. St. Andrews.....	8	45	99	29½	31	46 50	65		
9. Colleston.....	9	16	97	9	11	16 50	56		
10. Prince Albert East.....	10	37	91	21·2	17	25 50	57		
11. Wapella.....	11	29	87½	19½	21	31 50	67		
12. Moosomin.....	12	67	93	40·9	34	51 00	61		
13. Saskatoon.....	13	51	99	29	31	46 50	57		
14. Little Pipestone.....	14	25	93	10	9	13 50	40		
15. St. John.....	15	15	96	3·5	2	.....	23	Average under 8.	
16. St. Catharines.....	18	31	95	22·5	22	33 00	73		
17. Calgary.....	19	104	87½	63·5	55	82 50	61		
18. Park.....	20	19	91	9·7	10	15 00	51		
19. Eden Grove.....	21	.....	.....	.....	.....	.....	.....	Closed Oct. 14.	
20. Belmont.....	23	30	90	16·5	14	21 00	55		
21. Wolsley.....	25	36	98	25	29	43 50	70		
22. Fort Qu'Appelle.....	26	26	95	12·6	9	18 50	49		
23. Revine Bank.....	27	16	83	6·6	7	.....	41	Average under 8.	
24. Maple Green.....	28	25	87½	19	17	25 50	76		
25. Thistle.....	32	.....	.....	.....	.....	.....	.....	Closed Dec. 23.	
26. Summerberry.....	33	.....	.....	.....	.....	.....	.....	do	
27. Sunnymead.....	38	20	95	10½	9	13 50	51		
28. Tonnycastle.....	40	31	87½	13·7	12	18 00	44		
29. Lindsay.....	41	34	94½	24·2	25	37 50	71		
30. Island Lake.....	44	19	85	5·5	3	.....	29	Average under 8.	
31. Fleming.....	45	19	86	7	6	.....	37	do	
32. Macleod.....	47	.....	.....	.....	.....	.....	.....	Only open 15 d's.	
33. Indian Head.....	49	42	6	22	27	40 50	52		
34. Lethbridge.....	51	59	81½	33·4	27	40 50	57		
35. Wide Awake.....	54	.....	.....	.....	.....	.....	.....	Closed Nov. 4.	
36. Whitewood.....	57	28	99	15·6	16	24 00	56		
37. Spring Coulee.....	59	11	91	5·7	6	.....	52	Average under 8.	
38. Battleford.....	71	33	102	12	11	16 50	36		
39. Victoria.....	75	30	65	18	13	19 50	60		
40. Medicine Hat.....	76	84	86	50·2	56	84 00	60		
38 Schools open.....		1,525		98·3	899	1,312 50			

REPORT on Roman Catholic Schools open during Winter Term, 1886-87,  
1st Nov. to 31st March.

Name of Schols.	Number.	Number of Pupils on Register.	Number of days School was open.	Average Daily Attendance.	Number of Pupils who attended 60 days.	Grant on Attendance at \$1.50 per Pupil.	Average Attendance to No. on Register.	Remarks.
						\$ cts.	p. c.	
1. St. Albert .....	3	72	97	53	52	78 00	74	
2. St. Léon .....	4	21	94	16	17	25 50	76	
3. Cunningham .....	5	56	100	45·7	50	75 00	82	
4. Bellerose .....	6	16	99	10·7	12	18 00	67	
5. Stobart .....	8	21	99	13	13	19 50	62	
6. St. Laurent .....	9	26	103	18	18	27 00	70	
7. Lourdes .....	10	15	93	10·6	11	16 50	71	
8. St. Vital .....	11	57	93	31	30	45 00	54	
9. Lebrét .....	12	25	90	12	12	18 00	48	
10. Taché .....	13	26	99	15	18	27 00	58	
11. St. Louis de Langevin Est.	14	25	104	21	22	33 00	84	

CATHOLIC SEPARATE.

12. Lacombe .....	1	95	88	64	66	99 00	67	
13. St. Andrew .....	2	21	53	14·2	3	4 50	68	
		476		324·2	324	486 00		
Total for Public Schools .....					899	1,312 50		
Totals .....					1,223	1,798 50		
LESS .....					24			In schools where average attendance was under 8.
					1,199			

1,199 pupils @ \$1.50 = \$1,798.50.

58·95 per cent. of children attending Protestant Schools obtained grant:

68·06 do do Catholic do do

Average attendance, Protestant Schools, 59·55 per cent. of pupils on register.

do Catholic do 68·06 do do do

## APPENDIX C.

## QUESTIONS SET AT THE TEACHERS' EXAMINATION, JANUARY, 1887.

## PROTESTANT SECTION.

## Class II.

*English Literature and Composition.*

1. What is meant by English Literature?
2. What are the two greatest early English Poems remaining to this day? Give a short account of each.
3. State what you know of the following:
  1. Canterbury Tales.
  2. Chevy Chase.
  3. The Visions of Piers the Plowman.
4. Write a short account of Scott's "Lady of the Lake."
5. Write short notes on the following, giving the context when you can:
  1. "She sang, and still a harp unseen  
Filled up the symphony between."
  2. "Rather will Ellen Douglas dwell  
A votaress in Maronan's cell;"
  3. "While clamorous war-pipes yelled the gathering sound,  
And while the Fiery Cross glanced, like a meteor, round."
  4. "To Douglas gave a golden ring,  
While coldly glanced his eye of blue  
As frozen drop of winter dew."
6. Write a short essay on one of the following subjects:—
  1. North-West Winter.
  2. North-West Summer.

*Class II.—Physiology and Hygiene.*

1. Why do human beings and dumb animals die if they are shut up in a room where no fresh air can come in?
2. If a room were full of steam, how would you send it out?
3. About how many different things does our blood contain? What is the name of the only food that contains the substances necessary to feed the blood?
4. As no blood can run through the coats or sides of an artery or vein, how does the blood get out to feed the forty organs?
5. Describe all you know about the way in which a dinner of solid food—beef and potatoes—is digested and turned into good blood?
6. How would you get all the juices out of meat, and how would you make the strongest and most digestible beef tea?
7. What is organic matter?
8. Why is it necessary to clean a saucepan outside as well as inside?

*Class II.—Arithmetic.*

1. Define H. C. F. and L. C. M.  
A, B, C and D. all met at a certain house on the 1st January, 1886. A. was in the habit of calling at the same place every 3rd day, B. every 5th day, C. every 10th day, and D. every 13th day. When will they all meet again?

2. Simplify  $\frac{6\frac{1}{2} - 1\frac{5}{4}}{2\frac{1}{6} + 1\frac{1}{2}}$  and  $(\frac{5}{7} \text{ of } \frac{6}{13}) \div \frac{2\frac{1}{2}}{3\frac{1}{4}}$

3. Divide \$999 between A., B. and C., so that A may receive \$15 more than B., and B. \$15 more than C.
4. Divide .0269 by .281; .269 by .0281; and 2.69 by .00281.
5. Convert into vulgar fractions, in their lowest terms, .2427; 2.325.
6. Find the square root of 44415.5625, and the cube root of 970299.
7. A work can be accomplished by A. and B. in 3 days; by A. and C. in 5 days; by B. and C. in seven days. Find in what time it would be accomplished by all working together.
8. Wheat is bought at 39s. and 48s. a quarter; in what proportion must they be mixed so as to gain 25 per cent. by selling the mixture at 57s. 6d. per quarter?

*Class II.—Geography.*

1. Explain the following terms :  
Equator, hemisphere, parallel of latitude, first meridian and ecliptic.
2. On what do rainfall, mineral springs, hot springs and climate depend?
3. Give the principal mountain ranges of Asia and America.
4. What are the capes between Osborne and Cod on the eastern coast of North America?
5. Give the capitals of the following countries, and their chief products :  
Venezuela, Ecuador, Guiana, Brazil, Peru, Newfoundland, China, Beloochistan, British India, Wurtemberg, Hungary, Roumania, Montenegro and Bulgaria.
6. What are the chief islands included under Polynesia?
7. What are peculiar characteristics of the Caucasian, Mongolian, Ethiopian and the Malay, and how are they respectively distributed over the face of the globe?
8. What are the four great oceanic river-systems and the great rivers which constitute them?

*Class II.—Euclid.*

1. Define circle, rhombus, rhomboid and parallelogram.
2. If two angles of a triangle be equal to each other; the sides also which subtend, or are opposite to, the equal angles, shall be equal to one another.
3. If a side of a triangle be produced, the exterior angle is equal to the two interior and opposite angles; and the three interior angles of every triangle are together equal to two right angles.
4. If the square described upon one of the sides of a triangle be equal to the squares described upon the other two sides of it, the angle contained by these two sides is a right angle.
5. If a straight line be divided into any two parts, the square on the whole line is equal to the square on the two parts, together with twice the rectangle contained by the parts.
6. To describe a square that shall be equal to a given rectilineal figure,
7. A line drawn bisecting the angle contained by the two equal sides of an isosceles triangle, bisects the third side at right angles.
8. Given the base of any triangle, the area, and the line bisecting the base, construct the triangle.

*Class II.—Grammar.*

1. What is inflexion? What parts of speech are inflected, and for what reason?
2. Some plural nouns are used as singular, and other are used only in the plural. Give as many examples as you can of each.
3. Give the nine primary tenses, illustrating each tense in the active voice by "to write" and the passive voice by "to teach."
4. Distinguish between *strong* and *weak* conjugations, giving six examples of each with their preterites and past participles.

5. Classify the following adverbs :—  
Then, within, twice, almost, nay, and consequently.
6. Give nouns with suffixes denoting,  
1. Persons; 2. Abstraction; 3. Instrument.  
Several examples should be given of each.
7. What may constitute the subject of a sentence?
8. Analyze the following sentences :—  
1. Nine times the space that measures day and night  
To mortal men, he fell.  
2. To me the meanest flower that blows can give  
Thoughts that do often lie too deep for tears.  
3. Their ashes flew,  
No marble tells us whither.

*Class II.—Algebra.*

1. Simplify

$$(a) \quad \frac{(a+b)(a+c) - (b+d)(d+c)}{a-d}$$

$$(b) \quad 1+x^4+x^8 \div 1+x+x^2$$

2. Resolve in factors

$$x^4+x^3+x^2+x+1$$

3. Solve

$$\frac{8x+5}{14} + \frac{7x-3}{6x+2} = \frac{4x+6}{7}$$

4. Divide 80 into two parts, so that the difference between the greater and 90 may be equal to twice the difference of the less and 100.

5. A prize of \$1,000 was divided between A. and B. so that their shares were in the proportion of 5 to 6. What was the share of each?

6. Solve

$$\begin{aligned} 7x-3y &= 30. \\ 9y-5z &= 34. \\ x+y+z &= 33. \end{aligned}$$

7. Solve

$$\frac{x+1}{x-1} - \frac{x-2}{x+2} = \frac{9}{5}$$

8. The difference of two numbers is 4 and the difference of their cubes is 604. What are their numbers?

*Class II.—History.*

1. What Roman Generals visited Britain?
2. What Kingdoms constituted the Saxon Heptarchy?
3. State what you know of the following:  
Star Chamber, Pride's Purge, Septennial Act, and the Stamp Act.
4. Under what circumstances did the English first settle in India?
5. Name and give dates for the several Acts of the British Parliament relating to the Government of Canada.
6. What difficulties were settled by the Washington Treaty?
7. Give a short account of the Canadian Pacific Railway scheme—when proposed—for what purpose—the legislation regarding it—and progress made.
8. What events in Canadian History have happened in the years 1791, 1763, 1867, 1837, 1858, 1755 and 1842?

*Class III.—Geography.*

1. The surface of the Earth is divided into five zones or belts. Give their names and latitudes or limits.
2. By what different names are periodical winds known in the different parts of the world?
3. North and South America may be divided into four great slopes, a northern, eastern, southeastern and western. By what great rivers are these respectively drained, and into what oceans do they discharge their waters?
4. Give the provinces and territories of the Dominion of Canada with their capitals.
5. In what counties are the following towns situated :  
Aurora, Seaforth, Picton, Brockville, Cornwall, Ottawa, Hull, Sherbrooke, and Three Rivers?
6. What are the rivers that flow into the North Sea or German Ocean?
7. What are the capitals of the following countries :  
Denmark, Sweden, Norway, Spain, Portugal, stating the rivers or otherwise on which they are situated?
8. Give a list of the Colonies and Foreign Possessions of Great Britain.

*Class III.—History.*

1. Give a sketch of the Government of Canada.
2. Write a short account of the capture of Quebec by General Wolfe.
3. State what you know of the United Empire Loyalists, and the circumstances under which they settled in Canada.
4. In what way did the following treaties affect Canada : Utrecht, Paris, Ashburton Treaty, Reciprocity, and the Washington Treaty?
5. Give an account of the Feudal System.
6. Describe the circumstances under which Magna Charta was granted, and give some of its provisions.
7. Write a short account of any two of the following : Marlborough, Pitt and Wellington.

*Class III.—Grammar.*

1. To what branch of the Teutonic Stock does the English Language belong? When and under what circumstances were words of Latin and Greek origin introduced into the language.
2. Give six nouns having double plurals, and the different meaning in each case.
3. Give as many instances as you can of dissyllabic adjectives which admit of suffixes of comparison.
4. Write out the preterite and perfect participle of the following verbs :  
Lie, tread, spin, climb, let, sit, wend, rive, strew and lay.
5. Classify the following pronouns :  
He, who, what, aught, any, every, each, neither and yours.
6. Analyze the following :  
"Buffon used to say, 'Genius is patience :'  
"Genius is common sense intensified," is another definition.
7. Parse :  
How do you do?
8. Turn into English Prose :  
How sleep the brave who sunk to rest,  
By all their country's wishes blest !  
When Spring, with dewy fingers cold,  
Returns to deck their hallowed mould,  
She there shall dress a sweeter sod,  
Than Fancy's feet have ever trod.



*Class III.—Arithmetic.*

1. How can a multiplication sum be done by addition, and a division sum by subtraction? How many times can 365 be subtracted from 1,000,000, and what is the last remainder?
2. Find the H. C. F. of 492, 1476, 1763, and the L. C. M. of 15, 26, 39, 65, 180.
3. Simplify.

$$\begin{array}{r}
 7 \qquad \qquad \qquad 5 \qquad \qquad \qquad 1 \\
 4-\frac{5}{6} \qquad \qquad \qquad 6-\frac{3}{8} \qquad \qquad \qquad \frac{1}{2}-\frac{27}{89} \qquad \qquad \qquad 13 \\
 \hline
 4 \qquad \qquad \qquad 2 \qquad \qquad \qquad 1 \\
 7-\frac{4}{7} \qquad \qquad \qquad 4-\frac{2}{5} \qquad \qquad \qquad 19-\frac{1}{2}-\frac{6}{81}
 \end{array}
 \times$$

(a)  $(\frac{1}{3} + \frac{1}{4})$   $\frac{20\frac{1}{2}}{3\frac{7}{9} + 2\frac{1}{2}}$  (b)  $\frac{4}{7-\frac{4}{7}} + \frac{2}{4-\frac{2}{5}}$

4. There were three boys, A., B., C. A. had 5 cents, B. had two loaves, and C. three loaves. The loaves were equally divided between A., B. and C. A. paying B. and C. proportionately according to the quantity received from each. How much was paid by A. to B. and C. respectively?
5. B.'s income after paying 10 cents in the dollar income tax is \$5,000. What was his original income?
6. Which is the better investment, 75 at 5 per cent., or 85 at 6 per cent?
7. What is the difference between true and mercantile discount? What is the difference between the true and mercantile discount on a bill of \$500 discounted for three months at the rate of 6 per cent. per annum?
8. A. has \$5,000 in 5 per cent. stock at 105. He sells out and invests in 7 per cent. stock at 135. What is the gain or loss in his income?

ROMAN CATHOLIC SECTION.

*Class II.—Composition.*

1. Correct the following sentences and explain why they are faulty :  
 Say to him, if he is in the wrong, he should retrace his steps.  
 When the morning came, and their breakfast was over, to their surprise, the carriage stood before the door.  
 Any one whom he considered in all things subject to his absolute command.
2. Punctuate :  
 Our last king  
 Whose image even but now appeared to us  
 Was as you know by Fortinbras of Norway  
 Thereto prick'd on by a most emulate pride  
 Dar'd to the combat in which our valiant Hamlet  
 For so this side of our known world esteemed him  
 Did slay this Fortinbras
3. Paraphrase the second question.
4. Write a letter to your benefactor.
5. What is meant by purity of diction?
6. Distinguish between direct and indirect form of speech.

*Class II.—Arithmetic.*

1. What is the discount and present worth of a note of \$584, drawn January 8th, at 11 months, discounted at the bank, May 10th, at 5 per cent?
2. If the interest of \$120 is \$5.84 in 126 days, what will it be for one year?

3. Simplify the following fractions :

$$\left(\frac{1}{2} + \frac{1}{3}\right) + \left(\frac{1}{4} + \frac{1}{5}\right) - \left(\frac{1}{2} - \frac{1}{3}\right) \times \left(\frac{1}{4} - \frac{1}{5}\right)$$

$$\left\{ \frac{4\frac{1}{2} + 5\frac{3}{4}}{5\frac{7}{8} - 2\frac{1}{4}} \right\} \times \left\{ 2 - \frac{3}{5\frac{1}{8}} \right\} \left\{ \frac{3\frac{1}{2} - 2\frac{1}{6}}{\frac{1}{4} \text{ of } \left(\frac{1}{6} + \frac{1}{7}\right) \div 15\frac{5}{8}} \right\}$$

4. A. can do a piece of work in 5 days, B. in 7 days, and C. in 8 days. How long will it take them to do it if they work together ?

5. What will be the cost of plastering a room 15 feet long,  $18\frac{1}{2}$  feet wide,  $9\frac{1}{2}$  feet high, at 18c. a yard ?

6. Extract the square roots of 10816, 505521.

7. Define ratio and proportion. Work the following problem by proportion : What is the present worth and discount of \$25.44 at 6 per cent., payable in one year ?

8. A field of a triangular form, whose base is 530 40 yds. and altitude 248.50 yds. was sold at the rate of \$28.75 a 100 sq. yds. How much did it cost ?

9. A farmer sold  $\frac{2}{3}$  of his property, afterward he sold  $\frac{1}{4}$  of it ; he valued the rest at \$7,238.01. What was the worth of the property ?

#### Class II.—Grammar and Literature.

1. "That" is sometimes a relative pronoun, sometimes a pronominal adjective, and sometimes a conjunction. Write a sentence illustrating this statement.

2. Name all the properties of verbs and tell what each distinguishes.

3. Define a clause and enumerate those that most frequently occur, stating their respective functions in a sentence.

4. How many varieties of time does the Perfect Indicative denote ? Name them.

5. Analyze fully the following sentence, and parse the italicized words :

"*Xerxes*, upon whom fortune had lavished all her favors, proposed a reward to the *inventor of a new pleasure*."

6. Give a definition of *Metaphor*, and mention faults which occur in its uses. Point out where the following is faulty : "Sailing on the sea of life, we are often in danger from the temptations around us."

7. Give a brief sketch of the literary career of Milton, and give a synopsis of "Paradise Lost."

8. Sketch the life of Edmund Spenser, and give a summary of the *Faerie Queen*.

9. Specify the characteristics of the *Knight's Tales*, and name their author.

#### Class II—Algebra.

1. Divide  $24a^2b - 12a^3cb^2 - 6ab$  by  $-6ab$ .

2. Define the following terms :

Coefficient, exponent, polynomial.

3. Clear the following equation of fractions :

$$\frac{x}{4} - \frac{x}{8} + \frac{x}{8} + \frac{x}{8} = 12$$

4. What is elimination ?

State the principal methods of elimination.

5. Find by the rules of elimination, the values of  $x$  and  $y$  in the following equations :

$$\begin{cases} \frac{1}{2}x + \frac{1}{3}y = 6 \\ \frac{1}{3}x + \frac{1}{2}y = 6\frac{1}{2} \end{cases} \quad \begin{cases} 5x - y = 13 \\ 8x + \frac{2}{3}y = 29 \end{cases} \quad \begin{cases} \frac{y}{10} - \frac{x}{4} + \frac{2z}{8} = 1 \\ 3y - x = 6 \end{cases}$$

6. A father says to his son, "Twenty years ago my age was four times yours ; now it is just double." What were their ages ?

7. Two clerks, A. and B., have salaries which are together equal to \$900.00. A. spends  $\frac{1}{10}$  per year of what he receives, and B. adds as much to his as A. spends. At the end of the year they have equal sums. What was the salary of each ?

8. What is the cube of  $3x - 6y$  ?

*Class II.—History of England and Canada.*

1. Write a short sketch on Thomas à Becket's early life; his quarrel with the Monarch; the principal articles of the Constitution of Clarendon.
2. Name the articles of Magna Charta.
3. Describe the condition of England in the thirteenth century under the following heads :

Religion.  
Industry.  
Manners.  
Customs.  
Learning.

4. What were the sources of the king's revenue under the Feudal System?  
What was the Domesday Book?
5. Tell what you know of Warren Hastings and his impeachment.
6. Relate what you know relative to the Treaty of Paris.
7. What was the nature of the proclamations issued Oct. 7th and Dec. 17th, 1763, with reference to the French population of Canada?
8. What led to the discovery of the Mississippi River?  
Who discovered it?
9. What were the causes which led to the Canadian Rebellion? Who was the French leader?

*Class II—Physiology and Hygiene.*

1. Define the terms Physiology and Hygiene.
2. What is the chief difference between venous and arterial blood?
3. How would you treat a person suffering from the severing of an artery? A vein?
4. Describe the circulation of blood in man.
5. How does the blood get its impurities from the tissues?
6. How is the blood purified in the lungs?
7. Mention the chief secretory and excretory organs, and state the functions of each.
8. Give your view of a properly constructed school house, considering location, heating, ventilation, admission of light.

*Class II—Geography.*

1. Define ecliptic, zodiac, longitude, latitude, circle of illumination, magnetic pole.
2. Where are the deserts of Hindustan, and what is said of them?
3. What are the capitals of England, France, Ireland and Scotland?  
What are the respective climates of these countries?
4. What peninsula is formed by the Mediterranean and the Adriatic Seas?  
Its capital?
5. Bound Egypt, and name its principal river and its course.
6. What are the principal exports of Europe, America and Asia?
7. Give a short sketch of the Dominion of Canada with regard to its government, the different races of its inhabitants, the name of each province, with their respective capitals and staples.
8. Give the position and mention anything notable about the following places:  
Lyons, Mt. Everest, Vesuvius, Quito, Caracas, Bristol, Alps, Genoa.
9. Prove that by knowing the difference of longitude of any two places we can determine the difference in their time.

*Class II.—Euclid.*

1. Give the definition of an angle.
2. Define the following terms:  
Postulate, theorem, corollary, scholium, axiom.

3. Give the first four axioms of Euclid.
4. Any side of a triangle is less than the sum of the other two.
5. From a point within a straight line, only one perpendicular can be drawn.
6. If one side of a triangle is produced, the exterior angle is equal to the sum of the two interior and opposite angles; and the three interior angles of every triangle are equal to two right angles.
7. Describe a square that shall be equal to a given parallelogram or to a given triangle.
8. From a given point without a given straight line draw a line making a given angle with it.

*Classes II and III.—Religious Instruction.*

1. What is original sin?
2. How did our first parents commit it?
3. What have been the effects of it for our first parents and for us?
4. What connection has the original sin with the incarnation and death of our Lord?
5. What are the marks and signs of the true church?
6. What is actual sin, venial sin, mortal sin? How can they be forgiven?
7. Sketch the doctrine of the Church about Baptism and Eucharist?

*Class III.—Writing.*

Copy the following lines:

I saw the valley opening at the farther end and spreading forth into an immense ocean, that had a huge rock of adamant running through the midst of it, and dividing it into two equal parts. The clouds still rested on one half of it, in so much that I could discover nothing in it, but the other appeared to me a vast ocean, planted with innumerable islands, that were covered with fruit and flowers, and interwoven with a thousand little shining seas that were among them.

*Class III—Grammar and Composition.*

1. Analyze the following sentences and parse the words in Italics:  
Reading *maketh* a full man; *conference* a ready man; writing an exact man.  
I say there is no *such* thing as human *perfection*.
2. What is meant by declension of nouns?
3. Tell what pronouns are, and enumerate their properties and kinds, giving illustrations.
4. With what three parts given can we conjugate a verb, and what are these parts called?
5. Define tense, mood, voice, person and number.
6. Correct any error in the following sentences, giving reason for such corrections:  
Henry is older, but not so large as Thomas.  
Never be ungrateful, for this is one of the most heartless of sins.  
We were struck with the grandeur of the scenery in the neighborhood of this cascade, and could not help admiring it.
7. Show the difference between John's, George's and Henry's father came too late; and John, George and Henry's father came too late.
8. Define a cognate object.

*Class III—History.*

1. Relate the story of Joseph, and the combat of David with Goliath.
2. Tell the principal events connected with the crossing of the wilderness by Moses and the children of Israel. Enumerate the principal miracles of our Lord Jesus Christ.

3. Sketch briefly the leading events of the administration of Frontenac.
4. Give a full account of the battle of Quebec and its surrender to the English, with date.
5. Write short historical notes on the following:
  - Jacques Cartier and his discoveries.
  - Subsidies and the 92 resolutions.
  - Roberval.
  - The Family Compact.
6. State some of the benefits bestowed by Alfred the Great upon his people.
7. Give an account of the exploits of Richard, Cœur de Lion, in Palestine. His return and his captivity.
8. What were the claims of Mary Stuart to the throne of England? What was her fate?

*Class III.—Geography.*

1. Define oblate spheroid, meridian, estuary, archipelago.
2. What causes a diversity of temperature in the same latitude? What are the effects of each?
3. Does the latitude of a place give its precise position?
4. Name the different Provinces of the Dominion of Canada, with their respective Capitals.
5. Name and locate two volcanoes in the Eastern Continent.
6. Give the position of France and write a note on its physical features, climate and natural productions.
7. Name and give the situation of the different Countries of Europe, with their Capitals.
8. What and where are the Alps, Batoche, Nile, Paraguay, Pampas, Rhine, Dardanelles?
9. What are the principal imports and exports of Canada?

*Class III.—Arithmetic.*

1. Define a fraction.
2. Find the value of  $\cdot 4375$  of £.
3. How many rails will enclose a field 7163 feet long by 3315 wide, provided the fence is straight, 6 rails high, the rails of equal length and the longest that can be used?
4. Simplify the following fractions:
 
$$\frac{7}{8}; \frac{11\frac{3}{8}}{12\frac{3}{8}}; \frac{\frac{7}{8} \text{ of } \frac{3}{8}}{\frac{7}{8} \text{ of } 4\frac{1}{2}}$$
5. What is the capital which placed at 7% will bring a yearly income of \$30.24?
6. What sum of money at the rate of 2% would bring an income of \$48 in 90 days?
7. What must be paid now to cancel a note of \$994.50, 1 year 9 months hence, at 6%.
8. If 1 acre will produce 27 bushels, 3 pks., 6 qts., 1 pt., of corn, what will 98 acres produce?

[PART IV]

33

## APPENDIX D.

BOARD OF EDUCATION'S OFFICE,

REGINA, 14th July, 1887.

SIR,—Referring to recent correspondence on the subject of the disposal of school lands in the Territories, and the protection of hay and timber thereon, I have the honor, by direction of the Board, to transmit herewith, for the consideration of the Honorable the Minister of the Interior, copy of a resolution passed at last meeting of the Board with respect to this question.

I also transmit copy of a circular addressed in March last to the chairmen of the various boards of school trustees, together with copies of the replies received thereto up to this date.

A review of this correspondence will, I think, show:—

1. That there is a lack of efficient inspection and protection of hay and timber on school lands throughout the Territories.

2. That in several parts of the country school sections have been pre-empted and that as yet no land has been set apart in lieu thereof.

3. That in the specially surveyed settlements of St. Laurent, Prince Albert, Edmonton, St. Albert, &c., school sections are settled upon, and no lands have been set apart in lieu thereof.

4. That very considerable loss of hay and timber on school sections has been occasioned by trespass; that there appears to be negligence on the part of the officials appointed to look after such lands; and that it would be well to establish some more rigid system for their protection.

5. That a considerable revenue might be had by letting the privilege to cut hay on such lands by tender or otherwise, also by leasing these sections in the more settled districts for grazing or hay making purposes for a term of years, or until they are disposed of.

6. That a number of school sections are included in the various cattle ranche leases in the Territories. Will the school fund derive any benefit from this source?

7. That a number of school sections are included in the Indian reserves. Will any land be given in lieu of such sections?

It should be borne in mind that the replies above referred to, as received from the various trustees, derive greater weight from the fact that the views expressed are the opinions of actual settlers in the country, the greater number of whom are practical farmers resident in the school districts.

I have the honor to be, Sir,

Your obedient servant,

JAMES BROWN,

*Secretary Board of Education.*

To A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

APPENDIX E.

BOARD OF EDUCATION, PROTESTANT SECTION,

REGINA, 10th June, 1887.

Regulations with reference to the Granting of Certificates to Candidates who have had no Normal or Model School training :

Third class certificate :—A candidate on passing the required examination for a 3rd class certificate will be granted a 3rd class non professional certificate, valid for one year.

On production of such certificate, at the expiration of that time, endorsed by the school inspector, the candidate will, subject to the approval of this section of the board, receive a 3rd class professional certificate, under which he must teach for at least two years.

Second class certificate :—On production of a 3rd class professional certificate, with two endorsements by the inspector of schools, and passing the required examination for a 2nd class certificate, a candidate will, subject to the approval of this section of the board, be granted a 2nd class non-professional certificate, valid for one year.

On production of such certificate, at the expiration of that time, endorsed by the school inspector, the candidate will, subject to the approval of this section of the board, receive a 2nd class professional certificate, under which he must teach for at least one year.

First class certificate :—On production of a 2nd class professional certificate, endorsed by the school inspector, and passing the required examination for a 1st class certificate, a candidate will, subject to the approval of this section of the board, receive a 1st class professional certificate, valid during good behavior.

Candidates for admission to examination for a 3rd class certificate must be, if males, eighteen; if females, sixteen years of age. No certificate will be given to any candidate who does not furnish satisfactory proof of good moral conduct.

The following sections, under heading (" Persons eligible to receive various grades of certificates ") in regulations passed 22nd April, 1885, are hereby repealed :

Re 1st class certificates.....	Section 3
Re 2nd do do .....	do 3
Re 3rd do do .....	do 2

NOTICE.

Notice is hereby given that no examination of candidates for teachers' certificates will be held in August next.

Regulations re provisional certificates :—Provisional certificates will be granted to teachers, not holding normal school or any class of certificates, on their sending the following information to the inspector of schools for the district in which they desire to teach, viz:

1. A recommendation from the board of trustees of the school district.
2. Evidence of good moral character.
3. Satisfactory evidence as to competency.
4. An application for the certificate in the applicant's own handwriting.

Provisional Certificates shall only remain in force for one year from the date of issue, but shall lapse sooner if the holder shall fail to pass the examination for a 3rd Class Certificate held during the year.

N.B.—All Provisional Certificates issued before the 6th May, 1887, shall continue in force until 31st March, 1888, but shall lapse sooner should the holder fail to pass the examination for a 3rd Class Certificate held in the interim.

By order,

JAS. BROWN,  
Secretary Board of Education.

APPENDIX F.

SCHOOLS in Western Assiniboia.—Summer Term, 1887.

THOS. GROVER, B.A., INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Moose Jaw.....	1	2nd 1 Asst., 3rd	109	118
2. Qu'Appelle.....	2	1st 1 Asst., 2nd	96	{ 65 } 49 } 114
3. Regina.....	4	2nd 2 Assts., 3rd	176	211
4. Kenlis.....	6	3rd	17	19
5. Wolseley.....	25	2nd	35	37
6. Fort Qu'Appelle.....	26	3rd	26	30
7. Maple Green.....	28	2nd	25	29
8. Wascana.....	29	Prov.	5	6
9. Round Plain.....	30	2nd	19	
10. Poplar Grove.....	31	Prov.	12	16
11. Thistle.....	32	3rd	15	15
12. Summerberry.....	33	Prov.	16	19
13. Summerhill.....	34	2nd	33	34
14. Westfield.....	35	Prov.	18	19
15. Greenville.....	36	Prov.	11	12
16. Abbottsford.....	37	Prov.	15	18
17. Mount Pleasant.....	39	3rd	25	29
18. Bonnycastle.....	40	3rd	25	30
19. Pheasant Forks.....	48	Prov.	22	26
20. Indian Head.....	49	2nd	35	50
21. Springbrook.....	50			Not open.
22. Caron.....	52			Not open.
23. Wide Awake.....	54	2nd	10	18
24. Spring Coulee.....	59	3rd	12	18
25. McLean.....	61			Not open.
26. Pasqua.....	63			Not open.
27. Boggy Creek.....	64	2nd	11	11
28. Prospect.....	65	Prov.	13	14
29. Tregarva.....	66	3rd	15	19
30. Victoria Plains.....	67			Not open.
31. Lake View.....	68			Not open.
32. Red Fox Valley.....	72	Prov.	10	11
33. Medicine Hat.....	76	2nd	84	102
34. Weed Hills.....	77	Prov.	13	
35. Maple Creek.....	80	2nd	27	33
36. Wellington.....	86	Prov.	15	15
37. Balcarres.....	87	Prov.	11	10
38. Two Rivers.....	89	Prov.	10	15
39. Strassburg.....	92			Not open.
40. Pheasant Valley.....	93	Prov.	26	29
41. New Tulscha.....	101			Not open.
			992	

33 Schools open.  
1887.

1 Teacher with 1st Class Certificate.  
12 do 2nd do  
10 do 3rd do  
14 do Prov. do

37 in 33 Schools, with 992 pupils.

The following Schools, open in 1886 were not opened in 1887:

Caron.....	52	14
Pasqua.....	63	15
Victoria.....	67	20
Lake View.....	68	8

1886.

9 Teachers with 1st Class Certificate.  
10 do 2nd do  
7 do 3rd do  
14 do Prov. do

31 in 30 Schools, with 926 pupils.

4 Schools with 57 pupils.



SCHOOLS in Eastern Assiniboia.—Summer Term, 1887.

JOHN HEWGILL, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Broadview .....	5	1st	41	
2. Wapella .....	11	Prov.	36	
3. Moosomin .....	12	1st	100	
4. Little Pipestone.....	14	1 Asst., Prov.		
5. Montgomery .....	15	3rd	20	
6. St. John .....	16	Prov.	11	
7. Park .....	20	Prov.	13	
8. Eden Grove.....	21	3rd	20	
9. Rocanville .....	22	3rd	22	
10. Revine Bank.....	27	Prov.	10	
11. Sunnymead .....	38	Prov.	28	
12. Hillburn .....	43	Prov.	14	
13. Fleming .....	45	3rd	22	
14. Fairfield .....	46	3rd	18	
15. Faulkner .....	53	3rd	19	
16. Meadow Lea.....	55	Prov.	13	
17. Lansdowne .....	56	Prov.	16	
18. Whitewood .....	57	Prov.	15	
19. Ivy .....	58	Prov.	30	
20. Buffalo Head.....	60	Prov.	16	
21. Billington .....	62	Prov.	10	
22. Dalesboro' .....	69	3rd	18	
23. Golden Plain .....	70	3rd	10	
24. Kinbrae .....	73	3rd	11	
25. Derry Grove .....	74	.....	13	Not open.
26. Boscurvis .....	78	Prov.	12	
27. Carnduff .....	81	Prov.	8	
28. Welwyn .....	82	Prov.	10	
29. Clare .....	83	Prov.	10	
30. Orangeville.....	88	Prov.	10	
31. Forest Farm .....	90	Prov.	16	
32. Glen Adelaide.....	94	3rd	12	
33. Alameda .....	96	Prov.	10	
34. Orkney .....	97	.....	.....	Not open.
			614	

32 Schools open.

1887.

2 Teachers with 1st Class Certificate.

8 do 3rd do  
23 do Prov. do

33 in 32 Schools, with 614 pupils.

1886.

0 Teachers with 1st Class Certificate.

1 do 2nd do  
2 do 3rd do  
14 do Prov. do  
1 do No Certificate.

18 in 18 Schools, with 407 pupils.

PROTESTANT Schools in Calgary and Macleod Districts.

REV. J. MCLEAN, M.A., INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Calgary .....	19	1st 1 Asst., 2nd	128	Public School.
2. Macleod .....	47	3rd	32	
3. Lethbridge .....	51	2nd	56	Not open.
4. Glenbeg .....	79	.....	.....	
5. Pine Creek .....	84	2nd	16	Not open.
6. Midnapore .....	85	Prov.	10	
7. Spring Bank .....	100	.....	.....	Public School, opened Oct. 10, 1887.
8. National Park .....	102	2nd	22	
9. Gleichen .....	103	1st	17	
			281	

1887.

7 Schools open, with 281 pupils.

2 Teachers with 1st Class Certificate.			
4	do	2nd	do
1	do	3rd	do
1	do	Prov.	do
8			

1886.

3 Schools open, with 170 pupils.

7 Teachers with 1st Class Certificate.			
1	do	3rd	do
2	do	Prov.	do
10			

PROTESTANT Schools in Edmonton District.

REV. A. B. BAIRD, B.D., INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Edmonton .....	7	1st	69	Opened Oct. 1, 1887.
2. Belmont .....	23	2nd	32	
3. Sturgeon .....	24	Prov.	12	
4. Victoria .....	75	Prov.	30	
5. Fort Saskatchewan .....	91	1st	21	
6. East Edmonton .....	98	Prov.	15	
7. Red Deer Central .....	104	Prov.	6	
			185	

1887.

7 Schools open, with 185 pupils.

2 Teachers with 1st Class Certificate.			
1	do	2nd	do
4	do	Prov.	do
7			

1886.

3 Schools open, with 130 pupils.

1 Teacher with 1st Class Certificate.			
1	do	3rd	do
1	do	Prov.	do
3			

PROTESTANT Schools in Prince Albert District.

REV. CANON FLETT, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Prince Albert .....	3	1st	52	
2. St. Andrews .....	8	3rd	47	
3. Colleston .....	9	2nd	14	
4. Prince Albert East .....	10	1st	36	
5. Saskatoon .....	13	2nd	57	
6. Red Deer Hill .....	17	Prov.	17	
7. St. Catherine's .....	18	Prov.	31	
8. Lindsay .....	41	2nd	42	
9. Kinisteno .....	42	.....	.....	Not open.
10. Island Lake .....	44	Prov.	11	
11. St. Leonards .....	95	Prov.	13	
12. Saskatchewan .....	99	.....	.....	Not open.
			320	

1897.

10 Schools open, with 320 pupils.

2	Teachers with 1st Class Certificate.
3	do 2nd do
1	do 3rd do
4	do Prov. do
<hr/>	
10	

1886.

10 Schools open, with 374 pupils.

1	Teacher with 1st Class Certificate.
3	do 2nd do
6	do Prov. do
<hr/>	
10	

PROTESTANT Schools in Battleford District.

P. G. LAURIE, INSPECTOR.

NAME.	No.	Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Battleford .....	71	Prov.	33	

1886.

Prov. Certificate.

34 pupils.

ROMAN Catholic Schools in Edmonton District.

REV. FATHER LEDUC, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Saskatchewan .....	2	Prov.	8	
2. St. Albert .....	3	1st, 2 Assts.	80	
3. St. Léon .....	4	Prov.	28	
4. Cunningham .....	5	1st, 1 Asst.	54	
5. Bellerose .....	6	Prov.	15	
*6. St. François Xavier .....	7	.....	.....	Not open.
			185	

\* This School has not been opened for two years.

1887.

5 Schools open, with 185 pupils.

2 Teachers with 1st Class Certificate.

6 do Prov. do

8

1886.

5 Schools open, with 206 pupils.

2 Teachers with 1st Class Certificate.

6 do Prov. do

8

ROMAN Catholic Schools in Prince Albert District.

REV. PÈRE DOMMEAU, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. St. Antoine .....	1	Prov.	30	
2. Stobart .....	8	3rd	18	
3. St. Laurent .....	9	1st	27	
4. Lourdes .....	10	2nd	15	
5. Taché .....	13	Prov.	28	
6. St. Louis de Langevin Est.....	14	3rd	32	
7. St. François de Taché.....	18	Prov.	.....	Just opened.
8. Prince Albert, Sep.....	6	1st, 3 Assts.	80	
			230	

1887.

8 Schools open, with 230 pupils.

2 Teachers with 1st Class Certificate.

1 do 2nd do

2 do 3rd do

6 do Prov. do

11

1886.

3 Schools open, with 62 pupils.

1 Teacher with 1st Class Certificate.

1 do 2nd do

1 do Prov. do

3

ROMAN Catholic Schools in Calgary District.

J. W. COSTELLO, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Lacombe, Sep.....	1	3rd, 2 Assts.	108	Same in 1886.

ROMAN Catholic Schools in Battleford District.

E. RICHARD, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. St. Vital of Battleford .....	12	1st	65	An increase of 5 pupils.

ROMAN Catholic Schools in Assiniboia.

DR. SEYMOUR, INSPECTOR.

NAME.	No.	Class of Teacher's Certificate.	Number of Pupils.	REMARKS.
1. Lebret .....	12	2nd	49	
2. St. Joseph de Dauphinais.....	15	Prov.	29	
3. St. Andrew, Sep .....	2	1st	14	
4. St. Mary do .....	3	Prov.	12	
5. St. Margaret do .....	4	Prov.	18	
6. St. Peter do .....	5	Prov.	13	
			133	

1887.

6 Schools, with 133 pupils.

1	Teacher with 1st Class Certificate.
1	do do 2nd do
4	do do Prov. do
<hr/>	
6	

1886.

2 Schools, with 78 pupils.

1	Teacher with 1st Class Certificate.
1	do do Prov. do
<hr/>	
2	

**PART V.**

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**NORTH-WEST HALF-BREED COMMISSION.**

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## PART V.

## NORTH-WEST HALF-BREED CLAIMS COMMISSION.

OTTAWA, 10th January, 1888.

A. M. BURGESS, Esq.,  
Deputy of the Minister of the Interior,  
Ottawa.

SIR,—We, the undersigned, have the honor to report that, under the powers vested in us by the Order in Council of the 19th May last and by the Commission issued to us bearing the same date, we have completed the investigation of the claims of half-breeds who were residents on the 15th July, 1870, within the limits of that portion of the North-West Territories which has been ceded by the Indians under treaty, and also of the claims of "original white settlers," or their descendants, not being half-breeds, who, between the years 1813 and 1835 both inclusive, went to any part of the North-West Territories, the Indian title in which has since been extinguished, and who were residing in such ceded portions of the Territories on the 26th May, 1874.

We left Winnipeg on the 7th of June last, accompanied by Mr. James Anderson, the Secretary of the Commission, and reached Prince Albert on the 19th of that month, at which place sittings of the Commission were held as well as at Fort Qu'Appelle and St. Laurent, *en route*.

From Prince Albert we proceeded in an open boat (York boat) to the following places, namely:—

Fort à la Corne, Cumberland House, Birch River Portage, The Pas, Moose Lake, and Grand Rapids, on the North Saskatchewan River; Norway House, on the east branch of the Nelson River; Poplar River, Berens River, Fisher River, and Fort Alexander, on Lake Winnipeg.

Owing to the prevailing storms and adverse winds on the lake at that season, we had a long and perilous passage, and did not reach Selkirk until the 24th September.

In accordance with the instructions to that effect contained in your letter of the 27th September last, we left Winnipeg on the 6th of October for Green Lake, *vid* Qu'Appelle, Batoche and Carlton, arriving at our destination on the 20th of that month, and held sittings of the Commission at that place up to the 24th, when we embarked on our return journey. A stop of four days was made *en route* at Duck Lake and Batoche, and on the 9th of November we again returned to Winnipeg, after having travelled by trail over 800 miles, to and from Green Lake.

Fort Pelly was next visited, at which place sittings of the Commission were also held, and the work commenced by the Commission in the spring of 1885 was most satisfactorily concluded.

We then returned to Winnipeg, which we reached on the 26th November.

Mr. E. McColl, the Superintendent of the Manitoba Indian Agencies, who accompanied the Commission, while in his district, for the purpose of dealing with the applications made by the half-breeds attached to Indian bands to withdraw from treaty in order to participate in the half-breed grant, rendered the Commission valuable service, and exercised very great care in permitting only such of them to sever their connection with their respective bands as could satisfactorily show that if they were granted their discharge from treaty they would be in a position to support themselves and families without any further assistance from the Government.



Five hundred and sixty-five applications were dealt with by the Commission during the past season, which are all entered in numerical order in the registers marked "A" and "B," which contain, besides, a précis of each claim, the decision arrived at and the action taken by the Commission in each case.

The registers above referred to are accompanied by an alphabetical index, marked "C," of the names of all the persons whose claims are entered therein.

The nature of these claims may be classified as follows:—

Claims allowed of persons who have never taken treaty.....	28
Claims allowed of persons who obtained their discharge....	321
Claims allowed of legal representatives of deceased half-breeds .....	54
Claims allowed of original white settlers.....	2
Claims reserved of persons who were residing on 15th July, 1870, within the original limits of the Province of Manitoba.....	7
Claims reserved of persons who were residing on 15th July, 1870, in those portions of the North-West Territories in which the Indian title has not yet been extinguished	73
Claims requiring further evidence.....	49
Claims disallowed.....	31
	<u>565</u>

A detailed statement, marked "D," is attached hereto, showing the number and the nature of claims preferred at each place visited by the Commission.

Scrip certificates have been issued by the Chairman of the Commission as follows:—

#### *Money Scrip.*

Form A, 344, amounting to.....	\$72,070 00
Form B, 146.....	9,734 15
	<u>\$81,804 15</u>

#### *Land Scrip*

Form C, 13.....	<u>3,120 acres.</u>
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Certificates on the form A, to the value of \$1,160, which are included in the above statement, have been issued on applications which were made in 1885 or 1886 but which were then reserved for further evidence, and certificates on the form B, amounting to \$771.83, also included in the statement already referred to, have been issued to the heirs of deceased half-breeds whose claims were proved in 1885 or 1886 but who had not received their shares as such heirs.

At Norway House, Fisher River, and Fort Alexander, there are large settlements of half-breeds residing on Indian reserves, and in receipt of Indian annuities, but who all preferred to remain members of the Indian bands to which they belong, and to continue to enjoy as such all treaty privileges.

A schedule is also appended hereto, marked "E," of the claims preferred before Mr. Roger Goulet, in January and February, 1887, at sittings of the Commission, held at the several points mentioned therein, on Lakes Manitoba and Winnipegosis.

We feel that we cannot close our report without acknowledging, in some measure, the great kindness and attention we received from the members of the

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clergy and the Hudson's Bay Company officers, at the several missions and posts we visited, and for the facilities that were afforded us for the prosecution of the work of the Commission.

We have the honor to be, Sir,

Your obedient servants,

R. GOULET,

N. OMER COTÉ,

*Commissioners.*

[PART V]

5

## D.—DETAILED STATEMENT of Claims dealt with by the North-West Half-Breed

PLACES VISITED BY THE COMMISSION.	CLAIMS ALLOWED.								
	Non-Treaty Half-Breeds.			Treaty Half-Breeds.			Legal Representatives of Deceased Half-Breeds.		
	Heads.	Children.	Total.	Heads.	Children.	Total.	Heads.	Children.	Total.
Winnipeg .....		3	3	4	9	13			
Fort Qu'Appelle.....					1	1			
St. Laurent, Batoche and Duck Lake...		3	3					2	2
Prince Albert .....	1	2	3	7	17	24	7	5	12
Fort à la Corne .....	1		1						
Cumberland House .....	3	2	5	36	68	104	7	8	15
Birch River Portage .....				19	30	49	1		1
The Pas .....				22	48	70	6	14	20
Moose Lake .....				5	8	13			
Grand Rapids .....				6	13	19		2	2
Norway House .....		1	1	7	7	14			
Poplar River .....					2	2			
Berens River .....	2	2	4						
Fisher River .....				1		1			
Fort Alexander.....	1	3	4					2	2
Devil's Lake .....									
Green Lake .....	1	2	3		1	1			
Russell .....		1	1						
Fort Pelly .....				3	7	10			
Totals.....	9	19	28	110	211	321	21	33	54

OTTAWA, 10th January, 1888.

Commission, under the authority of the Order in Council of the 9th of May, 1887.

Original White Settlers.				CLAIMS RESERVED.					Claims Disallowed.	Grand Total.	Money Scrip Issued.	Land Scrip Issued. Acres.
Living.	Died.	T tal.	Total Claims Allowed.	Residing in Manitoba on July 16, 1870.	Resident 16th July, 1870, in Territory not yet ceded.	Further Evidence required.	Original White Settlers.	Total.				
1		1	17		4	8		12		29	\$ 4,332 85	
			1							1	cts. 557 70	
			5		2	5		7		13	1,723 32	
			39	3	4	1		8	6	53	5,002 73	2,400
			1		4					1	523 33	
			124		4	6		10	6	140	24,037 32	240
			50						1	51	9,790 46	
			90	1		1		2	10	102	20,258 37	
			13			1		1		14	2,480 00	240
			21			4		4	3	28	4,280 07	
1		1	16		4	3		7		23	3,100 00	
			2							2	430 00	
			4							4	800 00	
			1			6		6		7	110 00	
			6			2		2	4	12	1,380 00	
						8		8		8		
			4		47	4		51		55	880 00	
			1	2				2		3		240
									O.W.S.			
			10	1		8		9	1	20	2,160 00	
2		2	405	7	73	49		129	31	565	81,804 15	3,120

R. GOULET,  
N. OMER COTÉ, } Commissioners.

[PART V]

eeB.—STATEMENT of Claims investigated at sittings of the Commission, held at the following places, on Lakes Manitoba and Winnipegosis, in January and February, 1887.

PLACE.	TREATY.		NON-TREATY.		RESERVED.		MONEY SCRIP.
	\$	Acres	\$	Acres	Acres	\$	
Totogan and Sandy Bay .....	23	48	3	2	16	31	12,760 00
Manitoba House .....	12	28	2	14	3	3	10,030 00
The Narrows .....	3	13	.....	.....	.....	.....	3,360 00
Fairford .....	8	14	1	5	.....	.....	5,600 00
Water Hen River .....	4	9	.....	.....	.....	.....	2,160 00
Pine River .....	4	4	.....	.....	.....	.....	960 00
Duck Bay .....	5	11	.....	2	.....	.....	3,440 00
Winnipeg scrip issued at, including claim of one "Original White Settler," \$160.....	55	122	1	10	16	34	1,470 00
<b>Totals</b> .....							40,780 00

Money Scrip issued—  
 Form A, 165 = 35,550 \$  
 Form B, 18 = 2,320  
 Form D, 13 = 2,980  
 196 = 40,780

No land scrip issued.

OTTAWA, 10th January, 1888.

R. GOULET,  
*Chairman.*

PART VI.

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ROCKY MOUNTAINS PARK.

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## PART VI.

## REPORT OF THE SUPERINTENDENT OF ROCKY MOUNTAINS PARK.

To the Honorable THOS. WHITE,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honor to present the following report on the works carried on in the Park under my supervision.

The topographical survey, under instructions from the Surveyor General, was commenced in February, 1886, and completed in November of the same year. The particulars of these surveying operations are contained in my report to the Surveyor General, dated the 15th day of December, 1886. These particulars it will not be necessary to repeat here. But it may be added that at the close of the survey, in November, an area of over 13,000 acres had been covered during the 270 days occupied on the survey—including the laying out of two town sites—and within this area upwards of 1,100 permanent monuments had been established, and more than 2,500 additional topographical observations of the ground taken, so that the field notes contain a record of every sinuosity of the surface of the ground over the tract included within the extent of the survey.

During the progress of the survey it became evident that an effort must be made to meet the necessities of the public in their desire to reach the sulphur springs. The only means of doing so at that time was over a rough mountain path, cut through the woods from the railway to the springs. This means of access was difficult enough for persons in good health and strength, but extremely difficult, and in many cases impossible for persons laboring under bad health or debility. These facts were represented to you in the spring of 1886, and immediate steps were taken to remedy the state of affairs and remove the existing difficulties, and on the last day of May I received instructions to at once open up a road from Banff station to the Hot Springs.

The chief difficulty presented in the construction of the road was the passage of the Bow River which lay across the line of the proposed road, about midway between the two extremes, and which, at the point of crossing, is about 300 feet wide. The mode of crossing the river hitherto had been by means of canoes and other small craft, and at a point immediately at the head of the rapids which descended to the falls, a total descent of about 70 feet in half a mile, thus making the place where the public crossed extremely dangerous, as a slight accident might hurl the occupants of the boats down the falls to certain death.

The many visitors then coming in to take the benefit of the springs, the daily increasing freshets in the river with the attendant dangers, made it a matter of the first importance that a bridge should be constructed without delay.

The width of the river was about 300 feet, and the depth 20 feet at high water at a point above the rapids selected for the bridge, and it was decided that a bridge on the floating principle was best adapted to the circumstances,—time being the chief element in the problem to be solved.

The few men at my command were at once despatched to the woods to procure the necessary timber, and lumber was ordered from the nearest market.

The first week in June was occupied principally in procuring men, tools and materials for the construction of the bridge, and during the second week it was put



together, floated down the river to its destination, and on the evening of June 12th it was swung round into its place and secured.

A safe and convenient crossing of the river being thus obtained in six working days, and at a cost of \$600, the road towards the station on one side and towards the Hot Springs on the other was pushed on with vigor. The part towards the station—two miles in extent—was over level ground, but presented a very rough surface, covered by a thick growth of scrub. Three bridges over streams on this section were also constructed.

The line of the proposed road towards the Hot Springs presented many difficulties besides the perpendicular ascent along the side of the mountain of some 700 feet in a distance of two and a-half miles.

The growth of timber was extremely thick, and the constant succession of deep ravines or gullies and rock projections rendered it a matter of great difficulty, not only in procuring the best location for the road, but the work of construction was heavy and tedious. The guiding object in the location was to obtain the best possible site for the road, so that the work done would be permanent and not lost by any possible necessity for altering the location at any later date. This object was attained, and any work done since, or to be done in the future, will consist simply in improving it as originally laid down.

The portion of the road from the station to the Bow River was soon opened, and sufficient grading done to put it in a condition suitable for the public traffic; and then the whole available force was placed on the mountain section, from the river to the Hot Springs.

The necessity for this work to be advanced with all despatch was made evident by the many inquiries from a distance by invalids and others desirous of reaching the Springs, and the work was consequently pushed on with vigor, and by the first week in July carriages were passing with ease from Banff Station to the Hot Springs over a very fair road.

Easy access to the Hot Springs being now secured, it became necessary to construct a road to the Cave and Basin, this point being of the greatest interest to the public, as well as utility to persons suffering from rheumatic complaints. This road, one mile in length, was opened by the middle of July.

A road was also constructed leading to the Falls and Spray River, and a branch road from this leading along the bank of the Bow, was also opened during the remaining months of summer.

While these works of construction were in progress, the topographical survey was carried on, and completed for the season by the 25th of November, and at the same time the new town site was laid out on the left bank of the Bow River, at a place well suited for the business transactions of the future inhabitants of the Park.

After the general works of road construction were closed down for the season, a small force of men was employed in driving a tunnel into the Cave, and these men were thus occupied during most of the winter months.

The original mode of access to the Cave was through a natural aperture at the top of the cone forming the roof, and the descent from there to the water level was by a ladder 45 feet in length. The many dangers attending this mode of access, rendered it necessary to devise something better and attended with less risk to the visitor, and indeed persons in a weakly state or delicate health, seeking relief by the virtues of water in the Cave, were prevented from attaining their object by reason of the dangerous means whereby they were required to reach these healing waters.

It was obvious that serious accidents might occur at any time, and the Government held responsible for the consequences, by reason of allowing this shaky and slippery ladder to remain any longer in use. These facts were reported to you, and immediate orders returned to carry out the suggestions of opening a tunnel on a level grade from the terrace below, over which the water from the Cave discharged. This was done during the winter months with success, and added much to the attractions and natural curiosity of the Cave, as well as affording a perfectly level and easy mode of access to its waters.

During the winter the Canadian Pacific Railway Hotel Company commenced operations on their hotel, at a site allotted to them, affording some of the finest scenery in the Park. The work of excavating the foundation proceeded till the opening of the spring of 1887, when the building was commenced.

To enable the Hotel Company to convey their material, &c., to the site of their building, it became necessary to open the avenue leading thereto, and as early as possible a force of men was put on this work. This avenue leads from the Bow Bridge along past the Canadian Pacific Railway Hotel, and will ultimately be extended along the left bank of the Spray River. The work on this avenue consisted in close chopping, grubbing and sufficient grading to make the road serviceable for the heavy teaming which had to pass over it by the conveyance of the building material for the hotel. The final gravelling and surfacing of the road were reserved till such traffic was ended.

This hotel is now about completed and is an ornament to the Park and a credit to the enterprising proprietors.

The roads opened for traffic in the summer of 1886 were constructed during the dry season when no surface water was visible, and the many small springs running down the mountain side were so confined to their natural beds as to make it impossible to form a correct judgment as to the best mode of meeting the drainage question. No attempt was therefore at this time made to complete the road bed, as the labor of doing so would unquestionably be thrown away. The opening of the spring, however, afforded the information required, and the necessary drainage was forcibly indicated before the frost had completely left the ground. The work of ditching and culvert construction was commenced as early as possible on the main avenue from the station to the Hot Spring and from the Bow River to the Cave. These being the chief thoroughfares, every effort was made to render them of first class quality and permanent. Much of the past summer was devoted to this object as its importance was considered as second to none other, and it is satisfactory to know that the public appear to appreciate the efforts that were made for their comfort and safety.

The winter of 1886-87 was one of unusual severity both as regards low temperature and the heavy snow fall, and in consequence of the limited experience of the actions of the river in the Park during the spring freshets, some doubts were entertained as to the ability of the floating bridge to resist the great strain on it which might be expected at high water. The unusual quantity of snow which had fallen in the mountains at the sources and along the valleys of these rivers must necessarily raise them to an unprecedented height; no one here had ever seen such a winter, and consequently no one could anticipate what the results might be when this immense quantity of snow was converted into water and precipitated down these mountain torrents.

To add to these difficulties it was ascertained early in the winter that a large quantity of saw logs was being taken out on the Bow River, and which must inevitably pass this place in the early spring. This was the first time that saw logs had been floated down the Bow River from above this point and no provision had been made for them on any of the bridges, and the probability was that they must suffer the consequences. As regards our floating bridge here, it being of a temporary nature and expected to be required for only one year, it was thought that it might be sustained for the short period necessary for the passage of the logs, and this conjecture would have proved correct had not an accident occurred, quite independent of the saw logs, to destroy its usefulness for a time.

As the water rose in the river means were taken to strengthen and secure the bridge, and an opening made for the passage of logs and other floating timber, and men stationed on the bridge day and night to clear the logs and pass them through the opening left for the purpose. By this means the floating timber of all descriptions was being readily discharged through the bridge when an unfortunate accident occurred. A heavy raft of timber loaded with cord-wood had been brought down the river and moored some distance above the bridge. This mass of timber, much

heavier than the bridge itself, broke from its moorings and swept down the river with the terrible velocity of the Bow River, at its even greater than usual flood height, and struck the floating bridge, end on, about the middle. This shock did not break the bridge nor disturb a plank, but the large wire cable which moored it at one end parted, and the bridge swung round on the cable at the other end and landed at the left bank without sustaining any further damage than the breaking of the cable.

Of course this unfortunate accident made it necessary to resort to what canoes and other craft could be procured for the passage of the river, but no time was lost in the endeavor to restore the bridge to its place, and the only delay was caused by the want of the necessary appliances at hand to warp the structure up stream. Messengers had to be sent to Calgary and even farther to procure rope, blocks and tackle, and precious days were lost in this way. The first attempt failed through the breakage of the ropes, and after stronger cables were procured and the bridge thoroughly strengthened it was successfully replaced in its original position, nine days after it was carried away.

The piers for the Bow Bridge were commenced as early as possible in the spring of 1887, and had the season between the going out of the frost and high water been as long as in other years, the time would have been ample for the work necessary for the completion of the masonry, but the lateness of the spring and the sudden rise and the unusual height of the river before the end of May scarcely sufficed to complete the piers, and the water was near its full height before the contemplated rip-rap round their bases could be built. In consequence, therefore, of the exposure of the piers to this severe trial in their unfinished state, added to the green state of the mortar which had not time to set, a very unsatisfactory combination of circumstances ensued, and it could hardly be expected from the immense quantity of timber of various kinds floating down the river with great velocity that the piers could escape from injury. As it was, a large accumulation of drift timber, saw logs, and whole trees with extended roots, lodged against the piers, and soon began their work of destruction by excavating under the foundation of the up-stream end.

Preparations were made as expeditiously as possible to remove the timber from the piers and build in the rip-rap, but during the night the work of destruction on one pier was completed and a portion of its up-stream end fell. No time was lost, however, protecting the other piers; the accumulated timber was removed and a large quantity of rip-rap built up, and then safely secured, and though the river rose higher afterwards still no further damage was done. The superstructure had been ordered early in the winter and was expected to be ready for erection in May, but owing to delays in the manufacturing, it did not arrive for some months later, but as the water was unusually high at the time the bridge superstructure was expected and remained high much longer than contemplated, it would have been difficult, indeed impossible, to have erected the bridge at an earlier date than July, when its erection began.

No false work could have stood the shock of the floating timber which swept down the Bow, particularly at the site of the bridge where the current runs, at high water, at nearly 20 miles an hour.

The bridge was completed and opened for traffic on the 19th of October.

The abutments of the Spray Bridge were built in the autumn of 1886, but not fully completed, as it was thought advisable to ascertain more definitely the probable height of the spring floods and the action of the ice in winter in this river, which from the previous year's experience was known to be of a very treacherous and fluctuating character. The superstructure was not erected till the following summer, and in the meantime it was found advisable to raise the abutments some two feet higher to insure a full clearance for the ice and other floating substances. In consequence of the raising of this bridge the approaches had to be raised in proportion, and the additional expense consequent thereon incurred.

When the improvements at the Cave were first contemplated it was thought that the driving of the tunnel through into it, the deepening of its pond, and clearing of the

rough rocks from the bottom would constitute the whole of the work necessary, but it was soon found from the nature of the rock which composed the sides and bottom that a very treacherous substance had to be dealt with, and every precaution would be necessary to insure success in any works carried out in connection therewith.

The whole Cave is a deposit principally of carbonate of lime, and when the natural dam across the outlet was taken away to enable the workmen to remove the fragments of rock projecting up from the bottom and sides, it was found that extreme care would be necessary to protect the Cave from destruction by the exposure of new inlets of water and the undermining action of these streams. As the fragments of rock were removed new apertures were visible, and streams of quicksand appeared which were before hidden. It was therefore obvious that the work now begun must be carried on in the most thorough manner, and nothing left to the chance of accident in the future that foresight could provide against. It was therefore decided that the work must be done and completed once for all, and the necessary steps were taken.

The whole area of the pond was completely cleared of loose and projecting rocks; the deposit of sand and gravel forming the natural dam was removed and a good substantial wall of masonry constructed surrounding the whole pond. By this means the pond was enlarged to nearly three times its original dimensions and deepened to about four feet. A solid masonry wall was substituted for the natural dam with an iron outlet pipe with valve to regulate the height of the water. The whole of the masonry was laid in Portland cement and the inside face of the wall plastered with a thick coat of the same.

It is sufficiently evident that nothing short of the most thorough treatment of this work would have been justifiable. Accidents might have occurred of a very disastrous nature if the work had stopped short of thorough completion, and it is satisfactory to know that the improvements, thus affected, are amply appreciated by all who have inspected or indulged in a plunge in these waters.

From the exposed nature of the "Basin" no doubt could be entertained of the necessity for putting it in a condition that the public could avail themselves of its use. Unlike the Cave, it is opened and exposed, with no protection for the bather from cold or the exposure of the person. Its formation in other respects is similar to the pond in the Cave. The rock is of the same treacherous character, and required extreme care in its treatment, and it was soon found that the same precautions would be necessary as were taken in the case of the Cave. An immense quantity of rubbish had accumulated at the bottom, which on being stirred up by the bather and held in suspension, the waters became no longer transparent, but formed a mass of semi-fluid, filthy looking matter that would deter anyone from going into it who expected to be cleansed on coming out.

The first operation in the way of carrying out the contemplated improvements in this pond, was, therefore, to remove the natural dam and clear away this deposit. It was thought at first that this, with the removal of some of the loose and projecting rock, would constitute nearly all the labor required, but on draining out the water and exposing the rock, previously covered by water, the effects experienced in the Cave became apparent, and the rocks began to crumble, and the quicksands to ooze out from many apertures not visible before, and at last an immense mass of rock cracked and separated from the projecting bank and threatened destruction to the whole work.

Of course this loose and partially detached rock could not be left in this position; even if it never fell it would have the effect of deterring any bather from entering the waters, and the work of removing it was at once commenced; and to provide against similar mishaps, it was decided to remove all loose rock and build a substantial wall of masonry round the Basin as in the Cave.

The Basin was then enlarged to about three times its original capacity, and the floor levelled off, and the whole deepened to about an average depth of five feet from the top of the walls. A masonry dam was built with waste pipe and valves complete for regulating the depth of water, and a comfortable swim can now be taken without

danger from any source. This is a favorite resort for bathers, and it is pronounced as near perfection as it is possible to make it, notwithstanding the predictions of some critics during its construction that it would prove a failure.

It may readily be conceived that the cost attending these improvements must necessarily far exceed the anticipated estimates, but any candid mind must admit that full value for the outlay has been realized, and nothing short of a complete and substantial execution of these works could be justified. It was late in the autumn when these works were finished and the season for the rush of visitors to the Park nearly over, so that another season will be necessary to test to the full the great popularity of these bathing resorts.

Rustic buildings have been erected in the Swiss style, of the timber of the mountains, on good stone foundations. The buildings consist of waiting rooms and dressing rooms for ladies and for gentlemen in each building. A separate building in the same style situated between the two bath houses is occupied by the caretaker and his wife whose time has to be devoted to attendance on bathers and visitors. The bath houses are heated in winter by stoves, and every available means is taken to add to the comfort of the bathers.

Much disappointment had been expressed by visitors to the Park at sundry times that communication with Devil's Lake had not been provided to enable tourists, artists and sportsmen to extend their field of observation beyond the mere vicinity of the springs. The complaint was that a single day was sufficient to see all immediately surrounding the baths, while means of access to the sporting field and the principal beauties of the Park were not available. This desire it was resolved to gratify, and with your instructions the work of opening the communication was commenced in September last, and a good ordinary road for vehicles was completed by the end of October, including two substantial bridges over the Cascade River and Devil's Creek.

This road is located over a most beautiful tract of country, and cannot fail to afford pleasure and interest to even those who have no other objects than a ride or drive through a country presenting objects for admiration on all sides; but to the artist and sportsman additional attractions are in store, and it can easily be anticipated that the coming season will see hundreds of visitors making their way up the charming Cascade valley and beyond that to the further end of the beautiful lake to which this road now affords easy access.

The completion of this road so as to render the drive more still enjoyable should be undertaken as early as possible during the coming season.

A scheme will be laid before you as soon as the necessary surveys can be made for laying out a range of villa lots at the terminus of this road at the foot of the lake.

The road sweeps round the lake at a distance of about 300 feet from its sandy beach, and the space between the road and lake is admirably adapted for cottages, lodges, hotels, and sporting boxes, and a considerable revenue may be derived from the leasing of these lots.

Persons have already applied for permission to place steam yachts on this lake, and if this is carried out satisfactorily the visitor to the park this coming summer will no longer have grounds for complaining of the limited area to which he is necessarily confined.

This road to the Devil's Lake was chopped and close cut, grubbed and graded sufficiently to enable carriages to pass over without inconvenience, and including the construction of two substantial bridges was all completed within seven weeks with about ten men, the expenses being kept down to the lowest possible amount available for the purpose.

During the summer and autumn of 1886 several sites were applied for and two bath houses erected at the Hot Spring, one by Dr. Brett and the other by Whitman McNulty. To supply these houses with water from the Spring the necessary piping and water chamber had to be provided. This was done by opening an excavation in the rock immediately above the natural outlet of the water. At this point.

a break down of the rock had occurred exposing the water to the cooling effects of the atmosphere, and allowing the escape of the natural gases. It was therefore considered necessary to close this place and construct the water chamber there. The fallen rock was removed and the cavity cleared out for a space of about 15 feet square. The source of the spring was thus exposed and the water chamber built over it of substantial masonry, with the valve chamber adjoining, from which the supply and waste water pipes were extended out.

This main supply pipe was carried along the face of the mountain at a moderate grade above the bath houses, and the branch pipes supplying these houses were attached to the main pipe at points opposite each building.

This simple and efficient mode of supplying the hot water to the bath houses was supposed to be sufficient for some time to come, but during the past summer applications were made by persons having hotels on the lower levels near the river to have the hot sulphur water conveyed down to their buildings.

The whole fall from the Hot Spring to the site of these buildings being over 600 feet, it was not thought advisable to bring the water down direct from the source, as the pressure being about 250 pounds to the square inch was more than ordinary pipe and plumbing would stand, and consequently it was found necessary to break the fall at some intermediate point and supply the lower levels of the Park from this lower point. For this purpose an iron tank was constructed at about half way down from the Hot Spring, and the supply to the lower hotels taken from it. The tank was completed this winter, the pipes laid, and everything necessary provided for the supply of the Canadian Pacific Hotel and Sanitarium when required.

During the summer of 1886 many fires occurred within the Park, which, but for the exertions of the men on the works might have resulted disastrously to the Park. It seemed impossible to trace those fires to their causes in many cases, and constant watch had to be kept for their first indications.

Much time and labor was lost in battling with the flames, and all the men on the works had frequently to be called off and occupied day and night in their endeavors to subdue the fires. The terrible disaster to the Park an extensive fire might produce is so apparent that great vigilance was exercised in detecting the first appearance of a fire, and afterwards in subduing it, and the large quantities of dead and fallen timber covering the ground in many places made the dangers much more imminent, and also the task of subduing them much more difficult. Besides these dangers to the Park many expensive buildings were now being erected, all more or less at the mercy of the flames if they were not kept under control. The magnificent Canadian Pacific Hotel would be in great danger from a high wind from the west, owing to the quantity of dead timber on that side, and nothing could save the building if the fire from that direction took place under such circumstances. For these important reasons it was judged of the greatest importance that as much of this inflammable matter as possible should be removed as soon as possible. Much of this clearing up and removal of dead timber was done during the summer months, and on into the winter, and as a result no fire of any consequence has occurred since last May, and the labor saved, over the previous year, has more than compensated for the cost of the clearing. Besides this a large quantity of firewood has resulted from the clearing up, which, when sold, will reduce the cost of clearing. Over one hundred acres of land has been chopped and cleared this past summer, with results of the greatest importance to the appearance and safety of the Park.

Soon after the passing of the Act of Parliament last session establishing the Park and regulating its government, the leasing of lots on the town site was proceeded with. Many persons had already taken lots and built places of business and dwellings. All of these with the exception of one or two, and many others who had not before taken lots, agreed at once to accept a lease under the favorable terms on which you had placed the lots in the market. Already 180 lots have been leased and the first year's rent paid, amounting to \$1,298, and many more lots would have been leased had the question of the final location of the railway station been decided.

Up to the spring of 1886 no permanent residents were found within the Park

with the exception of the section men at Banff station, on the railway, and the claimant of the discovery of the cave who occupied a rude shanty in its vicinity. A few migrating invalids resided temporarily in tents round the Hot Springs. Our town site and indeed the whole Park was a wilderness throughout, but the summer of 1886 brought life and activity which has continued to increase rapidly to the present time.

Extensive marshes extend along the upper stretches of the Bow River producing an abundance of good marsh hay. The cutting and saving of this hay crop was let by contract and sold at cost price, plus \$1 as a royalty; the revenue to the Government from this source will amount to about \$300 when all is collected.

A much larger quantity of hay would have been secured but for the unusually high water in the river and the length of time it remained on the marshes.

Next season a better system will be submitted to you for approval, but the best means of disposing of the hay question can be attained only by experience, and it is hoped that in due time that will be attained. The great object in the meantime is to guard against monopoly and speculation, and the prevention of the inhabitants of the Park suffering from a want of a cheap supply of the abundant hay crop which nature has provided for them.

It is very essential that the topographical survey of the Park should be completed as soon as possible in order that the plan may be perfected. The most important and tedious part of the survey has already been done, and that remaining can be carried on without the same degree of minuteness required in the work of the past.

The survey should be extended on eastward from the foot of Devil's Lake, the correct traverse of which should be made, and the work continued out through the "gap" to the eastern limits of the Park.

The work should also be carried up the Bow Valley, the Spray and Cascade Valleys, and in each case to the bounds of the Park. This survey should consist of a correct traverse of each of the rivers, and such observations throughout the several valleys as are necessary to afford a general knowledge of the topography, and need not extend further up the mountain sides than is easily accessible.

The survey should also embrace the ascertaining the heights and location of the several prominent mountain peaks.

It is necessary that the several avenues leading along the eastern slope of Sulphur Mountain should be located and laid down on the plan as soon as possible to enable persons to select lots for hotels, bath houses, dwellings, &c. This part of the Park is thickly wooded, and consequently it requires a certain amount of clearing done to enable persons to judge of the site they may require. If, therefore, the avenues were chopped out of the proper width and the lots posted, it would allow of their being laid down correctly on the plan, and the work of grading the roads could follow in the future as circumstances would require. In the more open parts of the Park this mode of operating will not be necessary, as the proper location of the roads can be more easily seen from the first, and the choice of lots made at once.

The wild rice sent up from Ontario by your directions was sown in the Vermillion Lakes, and also on the borders of the Devil's Lake, for the benefit of wild fowl frequenting these waters, and it is hoped in time by these means and proper protection to cultivate and encourage the game more effectually. And in connection with this matter it is of great importance that if possible the Indians should be excluded from the Park. Their destruction of the game and depredations among the ornamental trees make their too frequent visits to the Park a matter of great concern.

At the present time (twenty months after the work of the improvements were commenced) the Park contains about 650 permanent inhabitants, 350 of whom are on the town site and in the vicinity of the Springs, and a few at the station, who will move to the town site as soon as the position of the station is settled. The places of business are as follows:—

2 hotels on town site.  
 1 do (sanitarium), south of the river.  
 3 do and bath houses combined, at Hot Spring.  
 2 saloons and boarding houses.  
 9 stores.  
 2 drug stores.  
 1 post office on town site.  
 1 do at station.  
 2 blacksmith shops.  
 1 day school, 25 pupils.  
 2 churches, Roman Catholic and Methodist.  
 2 congregations, Episcopal and Presbyterian, weekly services.  
 The village of Anthracite contains 300 inhabitants.  
 The floating population may be estimated from the following:—

ARRIVALS at the Sanitarium from 1st January, 1887, to 1st January, 1888.

Month.	Canada.	United States.	England.	Other Countries.	Total.
January.....	65	8	11	3	87
February.....	28	6	5	1	40
March.....	68	10	9	7	94
April.....	124	17	18	7	166
May.....	141	22	19	5	187
June.....	167	26	29	5	227
July.....	186	32	40	8	266
August.....	312	37	38	10	397
September.....	156	18	38	16	228
October.....	181	14	21	6	222
November.....	98	5	14	2	119
December.....	53	2	7	1	63
Totals.....	1,579	197	249	71	2,096

N.B.—The above statement does not include what we term "extra guests," that is, guests who take say one or two meals and do not appear on register.

(Signed)

H. JENNINGS, Clerk.

There is no means of estimating the number of persons arriving at the six or seven other hotels, or those who occupied special cars at the station, or again those who lived in tents for the short time of their visit, but a low estimate of the total number of visitors for the past year would be 3,000 persons.

The heavy and expensive works of the Park are now about completed, such as the Bow and Spray bridges, the water works and the cave and basin improvements, and it may be expected that the expenditure in the future, principally on roads, will be the more fully appreciated as it will afford the visitors more extensive scope for their observations and facilities for taking in the Park.

I have the honor to be, Sir,

Your obedient servant,

GEO. A. STEWART,

Superintendent.

ROCKY MOUNTAINS PARK, 1st February, 1888.

[PART VI]



## ROADS.

Work done to 30th April, 1887.

Quantities.	Locality.	Nature of Work.
648 rods.....	Banff Avenue .....	Chopping, grubbing and grading.
873 do .....	Hot Spring Avenue.....	do do
315 do .....	Cave do .....	do do
315 do .....	River do .....	do do
243 <sup>1</sup> / <sub>2</sub> do .....	Glen do .....	do do
243 <sup>1</sup> / <sub>2</sub> do .....	C. P. R. Hotel do .....	do do
97 do .....	Middle Spring do .....	do do
139 do .....	Lynx Street .....	do do
2,872 rods, or 8·98 miles.		
242 rods.....	Upper Cave Road .....	Close cut and cleared
109 do .....	Buffalo Street.....	do do
151 do .....	Wolf do .....	do do
121 do .....	Cariboo do .....	do do
85 do .....	Bear do .....	do do
85 do .....	Beaver do .....	do do
85 do .....	Muskrat do .....	do do
182 do .....	Creek do .....	do do
273 do .....	Bow Avenue.....	do do
1,333 rods, or 4·17 miles.		

## NEW ROADS OPENED, NOT COMPLETED.

Work done from 1st May to 31st December, 1887.

Quantities.	Locality.	Nature of Work.
112 rods .....	Buffalo Street.....	Chopping, clearing and close cutting.
163 do .....	Spruce Avenue .....	do do do
1,250 do .....	Devil's Lake Road .....	do do and grading.
1,525 rods, or 4·76 miles.		

## LAND CLEARED.

From 1st May to 31st December, 1887.

Acres.	Name.	Locality.
5 .....	Vanwart.....	Hot Spring.
17·89.....	Lukin.....	Glen and Cave Avenues.
17·22.....	Disbrowe.....	Spray and Glen Avenues.
8 .....	W. McCardill .....	Cave.
2 .....	Moir .....	Basin.
30 .....	Men on pay-roll.....	West of C. P. R. Hotel.
80·11 acres, exclusive of new roads.		

In addition to this 20 acres have been cleared on Banff Avenue for the firewood it produced, principally fallen timber.

## ROADS.

Work done, 1st May to 1st November, 1887.

Quantities.	Locality.	Nature of Work.
960 rods .....	Mountain Avenue.....	Ditching and draining.
345 do .....	Cave do .....	do do
620 do .....	Banff do .....	do do
<u>1,925 rods, or 6 miles.</u>		
610 rods .....	Mountain Avenue.....	Turnpiking and forming.
308 do .....	Cave do .....	do do
310 do .....	Banff do .....	do do
<u>1,228 rods, or 3·84 miles.</u>		
420 rods .....	Mountain Avenue.....	Gravelling.
162 do .....	Cave do .....	do
310 do .....	Banff do .....	do
<u>882 rods, or 2·75 miles.</u>		

## RECAPITULATION.

6 miles .....	Ditching and draining.
3·84 do .....	Turnpiking and forming
2·75 do .....	Gravelling.
<u>12·59 do .....</u>	<b>Total.</b>